



Hawkesbury City Council

Attachment 3
to
item 4

Hawkesbury Masterplan: Richmond
Historical Heritage Assessment and
Constraints Analysis Final Report

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Hawkesbury Masterplan: Windsor Historical Heritage Assessment and Constraints Analysis

FINAL REPORT

Prepared for Place Group Design

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Glossary

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

Summary

Biosis Pty Ltd (Biosis) was commissioned by Place Design Group to undertake a Historical Heritage Assessment (HHA) and constraints analysis to inform the detailed designs for the proposed Hawkesbury Town Centres public domain upgrades in 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, defined by the area of impact of the proposed works, encompasses Thompson Square and George Street to Windsor Railway Station, and includes the junctions where George Street meets Baker, Kable, Fitzgerald, Johnston, New, Catherine, Christie, Tebbutt, Dight and Brabyn streets and Hawkesbury Valley Way. 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 Council¹ did not appear to have an analysis of the archaeology or heritage of Windsor, apart from the listings on the Local Environmental Plan (LEP) and State Heritage Register (SHR). As such, there were several works in areas of State significance. This has been updated with preliminary heritage advice to produce the plans in Section 6 which result in much less impact to areas of State significance. Works throughout the entire study area include the addition of street trees, upgrading footpaths and paving, the installation of signage and public art among others.

Heritage values

Windsor is one of the oldest established towns in NSW. The first settlement in the area of Windsor was established in 1794 under the name of Green Hills or Mulgrave Place. Windsor was the third Government Domain in Australia, after Sydney and Parramatta making it extremely historically significant. The first government presence was initiated in 1795, with government stores and a military garrison established to aid in managing the settlement. The government precinct and reserve were partially located within the current Thompson Square (SHR Item no. 00216), with the wider reserve capturing a much larger area. This settlement was chosen for further development by Governor Lachlan Macquarie in 1809, leading to the establishment of Windsor the following year. George Street was one of the earliest roads in Windsor, 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, and in 1864 the Blacktown-Richmond Railway was built to connect Windsor to Sydney, with Windsor Railway Station serving the town (SHR Item no. 01287). Civic investment by government from the second half of the 19th century onwards saw the establishment of public reserves and improvements to the town's infrastructure including ongoing road works and maintenance, water supply, gas lighting and electricity. In the 20th century, Windsor settled into the role of a quiet provisional town on the fringe of an ever-expanding Greater Sydney.

Significant heritage values identified within the study area include:

- Three heritage items:
 - Thompson Square (Hawkesbury LEP 2012, Item no. I00216).
 - Public reserve (Hawkesbury LEP 2012, part of Item no. I00216).

¹ (Place Design Group 2021)

- Windsor Railway Station Group and Former Goods Yard (SHR, Item no. 01287; Hawkesbury LEP 2012, Item no. I01287; Transport for NSW Section 170 Heritage and Conservation Register).
- One conservation area:
 - Thompson Square Conservation Area (SHR, Item no. 00216).
 - Thompson Square Conservation Area (Hawkesbury LEP 2012, Item No. C4).
- A number of areas of archaeological potential:
 - One area of high archaeological potential associated with an 1814-1816 brick drain.
 - 18 areas of moderate archaeological potential associated with areas of early settlement of Green Hills/Mulgrave Place and Windsor, a series of pre-1835, pre-1871, pre-c.1888 and pre-1937 verandahs or building frontages throughout the study area, an archway over George Street at the junction of Fitzgerald Street and a culvert in George Street north of Hawkesbury Valley Way.
 - Areas of archaeological sensitivity in the remainder of the study area.

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
Heritage Act 1977 (Heritage Act)	Thompson Square Conservation Area (SHR, Item no. 00216) Windsor Railway Station Group and Former Goods Yard (SHR, Item no. 01287)	Depending on the nature and impact of works included in the final detailed design and whether the Standard Exemptions under Section 57 apply, a permit under Section 60 may be required.
	Area of high and moderate archaeological potential	Should the final detailed design impact areas of high and moderate archaeological potential, a Section 140 Excavation Permit or Section 139 Excavation Exception may be required.
Hawkesbury Development Control Plan 2002 (DCP)	Heritage items listed on the <i>Hawkesbury Local Environmental Plan 2012</i>	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 Hawkesbury masterplan. These recommendations have been formulated to respond to client requirements and the significance of the site. 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.²

Recommendation 1 Reduction of heritage impact through design

Section 6 has identified opportunities to reduce the impact of the development on both the heritage items within and adjacent to the study area, and to the broader landscape of Windsor. These should be implemented where possible in 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 values, or contribution to the streetscape.
- Minimise ground impacts through design, including choosing trees or plants with shallow root systems, reusing service corridors for new services and targeting areas of disturbance for works. Minimising the depth at which works take place, and choosing appropriate methodologies to undertake these works.
- Minimise visual impact through design, including using existing poles for signage, the heritage trail and public art, choosing trees which will complement the landscape, reusing sandstone kerbing in the same areas or as part of the design.

Recommendation 2 Avoidance of areas of archaeological potential

This assessment has identified areas of high and moderate archaeological potential. Works should be avoided in these areas. Should these areas not be able to be avoided, excavation permits would be required to undertake works (Recommendation 5, Recommendation 6)

The entirety of the area 'W04 Thompson Square' has been designated as having moderate and high archaeological potential. Should works be undertaken in this area they should be restricted to areas of moderate potential.

Recommendation 3 Avoidance of items and areas listed on the SHR

Works are proposed in the curtilage of several items listed on the SHR. Works should be avoided in these areas. W01.5 and W04 outline works to be undertaken in the Thompson Square Conservation Area (Item no. 000216) which is listed on the SHR. W01.1 includes works within the curtilage of the Windsor Railway Station Group and Former Goods Yard, (Item No. 01287). If works cannot be avoided in these areas, permits under the Heritage Act would be needed once the detailed design has been finalised.

Recommendation 4 Statement of Heritage Impact

Due to the large number of heritage items in and adjacent to the study area, a 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 will be required to undertake the proposed works.

Recommendation 5 Section 60 or 57(2) application

Should works be undertaken in the curtilage of an item listed on the SHR, a Section 60 or Section 57(2) application must be submitted to the NSW Heritage Council and an approval issued prior to works commencing. This is applicable for any works to be undertaken, whether they will impact on areas of potential archaeology or not. This would require a Statement of Heritage Impact (SoHI) report be prepared and submitted as part of the application (see Recommendation 4 **Error! Reference source not found.**).

² (Australia ICOMOS 2013)

Recommendation 6 Section 140 or 139(4) application

Should works be undertaken in areas of archaeological potential (not within the curtilage of areas listed on the SHR), 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 7 Landscape study

This report has identified that the entire area can be classified as a heritage landscape; however, a detailed study has not been completed as it is not within the scope of this report. Hawkesbury City Council should engage an appropriately qualified landscape architect to undertake a landscape study of Windsor, focussing on George Street and Thompson Square. The outcomes and recommendations from this should be considered in the final design.

Recommendation 8 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 Windsor and relevant heritage items could be communicated through the proposed works and the results of this Plan inform the detailed design.

Recommendation 9 Retention of non-listed heritage items

Several items in the study area have been assessed as having heritage significance but are not on any heritage lists. These include the brick drain and sandstone kerbing. The brick drain is within the Thompson Square Conservation Area and is protected under that listing. Sandstone kerbing is found throughout the study area. As per Recommendation 1 it should be retained and designs adjusted to avoid impact.

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 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 for the proposed development.

1.2 Location of the study area

The study area is located within the suburb of Windsor, in the Hawkesbury Local Government Area (LGA) (Figure 1). It encompasses 5 hectares of public land and the adjacent road reserves. It is currently zoned RE1 Public Recreation, R2 low density residential, SP2 Infrastructure, B1 Neighbourhood centre, and B2 Local 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*.³⁴ This report provides a heritage assessment to identify if any heritage items or 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 sites and features 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.

³ (Heritage Office 2001)

⁴ (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.

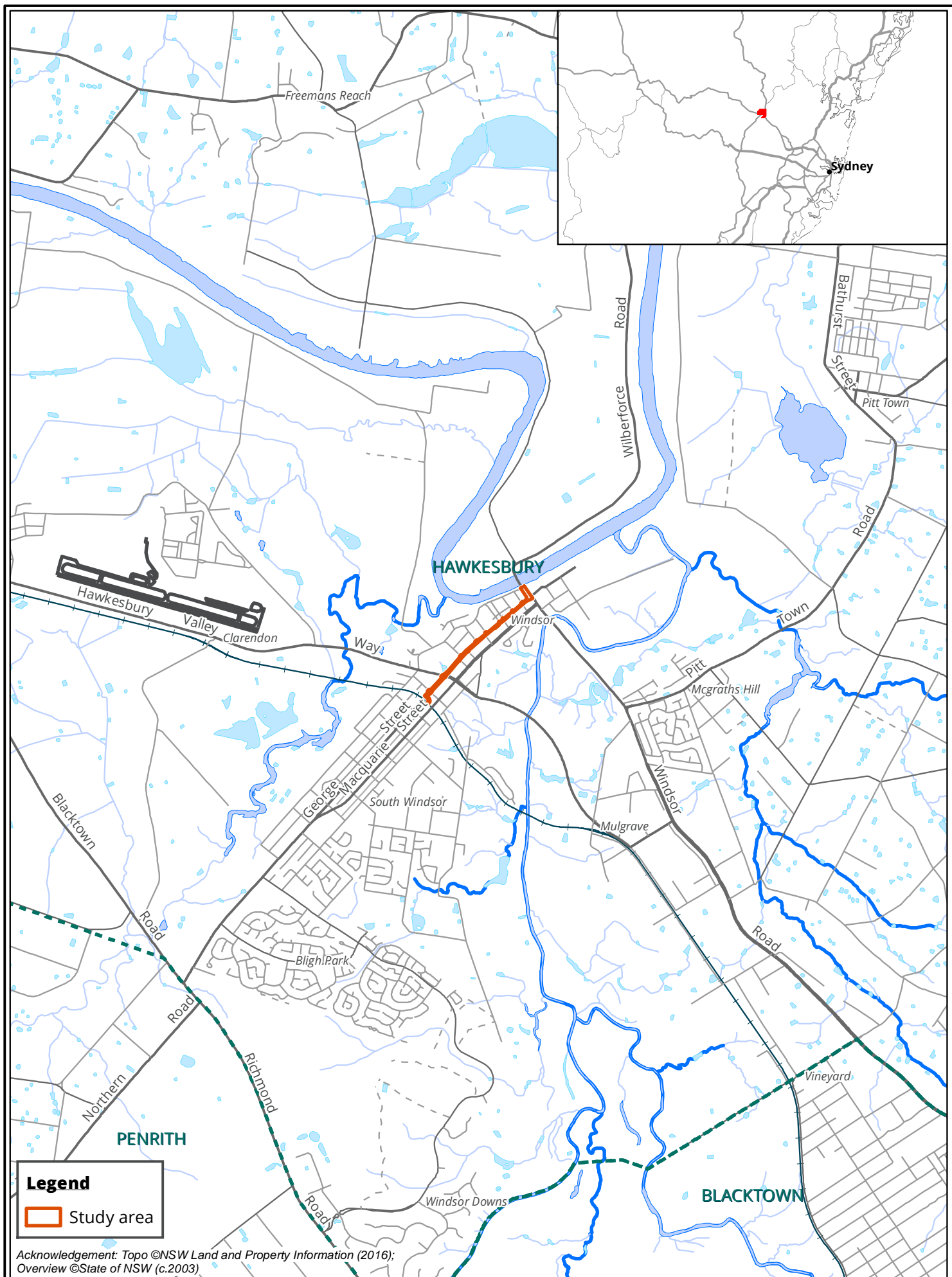
Hawkesbury City Council has noted that the current heritage listings are being updated by external consultants City Plan Heritage. As this document is not complete it has not been made available as part of this assessment. Initial verbal feedback to Council indicate that this document will recommend 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 follows best archaeological practice and its conclusions are based on professional opinion, it does not exclude the 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 presented 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 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).



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*'.⁵
- 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.⁶

A search of the CHL did not yield any results associated with the study area. A search of the NHL identified one heritage items within the study area.

- Thompson Square Conservation Precinct Emergency Listing Request (Item No. 18) The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964. Located within the northernmost portion of 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*'.⁷ 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 and places of heritage significance may be protected.

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

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

⁷ (Heritage NSW 1977, p.3)

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.

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*'.⁸ These exemptions came into force on 1 December 2020 and replace all previous exemptions.

There are two heritage items listed on the SHR within the study area:

- Thompson Square (Item No. 00216) The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964. Located within the northern most portion of the study area.
- Windsor Railway Station Group and Former Goods Yard, (Item No. 01287), 425 George Street, Lot 1, DP 1022444.

There are six additional heritage items listed adjacent to the study area. Please see Table 2 for the full list.

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.

⁸ (NSW Government 2020)

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.

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 Register. 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 within the study area that is entered on a State government instrumentality Section 170 Register:

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

There is one item located adjacent to the study area:

- Loder House, Department of Planning and Infrastructure s170 register. 126 George Street, Lot 1, DP 580752. Located directly west of the study area.

2.3 Environmental Planning and Assessment Act 1979

2.3.1 Local Environmental Plan

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 three items and a conservation area of State heritage significance on the Hawkesbury LEP Schedule 5:

- Thompson Square (Item No. I00216) The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964. Located within the northernmost portion of the study area.
- Thompson Square Conservation Area (Item No. C4) The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964. Located within the northernmost portion of the study area.
- Public reserve (Item no. part of I00216) 3 Old Bridge Street, Lot 345, DP 752061. Located within the northernmost portion of the study area.
- Windsor Railway Station (Item No. I01287) 425 George Street, Lot 1, DP 1022444. Located within the southernmost portion of the study area.

The study area is also situated within the vicinity of 65 heritage items of state and local significance. Please see Table 2 for the full list.

2.3.2 Hawkesbury Development Control Plan 2002

The Hawkesbury DCP outlines controls to guide built development. The 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 if 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 SoHI. A Heritage Conservation Management Plan (CMP) may also be required when development is likely to impact the significance of a State significant heritage item or conservation area.

2.4 Summary of heritage listings

A summary of heritage listings within, and in the vicinity of, the study area is presented in Table 1, Table 2 and Figure 3.

Table 1 Summary of heritage listings in the study area

Item no (listing)	Item name	Address	Significance
I01287 (LEP) 1287 (SHR) Transport for NSW s170 Register	Windsor Railway Station Group and Former Goods Yard	425 George Street, Lot 1, DP 1022444	State
Part of I00126 (LEP)	Public reserve	3 Old Bridge Street, Lot 345, DP 752061	State
I00126 (LEP)	Thompson Square	The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964	State
C4 (LEP)	Thompson Square Conservation Area		State

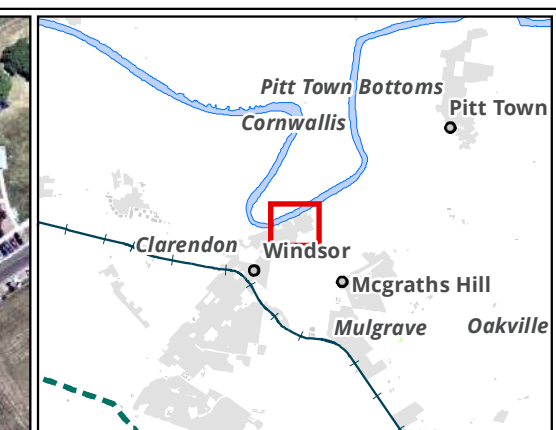
Table 2 Summary of heritage listings adjacent to the study area

Item no (listing)	Item name	Address	Significance
I146 (LEP)	Railway cottage	21 Brabyn Street, Lot 1, DP 736139	Local
I477 (LEP)	Shop	396 George Street, Lot 73, DP 1045497	Local
I222 (LEP)	"Learholm"	391–393 George Street, Lots 8 and 9, DP 1093	Local
I223 (LEP)	Shop	394 George Street, Lot 2, DP 499865	Local
I229 (LEP)	Railway Hotel	419 George Street, Lot 1, Section D, DP 1093	Local
I259 (LEP)	Windsor Roman Catholic Cemetery	Corner George Street, Richmond Road and Macquarie Street, Lots 101–104,	Local

Item no (listing)	Item name	Address	Significance
		DP 1101551	
I01851 (LEP) 1851 (SHR), National Trust of Australia	McQuade Park	361 George Street, Lot 1, DP 556829	State
I218 (LEP)	Bandstand rotunda	361 George Street, Lot 1, DP 556829	Local
I219 (LEP)	Former Windsor Council Chambers	325 George Street, Lot 4, Section 12, DP 759096	Local
I220 (LEP)	"Tates Hotel"	339 George Street, Lot A, DP 84001	Local
I00202 (LEP) 202 (SHR)	"The Reverend Turner Cottage" (formerly "Oxalis Cottage")	360–360A George Street, Part Lot 1, DP 998012	State
I213 (LEP)	House	301 George Street, Lot 301, DP 1105735	Local
I214 (LEP)	House	303 George Street, Lot 3, DP 702966	Local
I215 (LEP)	House	307 George Street, Lot 1, DP 198135	Local
I201 (LEP)	O'Brien's Building	242 George Street, Lot 1, DP 566382	Local
I202 (LEP)	Former inn	265 George Street, Lot 2, DP 82467	Local
I203 (LEP)	"The Royal Theatre" (former)	266 George Street, Lot 1, DP 435893	Local
I204 (LEP)	House	267 George Street, Lot 2, DP 602252	Local
I205 (LEP)	House	268 George Street, Lot 22, DP 1148530	Local
I207 (LEP)	House	271 George Street, Lot 271, DP 1106015	Local
I208 (LEP)	House	275 George Street, Lot B, DP 155672	Local
I209 (LEP)	House	279 George Street, Lot 1, DP 702967	Local
I210 (LEP)	House	283 George Street, Lot 1, DP 784340	Local
I211 (LEP)	Residence and surgery	287 George Street, Lot 3, DP 70337	Local
I212 (LEP)	House	291 George Street, Lot 2, DP 226437	Local
I217 (LEP)	"Mrs Cope's Cottage"	312 George Street, Lot 1, DP 605013	Local
I216 (LEP)	Shop	319 George Street, Lot 21, DP 830445	Local
I516 (LEP)	Former house	308 George Street, Lot 49, DP 875355	Local
I517 (LEP)	Former house	310 George Street, Lot B, DP 159779	Local
I159 (LEP)	Public school	2–6 Dight Street and 328 George Street, Lot 1, DP 724345; Lot 359, DP 729849; Lot 1, DP 122886	Local
I245 (LEP)	Dedication stone, Hawkesbury Hospital	320 George Street, Lot 50, DP 1035291	Local

Item no (listing)	Item name	Address	Significance
I513 (LEP)	Main Hospital block, brick fence and Ashlar Morgue Building	320 George Street, Lot 50, DP 1035291	Local
I514 (LEP)	Well structure	320 George Street, Lot 50, DP 1035291	Local
I00667 (LEP) 667 (SHR)	Simmons Hardware Store	226 George Street, Lot 12, DP 1159754	State
I191 (LEP)	Shop	167–169 George Street, Lot 1, DP 199771	Local
I192 (LEP)	“Bussell Bros”	153 George Street, Lot C, DP 394938	Local
I193 (LEP)	Shop	181 George Street, Lot 1, DP 227084	Local
I194 (LEP)	Shop	189 George Street, Lot 11, DP 876951	Local
I195 (LEP)	Former shop	194 George Street, Lot 1, DP 1008865	Local
I197 (LEP)	Shop	199 George Street, Lot 4, DP 1072197	Local
I196 (LEP)	Former shop	200 George Street, Lot 1, DP 75108	Local
I199 (LEP)	Royal Exchange Hotel	203–207 George Street, Lots 1 and 2, DP 1094217	Local
I198 (LEP)	Shop	206 George Street, Lot 1, DP 596806	Local
I235 (LEP)	Former Windsor Post Office	180 George Street, Lot 1, DP 771874	Local
I180 (LEP)	House and shop	127 George Street, Lot 8, DP 607128	Local
I181 (LEP)	Shop	131 George Street, Lot B, DP 32825	Local
I182 (LEP)	Shop	135 George Street, Lot A, DP 32825	Local
I183 (LEP)	House and shop	136 George Street, Lot 2, DP 659668	Local
I184 (LEP)	Former house	137 George Street, Lot 1, DP 448270	Local
I185 (LEP)	Bank	141 George Street, Lot A, DP 160933	Local
I186 (LEP)	Bank	146 George Street, Lot 4, DP 558970	Local
I187 (LEP)	Bank	156 George Street, Lot 3, DP 558970	Local
I189 (LEP)	Shop	160–160A George Street, Lot 1, DP 742050; Lot 2, DP 537539	Local
I188 (LEP)	“Fitzroy Hotel”	161 George Street, Lot 1, DP 83287	Local
I190 (LEP)	Shop	162–166 George Street, Lots X and N, DP 161323; Lot 3, DP 259300	Local
I176 (LEP)	Shop	109 George Street and 9B Baker Street, Lots 111 and 112, DP 739120	Local
I177 (LEP)	Former house	117 George Street, Lot 101, DP	Local

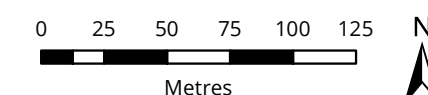
Item no (listing)	Item name	Address	Significance
		737270	
I178 (LEP)	Former house	123 George Street, Lot 104, DP 737270	Local
I00003 (LEP), Department of Planning and Infrastructure s170 register	"Loder House"	126 George Street, Lot 1, DP 580752	State
Part of I00126 (LEP)	House	4 Bridge Street, Lot 10, DP 666894	State
Part of I00126 (LEP)	House	8 Bridge Street, Lot 1, DP 995391	State
Part of I00126 (LEP)	House - Lilburndale	10 Bridge Street, Part Lot A, DP 381403	State
Part of I00126 (LEP)	"The Doctor's House"	1-3 Thompson Square, Lot B, DP 161643; Lot 1, DP 196531	State
Part of I00126 (LEP)	Former Coffey's Inn	7 Thompson Square, Lot 1, DP 60716	State
I00041 (LEP) 27 (SHR)	Macquarie Arms Hotel	81 George Street, Lot 1, DP 864088	State
I00005 (LEP)	House	5 Thompson Square, Lot 1, DP 745036	State



Legend

- Study area
- National heritage item
- Local heritage item**
 - Conservation Area - General
 - Item - General
 - State heritage item

Figure 3.1 Heritage items in the vicinity of the study area



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



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Date: 16 February 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
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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. This section aims to place the history of the study area into the broader context of Windsor.

3.1 Topography and resources

The study area is located within 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 northern 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.⁹ 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).¹⁰

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.¹¹

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*".¹² Subsistence activities varied based on the local landscapes, with Darug groups closer to the coast relying on different food sources and means of hunting in order to survive, compared to those further inland.¹³

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

⁹ (Clarkson et al. 2017)

¹⁰ (Jo McDonald Cultural Heritage Management 2005)

¹¹ (Attenbrow 2002)

¹² (Matthews 1901, p155, cited by Attenbrow 2002, p.32)

¹³ (Kelleher Nightingale Consulting 2010)

¹⁴ (Attenbrow 2002, p.34)

- *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 Camde,*
- *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).¹⁵

3.3 Windsor – summary of historical development

A summary of the historical development of Windsor and within the study area has been provided in Table 3. A detailed historical context has been provided within Appendix 1.

Table 3 Summary of the historical development of 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.
1796	John Hunter implements program of works. Two log granaries for wheat and Maize a weatherboard house with a cellar, skillion kitchen and other accommodation for the commanding officer (likely Government House), and potentially a second barracks, in addition to a guard house, log prison, officers' dwellings and public brick building.
1797	Joseph Smallwood granted Portion 20 located within the study area.
1798	Thomas Rickaby granted Portion 21 located within the study area.
1799	Andrew Thompson granted 1 acre lease partially located within the government reserve containing an informal street, potentially George Street origin. Start of a series of flood destroying a number of structures damaging crops, livestock and settlements reaching up to 86 feet (26.2 metres) above average summer levels. Andrew Thompson noted to have rescued 101 people in the 1806 floods and others in 1809 floods, developing hypothermia.
1800	William Baker granted Portion 24 located within the study area. Hawkesbury district population reaches 1000. Major grain producing locality in the colony. Further government buildings proposed by Governor Hunter and carried out by Governor Phillip Gidley King, including a three-storey brick granary, boy's

¹⁵ (McDonald 2008, p.16)

Date	Event
	school and chapel. A series of commons were established under Governor King including Ham Common at Windsor. 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.
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. He named the principle street within Windsor, George Street, leading from the government domain and Thompson Square (I00126) to the new square in front of St Matthew's church (now McQuade Park (SHR, Item no. 01851). A general street was constructed and ferry service across the Hawkesbury River was ran by John Howe until 1838.
1812	Survey plan shows official street grid plan established by the government for Windsor, a number of remaining structures within the government reserve and town allotments. Thompson Square already existed as a part of Green Hills and George Street was extended from this location. A number of buildings within the square were likely also demolished. No structures were located within the study area. The first building as part of Governor Macquarie's public works program for Windsor was a brick Goal located outside of the study area.
1813-1820	New bridge to cross South Creek constructed in 1813. Turnpike was constructed in 1814 between Parramatta and Windsor with the tollhouse located near the bridge over South Creek. New government buildings including a red brick church and rectory, courthouse, and wharf in 1817, new military barracks in 1818 and convict barracks in 1820. John How and James Magrath were engaged as private contractors to construct the new wharf and sewerage system that fed a brick drain [1] located within the study area. A third wharf was constructed between 1816 and 1820 by Francis Greenway. Overall, development was considered to be slow, partly due to the close proximity of other Macquarie towns.
1815	Macquarie Arms Inn (SHR, Item no. 00041) was commissioned by Richard Fitzgerald on his allotment at the corner of George Street and Thompson Square as per the condition of his grant, and opened in 1815.
1817-1822	Anglican St Mathews Church was constructed set back from George Street behind a large area reserved as a public square (now McQuade Park) and was designed by Francis Greenway. Benevolent Asylum hospital constructed 1818.
1819	Site currently known as the Doctor's House occupied by the Lord Nelson Inn.
1820 - 1822	Windsor Roman Catholic Cemetery (Hawkesbury LEP 2012, Item no. I259) established at the corner of George and Forbes Street (later renamed and extended as Hawkesbury Valley Way). It is likely one of the earliest Roman Catholic Cemeteries in Australia, with the earliest likely burial within the grounds dated to 1822. Further government development in the form of new military barracks with parade ground and stockade as well as a new convict barracks (corner of Court and Bridge Streets) had been constructed by 1822. The heritage listed dedication stone (Hawkesbury LEP 2012, Item no. I245) was also erected in c.1820 in the grounds of the Windsor District Hospital.
1823	1820s convict barracks converted to a convict hospital.
1827	Plan records most of the activity along the eastern side of George Street boundaries of Windsor Square (McQuade Park) had been adjusted to an irregular pentagon. Potential road features in later developed roads may be present within the study area.
1828	First post office opened along George street with three shipments of mail arriving per week from Sydney.
c.1830	Endeavour Mill established on George Street later known as Teale's Dawson's Liddels and Hoskinson's Mill. James Timmons set up a loom for manufacturing woollen clothing. Windsor also had four tanneries ran by Reverend Samuel Marsden, Joseph Winfred, Daniel Dickens and James Power. The Doctors House (SHR, Item no. 00126) was constructed between 1830 and 1835. The Colonial Georgian cottage (Hawkesbury LEP 2012, Item no. I204) at 267 George Street was constructed. Loder House (SHR,

Date	Event
	Item no. 00003) at 126 George Street was then constructed in 1834 for George Loder Jnr, a farmer, inn keeper and merchant.
1832	Thompson Square was the site of a weekly market from 1832, and also appeared to be the home of the town stocks. The private ferry service was also taken over by the government in 1832, replacing the ferry with a punt run by cable. A Punt House was established below Windsor Terrace on the slope to the riverbank, and is identified on a c.1835 plan of Windsor.
1833	First documented burial within the Windsor Roman Catholic Cemetery. This was prior to approval for the use of the original allotment 12 to be used as a burial ground. Further allotments adjacent to the northern portion were incorporated into the Catholic holding, taking the area up to Forbes Street. The Presbyterian cemetery was appropriated. The earliest decipherable headstone date identified in historical writings was noted as 1838 for Mary Smith. A Crown Plan of the Presbyterian Burial shows a fence line within the road reserve between Bell and Brabyn Street on the western side of George Street. The study area also encompasses a former road boundary of George Street between Bell and Brabyn Streets.
1834	Site on Brabyn Street granted for the construction of a home for the aged and destitute. Further additions were made in 1841 and it was later taken over by the Hawkesbury Benevolent Society in 1845
1835	Mrs Copes Cottage (Hawkesbury LEP 2012, Item no. I217) located at 312 George Street was constructed. A Roman Catholic School was established within Windsor, located somewhere on George Street, possibly near the cemetery. A plan records the growth of occupation in Windsor in terms of lots and structures. Significant further development that had occurred along George Street, with residential properties, commercial buildings and structures lining both sides of the street. Three structures can be seen in the central portion of the study area (the current 210 George Street). The northern corner of the Baker and George Street junction is also located within the study area, and may contain road features. Multiple buildings/ verandahs extend into the study area between Baker and Catherine streets. Fence lines for property boundaries also extend into the road reserve.
1836-1840	St Matthew's Roman Catholic Church constructed.
c.1840	Windsor continued to grow, with occupation of allotments and houses spreading south towards the road to Richmond (Richmond Road/Hawkesbury Valley Way). Constructed buildings include: <ul style="list-style-type: none"> • Coffey's Inn (SHR, Part of Item no. 00126) • House and Outbuildings (SHR, Item no. 00005) • House (Former) (Hawkesbury LEP 2012, Item no. I177) • House (Former) (Hawkesbury LEP 2012, Item no. I178) • House (Former) (Hawkesbury LEP 2012, Item no. I187) • Precinct of buildings and land (Hawkesbury LEP 2012, Item no. I126) • Shop (Former) (Hawkesbury LEP 2012, Item no. I196) • Shop (Hawkesbury LEP 2012, Item no. I126) • Victorian Georgian Cottage (Hawkesbury LEP 2012, Item no. I273) • Inn (Former) (Hawkesbury LEP 2012, Item no. I202)
1841	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.
1842	Plan shows a number of structures surrounding Thompson Square. A roadway within Thompson Square is visible. Sketch of the Macquarie Arms Inn shows its form when used as a military mess hall.

Date	Event
1848	Population of Windsor had grown to 1,679, which featured a daily stage coach and substantial high quality inns.
1849	Private school established adjacent to the Macquarie Arms Inn ran by Mr and Ms Black until 1857.
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. Constructed buildings include: <ul style="list-style-type: none"> • Building (SHR, Part of Item no. 00126) • House (Hawkesbury LEP 2012, Item no. I213) • House and shop (Hawkesbury LEP 2012) • Shop (Hawkesbury LEP 2012, Item no. I176) • Shop (Hawkesbury LEP 2012, Item no. I191) • Simmon's Hardware Store (SHR, Item no. 00667)
1854	Investigation into the potential alignment of the proposed railway extension from Parramatta. Newspaper articles note that repair works were to take place to improve George Street, which was the main thoroughfare of Windsor. Works may have been to improve drainage and the levelling or camber of the road.
1855	Road works within the northern portion of the study area likely for Bridge Street extension to George Street to join the curve of the existing road at Thompson Square.
1856-1860	Lilbourndale House (SHR, Part of Item no. 00126) was constructed at 10 Bridge Street.
1857	Reverend Peter Turner Cottage (SHR, Item no. 000202) or Oxalis Cottage at 360 George Street was constructed.
1858	Crown Plan shows allotments for sale in the vicinity of the southern portion of the study area. Allotment 2 located within the study area is shown to be under the ownership of J. Robinson. A laneway between George and Macquarie Street can also be seen within this portion. Adjacent east are two structures associated with the Benevolent Asylum.
1860	Houses (Hawkesbury LEP 2012, Item no. I228) at 482 to 486 George Street were constructed. Railway Hotel (Hawkesbury LEP 2012, Item no. I229) was also constructed at 419 George Street.
1864	Blacktown-Richmond Railway came through Windsor. The Crown plan for the railway line does not record any structures within the study area. The station was constructed by W & A Elphinstone, with the original station building containing a residence and an office. Small vessels transported grain, fruit, poultry and eggs to Windsor along the Hawkesbury, Colo and Macdonald Rivers. Crown Plan showing the dedication of Windsor Square (McQuade Park) records fence lines along the southern boundary of Richmond Road, the eastern side of George Street, Forbes Street and Dight Street, all located within the study area.
1868	There was a strong drive to create public reserves and spaces for the population. As part of this, Windsor Square (McQuade Park) was declared a recreation reserve.
1867	Hawkesbury River flooded with waters rising to 63 feet (19.2 metres) above summer levels. It is likely that the study area experienced similar inundation levels, and damage to housing, businesses and produce.
1869	Public school in Windsor (Hawkesbury LEP 2012, Item no. I159) was constructed, opening in 1870. This ultimately led to the decline of private and denominational schools in the area which had been present since the early establishment of Windsor.
1870	House (Hawkesbury LEP 2012, Item no. I207) at 271 George Street was constructed. Railway Cottage (Hawkesbury LEP 2012, Item no. I146) at 21 Brabyn Street was also constructed.

Date	Event
1871	Borough Council of Windsor was established with nine eldersmen and the first Mayor, Robert Dick, elected. A Crown Plan shows fence lines along property boundaries regularly stray from the official road reserve boundary, and as such there are numerous property fences which enter into the road reserve/study area. In December, a severe fire reduced much of the northern part of the town to rubble, with more than 30 houses destroyed and several major buildings. Archaeological excavations for sites located along George Street have identified a layer of ash and charcoal which have been associated with this event.
1873-1874	Council undertook improvement works at Windsor Park (McQuade Park). Council also took ownership empowering them to establish rules and regulation for the reserve from the Crown and any Council buildings constructed within the boundary. If Council failed in these responsibilities the reserve would return to Crown. The bridge crossing the Hawkesbury at Windsor opened for public use in 1874.
1879	Post Office (Hawkesbury LEP 2012, Item no. I235) was constructed at 180 George Street to replace an unsuitable private building that had been in use since 1828. Photographs at this time indicate the road surface as gravel or dirt, roadways meander through Thompson Square, buildings and verandahs extend into the public footpath, roads are metaled with stone kerbing.
c.1880	<p>Improvement works undertaken in Thompson Square. This included the road leading from Bridge Street to George Street, and by 1883 kerb stones were being installed with the works completed in 1886. This work likely extended further along George Street as part of a wider project to improve the town infrastructure and sanitation. Buildings constructed:</p> <ul style="list-style-type: none"> • House (Hawkesbury LEP 2012, Item no. I215) • Shop (Hawkesbury LEP 2012, Item no. I197) <p>Major upgrades to most of the stations on the Blacktown-Richmond Railway Line, including at Windsor (SHR, Item no 01287). In 1881 Windsor's population was at 2,033 people. The number of boats berthed at Windsor dropped from 468 in 1881 to 40 in 1888. 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. 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. The railway gained in importance and changed the economic dynamic.</p>
1882	Work commenced for the construction of a pavilion in the eastern part of Thompson Square, which a year prior had been temporarily renamed Davis Park in honour of a local politician. In the same year a summer house was also constructed in the reserve, but could potentially be the same structure.
1885	Shop (Hawkesbury LEP 2012, Item no. I198) was constructed at 206 George Street
1887	Thompson Square was vested in Council as Riverside Park, and later in 1899 was dedicated as a recreational reserve
1888	A single alignment from Bridge Street crossed George Street and continued downslope of Thompson Square to the wharf and bridge. A plan for the water supply to Windsor was developed. This plan records where buildings and verandahs extend into the road reserve/study area. Grounds for the Roman Catholic Cemetery were resurveyed. The site was divided into two parts: the southern for the cemetery; and the northern for use as school grounds. A paling fence ran along the George Street boundary of the cemetery. A creek dam had been established in the northern portion, suggesting that this area was not used. A culvert is marked within George Street and the study area, north of Richmond Road. A fence line is also marked fronting George Street, while plans to place a road from Richmond Road to the junction of Forbes and Macquarie Street is shown.
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. By 1890, the town water supply was in operation.

Date	Event
c.1890	Sport activities were facilitated in McQuade Park via works undertaken by Council, with sports such as cricket, football, cycling, tennis, lawn bowls associated with the park. A water fountain was constructed at the George Street entrance to the park. Some improvement works occurred in Thompson Park. Landscaping including levelling and tree plantings along with installation of new seats in the lower portion of the Thompson Square Reserve in 1897. At the same time, kerbing and guttering works continued in Thompson Square until the later 1890s. Shop (Hawkesbury LEP 2012, Item no. I477) was also constructed at 396 George Street. 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.
1892	A detailed account of Windsor is given in an 1892 publication of <i>The Australian Handbook</i> , which describes the town's major buildings, works and institutions.
1896	Mill on George Street was demolished.
1897	Bank (Hawkesbury LEP 2012, Item no. I185) located at 141 George Street was constructed by the Mansfield Brothers. Shop (Hawkesbury LEP 2012, Item no. I223) at 394 George Street was constructed by George Robertson as a general store. The deck of the Windsor Bridge was replaced as part of these work. The level of the roadway would also have been raised to meet the new height of the bridge.
1890-1900	Photographs show an arch was constructed over George Street at the intersection with Fitzgerald Street. Numerous verandahs and awnings over the footpath, with stone kerbing and guttering and a metalled road; some tree plantings and flag poles are also present. Photograph of George Street taken near the junction with Christie Street, featuring the Presbyterian church on the right, shows verandahs overlying the footpaths, with stone kerbing and gutters and paling fences along property boundaries. A photograph of George Street from Kable Street towards Windsor Station provides similar information, with light poles also present within the footpath.
1900	<i>Learholm</i> (Hawkesbury LEP 2012, Item no. I222) at 393 George Street was constructed.
1903	North-eastern corner of McQuade Park has been utilised for memorial and ceremonial activities. In this year, a memorial to those who served in the Boer War was constructed, followed by memorial gates erected in honour of local people who served in World War I. This area has been used for ANZAC and other military memorials since this time.
1905	Photograph shows metaled road along George Street with stone kerbing and gutter either side. A light pole is present and verandahs extending to the footpath.
1906	Borough of Windsor made a municipality with the boundaries extended to include rural areas. Numerous hotels were also listed along George Street.
1907	AC Stern Building, also known as the Copper Dog Pet Shop, was constructed at 74 George Street
1913	Original 1836 Benevolent Asylum located adjacent to the study area at Brabyn Street was demolished and a new home constructed.
1915	Photograph of George Street showing largely the same character with verandahs over footpath, metalled road, stone kerbing and guttering.
1916	Electricity was supplied to Windsor from the Inus Brothers Company.
c.1920	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 19th 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. Buildings constructed: <ul style="list-style-type: none"> • Shops (Hawkesbury LEP 2012, Item no. I181; Hawkesbury LEP 2012, Item no. I182) • Shop (Hawkesbury LEP 2012, Item no. I194)

Date	Event
	<ul style="list-style-type: none"> House and Shop (Hawkesbury LEP 2012, Item no. I183) Shop (Hawkesbury LEP 2012, Item no. I190) Shop (Hawkesbury LEP 2012, Item no. I193)
1923	Council approved the tarring of George Street. Photographs show the use of the Macadam or Telford method.
1924	New Street power station in Windsor was destroyed by fire; as a result, electricity was provided by the Hawkesbury Agricultural College.
1928	Crown plan for the deviation of George Street under the Blacktown-Richmond Railway shows the deviated road transecting Allotments 2-3 and 5-8 of Section N, while the study area also enters a small portion of Allotment 1. The structures previously identified in the 1871 Crown plan are not recorded; it is possible these buildings had already been demolished, or would be demolished as part of the George Street deviation works. Road features such as stone kerbs and guttering and road surfaces may have been removed as part of the works, or left <i>in situ</i> and constructed over.
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 no drainage allowed the water to move along.
1930	Road works were approved by Council in 1930 to improve the dangerous corner at the intersection of George Street and Richmond Road, resuming a portion of land within McQuade Park.
1931	Crown plan details resumption of McQuade Park. A portion of the study area cuts into the lot located on the southern corner of the road junction, with the original corner located within the study area. Road features such as stone kerbing, guttering and road surfaces would have either been removed within this small area or left <i>in situ</i> and simply paved over.
c.1930	<p>Road under the railway line is unsealed. The Roman Catholic Cemetery is fenced with burials only occurring in the south. Buildings constructed:</p> <ul style="list-style-type: none"> Bank (Hawkesbury LEP 2012, Item no. I187) Bank of NSW (Hawkesbury LEP 2012, Item no. I186) O' Briens Building (Hawkesbury LEP 2012, Item no. I201) Shop (Hawkesbury LEP 2012, Item no. I189)
1931	Depiction of Thompson Square shows the stone steps and post leading from the Macquarie Arms Inn into Thompson Square adjacent to the boundary wall.
1932	Bussell Bros Building (Hawkesbury LEP 2012, Item no. I192) was constructed at 153 George Street. Considerable works were undertaken within Thompson Square during the mid-1930s as part of a new approach to Windsor Bridge. This created deep cuttings through the reserve with retaining walls constructed.
1934	Sydney City Council supplied electricity to Windsor and Richmond.
1935	<p>Windsor Council agreed to apply for the concreting of George Street through the main business centre from Bridge Street to the picture theatre. 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. Buildings constructed:</p> <ul style="list-style-type: none"> Royal Theatre (Hawkesbury LEP 2012, Item no. I203) Royal Exchange Hotel (Hawkesbury LEP 2012, Item no. I199) Windsor Council Chambers (Hawkesbury LEP 2012, Item no. I219)

Date	Event
1936	Department of Main Roads stipulated that all water mains within the roadway had to be re-laid beneath the footpaths.
1937	Crown plan records the resumption of a laneway outside of the study area. The detail in this plan records that the building at the north-western corner of George and Brabyn streets enters into the road reserve.
1937 - 1939	Sewerage works were established in Windsor.
1940	Fitzroy Hotel (Hawkesbury LEP 2012, Item no. I188) was constructed at 157-161 George Street.
1941	A portion of the Roman Catholic Cemetery was resumed in order to extend Richmond Road from George Street to Macquarie Street. These works were completed in 1955.
1947-1951	Further roadworks took place within Thompson Square, with Bridge Street cutting across the square to meet the bridge, with the land directly behind the wharf infilled to the level of the bridge. A 1948 Crown plan of the dedication of a road in connection with proposed deviation through Thompson Square shows two roads transecting the square running north east to south-west and north-west to south east. No other structures are visible.
1948	Municipalities of Windsor and Richmond and their surrounding districts were amalgamated.
1951	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.
1955	Crown plan shows the intersection of Richmond Road and George Street. No structures are shown within the study area at this time. All corners of the intersection are located within the bounds of the study area. Aerial photograph shows structures recorded within an 1835 plan, 1871 plan, and 1889 plan to be present within the study area, in addition to the construction of a number of structures that extend within the study area.
1957	A further road resumption was made adjacent to Windsor Square (McQuade Park).
1961	A further road resumption was made adjacent to Windsor Square (McQuade Park).
1969	Care, control and management of the Roman Catholic Cemetery was passed to Council. After this time, all fences were removed and areas with no visible monuments were landscaped and turfed and kept as parkland. Burials continued to take place within existing plots from the 1960s into the 2000s despite the transfer of care.
1970	Lake constructed within McQuade Park to celebrate Captain James Cook.
1978	Aerial photograph shows structures from an 1835 plan, 1871 plan, 1889 plan and pre-1955 plan. A number of additional structures constructed pre 1978 were also identified to extend within the study area.
1984	New pedestrianised Windsor Mall opened in George Street between Fitzgerald and Baker Streets.
1994	Bicentennial plantings in McQuade Park and a statue of Governor Macquarie erected. Aerial photograph shows remaining structures from 1835 plan, 1871 plan, 1888 plan, pre-1955, and pre-1978. New construction was also identified within the northern portion of the study area.
2004	Aerial photograph shows structures from an 1835 plan, 1871 plan, 1889 plan, pre-1955, pre-1978, and pre-1994. No additional buildings could be identified within the study area due to the quality of the aerial.
Pre 2021	Aerial photographs show structures from an 1835 plan, 1871 plan, 1889 plan, pre-1955, pre-1978, and pre-1994. Construction surrounding Thompson Square to Kable Street, between Fitzgerald and Dight Streets and Dight to the Blacktown-Richmond railway is visible from the 1994 aerial onwards.

3.4 Chronology of the study area

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 Chronology of the built environment and landscaping within the study area

No.	Building	Date from	Date to
1	Brick drain	1814-1816	Current
2	Possible road features, junctions of George and New, Catherine, Tebutt, Dight and Brabyn streets and Hawkesbury Valley Way	1827	Unknown
3	Fence line between Bell and Brabyn streets	1833	Unknown
4	Three structures at north-western end of 210 George Street	1835	Unknown
5	Possible road features, junction George and Baker Street	1835	Unknown
6	Eight buildings/verandahs between Baker and Kable streets extending into road reserve	1835	1871
7	Three buildings/verandahs between Kable and Fitzgerald streets extending into road reserve	1835	1 - 1871 2 - Unknown
8	Four buildings/verandahs between Fitzgerald and Catherine streets extending into road reserve	1835	Unknown
9	Roadway through Thompson Square to wharf/punt	1842-1844	Mid-1930s
10	Fence line - Richmond Road	1864	Unknown
11	Fence line - George Street	1864	Unknown
12	Fence line - Forbes St	1864	Unknown
13	Fence line - Dight St	1864	Unknown
14	Seven buildings/verandahs on eastern side of George Street between Thompson Square and near Fitzgerald Street.	pre-1871	Pre-1955- N/A
15	Three buildings/verandahs on eastern side of George Street between near Fitzgerald to Suffolk streets	pre-1871	Pre-1955
16	Additional structure at north-western end of 210 George Street	pre-1871	Pre-1955
17	One building/verandah on western side of George Street between Forbes and Brabyn streets	pre-1871	Pre-1955
18	Two structures on eastern side of George Street between Brabyn and realigned George Street	pre-1871	c.1928
19	One structure on southern side of realigned George Street north of station	pre-1871	c.1928
20	Summer house/pavilion, Thompson Square	1882	Pre-1955
21	Light pole and two rail fence, Thompson Square	1882	Unknown
22	Road features (kerb stones and surfaces) in Thompson Square (minimum from George to Bridge streets)	1883-1886	Unknown

No.	Building	Date from	Date to
23	Reticulated water pipes in George Street roadway	1889	Unknown
24	13 buildings/verandahs between Thompson Square and Kable Street	c.1888	Pre-1955- N/A
25	10 buildings/verandahs between Kable and Fitzgerald streets	c.1888	Pre-1955 - N/A
26	Four buildings/verandahs on western side of George Street between Fitzgerald and Suffolk streets	c.1888	Pre-1955 - N/A
27	Culvert in George Street north of Richmond Road	1889	Unknown
28	Arch over George Street at intersection of Fitzgerald Street	c.1890	Unknown
29	Steps and post adjacent to Macquarie Arms Inn, Thompson Square	pre-c.1916	Unknown
30	Deviated George Street at Blacktown-Richmond Railway	c.1928	current
31	Road features and retaining wall, new approach to Windsor Bridge	Mid-1930s	c.1947-1949
32	Concrete road surface	1939	current
33	One building/verandah at north-western corner of George and Brabyn streets	pre-1937	Pre-1955
34	New road and associated features through Thompson Square	c.1947-1949	2010s-2020s
35	Structure in Thompson Square	Pre-1955	Pre-1994
36	3 buildings/verandahs in Thompson Square	Pre-1955	current
37	6 buildings/verandahs between Baker and Kable Street	Pre-1955	Pre-1978 -
38	5 buildings/verandahs between Kable and Fitzgeralds	Pre-1955	Pre-1978 -
39	11 potential buildings/verandahs between Fitzgerald and Suffolk streets	Pre-1955	Pre-1978-
40	4 buildings/verandahs between Suffolk and Dight Streets	Pre-1955	Pre-1978-N/A
41	3 buildings/verandahs between Dight Street and the Blacktown-Richmond Railway	Pre-1955	Pre-2021 - N/A
42	One building/verandah between Kable and Fitzgerald street	Pre-1978	N/A
43	Five buildings/verandahs between Fitzgerald and Suffolk	Pre-1978	Pre-1994 - current
44	2 buildings/verandahs between Suffolk and Dight Street	Pre-1978	current
45	Roundabout at Bridge and George Streets	Pre-1994	current
46	2 verandas in Thompson Square	Pre-1994	current
47	Pedestrian shared zone	Pre-1994	current
48	Three buildings/verandahs between Fitzgerald and Suffolk	Pre-1994	Pre-2004 - current
49	3 buildings/verandahs between Thompson Square and Kable Street	Pre 2021	current
50	Island features in Thompson Square	Pre 2021	current
51	Three buildings/verandahs between Kable and Fitzgerald streets extending into road reserve	Pre 2021	current
52	Eight buildings/verandahs between Fitzgerald and Suffolk streets extending into	Pre 2021	current

No.	Building	Date from	Date to
	road reserve		
53	2 buildings/verandahs between Suffolk and Dight	Pre 2021	current
54	One building/verandah between Dight and Blacktown-Richmond Railway	Pre 2021	current
55	Roundabout and Island within George Street extension.	Pre 2021	current

3.5 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.¹⁶

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. This is summarised in Table 5.

Table 5 Identified historical themes for the study area

Australian theme	NSW theme	Local theme
Developing local, regional and national economies	Commerce	Activities relating to buying, selling and exchanging goods and services.
	Environment – cultural landscape	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings.
	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.
Building settlements, towns and cities	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages.
	Utilities	Activities associated with the provision of services, especially on a communal basis.
Developing Australia's cultural life	Domestic life	Activities associated with creating, maintaining, living in and working around houses and institutions.

¹⁶ (NSW Heritage Council 2001)

4 Physical inspection

A physical inspection of the study area was undertaken on 18 January 2021, attended 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 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’.¹⁷ Please note that this is a brief analysis of the landscape of the township of Windsor along George Street and into Thompson Square in order to identify constraints for the detailed design. A full landscape study has not been provided as it is outside of 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:¹⁸

- **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.

4.1.2 Character areas

The Master Plan Analysis Report¹⁹ has broken down the study area into several different scope areas, each of which have designated character zones. The scope areas, as shown in Figure 4 are: George Street Green Boulevard (W01), George Street Mall (W02, W03) and Thompson Square (W04). The character zones identified in the George Street scope area are shown in Figure 5.

¹⁷ (Context Pty Ltd et al. 2002)

¹⁸ (UNESCO 2012)

¹⁹ (Place Design Group 2021)

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



Figure 5 George Street Green Boulevard character zones (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. While Windsor was initially used for farming by settlers, the expansion of the land grants meant government presence was initiated in 1795, with government stores and a military garrison established to aid in the management of the settlement.²⁰ The government precinct and reserve which acted as the centre of Windsor was partially located within the current Thompson Square. From this point, the town expanded and George Street was one of the first principal streets, which led from Thompson Square to St Matthews Church (now McQuade Park). An official street grid was established by the between these two points by 1812. As a result, George Street is bordered by a large number of heritage items which were built for commercial, residential and leisure purposes and was the main street which led to Windsor Station, which made travel to and from Sydney easily accessible.

While the master plan has been broken up into character areas for the proposed works, they do not necessarily represent character areas associated with the heritage landscape. 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.

While George Street was one of the first streets in Windsor, the majority of the streetscape has not been altered. Much of the street follows its original alignment and is still used for a combination of residential, commercial and leisure pursuits. George Street continues to be a main thoroughfare and while development has partially altered the views to and from the main road with the demolition of some older buildings and the addition of more modern buildings, the street still contains much of its original character, with the road and heritage buildings following the original contours of the landscape. The evolution of the town 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.

While Windsor is a designed landscape in its street alignment and allotments, the town has organically evolved in response to the needs of the area and cannot be easily separated into individual character areas based around the concepts of urban, suburban, residential or commercial areas. The history of Windsor shows that many buildings have been repurposed, and were built as private residences which are now turned into shops, or vice versa. These simple vernacular buildings survive alongside the official buildings of the towns such as the courthouse and post office. These later buildings provide insight into the system of government which established the first European settlements of Australia. The official buildings, along with the early churches also provide examples of some of the earliest surviving attempts at architecture in Australia. Some of these early buildings completed before 1822, were some of the finest built in the colony.²¹ The large number of heritage items along the entirety of George Street indicates that the whole study area must be treated as a heritage landscape, and this must be taken into account during development of the detailed design. 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.

²⁰ (Higginbotham 1986, pp.4–5, Biosis Research & Cultural Resource Management 2012, p.44, Gill 1965, p.544, Baker 1967, p.3)

²¹ (Hubert Architects Heritage Futures & Kass 2002)



Photo 1 Area W01.1 showing western most end of the study area and Windsor Train Station



Photo 2 Area W01.1 showing the Catholic cemetery, commercial and residential buildings



Photo 3 Area W01.2 showing the study area adjacent to McQuade Park



Photo 4 Area W01.3 showing a combination of heritage and newer commercial buildings



Photo 5 Area W01.4 showing a combination of heritage and newer commercial buildings



Photo 6 Area W02, George Street Mall South showing heritage buildings that have been repurposed



Photo 7 Area W03, George Street Mall North showing the water wheel and repurposed heritage buildings



Photo 8 Area W04, Thompson Square Conservation Area showing heritage buildings in the background, and the grassed reserve where the township of Windsor was established



Photo 9 Area W01.5 showing the heritage buildings now used as restaurants

4.2 Built fabric assessment

4.2.1 Items listed on heritage registers

While there are many heritage items adjacent to the study area, as the study area consists predominantly of road reserves, few items are contained within the study area itself. Heritage items within the study area are listed in Table 6 below:

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

Item number (listing)	Item name	Item description
C4 (LEP)	Thompson Square Conservation Area	Thompson Square consists of George Street, Bridge Street, Thompson Square and The Terrace. These streets surround a small turfed reserve with pleasant trees that helps to conserve an attractive frontage to the important surrounding buildings.
00216 (SHR and LEP)	Thompson Square	One large old hoop pine tree (<i>Araucaria cunninghamii</i>) over the cutting for the Putty Road is reputed to be all that remains of the mid-late 19th century plantings around the square. Once there were Norfolk Island pines (<i>A.heterophylla</i>) on the square's western side outside the Macquarie Arms Hotel and in front of the Fitzgerald wall.
Part of I00216 (LEP)	Public reserve	<p>These were removed, as well as native fig tree species, after protests concerning acts of public indecency by people leaving the nearby hotel relieving themselves under the trees. Also growing around the square are several silky oak trees (<i>Grevillea robusta</i>) and one kurrajong (<i>Brachychiton populneu</i>).</p> <p>Thompson Square is surrounded by a number of Colonial Georgian buildings including;</p> <ul style="list-style-type: none"> • The Doctor's House - 1-3 Thompson Square. • House & outbuildings - 5 Thompson Square. • Hawkesbury Museum - 7 Thompson Square Macquarie Arms Hotel - cnr Thompson and George Streets. • Vacant site - 60 George Street Cottage - 62 George Street. • Shops - 64, 66, 68 George Street. • 70, 72 George Street Formerly Hawkesbury Garage, now a shop. • 74 George Street (A.C Stearn Building). • 82 George Street. • Vacant site - 4 Bridge Street. • House & outbuildings - 6 Bridge Street. • House & outbuildings - 10 Bridge Street. • House - 17 Bridge Street. • Former School of Arts - corner Bridge Street and George Street. • Pioneer Families Bicentennial Memorial <p>Thompson Square also contains stone kerbing and guttering along the roadway, with the street and footpath comprising brick pavers. Modern light poles are also present, as is a two-rail fence surrounding the grassed reserve which has been truncated by the Windsor Bridge Replacement works. Seen in Photo 10 and Photo 11.</p>
01287 (SHR and LEP)	Windsor Railway Station Group and Former Goods Yard	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

Item number (listing)	Item name	Item description
		<p>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"> • Station Building - Type 3, second class roadside brick (1883) • Station Platform - brick faced (1883) • Goods yard platform - brick faced • Goods yard crane - Class 1, jib crane - 5 tonne, iron, Philadelphia (1880s) • Modern Sheds - steel framed, corrugated metal, modern (c1990) • Gangers Shed - Corrugated metal gabled shed with timber frame (c1883)

It should also be noted that while other listed items aren't necessarily within the study area, their awnings do encroach into the foot path/road reserve as seen in Photo 13. A full photographic inventory of the heritage items directly adjacent to the study area is included as Appendix 2.



Photo 10 Thompson Square Conservation Area (Item no. C4 on the LEP and Item no. 00216 on the LEP and SHR)



Photo 11 Public Reserve (Item no. Part of I00126 on the LEP), please note that at the time of the site visit, this area was under construction due to the new Windsor Bridge and close up photos could not be taken safely (Source: Google Maps)



Photo 12 Windsor Railway Station Group and Former Goods Yard, (Item No. 01287)



Photo 13 Example of a listed heritage item with an awning that extends into public land. Railway Hotel, Item no. I229 on the LEP

4.2.2 Built fabric outside of heritage listed items

While there are only a few heritage items within the study area, other historical built fabric is also present which may not be heritage listed. These largely comprise stone kerbing and gutters (Photo 13, Photo 14, Photo 15). Stone kerbing was located intermittently throughout the study area, with sections located within Thompson Square and the adjacent section of George Street in the northern part of the study area, at the junction of George and Kable streets, and between Christie and Dight streets (on both sides of George Street). The extent of stone kerbing and guttering varied, with some areas containing a simple stone kerb stone with a single stone gutter, while in other areas like Thompson Square gutters featured stone gutters two courses deep.

Non-historical built fabric include brick pavers, poles for signage, lights and electricity, sealed roads, footpaths and driveways, concrete kerbs and gutters and modern infrastructure (Photo 16, Photo 17, Photo 18).

There is also street furniture and plantings present within the study area, particularly within George Street Mall. The items within George Street Mall date to 1984, when the mall was closed to car access and turned into a pedestrian zone. These items include:

- Planters and trees (Photo 19, Photo 20, Photo 21, Photo 22)
- Public benches, street furniture and gazebos (Photo 22)
- Items with historical associations comprising a replica water wheel, a timber wagon and historical light poles (Photo 19, Photo 20, Photo 21)
- Sandstone kerbing and pavers (Photo 19, Photo 20, Photo 21, Photo 22)

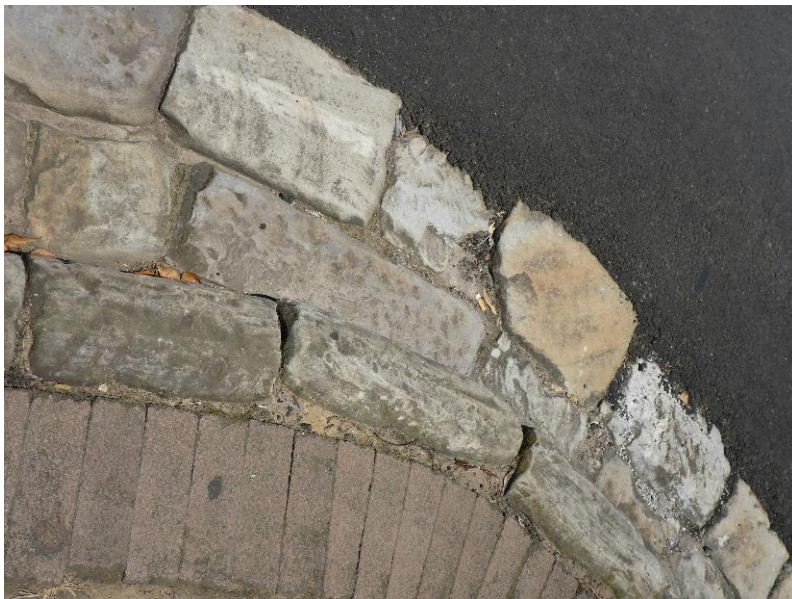


Photo 14 Example of wider stone kerbing and guttering within the study area, with modern sealed road surface abutting



Photo 15 Example of simple stone kerbing and guttering within the study area, with modern concrete and sealed surface abutting



Photo 16 Example view of concrete footpaths, kerbing and gutters, sealed roads and modern infrastructure within the study area, north of Windsor Railway Station



Photo 17 Example view of concrete footpaths, kerbing and gutters, sealed roads and modern infrastructure within the study area, near the former Windsor Council Chambers



Photo 18 Example view of paved footpaths, concrete kerbing and gutters, concrete roads and modern infrastructure within the study area, in the vicinity of a series of heritage items



Photo 19 View of replica waterwheel, plantings, historical lightpoles, brick and stone pavers, as well as concrete road surfaces and modern infrastructure, located within George Street Mall



Photo 20 View of the wagon, plantings, brick and stone pavers, located within George Street Mall



Photo 21 View of the wagon, plantings, brick and stone pavers and modern infrastructure, located within George Street Mall



Photo 22 View of the gazebos, street furniture, brick and stone pavers and modern infrastructure, located within George Street Mall

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




This section discusses the archaeological resource within the study area. The purpose of the analysis is to outline what archaeological deposits or structures are likely to be present within the study area and how these relate to its history of land use.

4.3.1.1 Known archaeological resource from previous investigations within and surrounding the study area relevant to the project

In recent years there has been a number of Aboriginal and non-Aboriginal archaeological excavations within Windsor, particularly in the area of Thompson Square. A review was undertaken of past reports relevant to the study area in order to provide an indication of what deposits and features may be present within the study area. The results of this review are presented in Table 7 and Figure 6. All of the items presented in this table are located within Master Plan scope areas W01.5 (George Street Green Boulevard – Food and Beverage Hub) and W04 (Thompson Square), as described in the *Hawkesbury Town Centres Master Plan Analysis Report – Consultant Issue*.²² It should be noted that the salvage excavations undertaken for the Windsor Bridge replacement project were not publicly available at the time this assessment was undertaken.




²² (Place Design Group 2021)

Table 7 Known archaeological items within and in the vicinity of the study area




Archaeological item and location	Location and description
Brick drain, Thompson Square	<p>A brick barrel drain that crosses Thompson Square was identified during excavations associated with the Windsor Bridge redevelopment project.²³ The excavated drain includes barrel drain, headwall, feeder brick box drain for main drain alignment, brick shaft and later vitreous ceramic pipe dated to the late-19th or early-20th century. The item is constructed of sandstock bricks held together with mud and shell consistent with late-19th early-20th century date. The main drain structure consists of an inverted arch forming the base with straight battered walls topped by an arch. The drain has an internal height of 1.30m an invert width of 700mm. The remains of the brick drain exit were identified in 1986 at the river's edge behind the remains of the wharf.²⁴ It is likely that sections of the brick drain would have been truncated or destroyed as part of the 1947-1951 road cutting within Thompson Square. Part of the drain is contained within the study area in Thompson Square.</p> <div data-bbox="461 675 913 1018">  </div> <p data-bbox="423 1027 938 1093">View of exposed crown of brick drain with remnant lime render (AAJV 2018, p.46 Figure 31)</p> <div data-bbox="974 675 1424 978">  </div> <p data-bbox="974 986 1485 1093">Section of one of the box culverts with evidence of former timber coverings (AAJV 2018, p.59 Figure 50)</p> <div data-bbox="1520 675 1865 1133">  </div> <p data-bbox="1520 1141 2018 1323">Overlay of the brick drain alignment (blue) and excavation plan (green) (red outline is project area boundary from Windsor Bridge Replacement project) (AAJV 2018, p.41 Figure 28)</p>

²³ (AAJV 2018)

²⁴ (Higginbotham 1986)

Archaeological item and location	Location and description
Remains of domestic site, former roadways and recent works, Thompson Square	<p>Test excavations identified a number of historical features associated with likely domestic activity on the northern side of Thompson Square (outside of the study area) as part of the Windsor Bridge Replacement project.²⁵ Remains included:</p> <ul style="list-style-type: none"> • An early introduced formed surface. • A remnant surface containing domestic artefacts dated from at least the 1830s to the 1850s. • A number of small holes and pits dug for plantings and supporting stakes with artefacts mixed in with the backfill dating to c.1800-1830 to mid-19th century. • Post holes packed with early-19th century brick rubble and one artefact suggesting a date of 1800-1820. • Evidence of 1855 works for the extension of Bridge Street from George Street to the wharf, cutting through earlier domestic remains. • Service trench likely dating to 1860-1870. • 1870s gravel surface. • 1897 road, including stabilising and levelling fills. <p>Aboriginal test excavations were also conducted in Thompson Square which encountered historical archaeological deposits. These largely encountered evidence of substantial truncation, cutting and filling associated with 20th century works. Some fill contained artefacts dating up to the 1950s. There was also evidence of 19th century fill and Aboriginal midden material, which may have been introduced from another site in the mid-20th century.</p> <div data-bbox="423 874 878 1197">  </div> <p>Shallow sandy layer featuring non-Aboriginal artefacts above the natural remnant sand dune (Biosis Research & Cultural Resource Management 2012, p.218 Plate 115)</p> <div data-bbox="1010 874 1464 1137">  </div> <p>Test Trench 1 posthole (061), other pits and holes dug for plantings and stakes, and the dark soil of the remnant earl-19th century surface (Biosis Research & Cultural Resource Management 2012, p.216 Plate 113)</p> <div data-bbox="1547 874 2002 1101">  </div> <p>1897 levelling fills for road works and concrete cast beams for stabilisation (Biosis Research & Cultural Resource Management 2012, p.217 Plate 114)</p>

²⁵ (Biosis Research & Cultural Resource Management 2012, pp.214–218)

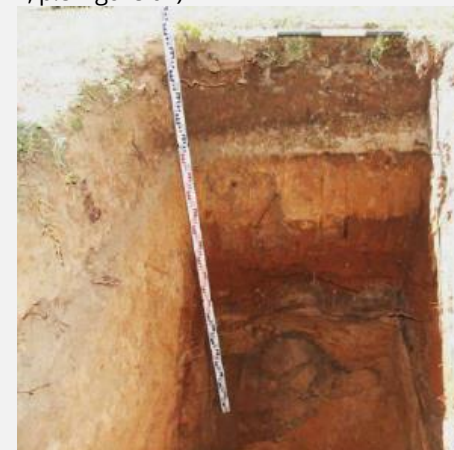
Archaeological item and location	Location and description
Remains of potential entry stairs to Macquarie Arms Inn and recent works, Thompson Square	<p>Archaeological monitoring in the road reserve adjacent to the Macquarie Arms Inn identified two sandstone walls (Feature 1 and Feature 2) within the road reserve on the northern side of the Macquarie Arms Inn, beneath the paved footpath and grass verge. The two features spanned the width of the trench, continuing into the unexcavated sections. Feature 1 had a concrete slurry on top with a concrete deposit abutting the stone. Feature 2 showed evidence of a second course. They were left in-situ and protected from the services works being undertaken. These features were interpreted as being the remains of former entry stairs to the inn from Thompson Square up the grass verge. Recent deposits 20th century deposits associated with landscaping and services were also found. Another deposit was interpreted as introduced fill material associated with pavement of landscaping works outside the inn.²⁶</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Feature 1, section of a sandstone wall interpreted as being associated with steps to the Macquarie Arms Inn (Biosis Pty Ltd 2015, p.20 Plate 5)</p> </div> <div style="text-align: center;">  <p>Feature 2, section of a sandstone wall interpreted as being associated with steps to the Macquarie Arms Inn (Biosis Pty Ltd 2015, p.21 Plate 7)</p> </div> <div style="text-align: center;">  <p>Location of Feature 1 (yellow) and Feature 2 (green) adjacent to the Macquarie Arms Inn (Biosis Pty Ltd 2015 Figure 4)</p> </div> </div>

²⁶ (Biosis Pty Ltd 2015, pp.16–17)

Archaeological item and location	Location and description
Remains of domestic occupation, former structures and former roadways, Thompson Square	<p>Test excavations undertaken for the Windsor Bridge Replacement Project identified a number of historical archaeological remains within Thompson Square. The salvage excavations for this project could not be obtained for this assessment. An example of features and deposits recorded which are of relevance to the current study area are described in this table, with a full outline in Appendix 3.</p> <p>The below test pits outline a sample of the types of remains that were found:</p> <ul style="list-style-type: none"> • Test Trench SH 2 within Thompson Square contained multiple contexts over culturally sterile natural soils. Artefacts from the earliest context contains artefacts dating to 1820-1874. These were interpreted as two layers of redeposited fill material (already containing artefacts) to level out the undulating slope as part of the road alignment through Thompson Square, first constructed in 1874 and later realigned in 1894 higher up in Thompson Square. • Test Trench SH4 within Thompson Square contained a series of fill deposits laid down over the 19th and early-20th centuries over truncated natural soils, with no historical artefacts identified. The results have been interpreted as levelling or turf preparation deposits as part of ongoing occupation and maintenance of Thompson Square. • Test Trench SH3 within Thompson Square contained several deposits with small numbers of glass and ceramic fragments and one smoking pipe stem disburshed throughout but within a defined rubbish deposit. In the upper historical deposit artefacts had a date range of 1794-1920, while the lower historical deposit had artefacts with a date range of 1794-1900. These historical deposits were interpreted as disturbed historical topsoil and subsoil overlying natural sands. • Test Trench SH10 is situated in the road reserve at the corner of Macquarie and Bridge streets in the location of a traffic island. Underlying concrete was a sandy silt which contained artefacts with a date range of 1900-1930. Beneath this was a coarse sand. Natural soils were not reached as excavation ceased at the extent of impact. The



View of the late-19th century cobble surface with brick border in Test Pit SA32 (AAJV 2017, p.8 Figure 61)



Northern view of Test Pit SA10 showing marbled historical topsoil overlying subsoil below layers of historical fill, with slumped historical topsoil at the base of the pit (AAJV 2017, p.72 Figure 45)

Archaeological item and location	Location and description
	<p>deposits were interpreted as being redeposited soils associated with works at the turn of the 20th century which extend to 1.5 metre below the current level of Macquarie Street. It is possible that further historical deposits are located beyond the extent of excavation, with natural soils likely being natural clay or alluvial material associated with South Creek.</p>

4.3.1.2 Possible archaeological resource based on historical research

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 verandahs/awnings which extended into the road reserve footpath, electricity and light poles, and road features such as stone kerbs and gutters, historical road surfaces and historical services. There were several instances where building frontages entered into the road reserve, and also partial structures where George Street has been deviated under the railway line. A summary of the possible archaeological resource based on historical research is presented in Table 8. 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*.²⁷

²⁷ (Place Design Group 2021)

Table 8 Possible archaeological resource

Structure no.	Description	Archaeological features	Dates
W01.1 – George Street Green Boulevard (Station)			
3	Fence line surrounding Presbyterian burial ground	Postholes and associated cuts and deposits	Pre-1833 to unknown
10	Fence line corner of George Street and Richmond Road (Hawkesbury Valley Road)	Postholes and associated cuts and deposits	Pre-1864 to unknown
18	Two structures on eastern side of George Street between Brabyn and realigned George Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to c.1828
19	One structure on southern side of realigned George Street north of station.	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to c.1828
30	George Street deviation	Road cutting, stone kerbs and guttering, metal surface over macadam or telford base.	c.1928 to present
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
33	One verandah or building frontage at north-western corner of George and Brabyn streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1937 to unknown
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W01.2 – George Street Green Boulevard (Park)			
2	Possible early road features, junctions of George and	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to

Structure no.	Description	Archaeological features	Dates
	Dight and Brabyn streets and Richmond Road (Hawkesbury Valley Way)		unknown
11	Fence line eastern side of George north and south of Richmond Road (Hawkesbury Valley Road) and adjacent to Roman Catholic Cemetery	Postholes and associated cuts and deposits	Pre-1864 to unknown
12	Fence line corner of George and former Forbes streets	Postholes and associated cuts and deposits	Pre-1864 to unknown
13	Fence line corner of George and Dight streets	Postholes and associated cuts and deposits	Pre-1864 to unknown
27	Culvert in George Street north of Richmond Road (Hawkesbury Valley Road)	Stone or brick culvert structure, mortar, associated cuts and fill	Pre-1889 to unknown
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W01.3 – George Street Green Boulevard (Suburban)			
2	Possible early road features, junctions of George and New, Catherine and Tebutt streets	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to unknown
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fencelines	Postholes and associated cuts and deposits	Early 19th century onwards

Structure no.	Description	Archaeological features	Dates
W01.4 – George Street Green Boulevard (Urban)			
2	Possible early road features, junctions of George and New streets	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to unknown
4	Three structures at north-western end of 210 George Street	Building footings or foundations and associated cuts and deposits, walls, underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to late-20th century
8	Four verandahs or building frontages along George Street between Fitzgerald and Catherine streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to unknown
16	Single structure at north-western end of 210 George Street	Building footings or foundations and associated cuts and deposits, walls, underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to late-20th century
15	Three verandahs or building frontages on eastern side of George Street between near Fitzgerald to Suffolk streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to unknown
26	Four verandahs or building frontages on western side of George Street between Fitzgerald and Suffolk streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	General historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W01.5 – George Street Green Boulevard (F&B)			
1	Brick drain	Sandstock brick drainage line including feeder box drain and box drain,	1814-1816 to

Structure no.	Description	Archaeological features	Dates
		mortar, cut for drain, backfill deposit for structure	present
5	Early road features, corner George and Baker streets	Road cuttings, early road surface (macadam/telford, brick, stone or cobblestone), possibly stone kerbing	Pre-1835 to unknown
14	Seven verandahs or building frontages along eastern side of George Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to unknown
21	Two-rail fence lines and light pole	Fencing post holes with associated cuts and deposits, posthole for light pole and associated cut and deposit, possibly service trench for historical wiring	Pre-1882 to unknown
23	Remains of removed reticulated water pipe, George Street	Cut and deposit for construction of reticulated water pipe, remnants of metal piping	c.1888 to late-1930s
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W02 – George Street Mall South			
7	Three verandahs or building frontages along George Street between Kable and Fitzgerald streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	One building pre-1835 to 1871 Two buildings pre-1835 to unknown
23	Remains of removed reticulated water pipe, George Street	Cut and deposit for construction of reticulated water pipe, remnants of metal piping	c.1888 to late-1930s
25	10 verandahs or building frontages along George Street between Kable and Fitzgerald streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown

Structure no.	Description	Archaeological features	Dates
28	Arch over George Street at Fitzgerald Street	Large stone footings or foundations and associated cuts and deposits	Pre-c.1890 to unknown
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W03 – George Street Mall North			
6	Eight verandahs or building frontages along George Street between Baker and Kable streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to unknown
24	13 verandahs or building frontages along George Street between Baker and Kable Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown
23	Remains of removed reticulated water pipe, George Street	Cut and deposit for construction of reticulated water pipe, remnants of metal piping	c.1888 to late-1930s
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards
W04 – Thompson Square			
1	Brick drain	Sandstock brick drainage line including feeder box drain and box drain, mortar, cut for drain, backfill deposit for structure	1814-1816 to present

Structure no.	Description	Archaeological features	Dates
9	Former roadway to riverbank	Historical road surface (macadam/telford), road cutting	Pre-1842-1844 to mid-1930s
20	Summer house in Thompson Square	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1882 to unknown
22	Road features in Thompson Square (minimum from George to Bridge streets)	Stone kerbs and gutters, road surfaces (metalled over macadam or telford bases), road cuttings	1883-1886 to unknown
29	Macquarie Arms Inn steps and stone post	Stone steps and side wall foundations with associated cuts and deposits, posthole for stone post with associated cut and deposit	Pre-c.1916 to c1980s
31	Road features and retaining wall for new approach to Windsor Bridge	Retaining wall foundations and associated cuts and deposits, metal road surface overlying macadam or telford bases	Mid-1930s to c.1947-1949
34	New road and associated features through Thompson Square to Windsor Bridge	Modern road surface, concrete kerb and guttering, services	c.1947-1949 to 2010s
-	Remains of early buildings associated with government activity and with Andrew Thompson	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	1794 to 1810s
-	Levelling fills in Thompson Square	Historical deposits associated with improvement works to Thompson Square, may contain artefacts within the fill material	1810s to 1840s
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards

4.3.2 Integrity of sub-surface deposits

As with any functioning town centre, 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 9.

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 9 Integrity of sub-surface deposits

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
W01.1 – George Street Green Boulevard (Station)		
3	Fence line surrounding Presbyterian burial ground	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	Fence line corner of George Street and Richmond Road (Hawkesbury Valley Road)	
18	Two structures on eastern side of George Street between Brabyn and realigned George Street	Structural remains for building frontages may have been buried under modern footpath surfaces or buildings, and either remain intact or have been truncated by services installed within the road reserve or other modern construction
33	One verandah or building frontage at north-western corner of George and Brabyn streets	
19	One structure on southern side of realigned George Street north of station.	
30	George Street deviation	Features associated with road likely removed or truncated as part of modern road infrastructure or buried underneath.
32	Concrete road surface, George Street	Likely removed for current road surface.
W01.2 – George Street Green Boulevard (Park)		
2	Possible early road features, junctions of George and Dight and Brabyn streets and Richmond Road (Hawkesbury Valley Way)	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.
11	Fence line eastern side of George north and south of Richmond Road (Hawkesbury Valley Road) and adjacent to Roman Catholic Cemetery	
12	Fence line corner of George and former Forbes streets	
13	Fence line corner of George and Dight streets	

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
27	Culvert in George Street north of Richmond Road (Hawkesbury Valley Road)	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.
32	Concrete road surface, George Street	May be extant road surface. Where tarmac surface is present, likely removed for construction of current road surface.
W01.3 – George Street Green Boulevard (Suburban)		
2	Possible early road features, junctions of George and New, Catherine and Tebutt 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.
32	Concrete road surface, George Street	May be extant road surface.
W01.4 – George Street Green Boulevard (Urban)		
2	Possible early road features, junctions of George and New 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.
4	Three structures at north-western end of 210 George Street	Structural remains for verandahs or building frontages may have been buried under modern footpath surfaces or buildings, and either remain intact or have been truncated by services installed within the road reserve or other modern construction.
8	Four verandahs or building frontages along George Street between Fitzgerald and Catherine streets	
16	Single structure at north-western end of 210 George Street	
15	Three verandahs or building frontages on eastern side of George Street between near Fitzgerald to Suffolk streets	
26	Four verandahs or building frontages on western side of George Street between Fitzgerald and Suffolk streets	
32	Concrete road surface, George Street	May be extant road surface. Where tarmac surface is present, likely removed for construction of current road surface.

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
W01.5 – George Street Green Boulevard (F&B)		
1	Brick drain	Potentially intact or truncated remains present crossing George Street.
5	Early road features, corner George and Baker streets	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain <i>in situ</i> .
21	Two-rail fence line and light pole	
23	Remains of removed reticulated water pipe, George Street	
14	Seven verandahs or building frontages along eastern side of George Street	Structural remains for verandahs or building frontages no longer extant may have been buried under modern footpath surfaces, and either remain intact or have been truncated by services installed within the road reserve.
32	Concrete road surface, George Street	May be present below current road surface.
W02 – George Street Mall South		
7	Three verandahs or building frontages along George Street between Kable and Fitzgerald streets	Structural remains for verandahs or building frontages no longer extant may have been buried under modern footpath surfaces, and either remain intact or have been truncated by services installed within the road reserve.
25	10 verandahs or building frontages along George Street between Kable and Fitzgerald streets	
23	Remains of removed reticulated water pipe, George Street	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.
28	Arch over George Street at Fitzgerald Street	Foundations or associated cuts and deposits for archway may be present below current pedestrianised mall paving and either remain intact or have been truncated by services installed within the road reserve.
32	Concrete road surface, George Street	May be present below current pedestrian mall paving.
W03 – George Street Mall North		
6	Eight verandahs or building frontages along George	Structural remains for verandahs or building frontages no longer extant may have been buried

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
	Street between Baker and Kable streets	under modern footpath surfaces, and either remain intact or have been truncated by services installed within the road reserve.
24	13 verandahs or building frontages along George Street between Baker and Kable Street	
23	Remains of removed reticulated water pipe, George Street	Ephemeral remains which may be present in truncated form, but could equally have been disturbed or remain in situ from ongoing roadworks and infrastructure installation.
32	Concrete road surface, George Street	May be present below current pedestrian mall paving.
W04 – Thompson Square		
1	Brick drain	Likely impacted and removed during works for the Windsor Bridge replacement project, but also likely to retain integrity within southern part of Thompson Square.
9	Former roadway to riverbank	Ephemeral remains likely impacted and removed during works 20th century works and Windsor Bridge replacement project.
20	Summer house in Thompson Square	Landscaping works to Thompson Square may have disturbed any sub-surface remains of foundations but still likely to have some present
22	Road features in Thompson Square (minimum from George to Bridge streets)	Observed stone kerbing during physical inspection but difficult to determine whether this is related to these features.
29	Macquarie Arms Inn steps and stone post	Previous excavations have identified elements of the steps in the form of the walls on either side of the steps. Some materials may have been removed prior to landscaping which buried the feature. Post hole may have been truncated by landscaping.
31	Road features and retaining wall for new approach to Windsor Bridge	Likely to have been impacted or removed by 1940s roadworks and Windsor Bridge replacement project.
34	New road and associated features through Thompson Square to Windsor Bridge	Likely to have been impacted or removed by Windsor Bridge replacement project.
-	Remains of early buildings associated with government activity and with Andrew Thompson	Remains likely to have been buried by levelling fills and/or truncated by later works within Thompson Square.

Structure no.	Description	Probably disturbances and integrity of sub-surface deposits
-	Levelling fills in Thompson Square	Truncated remains of levelling fills likely to be present in southern part of Thompson Square as identified in previous excavations.

4.3.3 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

The northern part of the study area is located within the current and historical commercial centre of Windsor. While much activity has taken place alongside the study area, there is little associated with commercial activities within the study area. The only archaeological resources which may be associated with the theme of Commerce would be any remains of verandahs/awnings or former building frontages which extend into the road reserve from the allotments running alongside. Structural remains are unlikely to provide any new information relating to commerce, but should there be any underfloor deposits associated with any former buildings within the study area, these could potentially provide information on the commercial activities being undertaken and goods being made or sold within particular allotments.

Developing local, regional and national economies - Environment – cultural landscape

Thompson Square has been subject to much modification since the 1810s in the early period of Windsor's development. With relevance to the theme of Environment – cultural landscape, these would relate to the changing of the landscape of this area through historical levelling fills as well as the various roadway alignments which have traversed this part of the study area. However, this part of the study area is well documented in the form of historical plans, photographs, artwork, primary sources such as newspaper articles and previous archaeological works. It is possible that archaeological resources within this part of the study area would provide some limited further insight regarding the modification of the landscape in Thompson Square.

Developing local, regional and national economies – Transport

The study area focuses 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, with archaeological works at Thompson Square indicating that both macadam and telford methods of road building have been used on George Street, and also potentially the use of stone pavers and bricks. Stone kerbing and guttering (some of which still exists) were used throughout the study area, being installed at varying stages of the study area's history. 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, particularly in the northern portion of the study area which has been subject to a longer period of occupation.

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

George Street and Thompson Square have been two of the main activity areas of Windsor during its history. Thompson Square was already an informal space within the Green Hills/Mulgrave Place settlement prior to Governor Macquarie's arrival, while George Street was officially established in 1812 in association with an earlier roadway that was also part of the Green Hills/Mulgrave Place settlement. These areas have played an important role in the development of Windsor and have been home to commercial, retail and residential activities since its earliest period of use. The historical features, such as post holes from verandahs and remnants of early buildings which protruded into the road could show changes in construction techniques and materials as well as property boundaries and frontages.

Building settlements, towns and cities - Utilities

The study area contains a number of 19th century utilities. These include the 1814-1816 brick drain running through Thompson Square and across George Street, as well as the former c.1888 reticulated water pipe running through George Street, and also a culvert on George Street just north of Richmond Road (Hawkesbury Valley Way). The stone kerbing and guttering throughout the study area could also be considered a utility, used to drain water away from the road surface. Should archaeological resources relating to the brick drain be present, these would be valuable as an early item of infrastructure, and also provide information on the techniques and materials that were used in its construction. As the reticulated water pipe was removed as part of the late 1930s works to concrete sections of George Street, it is unlikely that the ephemeral remains of this structure would contribute greatly to our understanding of this utility and late 19th century water infrastructure that cannot be obtained from existing sources. Similarly, it is unlikely that any sub-surface instances of stone kerbing and guttering would contribute to our understanding of the drainage and road features beyond confirming locations of these items.

Governing – Government and administration

Thompson Square was part of the government reserve in the early period of Green Hills/Mulgrave Place and Windsor's history. Early records make it unclear as to whether there were any formal or informal early government structures or those related to Andrew Thompson within the study area. Should any of these early buildings or activity areas be present within the study area, they would hold value in themselves for their rarity and age, and also contribute to our knowledge of the early development of the study area and the organisation of Thompson Square and the government reserve.

Developing Australia's cultural life - Domestic life

There are a number of instances where verandahs and/or building frontages enter into the road reserve and study area. It is possible that in addition to commerce-related structures, some of these could be associated with domestic dwellings. Should archaeological resources be present, such as underfloor deposits containing artefacts, this could contribute to our knowledge of domestic life within the early part of Windsor's history, particularly for the period converting 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 Windsor and the local area.

4.3.4 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 10 and Figure 6.

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. These remains would have research potential to add to our knowledge of that time, research theme or place.
- **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. These remains would have some research potential to add to our knowledge of that time, research theme or place.
- **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. These remains would not have research potential to add to our knowledge of that time, research theme or place.

Table 10 Assessment of archaeological potential

Structure no.	Description	Archaeological features	Dates	Archaeological potential
W01.1 – George Street Green Boulevard (Station)				
3	Fence line surrounding Presbyterian burial ground	Postholes and associated cuts and deposits	Pre-1833 to unknown	Low
10	Fence line corner of George Street and Richmond Road (Hawkesbury Valley Road)	Postholes and associated cuts and deposits	Pre-1864 to unknown	Low
18	Two structures on eastern side of George Street between Brabyn and realigned George Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to c.1828	Moderate
19	One structure on southern side of realigned George Street north of station.	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to c.1828	Moderate
30	George Street deviation	Road cutting, stone kerbs and guttering, metal surface over macadam or telford base	c.1928 to present	Low
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present	Low
33	One verandah or building frontage at north-western corner of George and Brabyn streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1937 to unknown	Moderate
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939	Low
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low

Structure no.	Description	Archaeological features	Dates	Archaeological potential
W01.2 – George Street Green Boulevard (Park)				
2	Possible early road features, junctions of George and Dight and Brabyn streets and Richmond Road (Hawkesbury Valley Way)	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to unknown	Low
11	Fence line eastern side of George north and south of Richmond Road (Hawkesbury Valley Road) and adjacent to Roman Catholic Cemetery	Postholes and associated cuts and deposits	Pre-1864 to unknown	Low
12	Fence line corner of George and former Forbes streets	Postholes and associated cuts and deposits	Pre-1864 to unknown	Low
13	Fence line corner of George and Dight streets	Postholes and associated cuts and deposits	Pre-1864 to unknown	Low
27	Culvert in George Street north of Richmond Road (Hawkesbury Valley Road)	Stone or brick culvert structure, mortar, associated cuts and fill	Pre-1889 to unknown	Moderate
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 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	Early 1800s to 1939	Low
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W01.3 – George Street Green Boulevard (Suburban)				
2	Possible early road features, junctions of George and New, Catherine and Tebutt streets	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to unknown	Low
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present	Low
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces	Early 1800s to	Low

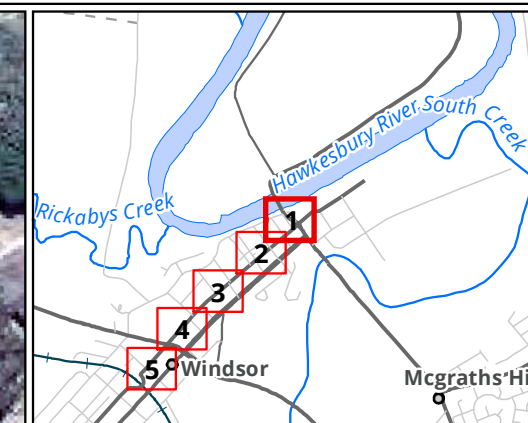
Structure no.	Description	Archaeological features	Dates	Archaeological potential
		such as stone, brick, compacted soils, metal over macadam or telford bases	1939	
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W01.4 – George Street Green Boulevard (Urban)				
2	Possible early road features, junctions of George and New streets	Road cuttings, historical road surfaces such as stone, brick, compacted soils	Pre-1827 to unknown	Low
4	Three structures at north-western end of 210 George Street	Building footings or foundations and associated cuts and deposits, walls, underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to late-20th century	Moderate
8	Four verandahs or building frontages along George Street between Fitzgerald and Catherine streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to unknown	Moderate
16	Single structure at north-western end of 210 George Street	Building footings or foundations and associated cuts and deposits, walls, underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to late-20th century	Moderate
15	Three verandahs or building frontages on eastern side of George Street between near Fitzgerald to Suffolk streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to unknown	Moderate
26	Four verandahs or building frontages on western side of George Street between Fitzgerald and Suffolk streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown	Moderate
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present	Low
-	General historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or	Early 1800s to 1939	Low

Structure no.	Description	Archaeological features	Dates	Archaeological potential
		telford bases		
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W01.5 – George Street Green Boulevard (F&B)				
1	Brick drain	Sandstock brick drainage line including feeder box drain and box drain, mortar, cut for drain, backfill deposit for structure	1814-1816 to present	High
5	Early road features, corner George and Baker streets	Road cuttings, early road surface (macadam/telford, brick, stone or cobblestone), possibly stone kerbing	Pre-1835 to unknown	Low
14	Seven verandahs or building frontages along eastern side of George Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1871 to unknown	Moderate
21	Two-rail fence line and light pole	Fencing post holes with associated cuts and deposits, posthole for light pole and associated cut and deposit, possibly service trench for historical wiring	Pre-1882 to unknown	Low
23	Remains of removed reticulated water pipe, George Street	Cut and deposit for construction of reticulated water pipe, remnants of metal piping	c.1888 to late-1930s	Low
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 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	Early 1800s to 1939	Low
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W02 – George Street Mall South				
7	Three verandahs or building frontages along	Building footings or foundations and associated cuts and	One building	Moderate

Structure no.	Description	Archaeological features	Dates	Archaeological potential
	George Street between Kable and Fitzgerald streets	deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	pre-1835 to 1871 Two buildings pre-1835 to unknown	
23	Remains of removed reticulated water pipe, George Street	Cut and deposit for construction of reticulated water pipe, remnants of metal piping	c.1888 to late-1930s	Low
25	10 verandahs or building frontages along George Street between Kable and Fitzgerald streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown	Moderate
28	Arch over George Street at Fitzgerald Street	Large stone footings or foundations and associated cuts and deposits	Pre-c.1890 to unknown	Moderate
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 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	Early 1800s to 1939	Low
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W03 – George Street Mall North				
6	Eight verandahs or building frontages along George Street between Baker and Kable streets	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1835 to unknown	Moderate
24	13 verandahs or building frontages along George Street between Baker and Kable Street	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-c.1888 to unknown	Moderate
23	Remains of removed reticulated water pipe,	Cut and deposit for construction of reticulated water pipe,	c.1888 to late-	Low

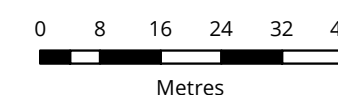
Structure no.	Description	Archaeological features	Dates	Archaeological potential
	George Street	remnants of metal piping	1930s	
32	Concrete road surface, George Street	Concrete road surface, footpaths and kerbs and guttering	1939 to present	Low
-	Historical road features	Road cuttings, stone kerbs and guttering, historical road surfaces such as stone, brick, compacted soils, metal over macadam or telford bases	Early 1800s to 1939	Low
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low
W04 – Thompson Square				
1	Brick drain	Sandstock brick drainage line including feeder box drain and box drain, mortar, cut for drain, backfill deposit for structure	1814-1816 to present	High
9	Former roadway to riverbank	Historical road surface (macadam/telford), road cutting	Pre-1842-1844 to mid-1930s	Moderate
20	Summer house in Thompson Square	Building footings or foundations and associated cuts and deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits	Pre-1882 to unknown	Moderate
22	Road features in Thompson Square (minimum from George to Bridge streets)	Stone kerbs and gutters, road surfaces (metalled over macadam or telford bases), road cuttings	1883-1886 to unknown	Low
29	Macquarie Arms Inn steps and stone post	Stone steps and side wall foundations with associated cuts and deposits, posthole for stone post with associated cut and deposit	Pre-c.1916 to c1980s	Low
31	Road features and retaining wall for new approach to Windsor Bridge	Retaining wall foundations and associated cuts and deposits, metal road surface overlying macadam or telford bases	Mid-1930s to c.1947-1949	Low
34	New road and associated features through Thompson Square to Windsor Bridge	Modern road surface, concrete kerb and guttering, services	c.1947-1949 to 2010s	Low
-	Remains of early buildings associated with	Building footings or foundations and associated cuts and	1794 to 1810s	Moderate

Structure no.	Description	Archaeological features	Dates	Archaeological potential
	government activity and with Andrew Thompson	deposits, walls, compacted underfloor deposits, structural postholes and footings including associated cuts and deposits		
-	Levelling fills in Thompson Square	Historical deposits associated with improvement works to Thompson Square, may contain artefacts within the fill material	1810s to 1840s	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	Early 1800s to 1939	Moderate
-	Property fence lines	Postholes and associated cuts and deposits	Early 19th century onwards	Low



- Legend**
- Study area
 - High archaeological potential
 - Moderate archaeological potential
 - Low archaeological potential

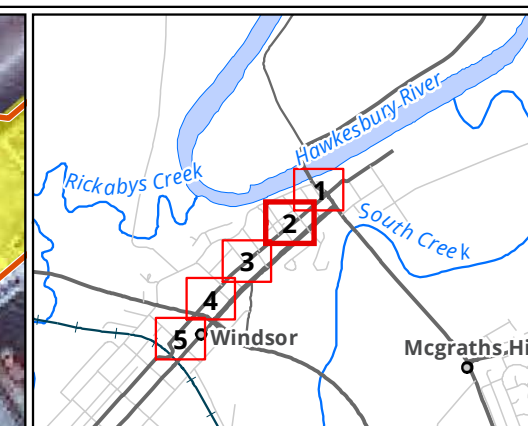
Figure 6.1 Assessment of archaeological potential



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



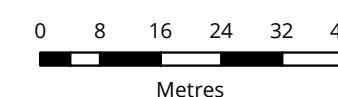
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Date: 17 March 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
Location: P:\33800s\33889\Mapping\33889_HHA_ArchPot.mxd



Legend

- Study area
- Moderate archaeological potential
- Low archaeological potential

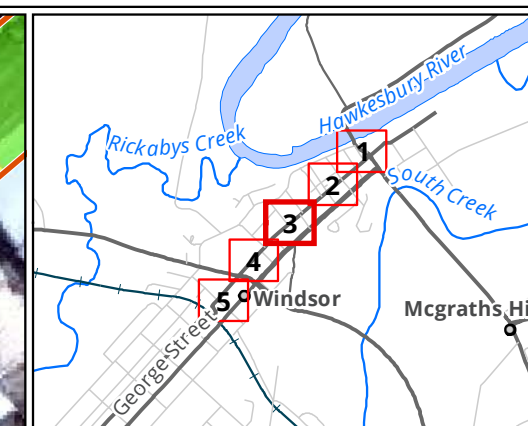
Figure 6.2 Assessment of archaeological potential



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

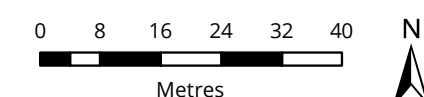


Matter: 33889,
Date: 17 March 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
Location: P:\33800s\33889\Mapping\33889_HHA_ArchPot.mxd



- Legend**
- Study area
 - Moderate archaeological potential
 - Low archaeological potential

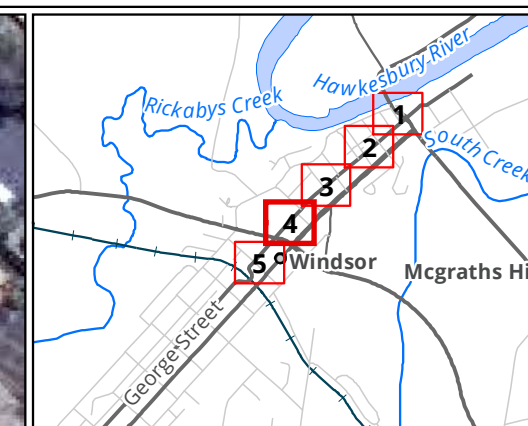
Figure 6.3 Assessment of archaeological potential



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

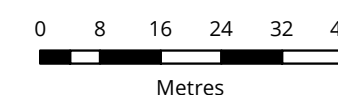


Matter: 33889,
Date: 17 March 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
Location: P:\33800s\33889\Mapping\33889_HHA_ArchPot.mxd



- Legend**
- Study area
 - Moderate archaeological potential
 - Low archaeological potential

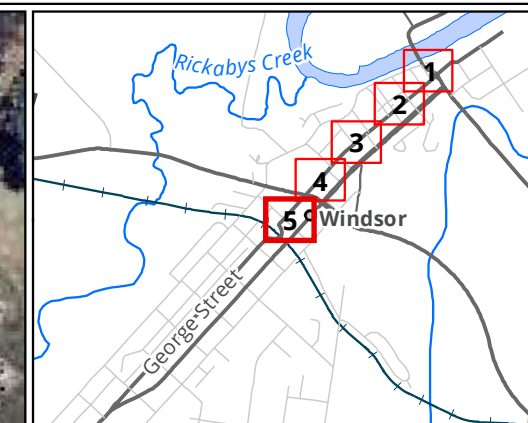
Figure 6.4 Assessment of archaeological potential



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

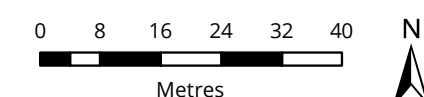


Matter: 33889,
Date: 17 March 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
Location: P:\33800s\33889\Mapping\33889_HHA_ArchPot.mxd



- Legend**
- Study area
 - Moderate archaeological potential
 - Low archaeological potential

Figure 6.5 Assessment of archaeological potential



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



Matter: 33889,
Date: 17 March 2021,
Checked by: MB, Drawn by: AM, Last edited by: amackegard
Location: P:\33800s\33889\Mapping\33889_HHA_ArchPot.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'.²⁸ 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).*

²⁸ (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.

The following evaluation attempts to identify the cultural significance of the study area. This significance is based on the assumption that the site contains intact or partially intact archaeological deposits.

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 Heritage listed items within the study area

The study area contains four heritage listed items:

- Windsor Railway Station Group and Former Goods Yard, (Item No. 01287). Listed on the SHR and LEP
- Thompson Square (Item No. 00216). Listed on the SHR and LEP.
- Public reserve (Item no. part of I00216). Listed on the LEP.
- Thompson Square Conservation Area (Item No. C4). Listed on the LEP.

All of these items are listed as having state heritage significance. Please note that while the public reserve (Item no. Part of I00216) is listed as an individual item in the LEP, it does not have its own statement of significance or response to heritage significance criteria on the NSW SHR. It is included as part of the Thompson Square heritage listing (Item no. I00216). A summary table has been provided in this section for these items. Please see Appendix 4 for the full listing as they appear on the SHR and LEP.

Several new items which did not have heritage listings were identified in the study area. The analysis for the Brick Drain is from the archaeological report associated with the Windsor Bridge Project²⁹. Items with an asterix have been assessed by Biosis.

²⁹ (AAJV 2018, pp.60–61)

Table 11 Summary of statement of significance for listed items in the study area

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
I01287 (SHR and LEP)	Windsor Railway Station Group and Former Goods Yard	x		x	x	x	x	x	<p>SHR - 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.</p> <p>LEP - 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.</p>	State
00126 (SHR and LEP)	Thompson Square Public Reserve	x	x	x				x	<p>SHR - Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is a vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony (Sheedy 1975).</p> <p>LEP - Thompson Square is one of Australia's earliest public squares. The square is an integral part of Governor Macquarie's plan for Windsor and survives as a key precinct in establishing</p>	State

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
									and reinforcing the colonial character of Windsor. The survival of a number of important Colonial Georgian buildings facing the square reinforce its character.	
C4 (LEP)	Thompson Square Conservation Area	x		x				x	Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is a vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony (Sheedy 1975).	State

Table 12 Statement of significance for non-listed built and landscape elements in the study area

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
Built fabric or landscape-related									
Awnings attached to heritage listed items								Throughout the study area awnings have been built as part of historically listed buildings. These extend onto footpaths and/or into the road reserve. As they are part of the buildings which are listed as having heritage significance, they also have heritage significance. Please refer to individual listed items for their significance assessment.	
Sandstone kerbing*	x							Sandstone kerbing is present throughout the study area, although it is mostly restricted to the northern portion in the Thompson Square Conservation Area and near George Street Mall. Sandstone kerbing was installed from the 1880s throughout the study area as part of government works to improve the roads and drainage within Windsor. The maintenance and improvement of the streets in Windsor demonstrates its continued importance to the Colony during the nineteenth century.	Local
Trees in George Street Mall*								The trees within George Street Mall vary in age and species and were planted in the mid-1980s. While they contribute to the streetscape, they do not possess significant	Nil

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								heritage value themselves. They have no historical significance, association with a person or group of persons important to NSW's history, aesthetic characteristics, associations with a particular community, potential to yield additional information about the area, are rare or are representative or a principal characteristic of a cultural place.	
Planters*								The planters within the study area are either concrete or wood, and range from concrete in square and rectangular shapes, to square timber and repurposed barrels used for flowers. These are all located within George Street Mall and were installed when this portion of George Street Mall was turned into a pedestrian thoroughfare in the mid-1980s. The planters themselves do not hold significant heritage value as they have no historical significance, association with a person or group of persons important to NSW's history, aesthetic characteristics, associations with a particular community, potential to yield additional information about the area, are rare or are representative or a principal characteristic of a cultural place.	Nil
Water wheel in George Street Mall*								The water wheel located in George Street Mall was installed near the Baker Street end of the mall. The wheel is based on the design and specifications of James and Benjamin Singleton's tidal-powered water mill which was situated at Wiseman's Ferry and ground grain produced along the Colo and MacDonald river valleys before being transported to Sydney. It was installed in the mid-1980s when George Street Mall was turned into a pedestrian thoroughfare. It does not have heritage significance as is has no historical significance, association with a person or group of persons important to NSW's history, aesthetic characteristics, associations with a particular community, potential to yield additional information about the area, are rare or are representative or a principal characteristic of a cultural place.	Nil
Gazebo in George Street Mall*								The gazebo is located in George Street Mall and was installed in the mid-1980s when George Street Mall was turned into a pedestrian thoroughfare. It does not have heritage significance as is has no historical significance, association with a person or group of persons important to NSW's history, aesthetic characteristics, associations	Nil

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								with a particular community, potential to yield additional information about the area, are rare or are representative or a principal characteristic of a cultural place.	
Wagon in George Street Mall*								The wagon is located in George Street Mall and was installed in the mid-1980s when George Street Mall was turned into a pedestrian thoroughfare. It does not have heritage significance as it has no historical significance, association with a person or group of persons important to NSW's history, aesthetic characteristics, associations with a particular community, potential to yield additional information about the area, are rare or are representative or a principal characteristic of a cultural place.	Nil
Street furniture*								Street furniture within the study area includes benches, seats and picnic tables. These are scattered throughout the study area, but the majority are within George Street Mall and Thompson Square. These are all relatively modern, as George Street Mall was established as a pedestrian thoroughfare in the mid-1980s. Some have also been replaced due to age or vandalism. Overall, these do not hold heritage significance and do not contribute to the heritage landscape of Windsor.	Nil
Archaeological resources									
Brick drain, Thompson Square³⁰ [1]	x	x		x	x	x		<p>The following statement of significance applies to all structures associated with the drainage works constructed within Thompson Square between c.1814 and c.1820. The elements considered by this statement of significance includes the main brick drain, the associated brick feeder lines (box drains) and the brick shafts that connected the feeder lines to the main drain.</p> <p>The drainage system is located within the SHR listed Thompson Square Conservation Area (SHR Item 00126). The listing does make reference to Macquarie's planning scheme but does not refer to the drain as a contributory element. Since the townscape values were in part determined by Macquarie's initial vision the drain was an essential part of an integrated development that saw the creation of the square</p>	State

³⁰ (AAJV 2018)

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								<p>through the modification of ground levels, the provision of a wharf, better access to the river from George Street and the provision of a sewer/drainage line that would serve buildings that may have been constructed around the Square at some future date.</p> <p>In regard to the significance of the drain and the associated system of contemporary feeder lines, in terms of its place in the history of sanitary engineering in Australia, this set of structures has importance as one of the earliest examples of the integration of underground services in the planning of a precinct. Its place in the evolution of drainage systems is less clear. The general concept, demonstrated for the first time at Windsor, would be adopted as standard during the second half of the nineteenth century. The Thompson Square drainage system however, suffered from the use of materials and a geometry that was unsuited to the function for which it was intended. The construction program also resulted in a number of flaws that included the collapse of feeder lines and later collapse of at least one section of the main drain itself. The drain was ahead of its time in concept but was not repeated in the systems installed in the following years in Sydney, Parramatta and elsewhere in the Colony. The simple barrel drain became the norm in the first half of the nineteenth century until patent cements were more widely available in New South Wales. In this respect the drain is unique, and its importance lies in its failure. The drain has direct associations with Governor Macquarie as a town planner and with local men John Howe and James Magrath as constructors. The drain was also the source of a number of local myths dating from the early twentieth century - and still current - regarding the use of the drain as a 'smuggler's tunnel'. The myth is by no means unique and variations can be found in many nineteenth century ports around the world. The myth however, is firmly rooted in the local psyche. The drain should be regarded as a State significant item.</p>	
Early road features [2] [5]*								<p>The study area intersects with several early boundaries of George Street where it intersects with Baker Street, and the later established Catherine, Tebutt, Dight and Braby Streets and Richmond Road (Hawkesbury Valley Way). The north-eastern corner</p>	TBC

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								of George and Baker streets has been widened from its original formation. Baker Street was one of the earliest streets established in Windsor and may have started as an informal access track to William Baker's land. Due to the early date of these (1827 and 1835) it is difficult to determine the nature of archaeological resources which may be associated with the early formation of Windsor's streets, and whether they would be related to the early period of settlement or from a later program of road works. It is possible that archaeological resources within this part of the study area would contribute further to the existing pool of information available regarding the early road features of Green Hills/Mulgrave Place or Windsor, depending on the nature of the archaeological remains. This item is considered to have archaeological sensitivity.	
Fence lines throughout the study area [3] [10] [11] [12] [13] [21]*								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 would 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
Verandahs or building frontages [4] [6] [7] [8] [14] [16] [15] [18] [19] [24] [25] [26] [33]*					x			Historical research has identified the presence of verandahs and/or building frontages which enter into the road reserve and study area, dating from pre-1835 to pre-1937. Any archaeological resources associated with these structures have the potential to contribute to our knowledge of commerce and domestic life within Windsor from the early-19th century into the early 20th century. While the structural remains themselves are unlikely to provide new information regarding commerce or domestic life, should any underfloor deposits containing artefacts be present, these resources could enhance our understanding of the commercial activities taking place in Windsor over this period and the goods being made or sold, or alternatively the domestic lives of the town's occupants, their families, domestic dining habits and other activities and potentially their class status. This is particularly relevant for earlier period of the study area's history in the first half of the 19th century. This information could then be	Local

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								compared to other sites within Windsor and the local area.	
Former roadway to riverbank [9]*					x			The former roadway to riverbank [9] through Thompson Square is associated with the early development of Windsor, dating prior to 1842-1844. Should archaeological resources associated with this item be present, they would have the potential to contribute to our understanding of early road construction methods used within Windsor and the early colony.	Local
Summer house in Thompson Square [20]*					x			The summer house in Thompson Square was part of a drive from Windsor's council to improve the community facilities of Windsor in the 1880s and contributed to the cultural landscape of Thompson Square. Should archaeological resources associated with this item be present within the study area, they could provide information on the materials, methods and construction of the summer house [20], and if any artefacts are present, potentially the types of people using the site.	Local
Road features in Thompson Square (minimum from George to Bridge streets) [22]*								Due to the existence of extant remains, the road features associated with the mid-1880s road works and any archaeological resources associated with these are unlikely to hold heritage significance. However, this may depend on the nature and extent of any archaeological remains, should they be present. Further assessment would be required if archaeological resources associated with this item are identified.	TBC
Utilities, including the light pole [21] adjacent to Thompson Square, remains of the reticulated water pipe in George Street [23] and telegraph poles in the road reserve*								<p>Historical research identified a number of utility items throughout the study area, including a light pole adjacent to Thompson Square on George Street [21], the remains of removed reticulated water pipe in George Street [23], and telegraph poles were also noted within the road reserve footpaths.</p> <p>The light pole [21] may be represented by a posthole and potentially any sub-surface service trenches, which would confirm whether it was used for electrical or gas lighting instead of oil; the terminus post quem of this item is around the same time that street lighting was switched from oil to gas.</p> <p>As the reticulated water pipe [23] was removed as part of the late 1930s works to concrete sections of George Street, it is unlikely that any ephemeral remains of this structure would contribute greatly to our understanding of this utility and late 19th</p>	TBC

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								<p>century water infrastructure.</p> <p>The archaeological resources associated with the various telegraph poles noted within the footpath of the road reserve are unlikely to provide information beyond confirmation of where these were located.</p> <p>These items are considered to have archaeological sensitivity as the nature and extent of any associated archaeological resources will determine whether they are of heritage significance.</p>	
Culvert [27] in George Street north of Richmond Road (Hawkesbury Valley Way)*					x			<p>A culvert was identified in an 1889 Crown plan, located in George Street north of the intersection with Richmond Road (Hawkesbury Valley Way). It is possible that this structure pre-dates the 1889 plan, but it has not been noted in any other source. Any archaeological resource associated with this item which may be present could potentially have heritage significance for its ability to provide further information on its design, construction and date, and contribute to our knowledge of civic improvements to George Street and wider Windsor.</p>	Local
Arch over George Street at Fitzgerald Street [28]*					x			<p>Historical research identified a large arch constructed over George Street at Fitzgerald Street. Archaeological resources associated with this structure could have the potential to provide information regarding the construction date and methods, as well as the materials used for the arch, and whether it was masonry or timber. It has been suggested that the arch may have been built for the opening of the Windsor butter factory by the Governor of NSW in 1892 or to celebrate Federation in 1901.</p> <p>Archaeological resources may be able to provide further information about the purpose of the arch's establishment and when it may have been demolished.</p>	Local
Macquarie Arms Inn steps and stone post [29]*		x						<p>The Macquarie Arms Inn is an item of State heritage significance. The archaeological remains of the stone steps and post [29] are associated with this item, but in themselves would have also formed part of the streetscape and cultural landscape of Windsor and Thompson Square in the 19th and early 20th centuries. Based on this, these potential archaeological remains are considered to hold local heritage value.</p>	Local
George Street deviation [30]*								<p>Around 1928, George Street was deviated under the Blacktown-Richmond Railway at</p>	Nil

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								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.	
Road features and retaining wall for new approach to Windsor Bridge [31]*								In the mid-1930s, road access to the (now former) Windsor Bridge was improved through deviation of the road, and included the construction of a deep road cutting and retaining wall through Thompson Square. Any archaeological resources associated with the former mid-1930s road are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
Concrete road surface, George Street [32]*								Sections of the road and footpaths within the study area were concreted in 1939. 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
New road and associated features through Thompson Square to Windsor Bridge [34]*								New road access to the (now former) Windsor Bridge was constructed in 1947-1949. Any archaeological resources associated with the former 1940s road are not considered to have historical, associative, aesthetic, research or rarity importance or value.	Nil
Remains of early buildings associated with government activity and with Andrew Thompson*	x				x			Thompson Square was part of the government reserve in the early period of Green Hills/Mulgrave Place and Windsor's history. Early records make it unclear as to whether there were any formal or informal early government structures or those related to Andrew Thompson within the study area. Should any of these early buildings or activity areas be present within the study area, they would hold value in themselves for their rarity and age, and also contribute to our knowledge of the early development of the study area and the organisation of Thompson Square and the government reserve.	State
Levelling fills in Thompson Square*								Thompson Square has been subject to much modification since the 1810s in the early period of Windsor's development. With relevance to the historical theme of Environment – cultural landscape, these would relate to the changing of the landscape	TBC

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								of this area through historical levelling fills as well as the various roadway alignments which have traversed this part of the study area. However, this part of the study area is well documented in the form of historical plans, photographs, artwork, primary sources such as newspaper articles and previous archaeological works. It is possible that archaeological resources within this part of the study area would contribute further to the existing pool of information available regarding the modification of the landscape in Thompson Square, depending on the nature of the archaeological remains. This item is considered to have archaeological sensitivity.	
Historical road features in Thompson Square and up to Baker Street*					X			The study area focuses 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, with archaeological works at Thompson Square indicating that both macadam and telford methods of road building have been used on George Street, and also potentially the use of stone pavers and bricks. Stone kerbing and guttering (some of which is extant) were used throughout the study area, being installed at varying stages of the study area's history. 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, particularly in the northern portion of the study area which has been subject to a longer period of occupation.	Local
General historical road features throughout the study area*								The study area is highly likely to contain sub-surface evidence of historical road features such as surfaces, road bases, road cuttings, stone kerbs and guttering. Due to the ongoing nature of road works and improvements since the early period of settlement, it is difficult to determine the age and nature of archaeological resources which may be associated with the historical road features of Windsor's streets, and whether they would be related to the early period of settlement or from a later program of road works. It is possible that archaeological resources contribute further to the existing pool of information available regarding the historical road features of	TBC

Item name	Criteria							Statement of significance	Significance
	a	b	c	d	e	f	g		
								Green Hills/Mulgrave Place or Windsor, depending on the nature of the archaeological remains. This item is considered to have archaeological sensitivity.	

5.2.2 Items adjacent to the study area

The items listed in the tables in Appendix 5 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.

Items listed under Part of listing 00126 in the LEP do not have their individual listings in the SHI, and are included in the listing for Thompson Square (Item no. 0126) (Appendix 4).

6 Constraints to the project

The Master Plan Analysis Report³¹ has broken down the study area into several different zones. These are the George Street Green Boulevard (W01), George Street Mall (W02, W03) and Thompson Square (W04). These can be seen in Figure 4 and Figure 5. 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 Windsor Masterplan. Please see Figure 3 for mapping of heritage items within and adjacent to the study area, and Figure 6 for the mapping of archaeological potential.

Table 13 General heritage constraints

Constraint	Recommendation
Areas of archaeological potential	Works should avoid areas of moderate and high 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.
Areas of archaeological potential within items listed on the State Heritage Register (includes both items or conservation areas)	Works should avoid impacting areas of archaeological potential within State heritage listed items or conservation areas. Should works occur in these areas, Section 60 or Section 57(2) approval under the Heritage Act must be sought prior to works occurring.
Works within the curtilage of items listed on the State Heritage Register (includes both items or conservation areas)	Works within the curtilage of State heritage items or conservation areas should be avoided. Should works occur in these areas, Section 60 or Section 57(2) approval under the Heritage Act must be sought prior to works occurring.
Works adjacent to items of heritage significance	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.
Sandstone kerbing	Sandstone kerbing is throughout the study area. This should be avoided during the detailed design. Should the areas of kerbing need to be impacted, the sandstone should either be incorporated into the works where it was removed, or used in another part of the design.
Thompson Square CMP	Works to be undertaken in Thompson Square should follow the policies and recommendations within the <i>Thompson Square Conservation Area Windsor, Conservation Management Plan</i> prepared by Lucas Stapleton Johnson & Partners Pty Ltd, issued December 2018.

³¹ (Place Design Group 2021)

6.2 W01.1 George Street Green Boulevard

Works proposed in this area and the locations of heritage listed items (shaded in pink) can be seen in Photo 23. The location of heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 14 outlines the general constraints and recommendations for this zone. It is assuming that reducing speed to 40km/h; retaining on street parking, mixed traffic bike lane and existing awnings will have no impacts and that the repair/upgrades of the concrete paths cannot be moved.

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



Photo 23 Proposed upgrades for W01.1 George Street Green Boulevard

Table 14 Constraints for W01.1 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Proposed pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I146 (LEP) and I229 (LEP)	Keep upgrades as visually unobtrusive as possible.
Public art	Within curtilage of heritage listed item	Within the curtilage of Item I1259 (LEP)	Move the signage to be out of the heritage curtilage. OR The Hawkesbury DCP requires a heritage impact statement for impacts within the curtilage of heritage items.
	Obstruction of listed items / negatively impact the visual landscape	Within the curtilage of Item I1259 (LEP)	Keep upgrades as visually unobtrusive as possible. Existing poles should be used where possible to avoid additional impacts to the landscape.
Turf/planted verge	Obstruction of listed items / negatively impact the visual landscape	Within the curtilage of Item I1259 (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. OR 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.
Repair/upgrade concrete paths	Obstruction of listed items / negatively impact the visual landscape	I01287 (SHR), I146, I1229, I229, I222, I477, I223, I259	Keep upgrades as visually unobtrusive as possible. Should there be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design.
	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.
Tree in turf/planted verge	Obstruction of listed items / negatively impact the	I146, I1229, I229, I222, I477, I223, I259	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

Works	Constraint	Heritage item affected	Recommendation
Tree pits in concrete paving	visual landscape		would have been present earlier in Windsor's history or that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A.heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneu</i>).
	Archaeological potential	Within area of moderate archaeological potential	<p>Move the plantings so as to not impact areas of archaeological potential.</p> <p>OR</p> <p>Plant trees in pots to as not impact the archaeological potential.</p> <p>OR</p> <p>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.</p>

6.3 W01.2 George Street Green Boulevard

Works proposed in this zone and the locations of heritage listed items (shaded in pink) are shown in Photo 24. Heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 15 outlines the general constraints and recommendations for the area for works to take place in this zone. It assumes that the mixed traffic bike lane, retaining on street parking and existing awnings will have no impacts and that the repair/upgrades of the concrete paths cannot be moved.

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



Photo 24 Proposed upgrades for W01.2 George Street Green Boulevard


Table 15 Constraints for W01.2 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Proposed pedestrian crossing/ upgraded pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	Adjacent to Item I220, I159, I218 (LEP) and I01851 (SHR)	Keep upgrades as visually unobtrusive as possible.
Public art	Within curtilage of State heritage listed item	Within the curtilage of Item I01287 (SHR)	Move the signage out of the heritage curtilage of the SHR listed item. OR Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	Within the curtilage of Item I01287 (LEP)	Keep upgrades as visually unobtrusive as possible. Existing poles should be used where possible to avoid additional impacts to the landscape.
Turf/planted verge	Within curtilage of State heritage listed item	Within the curtilage of Item I00202 (SHR)	Move the turf to be out of the heritage curtilage. OR Section 60 or Section 57(2) application of the Heritage Act must be undertaken for any works to proceed in the curtilage of an item listed on the SHR.
	Within curtilage of local heritage listed item	Within the curtilage of Item I00202 (LEP)	Move the turf to be out of the heritage curtilage. OR The Hawkesbury DCP requires a heritage impact statement for impacts within the curtilage of heritage items.
	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I220, I159, I218 (LEP) and I00202, I01851 (SHR)	Keep upgrades as visually unobtrusive as possible, or chose species and locations which will add to the landscape.
Repair/upgrade	Obstruction of listed	Adjacent to item	Keep upgrades as visually unobtrusive as possible. Should there be any sandstone kerbing, it

Works	Constraint	Heritage item affected	Recommendation
concrete paths	items / negatively impact the visual landscape	I220, I159, I218 (LEP) and I00202, I01851 (SHR)	should either be incorporated into the works where it was removed, or used in another part of the design.
Tree in turf/planted verge	Obstruction of listed items / negatively impact the visual landscape	Adjacent to item I220, I159, I218 (LEP) and I00202, I01851 (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 Windsor's history and that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneus</i>).

6.4 W01.3 George Street Green Boulevard

Works proposed in this zone and the locations of heritage listed items (shaded in pink) are shown in Photo 25. Heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 14 outlines the constraints and recommendations to take place in this zone. It is assumed that mixed traffic bike lane and retaining street parking and existing awnings will have no impacts and that the repair/upgrades of the concrete paths cannot be moved.

- Proposed pedestrian crossing 
- Upgrade pedestrian crossing 
- Repair/upgrade concrete path 
- Tree pit 

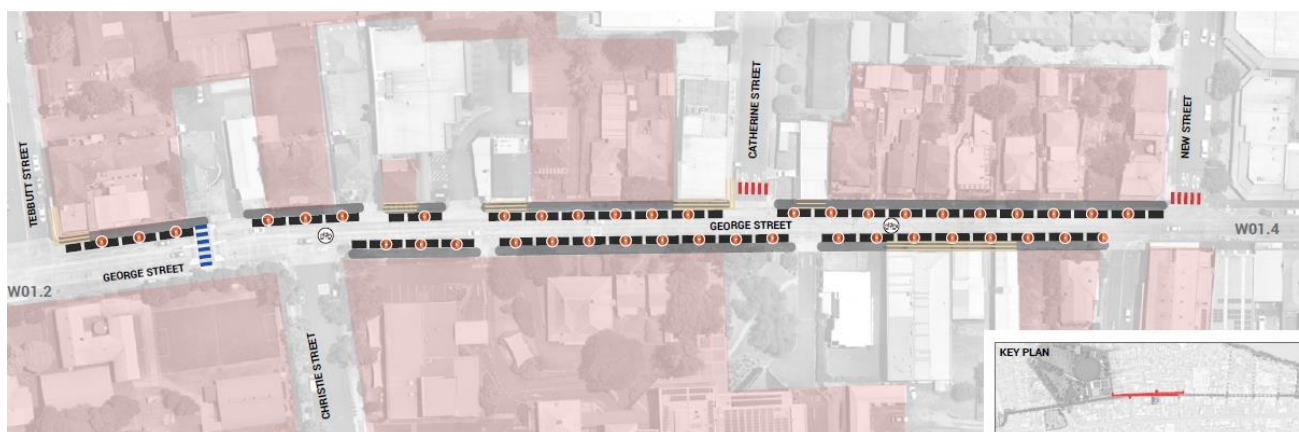


Photo 25 Proposed upgrades for W01.3 George Street Green Boulevard

Table 16 Constraints for W01.3 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Proposed pedestrian crossing/upgraded pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	I220, I159, I204 (LEP)	Keep upgrades as visually unobtrusive as possible.
Repair/upgrade concrete paths	Obstruction of listed items / negatively impact the visual landscape	I220, I219, I216, I215, I214, I213, I212, I211, I210, I209, I208, I207, I159, I514, I217, I517, I516, I205, I203	Keep upgrades as visually unobtrusive as possible. Should there be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design.
Tree pit	Obstruction of listed items / negatively impact the visual landscape	I220, I219, I216, I215, I214, I213, I212, I211, I210, I209, I208, I207, I159, I514, I217, I517, I516, I205, I203	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 Windsor's history or that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A.heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneu</i>).

6.5 W01.4 George Street Green Boulevard

Works proposed in this zone and the locations of heritage listed items (shaded in pink) can be seen in Photo 26. Heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 17 outlines the constraints and recommendations for works to take place in this zone. It is assumed that mixed traffic bike lane, retaining on street parking and existing awnings will have no impacts and that the feature paving cannot be moved

- Proposed pedestrian crossing 
- Upgrade pedestrian crossing 
- Key embellishment space 
- Public art 
- Smart furniture 
- Feature paving 
- Tree in planted blisters 
- Tree garden bed 
- Potential parklet 

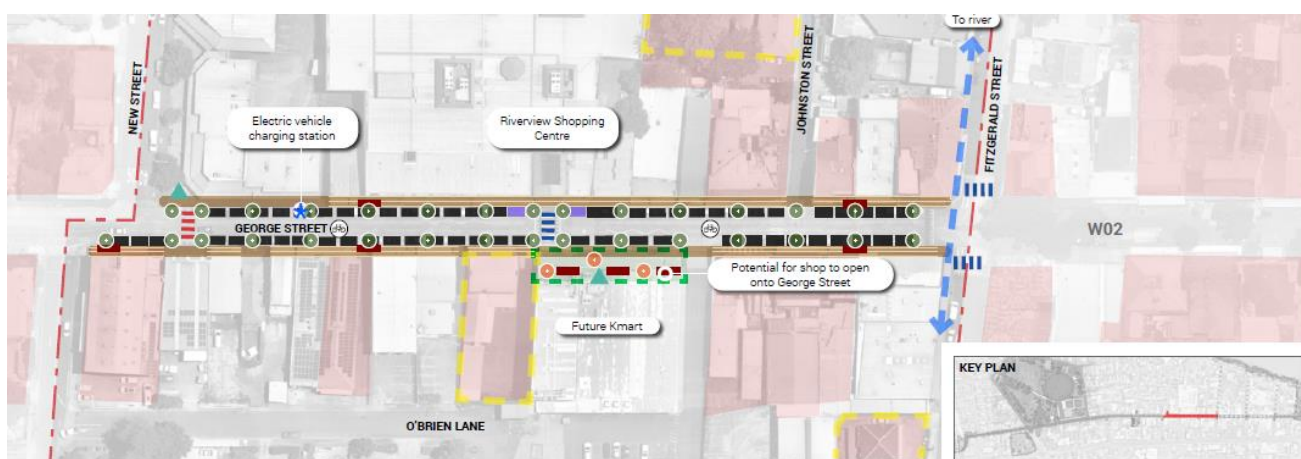


Photo 26 Proposed upgrades for W01.4 George Street Green Boulevard

Table 17 General constraints for works proposed in W01.4 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Proposed pedestrian crossing/upgraded pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	I194 (LEP)	Keep upgrades as visually unobtrusive as possible.
Key embellishment space	Within curtilage of State heritage listed item	I00667 (SHR)	Move the space to be out of the heritage curtilage. OR Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	I00667 (SHR)	Keep upgrades as visually unobtrusive as possible.
Public art	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. Use existing poles to display artwork. OR Minimise the depth and amount of ground disturbance. 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.
	Negatively impact the visual landscape		Keep upgrades as visually unobtrusive as possible or will add to the landscape. Existing poles should be used to avoid additional impacts to the landscape.
Smart furniture	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. A Section 140 of Section 139(4)











Works	Constraint	Heritage item affected	Recommendation
			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.
	Negatively impact the visual landscape		Keep upgrades as visually unobtrusive as possible.
Feature paving	Within curtilage of State heritage listed item	I00667 (SHR)	Ensure the paving is not within the curtilage of the item. OR Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to proceed in the curtilage of an item listed on the SHR.
	Within curtilage of local heritage listed item	I00667 (SHR)	Ensure the paving is not within the curtilage of the item. OR The Hawkesbury DCP requires a heritage impact statement for impacts within the curtilage of heritage items.
	Archaeological potential	Within area of moderate archaeological potential	Move the impacts to avoid impact to areas of archaeological potential. OR Minimise the depth and amount of ground disturbance. 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.
	Negatively impact the visual landscape	I203, I201, I198, I196, I195, I194, I197, I199 (LEP), I00667 (SHR)	Keep upgrades as visually unobtrusive as possible. Should there be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design.
Tree in planted blisters Tree garden bed	Archaeological potential	Within area of moderate archaeological potential	Move the trees as to not impact areas of archaeological potential. OR Plant trees in pots to as not impact the archaeological potential OR Minimise the depth and amount of ground disturbance. A Section 140 of Section 139(4) application under the Heritage Act must be submitted and approved by the NSW

Works	Constraint	Heritage item affected	Recommendation
			Heritage Council for any works to proceed in areas of archaeological potential.
	Obstruction of listed items / negatively impact the visual landscape	Adjacent to Item I220, I159, I218 (LEP) and I00202, I01851 (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 Windsor's history and that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneus</i>).
Potential parklet	Archaeological potential	Within area of moderate archaeological potential	Move the parklet as to not impact areas of archaeological potential. OR Ensure parklet does not have any in ground impacts. OR Minimise the depth and amount of ground disturbance. 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.
	Negatively impact the visual landscape		Keep upgrades as visually unobtrusive as possible or will add to the landscape.

6.6 W01.5 George Street Green Boulevard

Much of this part of the study area is contained within the Thompson Square CMP. This document should also be taken into account during development of the detailed design. This includes the allowance of the removal of intrusive shade structures from the buildings on the south side of Thompson Square, and other intrusive street furniture.

Works proposed in this zone and the locations of heritage listed items (shaded in pink) can be seen in Photo 27. Heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 18 outlines the constraints and recommendations for the area for works. It assumes that the mixed traffic bike lane, retaining on street parking and existing awnings will have no impacts and that the feature paving cannot be moved.

- Proposed pedestrian crossing 
- Upgrade pedestrian crossing 
- Public art 
- Potential parklet 
- Outdoor dining upgrades 
- Feature paving 
- Smart furniture 
- Tree in turf/planted verge 
- Tree in pots 
- Public space upgrade 

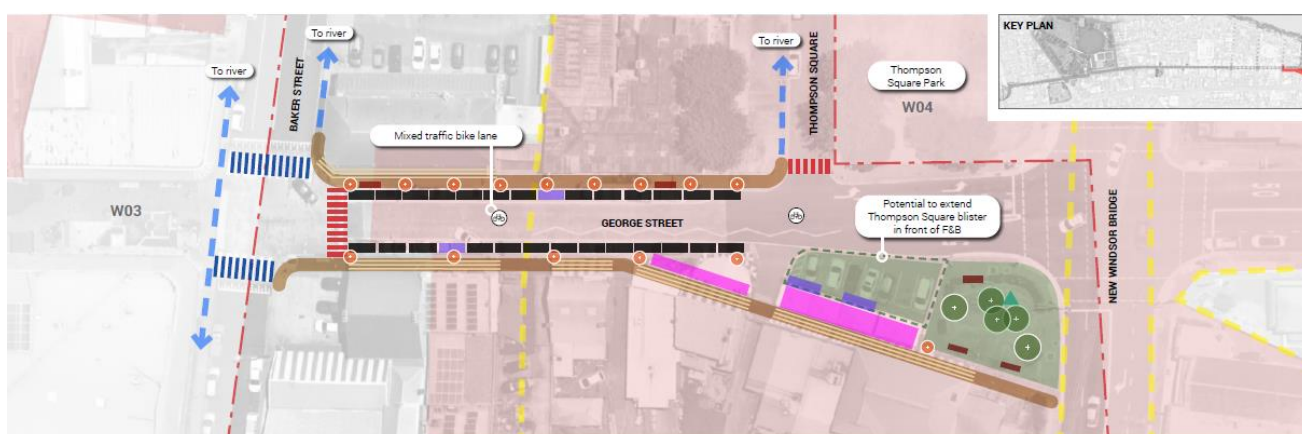


Photo 27 Proposed upgrades for W01.5 George Street Green Boulevard

Table 18 Constraints for W01.5 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Proposed pedestrian crossing Upgrade pedestrian crossing	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be undertaken for any works to proceed in the curtilage of an item listed on the SHR.
Public art	Archaeological potential	Works in an area of moderate archaeological potential in I00126 (SHR)	Minimise ground works and utilize existing above ground posts to display signage. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible. Existing poles should be utilized as to not create additional impacts to the landscape.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
Potential parklet	Archaeological potential	Within area of moderate archaeological potential	Move the parklet as to not impact areas of archaeological potential. OR Ensure parklet does not have any in ground impacts. OR Minimise the depth and amount of ground disturbance. Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Within curtilage of State	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved

Works	Constraint	Heritage item affected	Recommendation
	heritage listed item		for any works to proceed in the curtilage of an item listed on the SHR.
Outdoor dining upgrades	Archaeological potential	Works in an area of moderate and high archaeological potential in I00126 (SHR)	Minimise ground works and utilize areas of existing street furniture to be removed to minimise disturbances. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be undertaken for any works to proceed in the curtilage of an item listed on the SHR.
Feature paving	Archaeological potential	Works in an area of moderate and high archaeological potential in I00126 (SHR)	Works should be restricted to already disturbed areas and depths to lessen any impact to the potential archaeology. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible. Should there be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be undertaken for any works to proceed in the curtilage of an item listed on the SHR.
Smart furniture	Archaeological potential	Works in an area of moderate and high archaeological potential in I00126 (SHR)	Use furniture which will not have in ground impacts. OR Minimise ground works and utilize areas which contain existing street furniture to minimise disturbances. Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved by the NSW Heritage Council for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.

Works	Constraint	Heritage item affected	Recommendation
	Negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
Outdoor dining upgrades	Archaeological potential	Works in an area of moderate archaeological potential	Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape
Tree in turf/planted verge	Archaeological potential	Works in an area of moderate archaeological potential in I00126 (SHR)	Plant trees in pots to as not impact the archaeological potential. OR Trees with small root systems should be chosen to lessen the impacts on any potential archaeology. Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
	Obstruction of listed items / Negatively impact the visual landscape	I00126 (SHR)	A species should be chosen that would have been present earlier in Windsor's history and that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneus</i>).
Trees in pots	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
	Obstruction of listed items /	I00126 (SHR)	A species should be chosen that would have been present earlier in Windsor's history and

Works	Constraint	Heritage item affected	Recommendation
	Negatively impact the visual landscape		that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneu</i>).
Public space upgrade	Archaeological potential	Works in an area of moderate archaeological potential in I00126 (SHR)	Minimise ground works and utilize existing light poles and services. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be undertaken for any works to proceed in the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	I00126 (SHR)	Works should avoid obstructing the view to/from heritage items listed for their aesthetic heritage significance or contribution to the streetscape. Keep upgrades as visually unobtrusive as possible. Utilize existing infrastructure to reduce impacts to the visual landscape. Consider heritage interpretations in this space.

6.7 W02 George Street Mall South

Works proposed in this zone can be seen in Photo 28. Heritage items can be seen in Figure 3 and areas of archaeological potential can be seen in Figure 6. Table 18 outlines the constraints and recommendations for works to take place in this area. It is assumed that mixed traffic bike lane, retaining on street parking and existing awnings will have no impacts and that the feature paving cannot be moved. It should be noted that all but three items along the alignment are on a heritage list, and therefore moving any of the works will not lessen the visual impacts to the streetscape or adjacent items.





- Upgrade pedestrian crossing 
- Public art 
- Outdoor dining  
- Feature paving 1 
- Feature paving 
- Catenary lighting 
- Existing tree retained 
- Proposed tree in tree pit or planter 
- Trees for removal 
- Smart furniture 
- Shade structures 
- Water jets 
- Removable bollards 



Photo 28 Proposed upgrades for W02 George Street Mall South

Table 19 Constraints for W02 George Street Boulevard

Works	Constraint	Heritage item affected	Recommendation
Upgrade pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	I193, I194, I235, I185, I186, I184, I183 (LEP)	Keep upgrades as visually unobtrusive as possible.
Public art	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape. Existing poles should be utilized to avoid additional impacts to the landscape
Outdoor dining	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape.
Feature paving	Archaeological potential	Moderate archaeological potential	Minimise the depth and amount of ground disturbance. A Section 140 of Section 139(4) application under the Heritage Act must be undertaken for any works to proceed in areas of archaeological potential.
	Obstruction of listed	I193, I235, I190, I189,	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape. Should there

Works	Constraint	Heritage item affected	Recommendation
	items / negatively impact the visual landscape	I187, I186, I191, I188, I192, I185	be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design
Catenary lighting	Archaeological potential	Within area of moderate archaeological potential	Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape. Existing poles should be used or replaced to minimise the visual impact of the services.
Proposed tree in tree pit or planter	Archaeological potential	Within area of moderate archaeological potential	Move the trees as to not impact areas of archaeological potential. OR Plant trees in pots to as not impact the archaeological potential OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185	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 Windsor's history and that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneus</i>).
Smart furniture	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. 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
	Negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185	Keep upgrades as visually unobtrusive as possible or will add to the landscape.
Shade structures	Archaeological potential	Within area of moderate archaeological potential	Works should avoid areas of archaeological potential. OR Works should be restricted to already disturbed areas and depths to lessen any impact to the potential archaeology. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185 (LEP)	Keep upgrades as visually unobtrusive as possible or will add to the landscape. Existing poles should be utilized as to not create additional impacts to the landscape.
Water jets	Archaeological potential	Within area of moderate archaeological potential	Works should avoid areas of archaeological potential. OR Works should utilize existing services and be restricted to already disturbed areas and depths to lessen any impact to the potential archaeology. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185 (LEP)	Keep upgrades as visually unobtrusive as possible or will add to the landscape.
Removable bollards	Archaeological potential	Within area of moderate archaeological potential	Works should avoid areas of archaeological potential. OR Works should utilize existing services and be restricted to already disturbed areas and depths to lessen any impact to the potential archaeology. 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
	Obstruction of listed items / negatively impact the visual landscape	I183, I185, I193, I235 (LEP)	Keep upgrades as visually unobtrusive as possible or will add to the landscape.

6.8 W03 George Street Mall North

Works proposed in this zone can be seen in Photo 29, and works in areas of archaeological potential can be seen in Figure 6. Table 18 outlines the constraints and recommendations. In this section of the masterplan, the majority of the buildings are listed on the LEP for their heritage values. As such changing the location of the works throughout this area is unlikely to change or reduce the impact of the works. Therefore Table 20 outlines recommendations for the area not assuming a specific location.

- Upgrade pedestrian crossing 
- Feature area 
- Public art 
- Outdoor dining 
- Feature paving 1 
- Feature paving 
- Catenary lighting 
- Existing tree retained 
- Proposed tree in tree pit or planter 
- Trees for removal 
- Smart furniture 
- Nature play 
- Removable bollards 



Photo 29 Proposed upgrades for W02 George Street Mall North

Table 20 Constraints for W03 George Street Mall North

Works	Constraint	Heritage item affected	Recommendation
Upgrade pedestrian crossing	Obstruction of listed items / negatively impact the visual landscape	I185, I183 (LEP)	Keep upgrades as visually unobtrusive as possible.
Public art	Archaeological potential	Works in an area of moderate archaeological potential in	Move the impacts as to not impact areas of archaeological potential. OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I183, I184, I182, I181, I180, I178, I177, I176 (LEP), I00003 (SHR)	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape.
Outdoor dining	Archaeological potential	Works in an area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I183, I184, I182, I181, I180, I178, I177, I176 (LEP), I00003 (SHR)	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape
Feature paving	Archaeological potential	Within area of moderate archaeological potential	Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed	I183, I184, I182, I181,	Keep upgrades as visually unobtrusive as possible, or which will add to the landscape. Should

Works	Constraint	Heritage item affected	Recommendation
	items / negatively impact the visual landscape	I180, I178, I177, I176 (LEP), I00003 (SHR)	there be any sandstone kerbing, it should either be incorporated into the works where it was removed, or used in another part of the design
Catenary lighting	Archaeological potential	Within area of moderate archaeological potential	Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I183, I184, I182, I181, I180, I178, I177, I176 (LEP), I00003 (SHR)	Keep upgrades as visually unobtrusive as possible. Existing poles should be used or replaced to minimise the visual impact of the services.
Proposed tree in tree pit or planter	Archaeological potential	Within area of moderate archaeological potential	Move the trees as to not impact areas of archaeological potential. OR Plant trees in pots to as not impact the archaeological potential OR Minimise the depth and amount of ground disturbance. 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.
	Obstruction of listed items / negatively impact the visual landscape	I193, I235, I190, I189, I187, I186, I191, I188, I192, I185	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 Windsor's history and that will have a positive contribution to the streetscape such as hoop pine tree (<i>Araucaria cunninghamii</i>), Norfolk Island pines (<i>A. heterophylla</i>), native fig tree species, silky oak trees (<i>Grevillea robusta</i>) or kurrajong (<i>Brachychiton populneus</i>).
Smart furniture	Archaeological potential	Within area of moderate archaeological potential	Move the impacts as to not impact areas of archaeological potential. OR Use furniture which will not have in ground impacts. OR Minimise the depth and amount of ground disturbance. 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
	Negatively impact the visual landscape	I183, I184, I182, I181, I180, I178, I177, I176 (LEP), I00003 (SHR)	Keep upgrades as visually unobtrusive as possible.
Removable bollards	Archaeological potential	Within area of moderate archaeological potential	Works should avoid areas of archaeological potential. OR Works should utilize existing services and be restricted to already disturbed areas and depths to lessen any impact to the potential archaeology. 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.
	Obstruction of listed items / negatively impact the visual landscape	I185, I183 (LEP)	Keep upgrades as visually unobtrusive as possible.

6.9 W04 Thompson Square

This part of the study area is contained within the Thompson Square (CMP). This document should also be taken into account during development of the detailed design. This includes the allowance of the removal of intrusive street furniture.

Works proposed in this zone and the locations of heritage listed items (in light pink) can be seen in Photo 30, and areas of archaeological potential can be seen in Figure 6. Table 21 outlines the constraints and recommendations. This entire section of the masterplan is within a conservation area (C4 on the LEP) and the Thompson Square Conservation Area (I00126 on the SHR). This entire area has been assessed as having moderate or high archaeological potential. Therefore, changing the location of the works throughout this area would not change or reduce the impact of the works. Table 18 outlines recommendations for the area not assuming a specific location. Works in this area include:

- Public art 
- Bench seating 
- Indicative pathway 

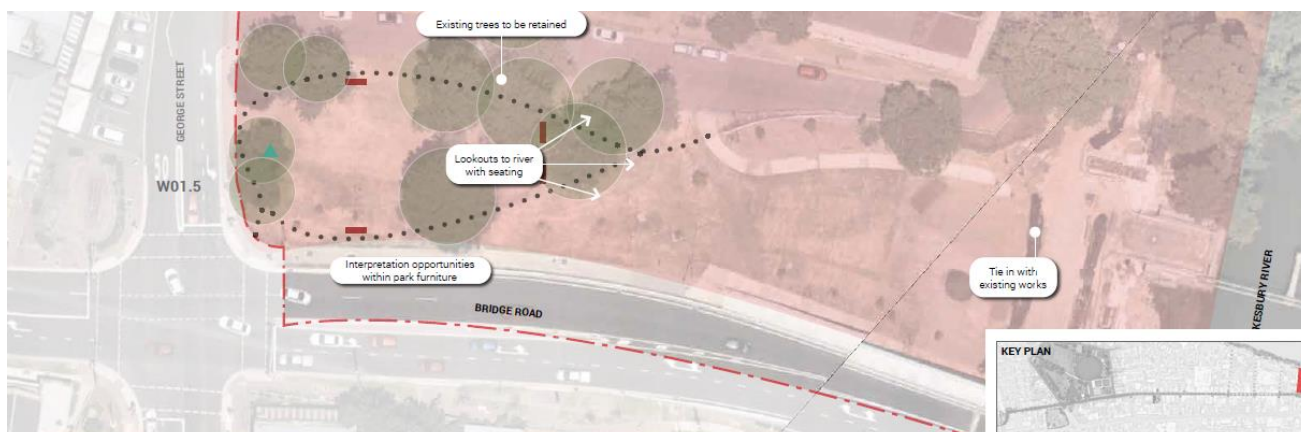


Photo 30 Proposed upgrades for W01.5 George Street Green Boulevard and listed heritage items

Table 21 Constraints for W04 Thompson Square

Works	Constraint	Heritage item affected	Recommendation
Public art	Archaeological potential	Works in an area of moderate archaeological potential in I00126 (SHR)	Minimise ground works and utilize existing above ground posts to display signage. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Obstruction of listed items / negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible. Existing poles should be utilized to avoid additional impacts to the landscape.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
Bench seating	Archaeological potential	Works in an area of moderate or high archaeological potential in I00126 (SHR)	Minimise ground works and utilize areas which contain existing street furniture to minimise disturbances. AND Consider heritage interpretation options associated with new seating. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.
Indicative pathway	Archaeological potential	Works in an area of moderate or high archaeological potential in I00126 (SHR)	Paths with a low level of ground impacts should be considered in the detailed design. AND Section 60 or Section 57(2) application of the Heritage Act must be submitted and

Works	Constraint	Heritage item affected	Recommendation
			approved for any works to impact areas of archaeological potential within the curtilage of an item listed on the SHR.
	Negatively impact the visual landscape	I00126 (SHR)	Keep upgrades as visually unobtrusive as possible.
	Within curtilage of State heritage listed item	I00126 (SHR)	Section 60 or Section 57(2) application of the Heritage Act must be submitted and approved for any works to proceed in the curtilage of an item listed on the SHR.

7 Conclusions and recommendations

7.1 Conclusions

Windsor is one of the oldest established towns in NSW, it was the third Government Domain in Australia, after Sydney and Parramatta making it extremely historically significant. The first settlement in the area of Windsor was established in 1794, and the first government presence was initiated in 1795, with government stores and a military garrison established to aid in the management of the settlement. The government precinct and reserve were partially located within the current Thompson Square (SHR, Item no. 00216), with the wider reserve capturing a much larger area. This settlement was chosen for further development by Governor Lachlan Macquarie in 1809, leading to the establishment of Windsor the following year. George Street was one of the earliest roads in Windsor 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, and in 1864 the Blacktown-Richmond Railway was built to connect Windsor to Sydney. The evolution of Windsor is seen by the different heritage buildings along George Street, which range from small cottages to large government buildings and commercial dwellings.

There are a total of four listed heritage items within the study area, and 66 adjacent heritage items which all contribute to a broader heritage landscape. The presence and heritage values associated with these listed items need to be considered during development of the detailed design. Significant heritage constraints have been identified within the study area and include:

- Three heritage items:
 - Thompson Square (Hawkesbury LEP 2012, Item no. I00216).
 - Public reserve (Hawkesbury LEP 2012, part of Item no. I00216).
 - Windsor Railway Station Group and Former Goods Yard (SHR, Item no. 01287; Hawkesbury LEP 2012, Item no. I01287; Transport for NSW Section 170 Heritage and Conservation Register).
- One conservation area:
 - Thompson Square Conservation Area (SHR, Item no. 00216; Hawkesbury LEP 2012, Item No. C4).
- A number of areas of archaeological potential:
 - One area of high archaeological potential associated with an 1814-1816 brick drain.
 - 18 areas of moderate archaeological potential associated with areas of early settlement of Green Hills/Mulgrave Place and Windsor, a series of pre-1835, pre-1871, pre-c.1888 and pre-1937 verandahs or building frontages throughout the study area, an archway over George Street at the junction of Fitzgerald Street and a culvert in George Street north of Hawkesbury Valley Way.
 - Areas of archaeological sensitivity in the remainder of the study area.

The original masterplan that was developed for Hawkesbury City Council³² did not appear to have an analysis of the archaeology or heritage of Windsor, apart from the listings on the LEP and SHR. As such, there were several works proposed in areas of State heritage significance. This has been updated following preliminary heritage advice to produce the plans in Section 6 and, as a result, have much less impact on State significant

³² (Place Design Group 2021)

heritage items. Works throughout the entire study area include the addition of street trees, upgrading footpaths and paving, the installation of signage and public art among others.

There are multiple aspects of heritage in 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.

7.2 Recommendations

The following recommendations have been formulated to respond to client requirements and the heritage significance of the site. 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.³³

Recommendation 1 Reduction of heritage impact through design

Section 6 has identified opportunities to reduce the impact of the development on both the heritage items within and adjacent to the study area, and to the broader landscape of Windsor. These should be implemented where possible in 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 values, or contribution to the streetscape.
- Minimise ground impacts through design, including choosing trees or plants with shallow root systems, reusing service corridors for new services and targeting areas of disturbance for works. Minimising the depth at which works take place, and choosing appropriate methodologies to undertake these works.
- Minimise visual impact through design, including using existing poles for signage, the heritage trail and public art, choosing trees which will complement the landscape, reusing sandstone kerbing in the same areas or as part of the design.

Recommendation 2 Avoidance of areas of archaeological potential

This assessment has identified areas of high and moderate archaeological potential. Works should be avoided in these areas. Should these areas not be able to be avoided, excavation permits will be required to undertake works (Recommendation 5, Recommendation 6).

The entirety of the area 'W04 Thompson Square' has been designated as having moderate and high archaeological potential, should works be undertaken in this area they should be restricted to areas of moderate potential.

Recommendation 3 Avoidance of items and areas listed on the SHR

Works are proposed in the curtilage of several items listed on the SHR. Works should be avoided in these areas. W01.5 and W04 outline works to be undertaken in the Thompson Square Conservation Area (Item no. 000216) which is listed on the SHR. W01.1 includes works within the curtilage of the Windsor Railway Station Group and Former Goods Yard, (Item No. 01287). If works cannot be avoided in these areas, permits under the Heritage Act would be needed once the detailed design has been finalised.

³³ (Australia ICOMOS 2013)

Recommendation 4 Statement of Heritage ImpactError! Reference source not found.

Due to the large number of heritage items in and adjacent to the study area, a 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 will be required to undertake the proposed works.

Recommendation 5 Section 60 or 57(2) application

Should works be undertaken in the curtilage of an item listed on the SHR, a Section 60 or Section 57(2) application must be submitted to the NSW Heritage Council and an approval issued prior to works commencing. This is applicable for any works to be undertaken, whether they will impact on areas of potential archaeology or not. This would require a Statement of Heritage Impact (SoHI) report be prepared and submitted as part of the application (see Recommendation 4Error! Reference source not found.).

Recommendation 6 Section 140 or 139(4) application

Should works be undertaken in areas of archaeological potential (not within the curtilage of areas listed on the SHR), 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 7 Landscape study

This report has identified that the entire area can be classified as a heritage landscape, however a detailed study has not been completed as it is not within the scope of this report. Hawkesbury City Council should engage an appropriately qualified landscape architect to undertake a landscape study of Windsor, focussing on George Street and Thompson Square. The outcomes and recommendations from this should be considered in the final design.

Recommendation 8 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 Windsor and relevant heritage items could be communicated through the proposed works and the results of this Plan inform the detailed design.

Recommendation 9 Retention of non-listed heritage items

Several items in the study area have been assessed as having heritage significance but are not on any heritage lists. These include the brick drain and sandstone kerbing. The brick drain is within the Thompson Square Conservation Area and is protected under that listing. Sandstone kerbing is found throughout the study area. As per Recommendation 1 it should be retained and designs adjusted to avoid impact.

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'Windsor Council' 1929, Windsor and Richmond Gazette (NSW : 1888 - 1961), p. 7.

'Windsor Council' 1930, Windsor and Richmond Gazette (NSW : 1888 - 1961), p. 7.

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

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

Appendices

Appendix 1 Detailed historical context

Exploration and first settlement (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 1789.³⁴ The area was noted for its position and fertile soils, but settlement there was postponed until a government presence was possible due to its distance from Sydney.³⁵ However, 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.³⁶

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. As acting Governor at the time, Grose 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.³⁷ In the same year, a track between Parramatta and this settlement had been marked out.³⁸ 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. Grose's successor Captain William Paterson reported 400 people in the district by 1795 and 1,000 people by 1800, which was developing 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.³⁹ Windsor was the third Government Domain in the colony, after Sydney and Parramatta. It has been argued that the distance from Sydney and its bureaucracy of this new settlement influenced its character; many of the new settlers were ex-convicts.⁴⁰ 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.⁴¹ This character changed as the separation between settlements was minimised by the construction of a new track from Parramatta, which reduced travel from two days to eight hours⁴² 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 dedicated agricultural settlement.

³⁴ (Clugston 2008, Hendy-Pooley 1906, pp.13–14, Gill 1965, pp.541–542, Baker 1967, p.3)

³⁵ (Higginbotham 1986, p.4, Biosis Research & Cultural Resource Management 2012, p.44)

³⁶ (Proudfoot 2017, p.8)

³⁷ (Hendy-Pooley 1906, p.13, Clugston 2008, Higginbotham 1986, p.4, Gill 1965, p.543, Baker 1967, p.3)

³⁸ (Proudfoot 2017, p.10)

³⁹ (Higginbotham 1986, pp.4–5, Biosis Research & Cultural Resource Management 2012, p.44, Gill 1965, p.544, Baker 1967, p.3)

⁴⁰ (Karskens 2009, pp.119–120)

⁴¹ (Barkley-Jack 2012, p.4)

⁴² (Karskens 2009, pp.118, 121)

By the end of 1795, two hundred and fifty-five parcels of land had been granted along the Hawkesbury River and South Creek. The study area is located within three of the early parish portions granted to Joseph Smallwood (portion 20 in 1797), Thomas Rickaby (portion 21 in 1798) and William Baker (portion 24 in 1800, bought from the original order of the land from James Whitehouse) (Photo 31, Photo 32). Baker was appointed government storekeeper for the stores that were built in 1797; it has been suggested that Baker resided on the land prior to ownership.⁴³ An image published in David Collins' 1798 *Accounts of the English Colony in NSW* shows a number of structures within Baker's farm on higher ground above the Hawkesbury River banks, showing two structures, a tent and a smaller hut along with cultivated fields (Photo 33). It is difficult to determine whether these structures are location within the study area.



Photo 31 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)

⁴³ (Higginbotham 1986, pp.5–6, *Smallwoods Farm (property name)* n.d., *Rickaby Street 2 (road)* n.d., *Biography - William Baker* n.d.)

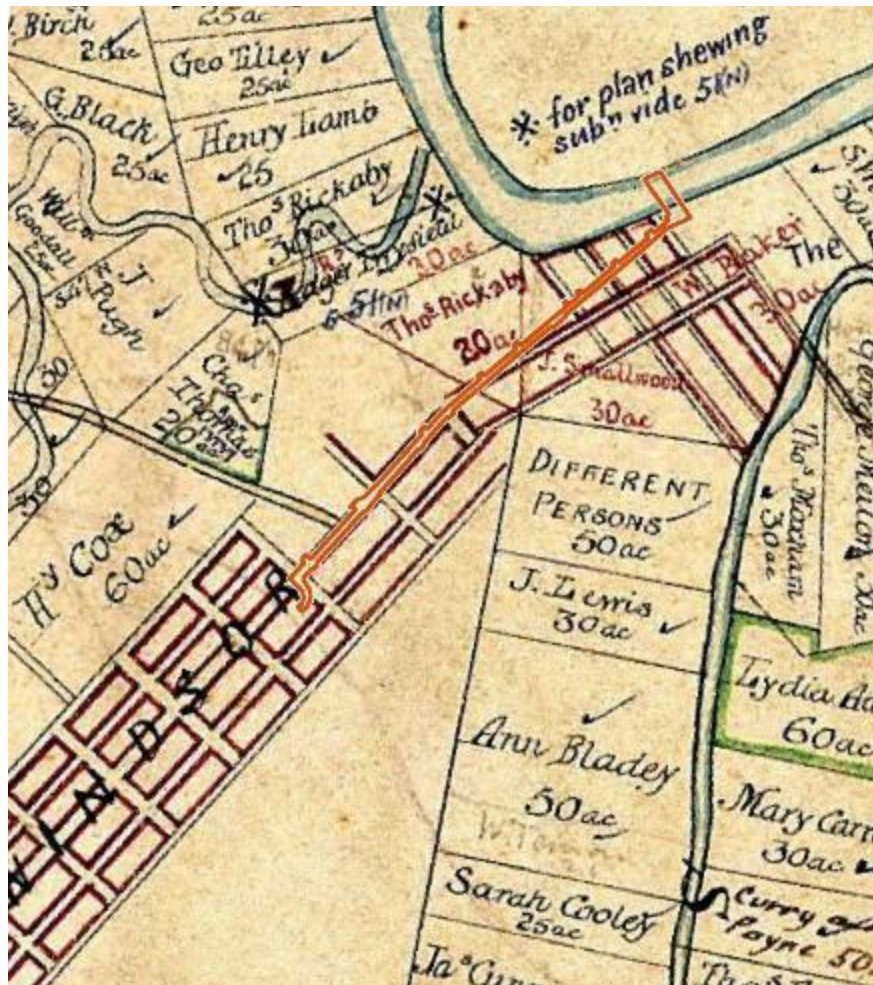


Photo 32 Early undated St Matthews parish map, with the study area outlined in orange; it should be noted that inaccuracies in the original plan made georeferencing difficult and that the northern part of the study area is not accurate (Source: NSW Land Registry Services)



Photo 33 Baker's farm as portrayed in David Collins' 1798 *Account of the English Colony in NSW* (Source: (Biosis Research & Cultural Resource Management 2012, p.47 Plate 12))

The government precinct and reserve was partially located within the current Thompson Square (SHR, Item no. 00216), with the wider reserve capturing a much larger area. The reserve initially contained the 1795 government store (swept away by floods in 1799), wharf and boat slip (likely located at the site of the former Windsor Bridge) a 1795 guardhouse (believed to have been located adjacent to a stream between Baker Street and Thompson Square) and 1795 barracks (located within the current site of the Macquarie Arms Hotel (SHR Item no. 27; Hawkesbury LEP 2012 Item no. I00041)).⁴⁴

A program of works from 1796-1800 was implemented by Governor John Hunter, and included the construction of two log granaries for wheat and maize measuring 100 feet (30.5 metres) each, a weatherboard house with a cellar, skillion kitchen and other accommodation for the commanding officer (likely Government House), and potentially a second barracks. The return of buildings by Governor Hunter also notes the repair of two government houses (possibly the guard house), military barracks, storehouses, granaries, officers' dwellings (date of construction and location unknown) and public brick buildings (date of construction and location unknown). A log prison had also been constructed, but the location and date of this building is not known.⁴⁵ Also in 1797, Governor Hunter ordered the construction of roads to the newly developing Hawkesbury settlements, to be made and maintained by the settlers themselves.⁴⁶

Andrew Thompson, an emancipated Scottish convict who joined the constabulary and relocated to the Hawkesbury in 1796, was granted a 1 acre (0.4 hectares) lease in 1799 partially located within the government reserve, and was already residing there by this date. A condition of Thompson's lease was to leave a road reserve 100 feet (30.5 metres) wide; it has been suggested that this was to preserve an informal street already in place, which may be the origin of George Street. Thompson's lease adjoined the government granaries and storehouses; it has been suggested that Thompson occupied a small timber house in an allotment, which may also have functioned as the government watch-house.⁴⁷ In this same year, a flood occurred which destroyed or washed away a number of structures, including the 1795 wharf and 1796 soldier's barracks.⁴⁸

By 1801, the farms which had been established within the Hawkesbury region were providing the majority of the grain being consumed in the colony.⁴⁹ Hawkesbury farms produce was collected at the Government Domain and transported by river to Sydney. However, in the same year a flood occurred which damaged livestock and crops.⁵⁰

Further government buildings were constructed from 1800-1810, proposed by Governor Hunter and carried out by Governor Phillip Gidley King. The need of a guard house was noted, but whether it was constructed is in question. The log prison was also targeted for replacement, but the new prison's location is not known. In 1802, Thompson constructed a bridge over South Creek (outside of the study area), for which he charged a toll; the bridge greatly improved access to the government precinct and Green Hills / Mulgrave Place. Thompson is also believed to have built a brewery at Green Hills. The following year a three-storey brick granary was constructed, and is located outside of the study area. Under the direction of Governor King, a boy's school and chapel were also established, with construction completed in 1806-1807. Following his dismissal from the constabulary in 1808 due to potential allegiance to the deposed Governor William Bligh (for whom which the settlers of the Hawkesbury had shown support), Thompson built a three-storey store

⁴⁴ (Biosis Research & Cultural Resource Management 2012, pp.47-50)

⁴⁵ (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, p.51, Biosis Research & Cultural Resource Management 2012, p.56, Gill 1965, p.545, Hendy-Pooley 1906, p.16, Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.35)

⁴⁶ (Hendy-Pooley 1906, p.14)

⁴⁷ (Biosis Research & Cultural Resource Management 2012, pp.54-55, Gill 1965, p.547, Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.54 Barkley-Jack 2013, pp. 14, cited by)

⁴⁸ (Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.35)

⁴⁹ (Proudfoot 2017, p.10)

⁵⁰ (Gill 1965, p.545)

with cellars, workshop and stables within his lease. These were noted as being near the government stables. A boat dock or slip may have also been present near the wharf and it has been suggested that the log granary may have been converted to a boathouse once the newer brick granary was constructed. Thompson also gained an additional lease in 1809 which extended to South Creek, Bridge Street and near Arndell Street.⁵¹

A number of these structures can be seen in the 1809 watercolour by G.W. Evans, (Photo 34). Also seen are a number of other buildings and the early development of the settlement including what may be the eventual alignment of George Street. This image also includes a large post which may be the fabled bellpost supposedly used to call the convicts to breakfast at 06:00 each morning. The earliest reference to the bellpost dates to 1821, a landmark noted as the location of many auctions in the 1820s and 1830s and a public notice board in the 1840s, after which it may have been removed.⁵² However, it should be noted that there are conflicting interpretations about which structures are which within this painting.⁵³ This and other artworks from the early 19th century depict the Hawkesbury at Windsor bustling with boats and small ships.

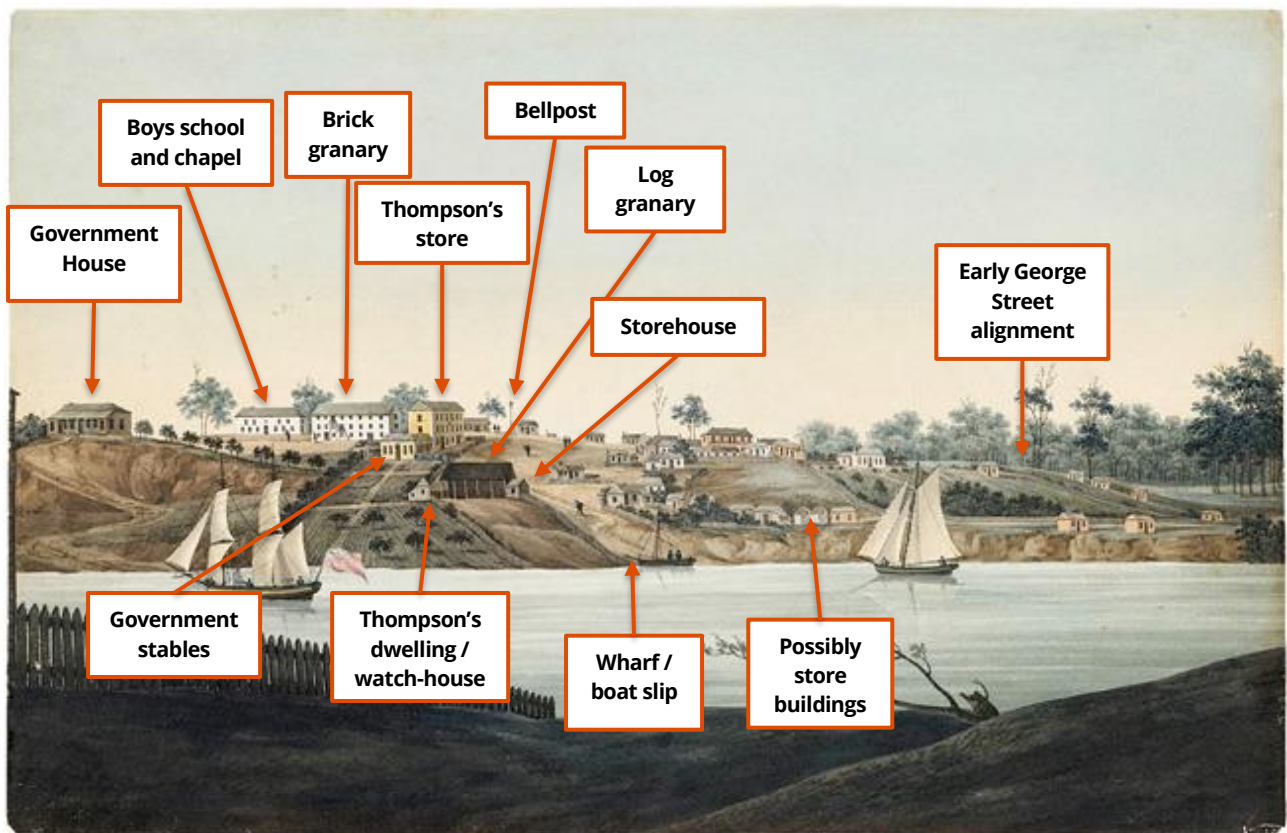


Photo 34 1809 watercolour of Green Hills / Mulgrave Place by G.W. Evans from the western side of the Hawkesbury River (Source: State Library of NSW, File title PXD 388 v. 3 no. 7)

Also established under the management of Governor King were the Commons in 1804, which provided elevated pasture land for settlers where livestock could be relocated during times of flooding. The Commons were located adjacent to the river lands at Mulgrave Place / Green Hills, with each being over 5,000 acres

⁵¹ (Biosis Research & Cultural Resource Management 2012, pp.56–58, 61, Proudfoot 2017, p.17, Gill 1965, p.547)

⁵² (Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.37, 'The Good Old Days.' 1893, Biosis Research & Cultural Resource Management 2012, p.66)

⁵³ (Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.37 Figure 2.14)

(2,000 hectares) in size (Photo 35). 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.⁵⁴



Photo 35 The Hawkesbury Commons, indicated by the shaded areas (Source: (Proudfoot 2017, p.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. Andrew Thompson is noted to have rescued at least 101 people in the 1806 floods and again risked his life to aid others in the 1809 floods, developing hypothermia in the process.⁵⁵

Early development of Windsor (1810 to 1839)

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 has been established within the district

⁵⁴ (Proudfoot 2017, pp.17, 49–50, Hendy-Pooley 1906, p.20)

⁵⁵ (Gill 1965, pp.545–546, 547, Hendy-Pooley 1906, p.20, Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.42)

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 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.⁵⁶ In the same year, the largest of the two government granaries was converted into a temporary chapel on the ground floor, a residence for the Chaplain in part of the first floor and the rest into a public school. The remaining old granary was repaired.⁵⁷

In January 1811, a Glebe (piece of land serving as part of a clergyman's benefice and providing income) for the church clergyman was marked out. The party included Governor Macquarie, who subsequently 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 (I00126) to the new square in front of St Matthew's church (now McQuade Park (SHR, Item no. 01851)).⁵⁸ Survey James Meehan noted in his fieldbook of his survey that this new square was intended for use as a parade or park for the use of the town.⁵⁹

A survey plan dating to 1812 provides an indication of the official street grid established by the government for Windsor, as well as a number of the remaining structures within the government reserve and allotments within the town (Photo 36). It should be noted that where George Street meets Thompson Square, the width of the road reserve changes, suggesting that the narrower portion of the road at Thompson Square was already in existence as part of Green Hills, with George Street's alignment commencing from this roadway. A contrast can be seen with the structure visible in the 1809 image and what is recorded in this plan, suggesting that a number of buildings within Thompson Square were demolished. The 1812 plan also demonstrates that several present-day streets were not part of the original town layout. No structures are recorded within the study area.

⁵⁶ (Ruhen & Adams 1970, p.31, Proudfoot 2017, p.20, Baker 1967, p.3)

⁵⁷ (Bigge Report, Appendix, Bonwick Transcripts, box 12, p. 317, ML, HRA, Series 1, Vol. 10, p.690-1, cited by Higginbotham 1986, p.23, HRA Series 1 Volume 10; 690-1, cited by Biosis Research & Cultural Resource Management 2012, p.67)

⁵⁸ (Gill 1965, p.553)

⁵⁹ (SRNSW, Field-book 67, reel 2622, 2/4734 p.18 cited by Morris et al. 2004, p.6)

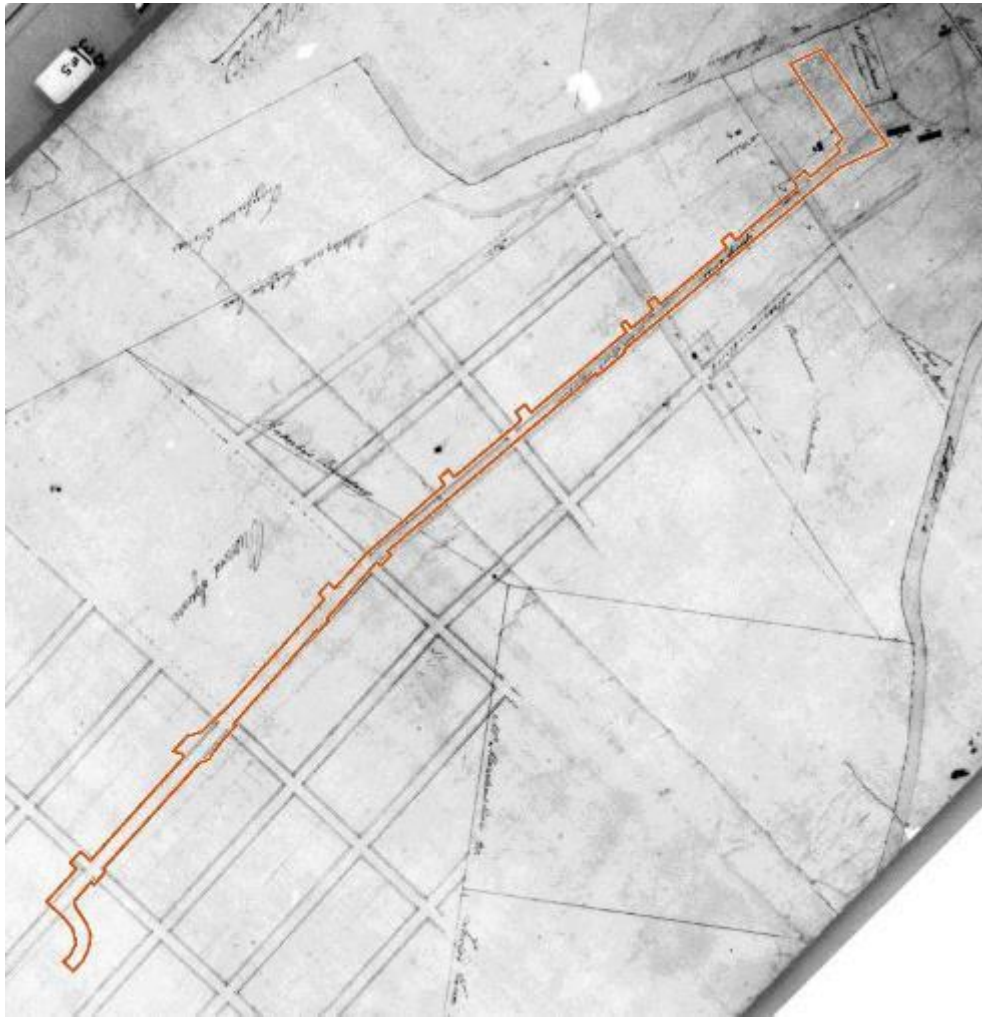


Photo 36 Crown Plan of Windsor dated to 1812, with the study area outlined in red (Source: NSW State Archives and Records, Plan SZ529)

The two squares that had been established in 1811 as part of the town plan were Thompson Square, named for Andrew Thompson in the location of his lease, and a new square in front the site allocated for St Matthew's Church (now McQuade Park). Windsor was planned as a large town with 42 town blocks from Thompson Square to the Common.⁶⁰ Governor Macquarie had intended for the village of Green Hills to be incorporated into the town plan of Windsor.⁶¹ 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.⁶²

Andrew Thompson was appointed a Justice of the Peace and Magistrate for Hawkesbury by Governor Macquarie in 1810. However, following health issues associated with his rescue work in the 1806 flood, Thompson died in October of the same year, and is said to have been the first burial in the newly established graveyard at the site of the proposed St Matthew's church.⁶³

⁶⁰ (Proudfoot 2017, pp.21–22, 31)

⁶¹ (Lachlan Macquarie; Tours of NSW and VDL 1810-1822; 6 December 1810 31, cited by Biosis Research & Cultural Resource Management 2012, p.63)

⁶² (Biosis Research & Cultural Resource Management 2012, p.64)

⁶³ (Gill 1965, pp.548, 554)

John Howe built a general store and ran a ferry service across the Hawkesbury River until 1838 on his 1811 allotment grant in Thompson Square.⁶⁴ Howe also took over Andrew Thompson's brewery and public house.⁶⁵ However, it appears that Governor Macquarie sanctioned the purchase of Thompson's brewery from the trustees of Thompson's estate for the purposes of a hospital for the town and it is likely that this building is located outside the study area as it is described as being on the side of a hill adjacent to South Creek.⁶⁶ Henry Kable, a former Chief constable in the colony, also ran a brewery and a store after he relocated to Windsor in 1811.⁶⁷

The first building to be constructed as part of Governor Macquarie's public works program for Windsor was a brick gaol building in 1812-1813 (outside of the study area), and was said to have been built in a Neo Palladian style with a central block flanked by cell pavilions (Photo 37).⁶⁸

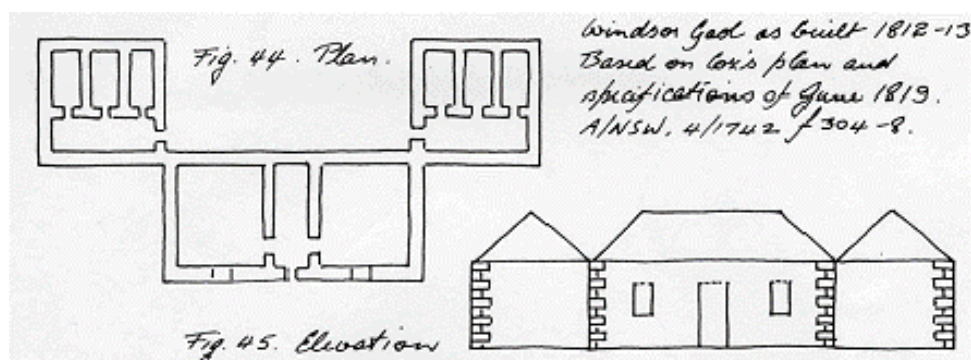


Photo 37 Reproduction of Windsor Gaol plan and elevation from Kerr 1984 (Source: (Proudfoot 2017, p.71 Figure 45))

An 1813 sketch provides a view of the northern portion of the study area (Photo 38). This artwork focuses on the government reserve and Thompson Square, and is from the perspective of the opposite bank of the Hawkesbury River. It shows the slow growth of the new town of Windsor, with additional buildings at what is presumed to be northern George Street adjacent to Thompson Square.

⁶⁴ (Gill 1965, p.557, Baker 1967, p.25, Hendy-Pooley 1906, p.15)

⁶⁵ (Ruhen & Adams 1970, p.34)

⁶⁶ (Hendy-Pooley 1906, p.15)

⁶⁷ (Ruhen & Adams 1970, p.35)

⁶⁸ (Proudfoot 2017, p.70)



Photo 38 1813 view of Windsor by P Slager, at the northern portion of the study area (Source: National Library of Australia, reference nla.obj-135298988)

The road from Parramatta to Windsor was in a poor state by the time Governor Macquarie visited the area. As a result, a turnpike was constructed in 1814.⁶⁹ A brick toll house associated with the new road was built near the bridge over South Creek at some point between 1814 and 1821.⁷⁰

Following the construction of a new bridge across South Creek in 1813 by Thompson and Howe, the new government buildings constructed within Windsor were a red brick church and rectory, a new court house (on the site of the brick gaol, outside of the study area), and a wharf in 1817, a new military barracks in 1818 and convict barracks in 1820. The Court House was completed in 1822 and was designed by Francis Greenway. In addition to the soldiers stationed in Windsor, the town had 214 convicts based there in 1820, with their huts located near their work sites such as the Windsor "Brick Ground" or at St Matthew's Church; alternatively the convicts would have been housed in government huts in the town or in a house leased to the government.⁷¹

Detail from a report by Commissioner John Bigge dating to the same year notes that development at Windsor was slow at this time, but that considerable expense had been invested in levelling works for the descent to the river, and the construction of a quay for the export and import of grain, as well as the establishment of a ferry boat.⁷² This program of works was undertaken by John Howe and James Magrath from 1814-1816, engaged as private contractors by the government. The works also included the construction of a government wharf and sewer which was to include a system of channels that fed a brick drain ([1] in Photo 39) leading to the river at the site of the wharf. Some concerns were raised by Colonial Secretary J.T. Campbell in early 1816 regarding issues over the quality of workmanship for the government wharf; it is possible that

⁶⁹ (Proudfoot 2017, p.10)

⁷⁰ (Gill 1965, p.556)

⁷¹ (Proudfoot 2017, pp.21–22, 70, Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.48, Gill 1965, p.556, Baker 1967, pp.3, 6, Hendy-Pooley 1906, p.15)

⁷² (Bigge Appendix, Bonwick Transcripts, Box 25, p.5309, December 1820, Mitchell Library, cited in Proudfoot 2017, p.22)

the brick may have also been subject to inferior workmanship, but it is likely that the drain had been covered over before an inspection could be arranged.⁷³



Photo 39 Partially excavated remains of the 1814-1816 brick drain [1] within Thompson Square, transected by a 1937 sewerage line (Source: (AAJV 2018, p.17 Figure 4)

⁷³ (AAJV 2018, pp.13-14)



Photo 40 Overlay of the brick drain [1] alignment (blue) and excavation plan (green) on a 2016 aerial of Thompson Square (red outline is project area boundary from Windsor Bridge Replacement project) (Source: (AAJV 2018, p.41 Figure 28)

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). Cox's preference of recipient were 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.⁷⁴

The Macquarie Arms Inn (SHR, Item no. 00041) was commissioned by Richard Fitzgerald on his allotment at the corner of George Street and Thompson Square as per the condition of his grant, and opened in 1815. It is a Colonial Georgian hotel constructed of sandstock brick stuccoed and painted white, with a basement and attic. It is the most sophisticated intact major commercial building dating to the pre 1820 colonial period of Australia's history.⁷⁵ Fitzgerald had been appointed government storekeeper in 1810 following the passing of Andrew Thompson, and resided in a house with his family alongside the Inn on George Street. The Inn was opened by Governor Macquarie in August, who wanted to ensure that appropriate accommodation was available for the upper levels of society and government at Windsor, rather than hosting them himself.⁷⁶

In addition to the works undertaken by Howe and Magrath from 1814-1816, a third wharf was constructed by the pair under the direction of Francis Greenway between 1816 and 1820. Implications of the flood that occurred in 1816 may have also necessitated replacement of backfill over the brick drainage system as well as new box drains and side channels.⁷⁷

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

⁷⁴ (Evidence of William Cox, Bigge Appendix, Bonwick Transcripts, Box 1, pp 1935-2025, cited in Proudfoot 2017, p.26)

⁷⁵ (Heritage NSW n.d.)

⁷⁶ (Gill 1965, pp.556-557, Baker 1967, pp.14, 16-17)

⁷⁷ (Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.49 Colonial Secretary Correspondence, State Archives NSW, Reel 6050, 4/1746, p.209, cited by)

being lost due to drowning.⁷⁸ 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 1833.⁷⁹

Set back from George Street behind a large area reserved as a public square (now McQuade Park), the Anglican St Matthew's church was constructed from 1817-1822, with the Georgian style rectory adjacent to the church completed in 1823; both buildings were designed by Francis Greenway. The initial building featured unsatisfactory workmanship, and Governor Macquarie ordered for the complete demolition that had been undertaken and for works to start again, resulting in a much larger building.⁸⁰ Prior to its construction, a small chapel and schoolhouse was present.⁸¹

In 1819, the site of the current building known as the Doctor's House was occupied by the Lord Nelson Inn. The earliest licence granted for this inn dates to 1813 to Charles Beasley, followed by James Doyle from 1818.⁸²

The Windsor Roman Catholic Cemetery (Hawkesbury LEP 2012, Item no. 1259) was established in the early 1820s at the corner of George and Forbes Street (later renamed and extended as Hawkesbury Valley Way). Allotment 12 of Section J between George and Macquarie streets was allocated by magistrate William Cox following a request by Reverend J.J. Therry in 1821, which featured 14 housing allotments in total, but no title appears to have been issued at the time.⁸³ It is likely one of the earliest Roman Catholic Cemeteries in Australia, with the earliest likely burial within the grounds dated to 1822.⁸⁴

Further development occurred within the government precinct of the Windsor in the early 1820s north of Thompson Square. A new military barracks with parade ground and stockade as well as a new convict barracks has been constructed by 1822 (Photo 41). The former was constructed at the corner of Court and Bridge streets, outside of the study area.⁸⁵

⁷⁸ (Proudfoot 2017, p.17)

⁷⁹ (Proudfoot 2017, p.42, Hendy-Pooley 1906, p.20)

⁸⁰ (Proudfoot 2017, p.71, Gill 1965, p.557, Ruhen & Adams 1970, p.33, Baker 1967, pp.3, 6)

⁸¹ (Ruhen & Adams 1970, p.33)

⁸² (Biosis Research & Cultural Resource Management 2012, p.72)

⁸³ (Nichols 2010, AHMS 2006, p.18)

⁸⁴ (Howard Tanner and Associates 1984, p.161)

⁸⁵ (Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.49 HRA, 1, Volume 10, p 690, cited by)

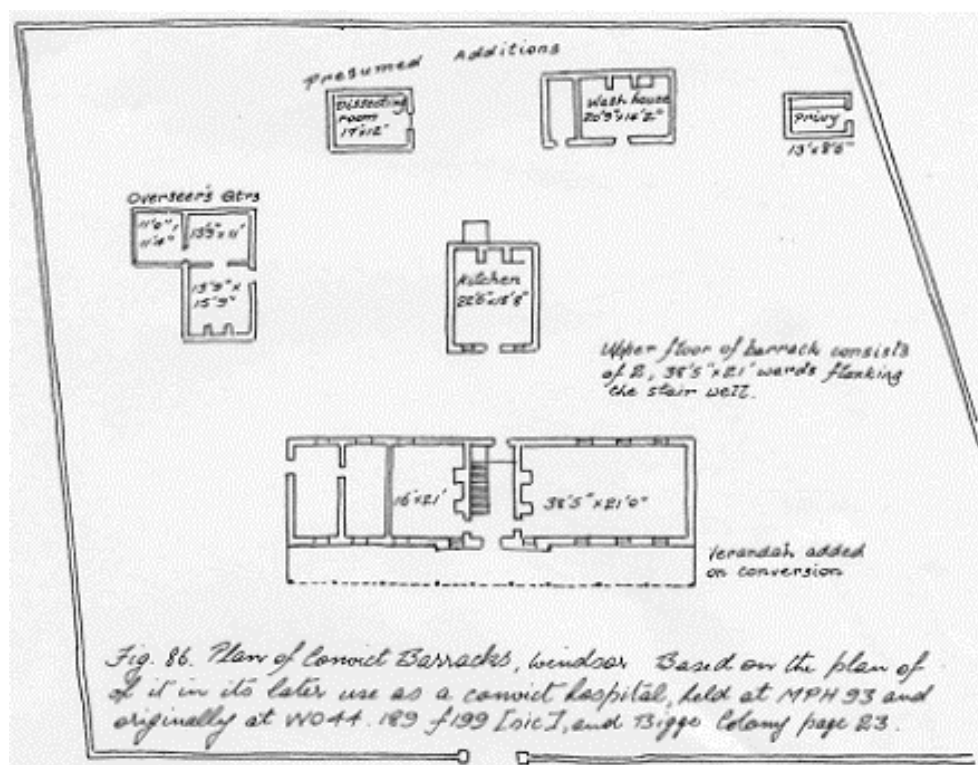


Photo 41 Reproduced plan of the convict barracks from Kerr 1984 (Source: (Proudfoot 2017, p.71 Figure 44)

The heritage listed dedication stone (Hawkesbury LEP 2012, Item no. I245) was also erected in c.1820 in the grounds of the Windsor District Hospital.⁸⁶ It is a large foundation stone that was removed from the wall of the original building and first set in the central gable of the hospital, however was altered in 1911 to its original location at the corner of Macquarie and Christie Street.

The Benevolent Asylum and Hospital was constructed during Governor Macquarie's tenure as a government hospital.⁸⁷ In 1823, the 1820 convict barracks was converted to a convict hospital. After the military withdrew from Windsor, this building was later taken over by the Hawkesbury Benevolent Society, which had originally formed in 1818 to provide aid to the district's poor.⁸⁸

A plan dating to 1827 records the location of these structures, with most of the activity based along the southern side of George Street at this point in time (Photo 42). Three structures are also visible within the northern portion of the study area. However, this is likely due to issues with georeferencing map alignment of the original plan's age and scale, as can be seen from street alignments not matching those in the drawing. Prior to this it is likely that the boundaries of Windsor Square (McQuade Park) had been adjusted to an irregular pentagon according to the streets surrounding it, which the 1827 plan demonstrates.⁸⁹ As the study area cuts across former road boundaries of George Street where later streets would be established, there may potentially be road features [2] such as cuts and compacted surfaces in these locations.

⁸⁶ (Howard Tanner and Associates 1984, p.165)

⁸⁷ (Hendy-Pooley 1906, pp.15-16)

⁸⁸ (Proudfoot 2017, p.69)

⁸⁹ (Morris et al. 2004, p.12)

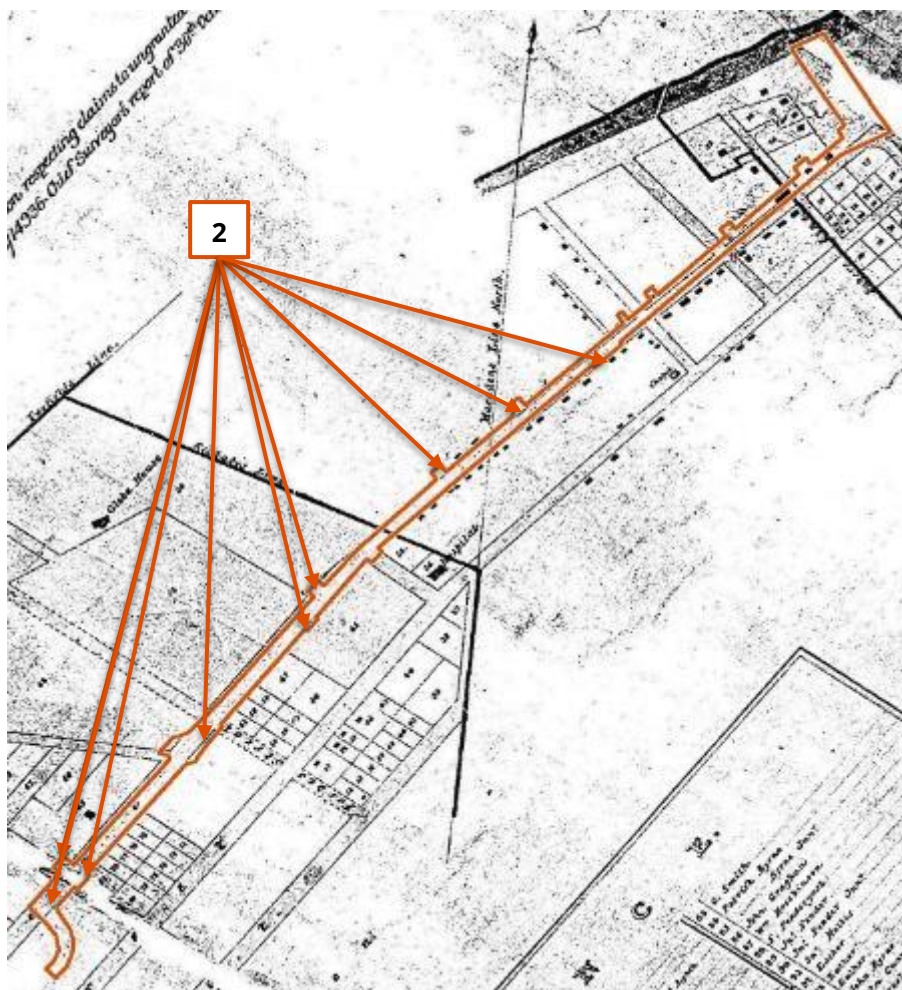


Photo 42 A plan of Windsor dating to 1827 with the study area outlined in orange; possible early road features [2] are annotated (Source: NSW State Archives and Records, Plan 4985)

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 at that time. 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.⁹⁰ The former Government Domain outside of the study area had been repurposed as a precinct associated with the police; the Magistrate occupied Government House.⁹¹

Windsor's first post office opened in 1828 along George Street, with three shipments of mail per week arriving from Sydney.⁹² 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. 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.⁹³

The heritage listed Doctors House (SHR, Item no. 00126) is a colonial Georgian two house terrace in Thompson Square constructed between 1830 and 1835.⁹⁴ The site has obtained a series of names. It is

⁹⁰.(Barkley and Nicholls (1994); Hawkesbury 1794 – 1994: 30, cited by Biosis Research & Cultural Resource Management 2012, p.74)

⁹¹ (Biosis Research & Cultural Resource Management 2012, p.75)

⁹² (Gill 1965, p.560)

⁹³ (Proudfoot 2017, pp.65, 67)

⁹⁴ (Heritage NSW 2006a)

recorded to be leased as the Freemason Arms and residence as early as 1819 by James Doyle and also described to the Sign of Lord Nelson Inn during 1828. In 1837, Edward Coffey licenced it as the Daniel O'Connell Hotel in the former premises of the late James Doyle.⁹⁵ However, an advertisement in 1857 in the Windsor Review states that it was formerly known as Coffey's Hotel and included "a first-class two-storied House of Seven spacious Rooms, with Attics, Balcony, and, underneath, Cellars and Kitchen at Thompson's Square, Windsor, one of the best situations in Town, overlooking the Hawkesbury River and Wilberforce District."⁹⁶ This is assumed to be separate to the Coffey's Inn (SHR, Part of Item no. 00126) later constructed at 7 Thompson Square. Various doctors have been associated with the building since the 1870s starting with Dr William Bland, and since it was purchased by Dr John Gibson in 1903, it has continuously been used as a doctor's residence, giving the property its name as the "Doctors House."⁹⁷ The balcony roof underwent modifications between 1879 and 1930.

In 1830 the early colonial Georgian cottage (Hawkesbury LEP 2012, Item no. I204) at 267 George Street was constructed of stucco brick hipped with iron roof and veranda supported by detailed classical timber columns and bracket. The front door was later replaced with a Victorian pattern.⁹⁸ Loder House (SHR, Item no. 00003) at 126 George Street was then constructed in 1834 for George Loder Jnr, a farmer, inn keeper and merchant.⁹⁹ It is an intact two storey sandstock brick Georgian townhouse with an attic and a later Victorian two storey veranda with cast iron lacework balustrades and brackets to the veranda. It has five symmetrical French doors with stone voussoirs and sills at the entrance with an arched fanlight and the ground floor has paired windows with stone voussoirs. Boundary walls of the block dated to the 1830s, and unusual square outbuilding remains. Restoration works occurred in 1975 replacing the corrugated iron roof.¹⁰⁰

During his time at Windsor, Loder Jnr opened a butcher's store in addition to his farming pursuits.¹⁰¹ He also accompanied his father and younger brother in explorations of the Hunter District where they were later granted land in Singleton. He died in 1834, having never lived in his Windsor house. Loder Jnr left the house to his wife Mary Anne and younger brother Andrew. Mary Anne then married her widowed brother in law Thomas Dargin II and resided at the house with their family. Dargin II died in 1843 and Mary Anne remarried in 1846 to Laban White, an auctioneer and continued to live in the house until his death in 1873.¹⁰² The house then became a branch of the Commercial Bank of NSW between 1874 and 1889. In 1889, Benjamin Richards purchased the building and it returned to its use as a residence until it was sold to Daniel Holland in 1893.¹⁰³ The Holland family added cast iron lacework and stone walling during their time at the house. Between 1923 and 1940 the house was used as a boarding house by Reginald Wilbow. It was then transferred to Thomas Ogden, Thomas Craig and William John in 1955, then Norbert Cleary in 1962. The house was partially gutted by a fire in 1973 then purchased by Pacific Investments who applied to demolish the building for a modern office block. The department of Planning and Environment purchased the land in 1975 to ensure its conservation following strong public opposition to the development application. Since then it was restored and has been used as a bookshop, restaurant and boarding house.¹⁰⁴

⁹⁵ (Howard Tanner and Associates 1984)

⁹⁶ (Heritage NSW 2006a)

⁹⁷ (Howard Tanner and Associates 1984)

⁹⁸ (Howard Tanner and Associates 1984)

⁹⁹ (Heritage NSW 1999, Howard Tanner and Associates 1984, p.50)

¹⁰⁰ (Heritage NSW 1999, Howard Tanner and Associates 1984, p.50)

¹⁰¹ (Heritage NSW 1999)

¹⁰² (Heritage NSW 1999)

¹⁰³ (Heritage NSW 1999)

¹⁰⁴ (Heritage NSW 1999)

Thompson Square was the site of a weekly market from 1832, and also appeared to be the home of the town stocks.¹⁰⁵ The private ferry service was also taken over by the government in 1832, replacing the ferry with a punt run by cable. A Punt House was established below Windsor Terrace on the slope to the riverbank, and is identified on a c.1835 plan of Windsor.¹⁰⁶

The first document burial within the Windsor Roman Catholic Cemetery took place in 1833. However, this was prior to approval for the use of the original allotment 12 to be used as a burial ground. Further allotments adjacent to the northern portion were incorporated into the Catholic holding in the same, taking the area up to Forbes Street. While a number of catholic burials were recorded within Windsor, no headstones for these have been identified within the current cemetery site so it is likely they were interred elsewhere. The earliest headstones within the cemetery site are scattered throughout with no clear pattern of distribution.¹⁰⁷

In 1833, the Presbyterian cemetery was appropriated. The earliest decipherable headstone date identified in historical writings was noted as 1838 for Mary Smith.¹⁰⁸ A crown plan of the Presbyterian Burial Ground dated to 1833, to the south of the study area shows a fence line [3] located within the road reserve between Bell and Brabyn Street running along the western side of George Street, while the study area also encompasses the former road boundary of George Street between Bell and Brabyn streets, which may contain early road features [1] (Photo 43). The railway line is also indicated to transect the southernmost portion of the study area, but this is a later annotation on this plan. No other structures are shown. The Presbyterian Chapel land at the corner of George and Christie Street was also included in this survey (Photo 44). No structures are visible within this plan.

¹⁰⁵ (Biosis Research & Cultural Resource Management 2012, p.80)

¹⁰⁶ (Biosis Research & Cultural Resource Management 2012, p.80)

¹⁰⁷ (AHMS 2006, p.18)

¹⁰⁸ (Steele 1916)

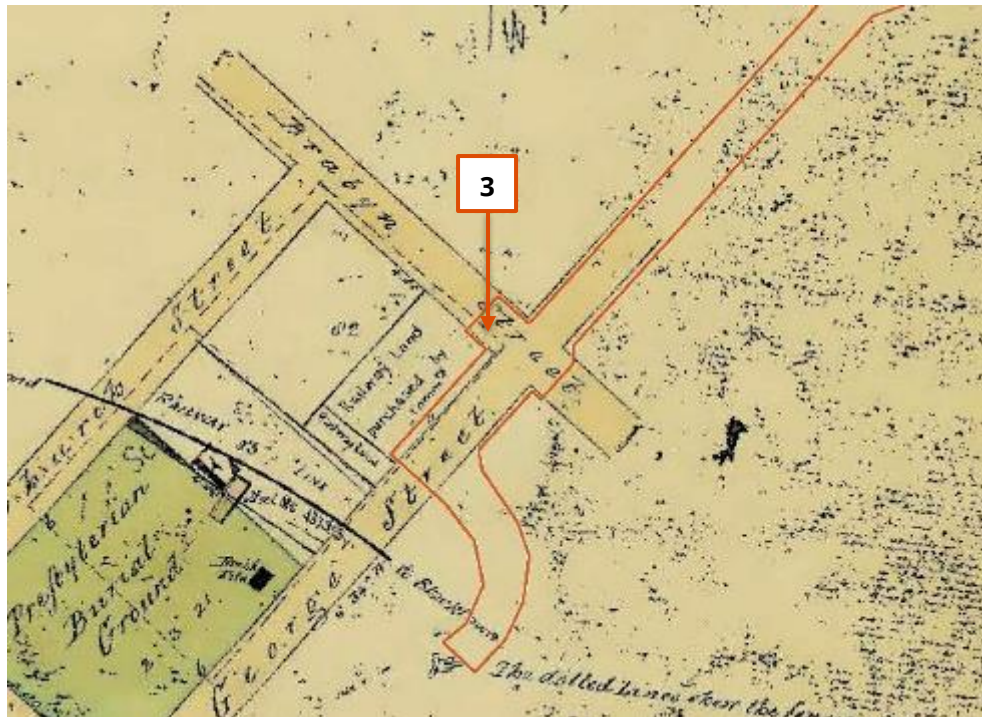


Photo 43 1833 Crown plan of Presbyterian Burial Ground, with the study area outlined in orange, including fencelines [3] (Source: NSW Land Registry Services, Crown plan 38.730)

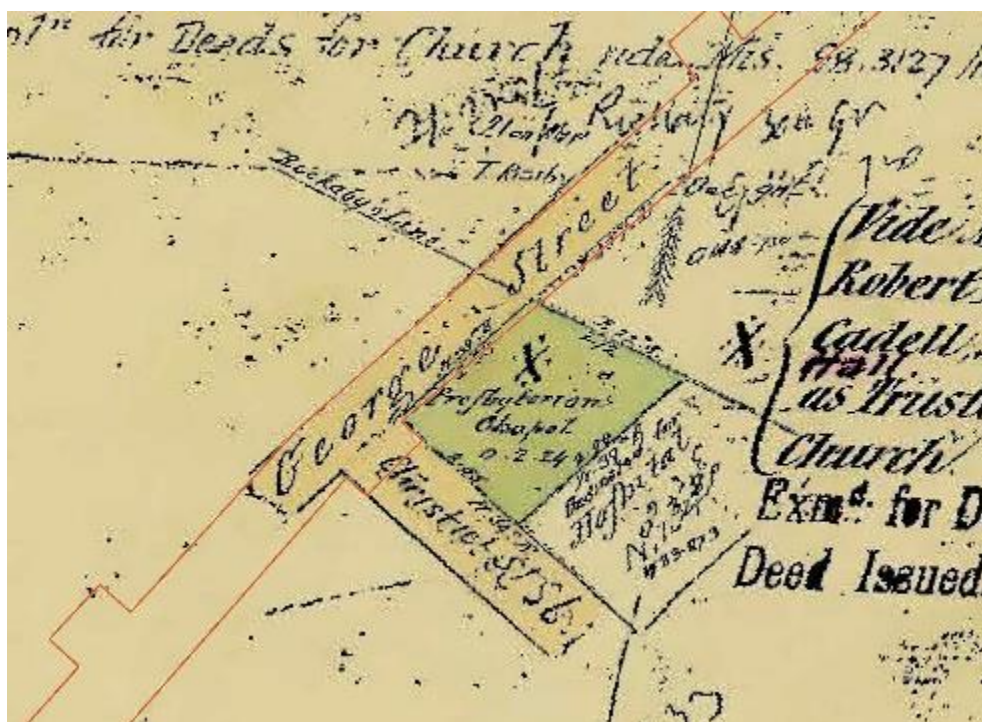


Photo 44 1833 Crown plan of Presbyterian Chapel, with the study area outline in orange (Source: NSW Land Registry Services, Crown plan 38.730)

In 1834, the government granted a site on Brabyn Street for the construction of a home for the aged and destitute of the district. Construction finished in 1836, with further additions made to the property in George

Street in 1841. The Hawkesbury Benevolent Society took control of the site in 1845.¹⁰⁹ From 1835-1840, the Macquarie Arms Inn was leased to the officers of the 50th West Kent Regiment as an officer's mess. Following this, it functioned as a private residence until 1974.¹¹⁰

Mrs Copes Cottage (Hawkesbury LEP 2012, Item no. I217) located at 312 George Street was constructed in 1835. It is a large five bay fronted Georgian house with a decorative fanlight and six-panelled door dressing the façade. The walls are constructed of stuccoed brick marked to appear as stone courses, topped with a large hipped roof with a veranda on four sides. A Roman Catholic School was established within Windsor in 1835, said to have been located somewhere on George Street, possibly near the cemetery.¹¹¹

An 1835 plan records the growth of occupation in Windsor in terms of lots and structures (Photo 45). Many of the streets had been named for early residents such as Baker, Kable and Fitzgerald, as well as Thompson Square.¹¹² Windsor is described in 1832 *The New South Wales Calendar and General Post Office Directory*:¹¹³

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 plan shows the significant further development that had occurred along George Street, with residential properties, commercial buildings and structures lining both sides of the street. Three structures [4] can be seen in the central portion of the study area (the current 210 George Street) (Photo 48), along the eastern side of George Street. The northern corner of the Baker and George Street junction is also located within the study area, and may contain road features [5] (Photo 45). A number of structures/verandahs also extend into the road reserve (marked in the drawing by a red line). Between Baker and Kable streets there are eight instances of these buildings/verandahs [6] (Photo 46), three buildings/verandahs [7] between Kable and Fitzgerald streets (Photo 47), and four buildings/verandahs [8] between Fitzgerald and Catherine streets (Photo 48). Fencelines [9] for property boundaries also extend into the road reserve.

¹⁰⁹ (Steele 1916)

¹¹⁰ (Gill 1965, p.557, Ruhen & Adams 1970, p.34, Baker 1967, p.18)

¹¹¹ (Steele 1916)

¹¹² (Proudfoot 2017, p.31)

¹¹³ (Proudfoot 2017, p.22)



Photo 45 A plan of Windsor dated to 1835, with the study area outlined in orange, with possible early road features [5] indicate by the arrow (Source: NSW State Archives and Records, 5968)

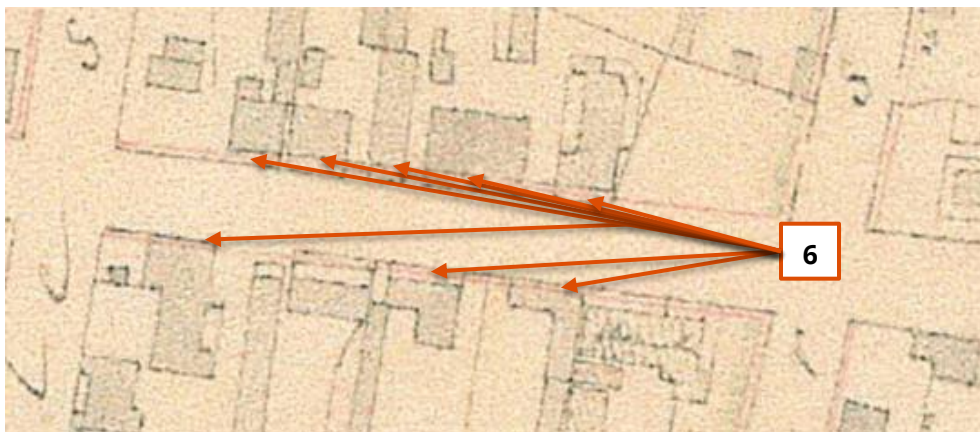


Photo 46 Detail of 1835 plan between Baker and Kable streets showing extension of eight buildings/verandahs [6] extending into the road reserve (Source: NSW State Archives and Records, 5968)

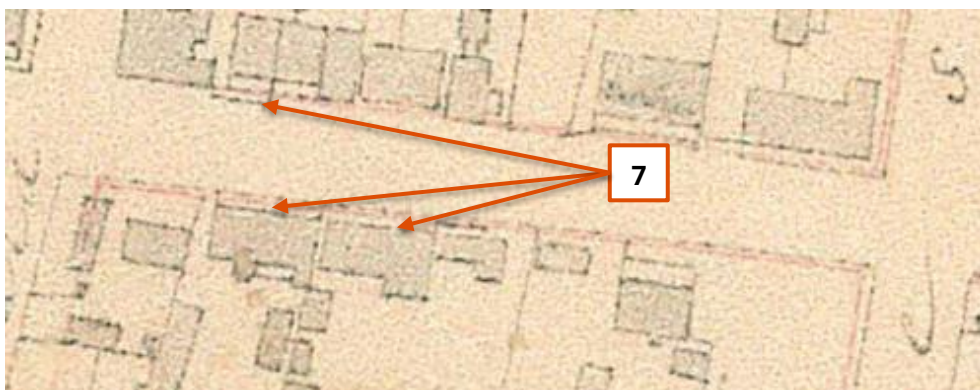


Photo 47 Detail of 1835 plan between Kable and Fitzgerald streets showing extension of two buildings/verandahs [7] extending into the road reserve (Source: NSW State Archives and Records, 5968)



Photo 48 Detail of 1835 plan between Fitzgerald and Catherine streets showing three buildings [4] and the extension of four buildings/verandahs [8] extending into the road reserve (Source: NSW State Archives and Records, 5968)

St Matthew's Roman Catholic Church was constructed in 1836-1840.¹¹⁴ A private school had been established in 1836 in York Lodge, the former home of Captain John Brabyn, on George Street near Brabyn Street. This school was run by Mr and Mrs. John Brown, and later by Mrs Hadley.¹¹⁵ An 1836 directory notes the presence

¹¹⁴ (Proudfoot 2017, p.73, Gill 1965, p.557)

¹¹⁵ (Steele 1916)

of a tannery run by Joseph Windred in George Street, near Kable Street. This Tannery was also noted to have been run by W.H. Hull in an 1882 newspaper notice.¹¹⁶

In 1838, a property known as Cope's Farm, part of which was also previously known as Catherine Farm, was sold. This farm extended from the Presbyterian Church to near Fitzgerald Street, and contained New Street, Catherine Street, Church Street and Windsor Terrace, and comprised portions of the grants made to Joseph Smallwood and Thomas Riccaby.¹¹⁷

Growth of Windsor (1840 to 1880)

By the 1840s, Windsor continued to grow, with occupation of allotments and houses spreading south towards the road to Richmond (Richmond Road/Hawkesbury Valley Way). In 1841, 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.¹¹⁸

During the 1840s, the heritage listed Coffey's Inn (SHR, Part of Item no. 00126), a two-storey brick Georgian house, was constructed at 7 Thompson Square¹¹⁹ which was on the lot of land was originally acquired as a town allotment in 1811 by John Howe. Howe was Andrew Thompson's manager and Chief Constable at Windsor between 1813 to 1825, in addition to being an auctioneer and ran a punt services over the Hawkesbury River. He had constructed a cottage on the land by 1830. The land was let to Edward Coffey in 1841 and by 1842 it was functioning as an Inn; these may have been separate buildings. In 1876 the land was sold to George Louis Asher Davies who printed and published his newspaper, the Australian, from the building until 1896. Additional buildings fronting Baker Street were demolished by 1888. In 1961 E.A Stevens purchased Coffey's Inn and converted it to the Windsor Museum which is its current use.¹²⁰

A number of additional historically listed residential structures adjacent to the study area were also constructed c1840. This includes:

- The House and Outbuildings (SHR, Item no. 00005) at 7 Thompson Street, which is a brick Georgian single story cottage with a three bay timber veranda and corrugated iron roof.¹²¹
- The House (Former) (Hawkesbury LEP 2012, Item no. I177) at 117 George Street, which is a two story Georgian townhouse which has been converted into shops.¹²²
- The House (Former) (Hawkesbury LEP 2012, Item no. I178) at 123 George Street, which is a two storey brick mid nineteenth century former residence fitted with modern windows.¹²³
- House (Former) (Hawkesbury LEP 2012, Item no. I187) at 137 George Street, which was originally a small simple brick construction with hipped iron roof. In 1921 the current façade of brick and stucco was added in addition to the neo classical design.¹²⁴

¹¹⁶ (Steele 1916)

¹¹⁷ (Steele 1916)

¹¹⁸ ('Advertising' 1841)

¹¹⁹ (Heritage NSW n.d.)

¹²⁰ (Heritage NSW n.d.)

¹²¹ (Heritage NSW 2019)

¹²² (Howard Tanner and Associates 1984, 48)

¹²³ (Howard Tanner and Associates 1984, p.49)

¹²⁴ (Howard Tanner and Associates 1984, p.54)

- Precinct of buildings and land (Hawkesbury LEP 2012, Item no. I126) at 62-68 George Street, which includes a colonial cottage and adjoining shops that were once single storey Georgian terrace houses.¹²⁵
- Shop (Former) at 198 to 202 George Street (Hawkesbury LEP 2012, Item no. I196), which is a two storey pair of brick shops. It previously adorned a two storey veranda with cast iron detailing and bullnose ground floor veranda. The new shop fronts replaced the original.¹²⁶
- Shop (Hawkesbury LEP 2012, Item no. I126) at 319 George Street, which is an early Georgian commercial building with the former veranda removed and ground floor defaced.¹²⁷
- Victorian Georgian Cottage (Hawkesbury LEP 2012, Item no. I273) at 5 Thompson Square, which is a single story cottage of painted face brick with a slate roof and veranda with skillion roof. Sandstone steps lead directly from the footpath to the house.¹²⁸
- Inn (Former) (Hawkesbury LEP 2012, Item no. I202) was constructed at 265 George Street was constructed in 1841. It comprises of a two storey Colonial Georgian style sandstock brick structure with a single storey veranda to street supported by turned timber columns.¹²⁹

A Crown plan of Windsor dating between 1842 and 1844 shows a number of structures surrounding Thompson Square (Photo 49). Two structures are visible within the northern portion of the study area, within the southern corner of Thompson Square. However, this is likely due to issues with scale and the age of the map. The structure located on the corner of George Street and Thompson Square is labelled Mess House, which is also known as Macquarie Arms Inn. A roadway [9] within Thompson Square is also visible. The northern corner of the lot containing the structure labelled Old Inn can also be seen within the study area making up the corner of Thompson Square and The Terrace. The corner of Baker and George Street is again shown within the study area.

¹²⁵ (Howard Tanner and Associates 1984, p.41)

¹²⁶ (Howard Tanner and Associates 1984, p.67)

¹²⁷ (Howard Tanner and Associates 1984, p.84)

¹²⁸ (Howard Tanner and Associates 1984, p.159)

¹²⁹ (Howard Tanner and Associates 1984)



Photo 49 Crown plan dated to c1842 – 1844, with the study area outlined in orange (Source: State Library of NSW, reference FL3780275)

An 1842 drawing of the Macquarie Arms Inn during its time as military officer's quarters provides an early depiction of the building (Photo 50). While the image may not be accurately to scale, it does indicate the structural form of the Inn at this time. It is likely that this view is taken from Thompson Square, as the corner of the road is on the left side of the building, suggesting that this corner is where George Street and Thompson Square meet. If this is the case, then three posts appear to be located within the footpath of George Street, and the with the stone boundary wall yet to be constructed on its north-western side.



Photo 50 1842 sketch of the Macquarie Arms Inn by Elise Palmer when it was used as a military officer's quarters (Source: National Library of Australia, reference nla.obj-135213321)

By 1848, the population of Windsor had grown to 1,679, which featured a daily stage coach and substantial and high quality inns.¹³⁰ Another private school was established in 1849 adjacent to the Macquarie Arms Inn in George Street. The school was run by Mrs and Miss Black, until 1857.¹³¹

An 1853 sketch of the area containing Thompson Square and the banks of the Hawkesbury River provide an indication of the early formation of this area (Photo 51). The drawing features the Doctor's House when it contained the post office and a grassed reserve for Thompson Square with a cutting for a roadway [9] to the punt house and river.

¹³⁰ (Proudfoot 2017, p.31)

¹³¹ (Steele 1916)



Photo 51 1853 sketch of the Doctor's House when it housed the post office, with Thompson Square and the roadway [9] leading to the riverbank (Source: (ML.SPF, PXA 2113, Box 374 , cited in Lucas Stapleton Johnson & Partners Pty Ltd 2018, p.77 Figure 2.52)

The historically listed Lilbourndale House (SHR, Part of Item no. 00126) was constructed between 1856 and 1860 at 10 Bridge Street.¹³² It is a two storey brick and stucco Victorian Regency house. The allotment was originally purchased from the Crown by John Icke Kettle in 1854, however Dr John Dowe constructed a house on the land in the late 1850s. At this time it was used as St Catherine's school for young ladies, run by Mrs C Nealds. It later became the Windsor Grammar School in 1875 ran by Bernard Keenan until at least 1885. In the early 1900s it was owned by Barnsley Hall M.P and in 1923 was used as Craighneish Private Maternity Hospital.¹³³

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.¹³⁴

It appears that from the 1850s, only the southern portion of the land allocated for the Windsor Roman Catholic Cemetery was being used. This is supported by the formal entrance location on George Street, situated at the central point between the southern boundary and the current gazetted northern boundary. Identical flanking headstones are also present at the George Street entrance.¹³⁵

Investigations into the potential alignment of the proposed railway extension from Parramatta took place in 1854. 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.¹³⁶

In the 1850s, a number of historically listed buildings within the study area were constructed. This includes:

- Building (SHR, Part of Item no. 00126) located within Thompson Square at 10 Bridge Street and the corner of George Street. It is a two storey Regency style building with a fine cast iron veranda, balcony

¹³² (Heritage NSW 2006b)

¹³³ (Heritage NSW 2006b)

¹³⁴ (Proudfoot 2017, p.67)

¹³⁵ (AHMS 2006, p.18)

¹³⁶ (Votes & Procs., Legislative Assembly, NSW 1854, III 445 p.26 cited by Morris et al. 2004, p.17)

and stuccoed parapet and slate floor. In later year, the veranda was enclosed covering the façade to form a milk bar.¹³⁷

- House (Hawkesbury LEP 2012, Item no. I213) at 301 George Street which is a brick house with a five bay stuccoes, 12 pane windows and 6 panelled front door with rectangular fanlight. It has a hipped iron roof, balanced chimneys and later Victorian cast iron veranda.¹³⁸
- House and shop (Hawkesbury LEP 2012, Item no. I180) at 127 George Street, which is a two storey stuccoed brick Georgian townhouse with hipped slate roof that has been converted to two shops.¹³⁹
- Shop (Hawkesbury LEP 2012, Item no. I176) at 9 Baker Street, which is an early Victorian cottage of Flemish bonded brick walls with a stone foundation and front wall supported by timber veranda. The cement veranda cover a bullnosed sandstone veranda and the roof is covered by corrugated iron.¹⁴⁰
- Shop (Hawkesbury LEP 2012, Item no. I191) at 167 George Street, which was originally a Victorian building that has been greatly altered with modern additions.¹⁴¹
- Simmon's Hardware Store (SHR, Item no. 00667) at 226 George Street, which is a two storey shop, residence and attic that once had a veranda to the ground floor and shutters on upper floor windows. The ground floor shopfront has also been altered within the existing opening.¹⁴² A large fire weathered the building in 1874 and a new store was rebuilt from the original stone.¹⁴³

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.¹⁴⁴ Road works within the northern portion of the study area are referenced in 1855 to "*moneys expended for making a road to the Windsor Wharf – contractor for cutting, carting and macadamizing - £35*".¹⁴⁵ This is most likely an extension of Bridge Street across George Street to join the curve of the existing road through Thompson Square as it turned north-west on the eastern side of the square to run down to the ferry.¹⁴⁶

In 1857, Reverend Peter Turner Cottage (SHR, Item no. 000202) or Oxalis Cottage at 360 George Street was constructed. Reverend Turner was a retired Wesleyan Missionary who arrived in Windsor in 1850. The cottage consists of a simple brick Victorian design with hipped iron main roof, bellcase iron roof to veranda supported by cast iron post and an unusual gathered chimney to the apex of the roof. He also constructed another single story terrace to the south, however this was demolished.¹⁴⁷

An 1858 Crown plan of shows Allotments for sale in the vicinity of the southern portion of the study area (Photo 52). Allotment 2 is shown to be under the ownership of J. Robinson. A laneway between George and Macquarie Street can also be seen within this portion. Adjacent east of the study area are two structures

¹³⁷ (Howard Tanner and Associates 1984)

¹³⁸ (Howard Tanner and Associates 1984, p.79)

¹³⁹ (Howard Tanner and Associates 1984, p.127)

¹⁴⁰ (Howard Tanner and Associates 1984, p.9)

¹⁴¹ (Howard Tanner and Associates 1984, p.61)

¹⁴² (Howard Tanner and Associates 1984, p.71)

¹⁴³ (Heritage NSW 2015)

¹⁴⁴ ('Windsor.' 1854, 'Windsor.' 1854)

¹⁴⁵ ('Advertising' 1855)

¹⁴⁶ (Biosis Research & Cultural Resource Management 2012, p.88)

¹⁴⁷ (Howard Tanner and Associates 1984, p.92)

associated with the Benevolent Asylum. The Blacktown-Richmond Railway Line has been annotated onto the plan at a later date.



Photo 52 c.1858 Crown plan of Allotments for sale in George Street and Brabyn Street, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W27.873)

In 1860 the historically listed Houses (Hawkesbury LEP 2012, Item no. I228) at 482 to 486 George Street were constructed. They comprise of four identical early timber cottages with arched painted front windows and bullnosed veranda roof.¹⁴⁸ The Railway Hotel (Hawkesbury LEP 2012, Item no. I229) was also constructed in c.1860 at 419 George Street, which is a two story brick hotel with original detailing.¹⁴⁹

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 and intersecting a number of allotments (Photo 53). The Crown plan for the railway line does not record any structures within the study area. The station was constructed by W & A Elphinstone, with the original station building containing a residence and an office.¹⁵⁰ 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, 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 1888.¹⁵¹ 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

¹⁴⁸ (Howard Tanner and Associates 1984, p.103)

¹⁴⁹ (Howard Tanner and Associates 1984)

¹⁵⁰ (Heritage NSW 2010)

¹⁵¹ (Proudfoot 2017, pp.14, 16, 31, Baker 1967, p.4, Sue Rosen (1995); Losing Ground An Environmental History of the Hawkesbury-Nepean Catchment: 93, cited by Biosis Research & Cultural Resource Management 2012, p.82)

downstream as the Macdonald River. The opening of the railway in 1864 confirmed Windsor's pre-eminence 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 its relationship with 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.¹⁵²



Photo 53 Undated Crown plan (likely around 1864) for the Blacktown-Richmond Railway Line. Study area in orange (Source: NSW Land Registry Services, Crown plan 4379.3000)

During the 1860s there was a strong drive to create public reserves and spaces for the population. As part of this, Windsor Square (McQuade Park) was declared a recreation reserve in 1868. Rather than being used for its original purpose as a marketplace, the square was used for recreational activities such as cricket matches in the 1840s and 1850s. It remained an informal open space referred as the Church Green or open space in front of the church, with the natural slope of the land remaining unmodified levelled but still cleared of trees.¹⁵³ A Crown plan for the dedication of this land for public recreation was made in 1864, and shows the intersection of Richmond Road and George Street, including Windsor Square and the Roman Catholic Burial Grounds (Photo 54). Fencelines are shown along the southern boundary of Richmond Road [10], the eastern side of George Street [11], Forbes Street [12] and Dight Street [13], all located within the study area.

¹⁵² (Biosis Research & Cultural Resource Management 2012, p.82)

¹⁵³ (Morris et al. 2004, p.17, Morris et al. 2004, p.18 New South Wales Government Gazette 1868, l 1424-5 cited by)

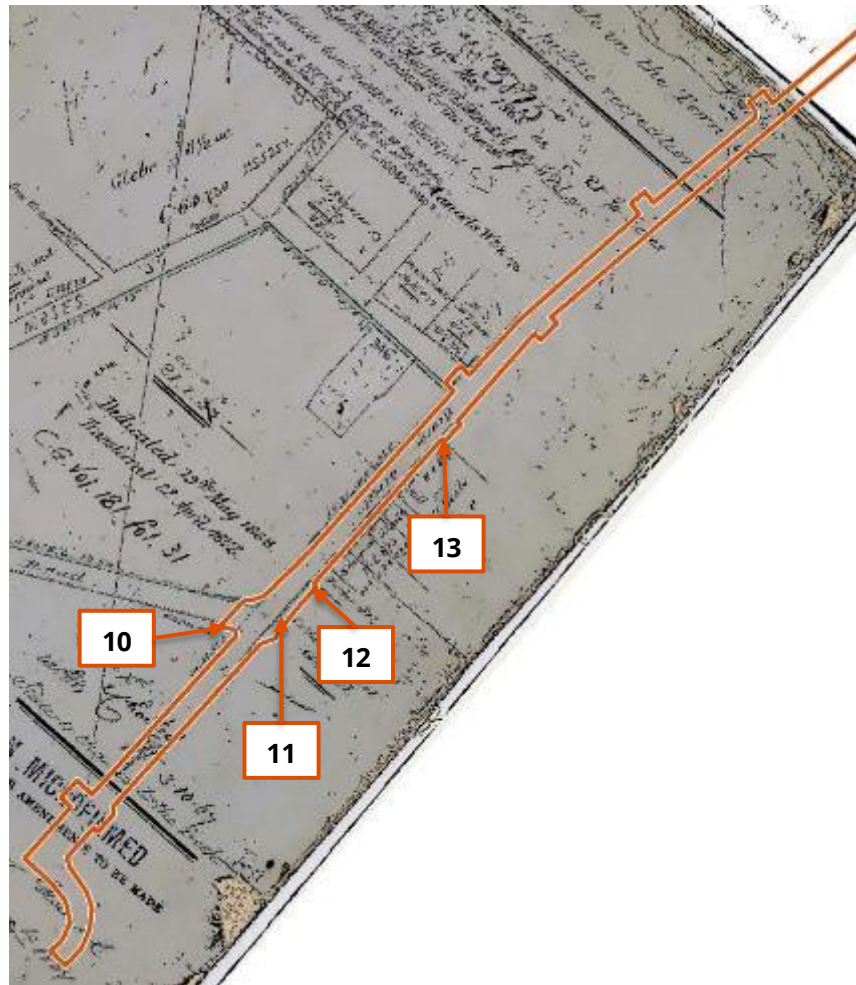


Photo 54 1864 Crown plan for the dedication of land for public recreation at Richmond Road and George Street, with the study area outlined in orange featuring identified fencelines [10] [11] [12] [13] (Source: NSW Land Registry Services Crown plan W35.873)

In 1867, the Hawkesbury flooded. Waters rose to 63 feet (19.2 metres) above the summer levels.¹⁵⁴ An image by Oswald Rose Campbell depicts the extent of the flooding and the inundation of the lower lying areas of Windsor (Photo 55). 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.

¹⁵⁴ (Gill 1965, p.561)

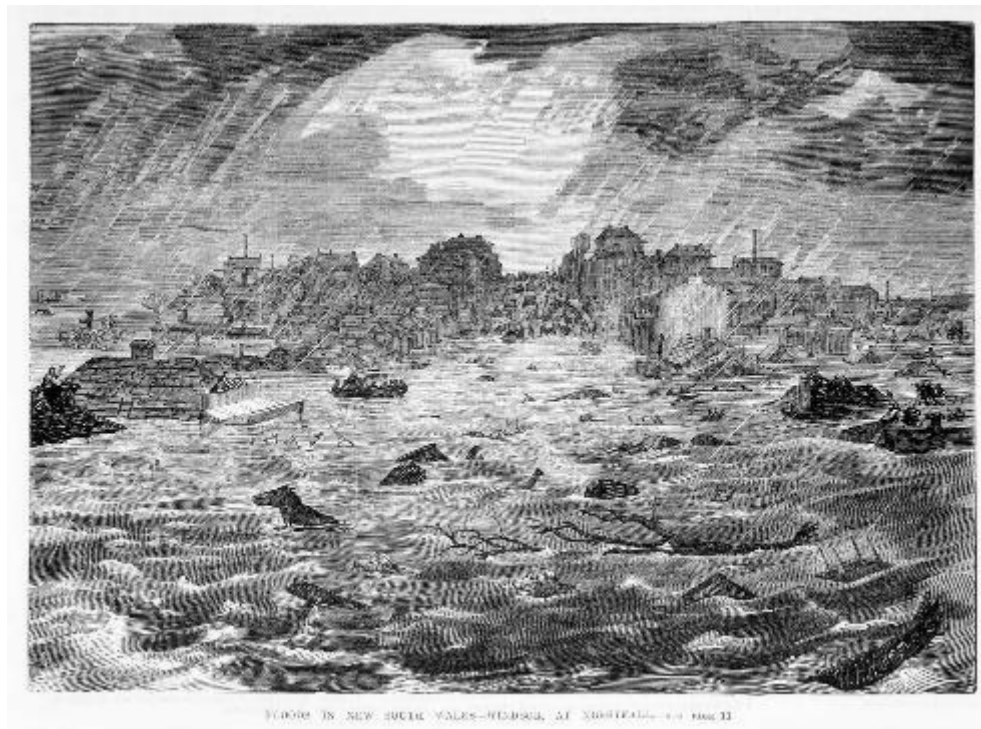


Photo 55 Depiction of the 1867 floods at Windsor (Source: State Library of Victoria, reference FL15606869)

Two years later in 1869, a public school in Windsor (Hawkesbury LEP 2012, Item no. I159) was constructed, opening in 1870; this ultimately led to the decline of private and denominational schools in the area which had been present since the early establishment of Windsor. The school lands were resumed from an allotment in 1869 reserved for market purposes; later additions were made in 1872 and 1891.¹⁵⁵ The structure includes a detailed painted brick George Mansfield school building design. It has a decorative barge board and final survive. The later wing was designed by architect W. Kemp with a brickwork design.¹⁵⁶

In 1870, the historically listed House (Hawkesbury LEP 2012, Item no. I207) at 271 George Street was constructed. It is an early Victorian cottage of timber sheeting with horizontal lapped boards, hipped iron roof, three bay timber veranda, with four pane windows and four panel doors.¹⁵⁷ The Railway Cottage (Hawkesbury LEP 2012, Item no. I146) at 21 Brabyn Street was also constructed during this time. It comprises of an unusually compact detached two story house with gabled entrance porch and surviving early picket fence. It likely functioned as a station master's residence.¹⁵⁸

A detailed Crown plan was created in 1871 which provides information regarding the extant structures at this time and the wider development of Windsor as a township (Photo 56, Photo 57). It should be noted that georeferencing of these plans may not completely accurate; as such a structure has been noted where they enter the recorded road reserve in the plan or within the study area where it extends beyond the general road reserve. Fencelines along property boundaries regularly stray from the official road reserve boundary, and as such there are numerous property fences which enter into the road reserve/study area.

¹⁵⁵ (Gill 1965, p.561, Steele 1916)

¹⁵⁶ (Howard Tanner and Associates 1984, p.91)

¹⁵⁷ (Howard Tanner and Associates 1984, p.77)

¹⁵⁸ (Howard Tanner and Associates 1984, p.9)



Photo 56 Northern part of 1871 Crown plan of the town of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039)

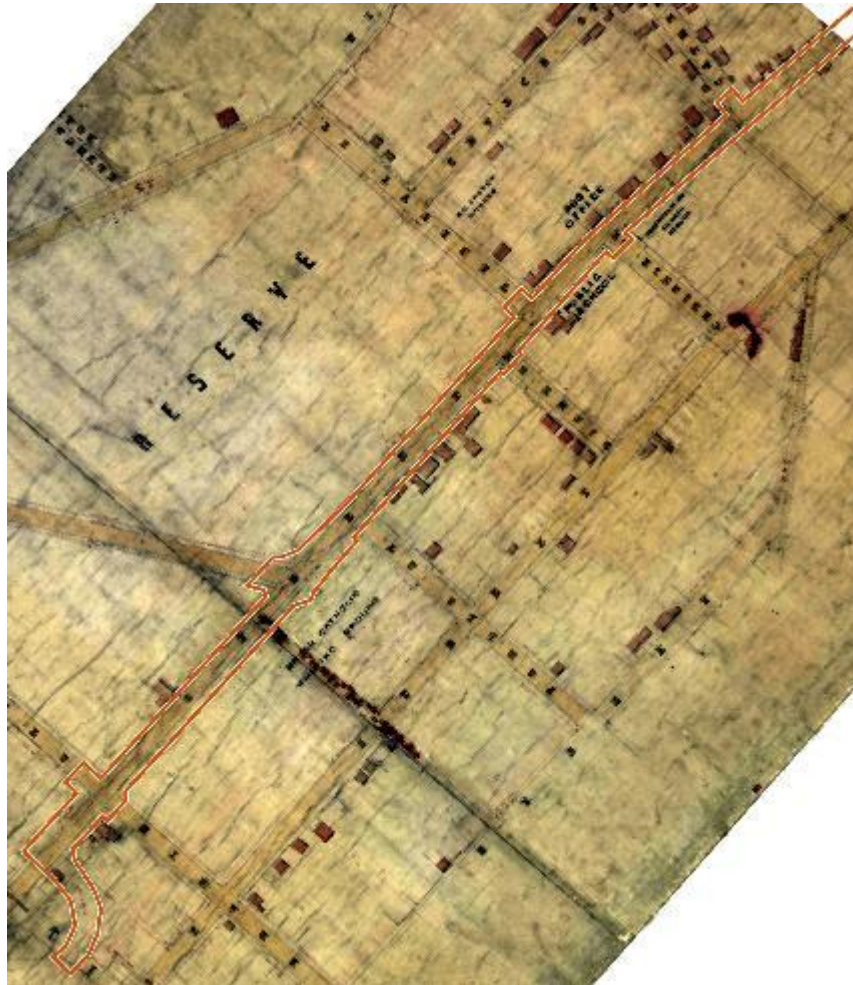


Photo 57 Southern part of 1871 Crown plan of the town of Windsor, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039)

From Thompson Square to near Fitzgerald Street (Photo 58), there are at least seven buildings/verandahs [14] which enter the road reserve and study area. Of these, five are located on the eastern side of George Street between Thompson Square and Baker Street, and two are located on the eastern side of George Street between Kable and Fitzgerald streets. When compared with the 1835 Crown plan of the same area (Photo 46, Photo 47), it appears that many of the previously identified buildings/verandahs [6] [7] have been removed by 1871 (or not recorded); of the earlier structures, only two remain.

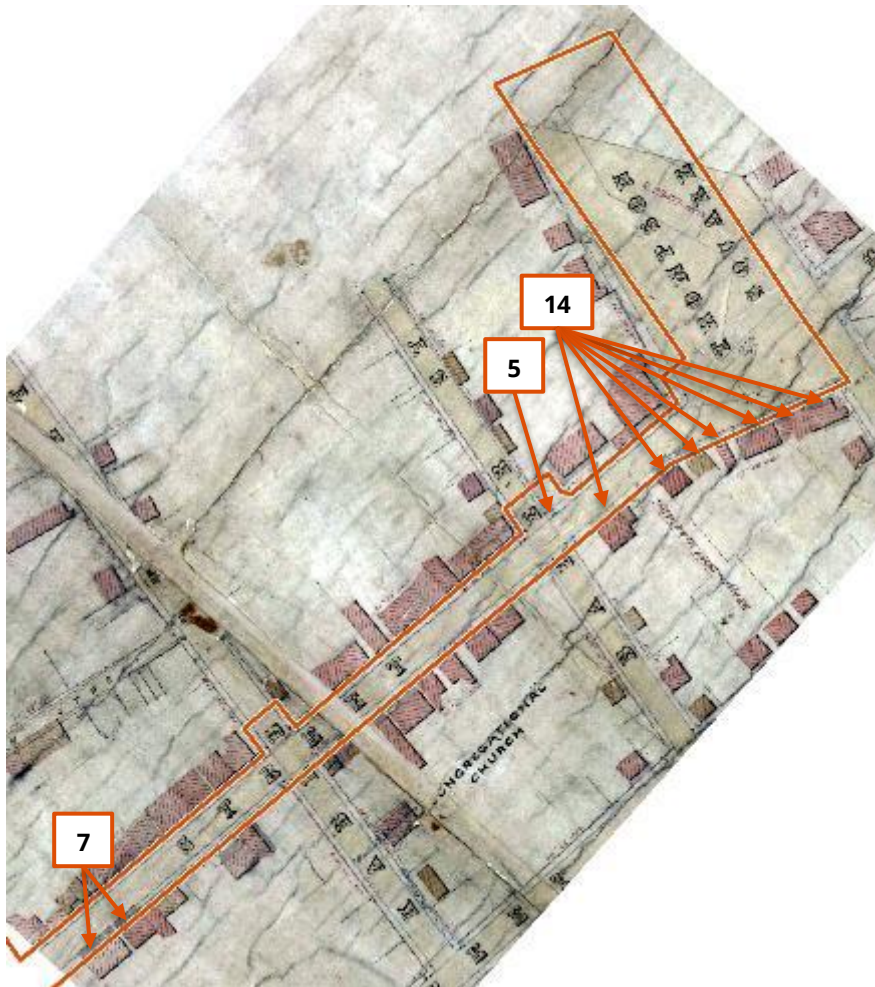


Photo 58 Detail from 1871 Crown plan of Windsor from Thompson Square to near Fitzgerald Street, with the study area outlined in orange, showing locations of early road features [5] and verandahs/buildings [7] [14] in the study area [(Source: NSW Land Registry Services, Crown plan W1-1039)

From Fitzgerald to Suffolk streets (Photo 59), there are 12 buildings/verandahs [15] which enter the road reserve and study area. These all appear to be located on the eastern side of George Street. When compared with the 1835 Crown plan of the same area (Photo 48), all four [8] previously identified remain. A new building [16] is also present at 210 George Street in the vicinity of those three buildings [4] previously recorded in the 1835 plan (Photo 48).

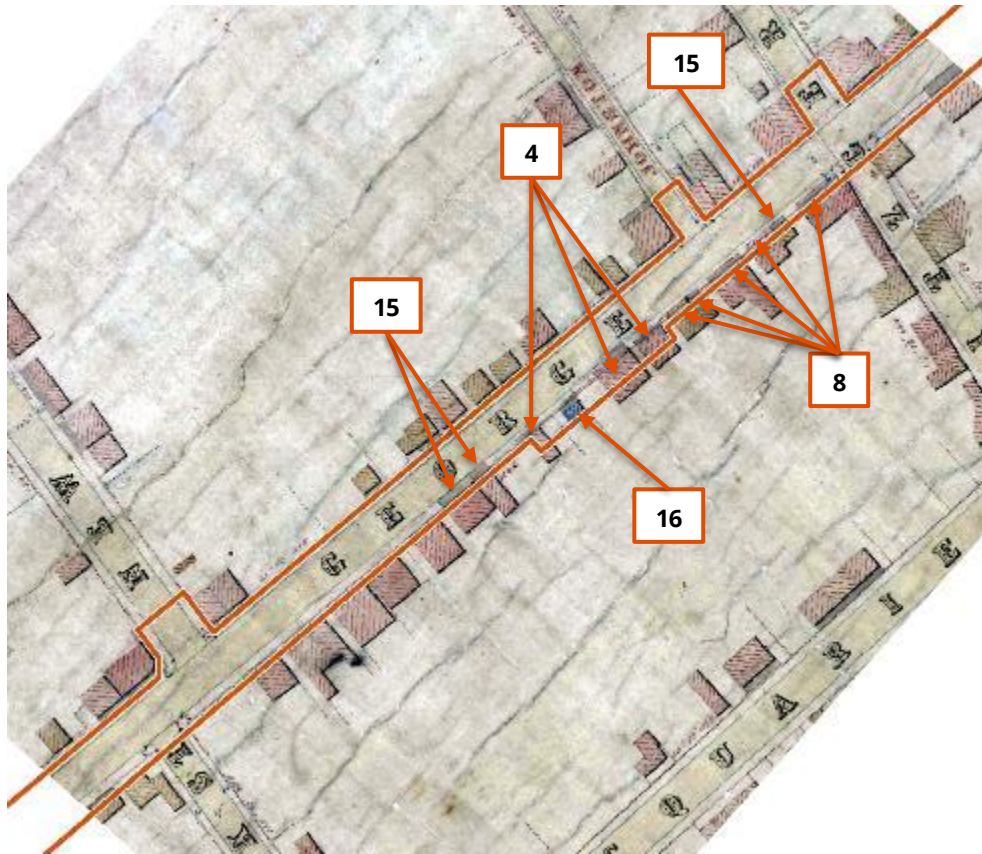


Photo 59 Detail from 1871 Crown plan of Windsor from near Fitzgerald to near Suffolk streets, with the study area outlined in orange, showing buildings [4] [16] and partial buildings/verandahs [8] [15] within the study area (Source: NSW Land Registry Services, Crown plan W1-1039)

From Suffolk to Christie streets (Photo 60), no buildings/verandas are recorded within the road reserve/study area, similar to what was previously recorded in the 1835 Crown plan (Photo 48). In general, there are fewer structures adjacent to the study area on the eastern side of George Street, but more structures adjacent to the study area on the western side of George Street.

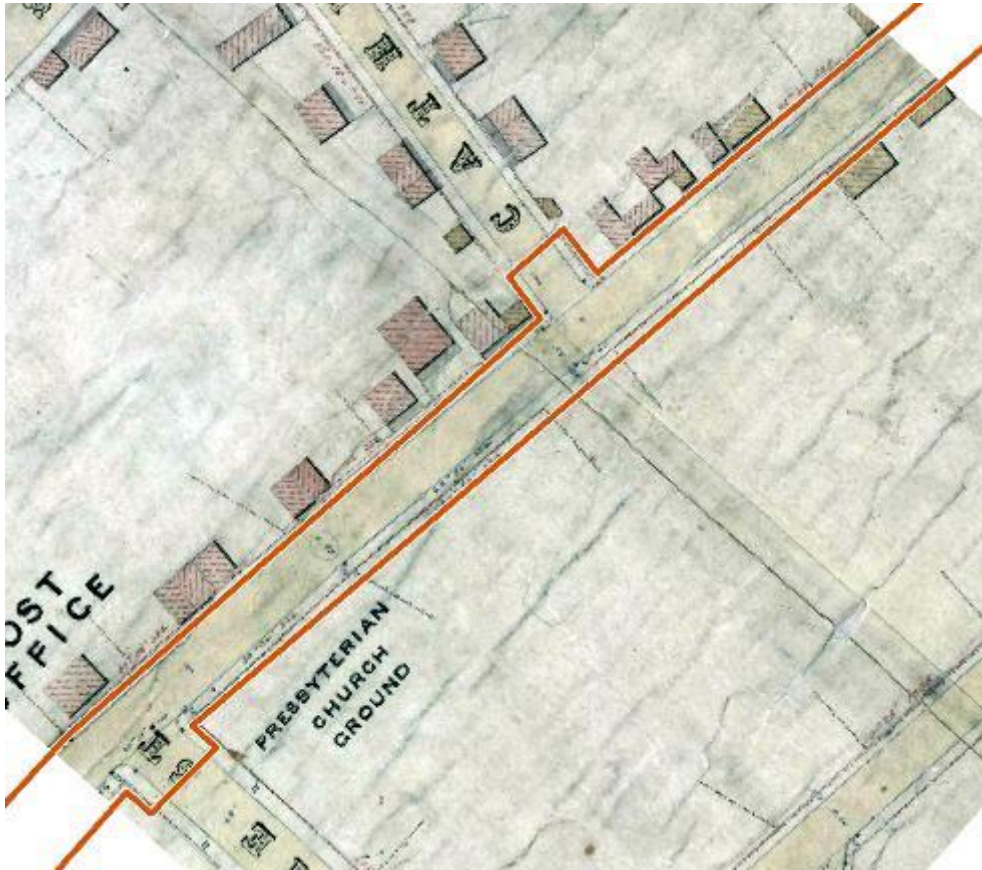


Photo 60 Detail from 1871 Crown plan of Windsor from near Suffolk to Christie streets, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039)

Between Christie and Forbes streets (Photo 61), no buildings/verandahs are recorded within the road reserve/study area.

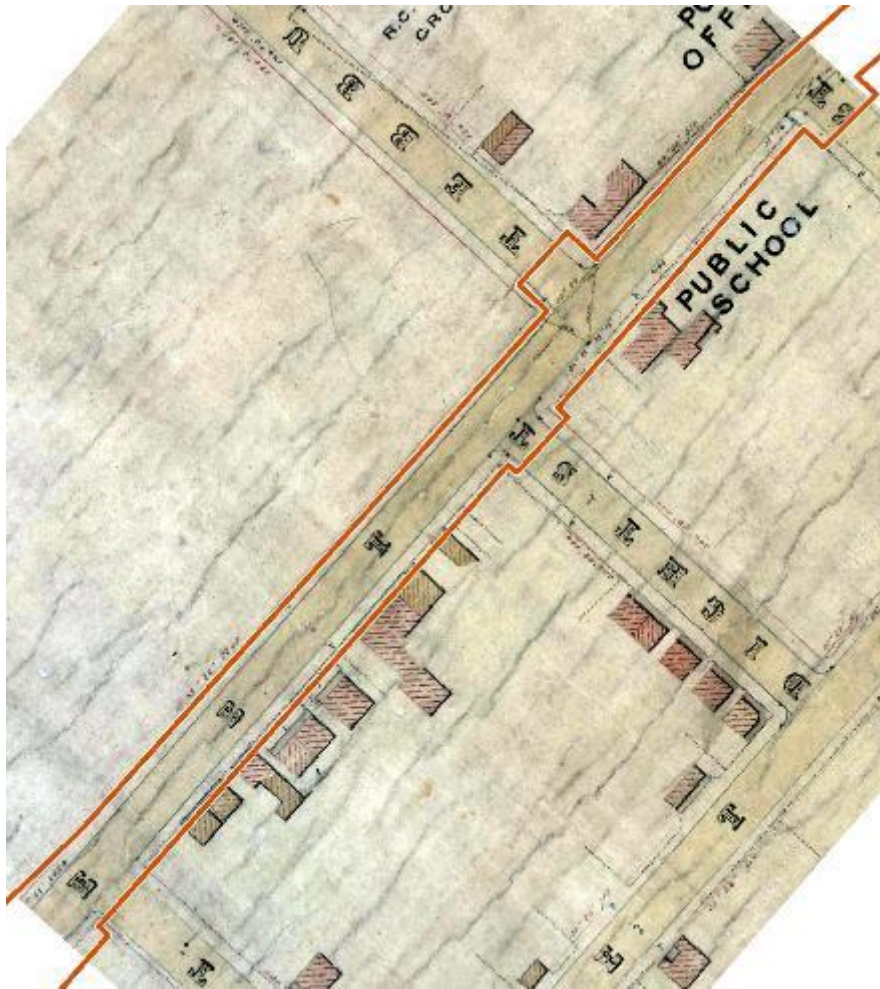


Photo 61 Detail from 1871 Crown plan of Windsor from Christie to Forbes streets, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan W1-1039)

Between Forbes and Brabyn streets (Photo 62), one building/verandah [17] enters the road reserve/study area, and the study area also appears to extend into the boundary of the Roman Catholic Cemetery, encompassing the fenceline [11] recorded there.

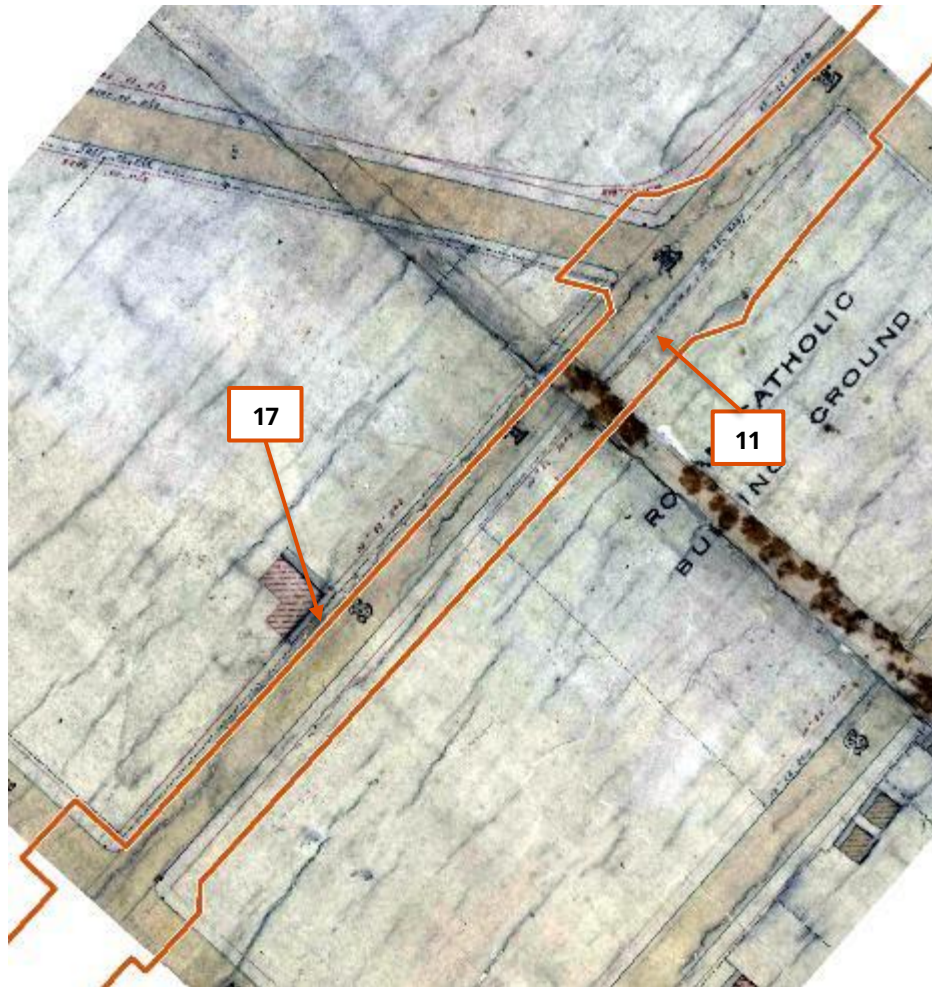


Photo 62 Detail from 1871 Crown plan of Windsor from Forbes to Brabyn streets, with the study area outlined in orange, showing a fenceline [11] and a partial building/verandah [17] within the study area (Source: NSW Land Registry Services, Crown plan W1-1039)

Between Brabyn and the southern end of the study area (Photo 63), due to the later realignment of George Street, three structures [18] [19] are located within the current road reserve/study area.

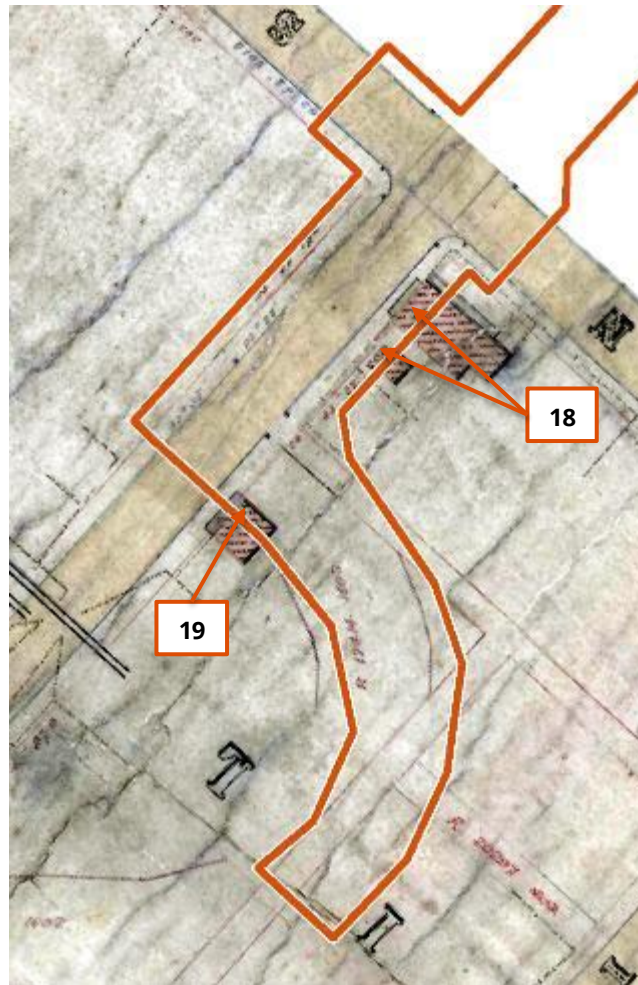


Photo 63 Detail from 1871 Crown plan of Windsor from Brabyn Street to the southern end of the study area, which is outlined in orange, showing 3 buildings within the study area [18] [19] (Source: NSW Land Registry Services, Crown plan W1-1039)

The Borough Council of Windsor was established in March 1871, with nine aldermen elected and the first Mayor being Robert Dick.¹⁵⁹ Council began coordinating efforts to improve the town. Maintenance works for Windsor Square (McQuade Park) were undertaken, installing fencing around the park in 1872, public seats in 1873 and planting new trees. In the same year, Windsor Square was renamed McQuade Park after the 1872 Mayor of Windsor, John McQuade, following a vote by the Council. However, between 1873 and 1878 the name of the park changed several times between Windsor Park and McQuade Park, with the official name of the park continuing to be Windsor Park, but often referred to as McQuade Park.¹⁶⁰ In 1872, further works to George Street were to be undertaken. Council accepted the tender of D. Brown for the works.¹⁶¹ Two years later in 1874, the bridge crossing the Hawkesbury at Windsor opened for public use.¹⁶²

In December of the same year, Windsor suffered a severe fire which reduced much of the northern part of town to rubble (Photo 64). More than 30 houses were destroyed in the fire, along with several major buildings. The block bounded by George, Suffolk, Windsor and Fitzgerald Street was particularly affected, in which only three shops and the Wesleyan Hall were not destroyed. The Barraba Hotel, which stood opposite

¹⁵⁹ (Proudfoot 2017, pp.31–32, Gill 1965, p.561, Windsor Municipal Council 1980, p.8)

¹⁶⁰ (Morris et al. 2004, pp.19–20)

¹⁶¹ ('Windsor.' 1872)

¹⁶² (Proudfoot 2017, p.14, Gill 1965, p.561, Higginbotham 1986, p.31)

the post office, the Methodist Church and parsonage, two tanneries, the Oddfellow's Hall and numerous shops and dwellings were razed. 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.¹⁶³



Photo 64 Damage caused in George and Macquarie Streets by the 1874 fire in Windsor (Source: Hawkesbury City Library)

In 1873 and 1874, Council undertook improvement works to Windsor Park (McQuade Park). These included installation of a horses trough and water pump near a natural boggy waterhole, ploughing and harrowing, tree planting, a new roadway near the boggy waterhole near George Street, construction of a new waterhole (the current lake), gravelling of existing park entrances, establishment of new entrances with ornamental plantings, a roadway with trees between George Street and Richmond Road, and levelling and backfilling.¹⁶⁴

In 1874, the bridge crossing the Hawkesbury at Windsor opened for public use. As part of this, there appears to have been a slight deviation of the road to meet the bridge from where it would have led to the wharf and punt across the river, with a cutting of a roadway or construction of an embankment behind the wharf. It is likely that with this change a new roadway was established in Thompson Square so as to provide access to The Terrace.¹⁶⁵ At the same time, the newly formed Council took on the ownership of Windsor Square (McQuade Park), with Council being empowered to establish rules and regulation for the reserve from the Crown and any Council buildings constructed within the boundary; if Council failed in these responsibilities the reserve would return to Crown.¹⁶⁶ In the same year, the Macquarie Arms Inn transitioned back from a private residence to a licenced premises under the name of the Royal Hotel, operated by the Bushell family until 1900.¹⁶⁷

¹⁶³ (Lavelle 1996, pp.10, 14, Steele 1916, 'Disastrous Fire At Windsor.' 1874)

¹⁶⁴ (SRNSW, KL 52248, Minute-book 1872-1875, 65, 112, 119, 139-40, 243, cited by Morris et al. 2004, p.21)

¹⁶⁵ (Proudfoot 2017, p.14, Gill 1965, p.561, Higginbotham 1986, p.31)

¹⁶⁶ (Morris et al. 2004, p.18 Land & Property Information [LPI], Vol. 181 fo.31; grant 74/83 cited by)

¹⁶⁷ (Gill 1965, p.557, Ruhen & Adams 1970, p.34, Baker 1967, p.18)

In 1879 the Post Office (Hawkesbury LEP 2012, Item no. I235) was constructed at 180 George Street to replace an unsuitable private building that had been in use since 1828. It was designed by Colonial Architect James Barnet and was complete in 1880 by Michael Leeds. The building is a 2 storey brick Victorian Italianate design with corner arcade. A stable block was built at the rear in 1884 and in 1890 the balcony with iron posts and balustrading was constructed in addition to a single storey wing to Fitzgerald Street for the telegraph and telephone service.¹⁶⁸

A series of photographs taken in 1879 provide an indication of the development of Windsor at this time. A photograph of Thompson Square and the houses adjacent (Photo 65) indicate the road surface [9] as being gravel or dirt, and stone kerbing does not appear to be present. A subsequent view of the Windsor Bridge and Thompson Square from the opposite side of the Hawkesbury River provides further detail (Photo 66). The roadway [9] leading to the new bridge meanders through the square, which has been cut into the side of the slope. A view from the junction of George and Fitzgerald streets towards the railway station also indicates that George Street was a bustling centre of the town, with hotels, shops and dwellings located in this area (Photo 67). As has been noted in historical plans, some of the building verandahs extend over the public footpath area within the road reserve. The road surface appears to be metal with stone kerbing also present. Another photograph shows the new Windsor Public School with teachers and students (Photo 68). Similar to the previous photograph, the road is likely a metalled surface with stone kerbing, as well as what might be an electricity pole within the footpath.



Photo 65 1879 photograph of Thompson Square, showing the roadway [9] to the riverbank
(Source: (Baker 1967, p.24)

¹⁶⁸ (Howard Tanner and Associates 1984, p.65)

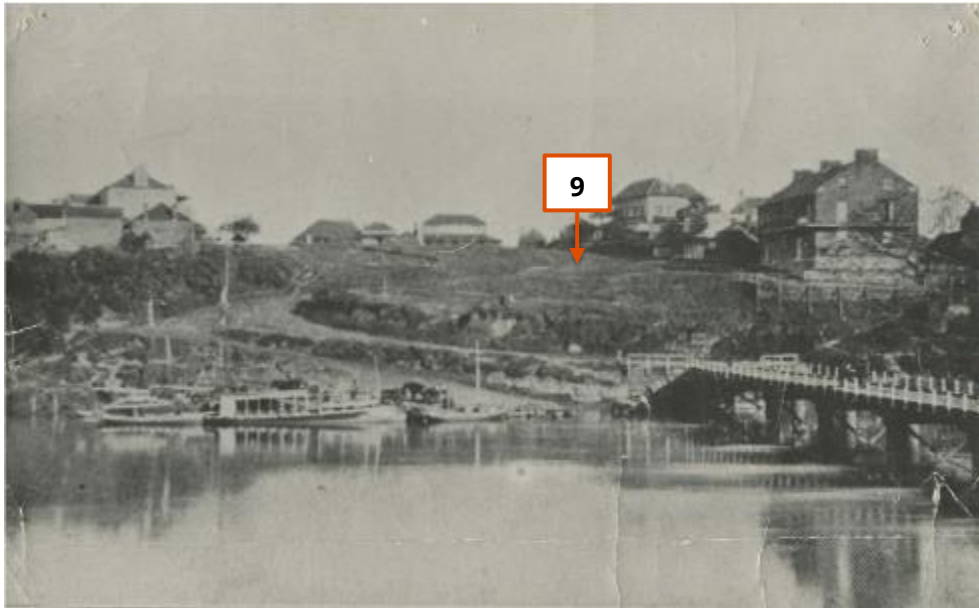


Photo 66 1879 photograph of Windsor Bridge towards Thompson Square and the roadway [9] leading to the new bridge (Source: Hawkesbury Regional Museum)



Photo 67 1879 photograph of George Street, taken from the junction with Fitzgerald Street towards the railway station (Source: Hawkesbury City Library)



Photo 68 1879 photograph of Windsor Public School (Source: Hawkesbury Regional Museum)

Windsor as a stable district town (1880s to 1920)

In the 1880s, improvement works were being undertaken in Thompson Square. This included the road leading from Bridge Street to George Street, and by 1883 kerb stones were being installed with the works completed in 1886. This work likely extended further along George Street as part of a wider project to improve the town infrastructure and sanitation.¹⁶⁹ Windsor was also resurveyed in the 1880s, now complete with narrow laneways down the middle of the section blocks. Much of the town blocks appeared to remain vacant until this time.¹⁷⁰ These plans could not be obtained for this assessment.

The historically listed House (Hawkesbury LEP 2012, Item no. I215) was constructed at 307 George Street in c.1880. This item is a brick cottage with a symmetrical three bay fronted design, elegant cast iron veranda with curved iron roof in original colours. The house has sandstone foundations, plaster quoins and lions to the front door steps, four panel timber door with sidelights, two pane windows with narrow sashes each side, a hipped slate roof and ornate chimney. The front fence has fine stone piers with pike and rail iron panels and gate and a timber stable block still stands at the rear.¹⁷¹ The heritage listed Shop (Hawkesbury LEP 2012, Item no. I197) was also constructed c.1880 at 199 George Street which is a pair of two storey Italianate shoppe brick construction with stuccoed mouldings to windows and parapets rare to Windsor.¹⁷² In 1881, Windsor's population was at 2,033 people.¹⁷³ A private school, Etham College, was located in George Street opposite the Presbyterian Church. This school was run by Mr J. T. Fitzgerald, likely during the 1880s.¹⁷⁴

In 1882, work commenced for the construction of a pavilion in the eastern part of Thompson Square, which a year prior had been temporarily renamed Davis Park in honour of a local politician. In the same year a

¹⁶⁹ (Biosis Research & Cultural Resource Management 2012, p.102, Steele 1916)

¹⁷⁰ (Proudfoot 2017, p.22)

¹⁷¹ (Howard Tanner and Associates 1984, p.81)

¹⁷² (Howard Tanner and Associates 1984, p.68)

¹⁷³ (Proudfoot 2017, p.31)

¹⁷⁴ (Steele 1916)

summer house was also constructed in the reserve. However, it has been suggested that these two structures are the same.¹⁷⁵ A c.1890s photograph shows the finished brick summer house [20] in Thompson Square (Photo 69). This photograph also shows the condition of the road, which appears to be either compacted dirt metal; there does not appear to be any stone kerbing present adjacent to the two-rail fence enclosing [21] Thompson Square, but a light pole [21] is present.

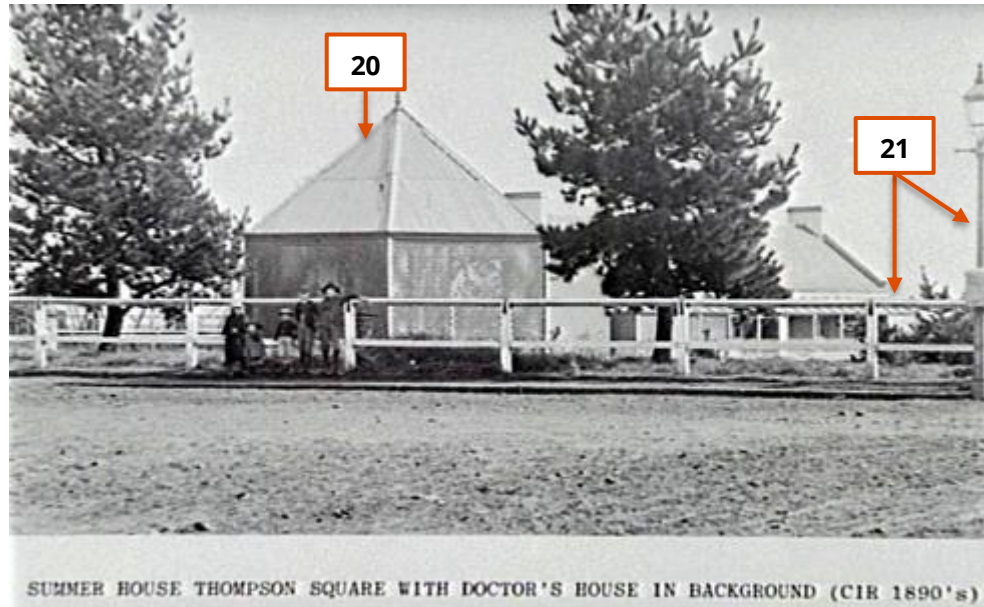


Photo 69 c.1890s photograph of the summer house [20] in Thompson Square, and two-rail fence and light pole [21] (Source: Place Design, provided January 2021)

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 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.¹⁷⁶

A number of other developments occurred in Windsor during the 1880s. 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.¹⁷⁷

In 1885 the historically listed Shop (Hawkesbury LEP 2012, Item no. 1198) was constructed at 206 George Street. It is a late Victorian two storey shop that replaced a prior single storey shop. It has richly moulded

¹⁷⁵ (Biosis Research & Cultural Resource Management 2012, pp.100, 101)

¹⁷⁶ (Heritage NSW 2010)

¹⁷⁷ (Proudfoot 2017, p.32, Gill 1965, p.561, Windsor Municipal Council 1980, pp.8, 10, Steele 1916)

parapet bears, a central arched plaque and original awning.¹⁷⁸ By 1886, Windsor had six tanneries. However, the smaller tanneries ceased production by 1900.¹⁷⁹ In 1887, Thompson Square was vested in Council as Riverside Park, and later in 1899 was dedicated as a recreational reserve.¹⁸⁰

A c.1880s photograph of the Commercial Bank (Hawkesbury LEP 2012, Item no. I185) at the corner of Kable and George streets shows the scale of the building but also the condition of the study area (Photo 70). The building features masonry boundary walls with metal fencing, while the road appears to be metalled with stone kerbing and guttering; two small posts are located at kerb at the front of the building entrance.



Photo 70 c.1880s photograph of the Commercial Bank (Hawkesbury LEP 2012, Item no. I185) at the corner of George and Kable streets (Source: Hawkesbury City Library)

By 1888, a single alignment from Bridge Street crossed George Street and continued straight down the slope of Thompson Square to the wharf and bridge. The remnant curve in the middle of the square was connected on the western side to a new road that ran down in front of the town allotments ending at the embankment above the punt house.¹⁸¹

In 1889, Windsor commenced works to provide its own water supply, having previously had water carried from the wharf. A plan for this water supply was developed around 1888 (Photo 71). Water from the river was pumped to an elevated tank in Fitzgerald Street. Reticulated pipes [23] were laid down George Street from Railway Street to the end of Thompson Square, while footpaths were also being asphalted. By 1890, the town water supply was in operation.¹⁸² The c.1888 plan also provides some information regarding the study area at this time. This plan records where buildings and verandahs extend into the road reserve/study area.

¹⁷⁸ (Howard Tanner and Associates 1984, p.70)

¹⁷⁹ (Proudfoot 2017, p.67)

¹⁸⁰ (Biosis Research & Cultural Resource Management 2012, pp.100–101)

¹⁸¹ (Biosis Research & Cultural Resource Management 2012, p.93)

¹⁸² (Proudfoot 2017, p.32, Gill 1965, p.561, Windsor Municipal Council 1980, p.10, Biosis Research & Cultural Resource Management 2012, p.102)

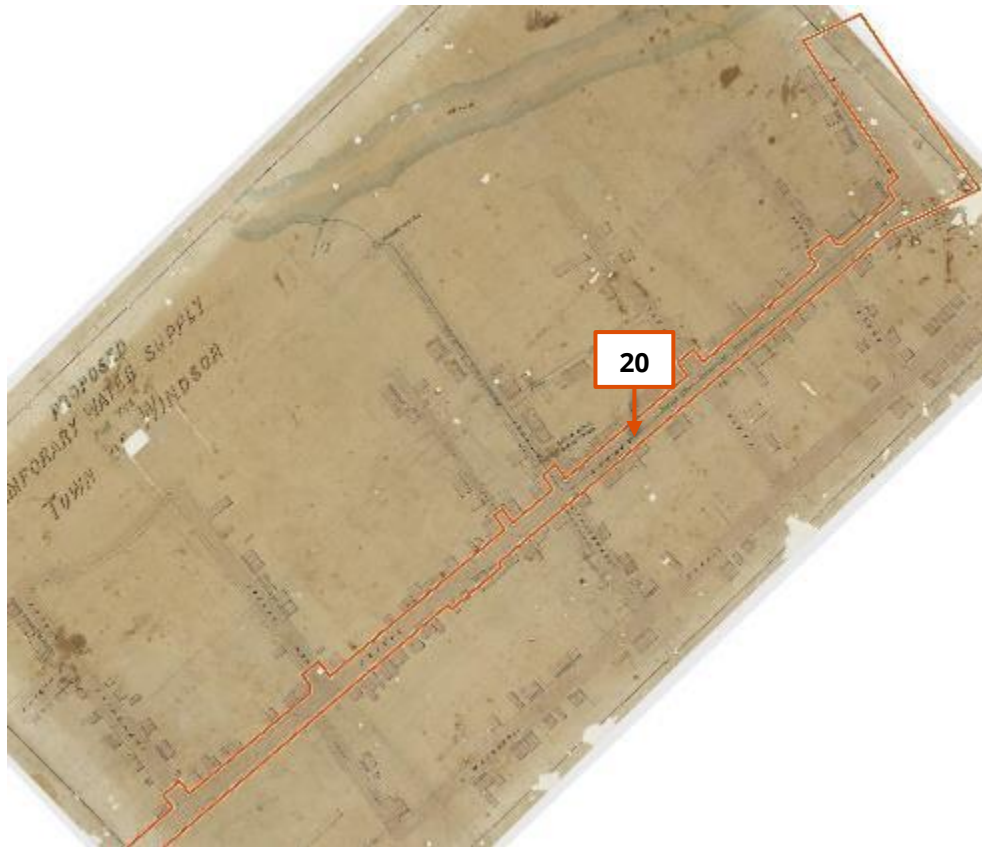


Photo 71 c.1888 plan showing the proposed temporary water supply for the town of Windsor, with the study area outlined in orange, with the location of the reticulated pipe [20] (Source: State Library of NSW, reference FL16810603)

Between Thompson Square and Kable streets (Photo 72), there are five buildings/verandahs [14] that enter the road reserve/study area previously identified in the 1871 plan (Photo 58), and 13 buildings/verandahs [24] which previously were not recorded as being within the road reserve/study area.



Photo 72 Detail of c.1889 plan of the proposed temporary water supply for Windsor between Thompson Square and Kable streets, showing buildings/verandahs [14] [24] extending into the study area (Source: State Library of NSW, reference FL16810603)

Between Kable and Fitzgerald streets (Photo 73), there are two buildings/verandahs [7] previously identified in the 1835 plan (Photo 47), and 10 buildings/verandahs [25] not previously recorded as extending into the road reserve.

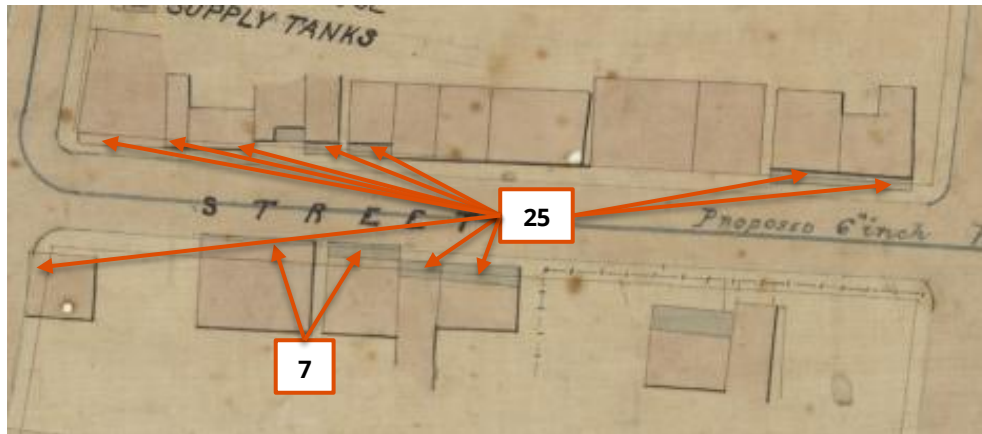


Photo 73 Detail of c.1889 plan of the proposed temporary water supply for Windsor between Kable and Fitzgerald streets, showing buildings/verandahs [7] [25] extending into the study area (Source: State Library of NSW, reference FL16810603)

Between Fitzgerald and Suffolk streets (Photo 74), there are 11 buildings/structures [8] [15] present which were previously identified (Photo 48, Photo 59) and four previously unrecorded buildings/verandahs [26] which enter the road reserve/study area on the western side of George Street.

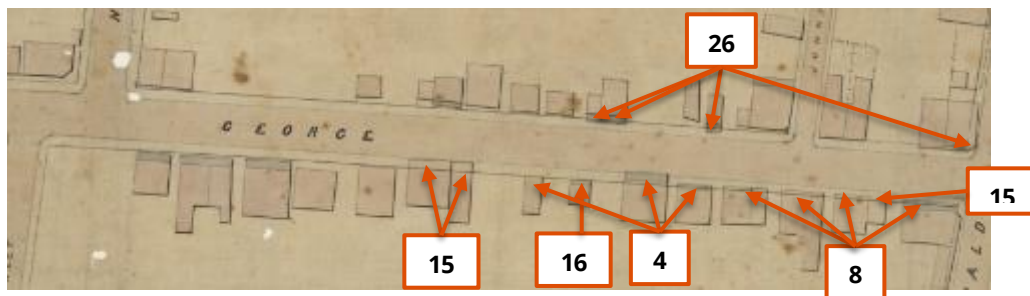


Photo 74 Detail of c.1889 plan of the proposed temporary water supply for Windsor between Fitzgerald and Suffolk streets, showing buildings within the study area [4] [16] and buildings/verandahs [8] [15] [26] extending into the study area (Source: State Library of NSW, reference FL16810603)

From Suffolk Street onwards there are no buildings/verandahs which enter the road reserve or study area (Photo 75).

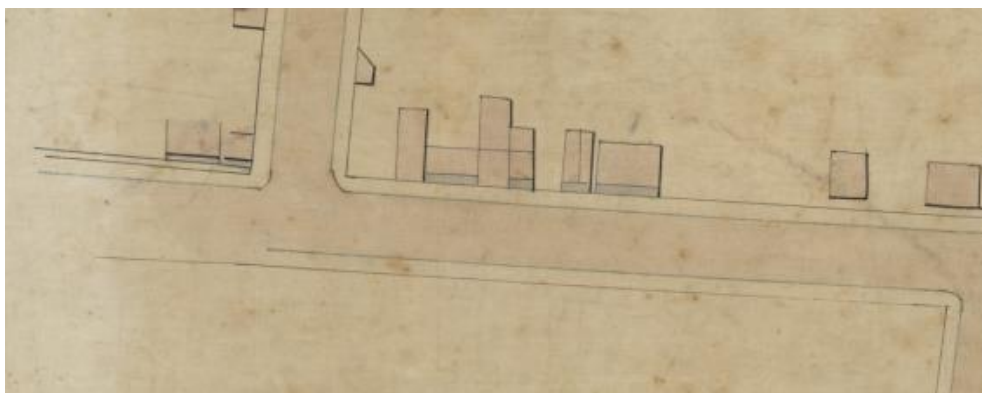


Photo 75 Detail of c.1889 plan of the proposed temporary water supply for Windsor from Suffolk to near Christie street (Source: State Library of NSW, reference FL16810603)

In 1889, the grounds of the Roman Catholic Cemetery were resurveyed, with the plan indicating that the site was divided into two parts: the southern for the cemetery; and the northern for use as school grounds. This plan confirmed the site as Crown land. A paling fence ran along the George Street boundary of the cemetery. A creek dam had been established in the northern portion, suggesting that this area was not used.¹⁸³ A Crown Plan to this date shows the creekline within the School Grounds (Photo 76). A culvert [27] is marked within George Street and the study area, north of Richmond Road. A fence line [11] is also marked fronting George Street, while plans to place a road from Richmond Road to the junction of Forbes and Macquarie Street is shown.

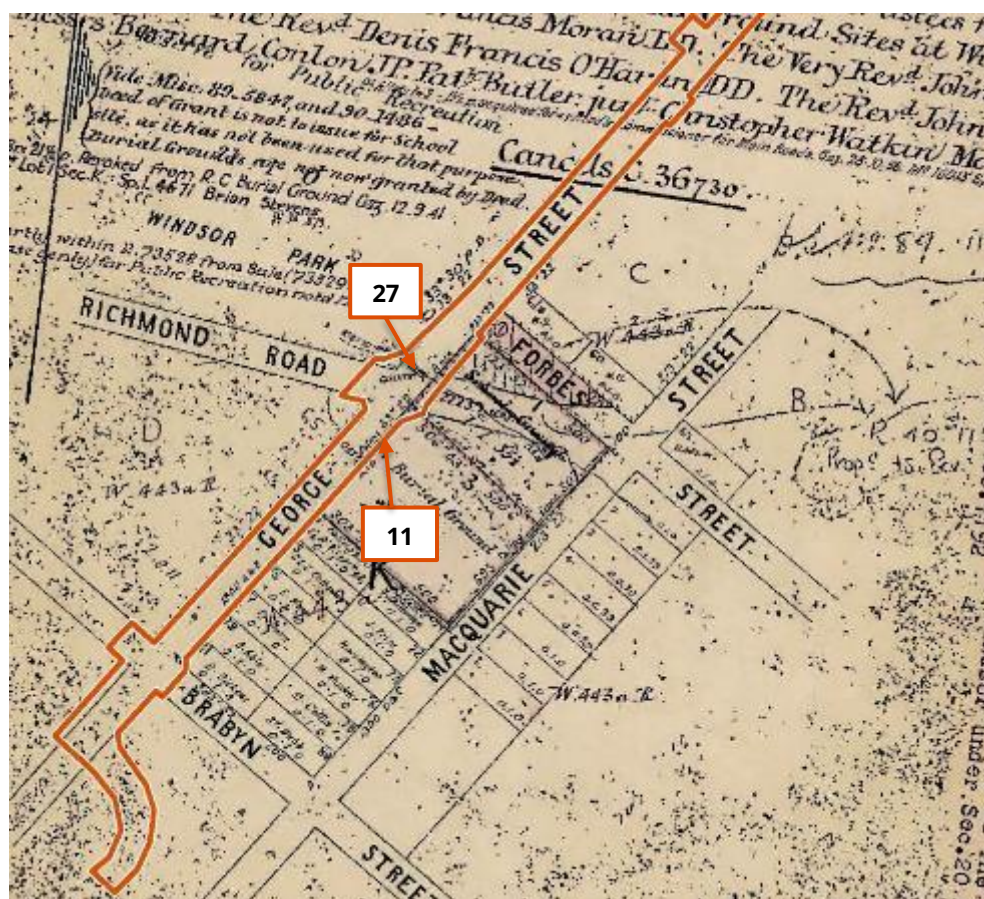


Photo 76 1889 Crown plan of the Roman Catholic Burial Ground, with the study area outlined in orange, showing the fenceline [11] and culvert[27] within the study area (Source: NSW Land Registry Services, Crown plan 41.873)

From the 1890s onwards, sport activities were facilitated in McQuade Park through works undertaken by Council, with sports such as cricket, football, cycling, tennis, lawn bowls associated with the park.¹⁸⁴ In 1891, a water fountain was constructed at the George Street entrance to the park.¹⁸⁵

The heritage listed Shop (Hawkesbury LEP 2012, Item no. 1477) was also constructed in c.1890 at 396 George Street, which is an Edwardian cottage with weatherboard gabled pediment and curved timber bracket to veranda posts.¹⁸⁶

¹⁸³ (AHMS 2006, p.19)

¹⁸⁴ (Morris et al. 2004, p.22)

¹⁸⁵ (Morris et al. 2004, p.27)

¹⁸⁶ (Howard Tanner and Associates 1984, p.85)

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.¹⁸⁷

A detailed account of Windsor is given in an 1892 publication of *The Australian Handbook*, which describes the town's major buildings, works and institutions. George and Macquarie streets are noted as the principal streets, with the town featuring a post office, money order office, Government savings bank and telegraph office, court house and goal, Bank of New South Wales and Commercial Bank, with around 12 main stores and the primary hotels being the Fitzroy, Royal Exchange, the Royal and Carrington. The Church of England St Matthew's is noted as a brick building with a belfry and a foundation stone laid by Governor Macquarie in 1817. The Roman Catholic St Matthew's church was recorded as being built in the Gothic style, with other churches including the brick Wesleyan Chapel and Presbyterian Church, the Congregational Church and timber Salvation Army barracks. A combined hospital and benevolent asylum was also present, along with a private observatory. A new bridge over South Creek on iron piers had replaced the previous Fitzroy Bridge, while Windsor Bridge crossing the Hawkesbury River is also supported by iron piers.¹⁸⁸

Street works were used in the early 1890s to combat unemployment caused by the severe recession that gripped the country. It was stated in 1893 that George Street was repaired from Thompson Square to Baker Street with the gutter being removed and lowered due to the unevenness of the road level.¹⁸⁹ Three years later in 1896, the mill on George Street was demolished.¹⁹⁰

In 1897 the heritage listed Bank (Hawkesbury LEP 2012, Item no. I185) located at 141 George Street was constructed at a cost of £3630 by the Mansfield Brothers and is a typical of their designs for the Commercial Banking Company of Sydney Ltd.¹⁹¹ The company was founded in the 1850s and merged with the National Bank in the 1980s.¹⁹² A masonry arched entrance and deep rounded windows of the ground floor are topped by French shuttered windows that open to a cast iron front veranda and supportive columns with delicate infill design.¹⁹³ The same year the Shop (Hawkesbury LEP 2012, Item no. I223) at 394 George Street was constructed for £600 by George Robertson as a general store. It has a sandstone faced shop front with circular arched main door surmounted by two carved sandstone figures representing trade and commerce, large shop display windows, and is topped by a balustrade parapet and central figure of Britannica. These figures were created by Mr O'Kelly, an Irish stonemason who lived at the opposite house and worked on the Cardinal Place at Manly. The rest of the ground floor is constructed from sandstone and the first floor of double clinker bricks.¹⁹⁴ In the same year, the deck of the Windsor Bridge was raised by 2.4 metres. As part of these works, the level of the roadway would also have been raised to meet the new height of the bridge.¹⁹⁵

¹⁸⁷ ('The Condition of George-street.' 1890, 'The Disgraceful State of George-street.' 1890)

¹⁸⁸ (Proudfoot 2017, p.33)

¹⁸⁹ (Biosis Research & Cultural Resource Management 2012, p.102)

¹⁹⁰ (Proudfoot 2017, p.65)

¹⁹¹ (Howard Tanner and Associates 1984)

¹⁹² (Heritage NSW 2002)

¹⁹³ (Howard Tanner and Associates 1984)

¹⁹⁴ (Howard Tanner and Associates 1984, p.90)

¹⁹⁵ (Proudfoot 2017, p.14, Higginbotham 1986, p.31)

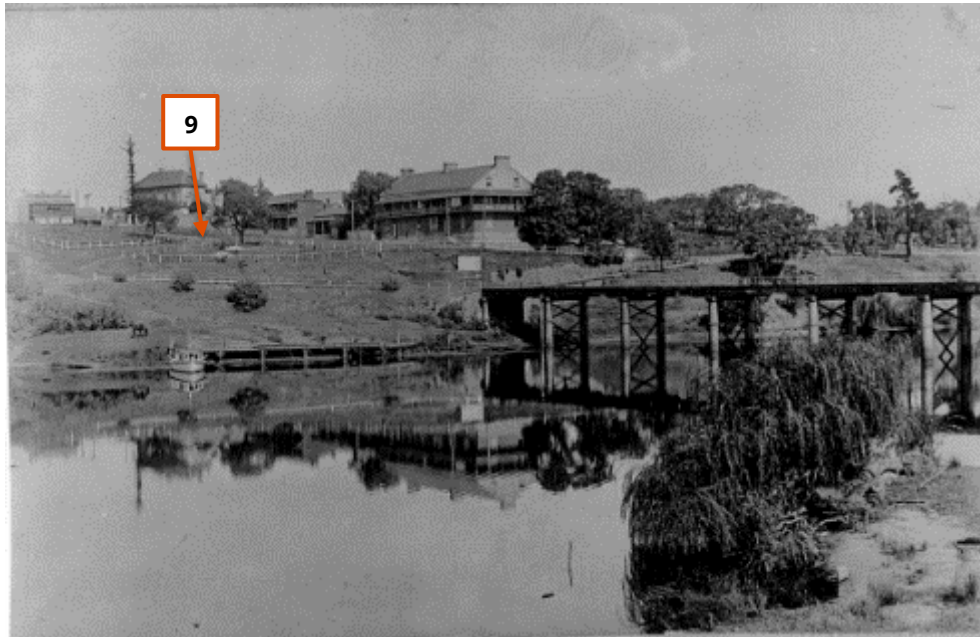


Photo 77 Post-1897 photograph of the raised Windsor Bridge, the roadway running through Thompson Square [9] and raised roadway at the base of Thompson Square (Source: (Higginbotham 1986 Figure 7.5))

Some improvement works occurred in Thompson Park in the 1890s, including repair and repainting of seats in 1896, while landscaping including levelling and tree plantings along with installation of new seats was undertaken in the lower portion of the Thompson Square reserve in 1897. At the same time, kerbing and guttering works continued in Thompson Square until the later 1890s.¹⁹⁶

A series of photographs attributed to the 1890s-1900s provide information regarding the development of Windsor and the study area at this time. An arch [28] was constructed over George Street at the intersection with Fitzgerald Street (Photo 78). The study area features numerous verandahs and awnings over the footpath, with stone kerbing and guttering and a metalled road; some tree plantings and flag poles are also present. Another photograph from c.1890s-1900s shows melons being carted to Windsor Station, taken from the corner of Tebutt and George streets (Photo 79). The roadway is metalled and features stone gutters. Similarly, a c.1890s-1900s photograph of George Street taken near the junction with Christie Street (Photo 80), featuring the Presbyterian church on the right, shows verandahs overlying the footpaths, with stone kerbing and gutters and paling fences along property boundaries. A c.1890s-1900s photograph of George Street from Kable Street towards Windsor Station provides similar information, with light poles also present within the footpath (Photo 81).

¹⁹⁶ (Biosis Research & Cultural Resource Management 2012, pp.101–102)



Photo 78 c.1890s photograph of the arch [28] constructed over George Street at the intersection with Fitzgerald Street (Source: Hawkesbury City Library)



Photo 79 c.1890s-1900s photograph of melons being carted to Windsor Station, taken from the corner of Tebutt and George streets (Source: Hawkesbury City Library)

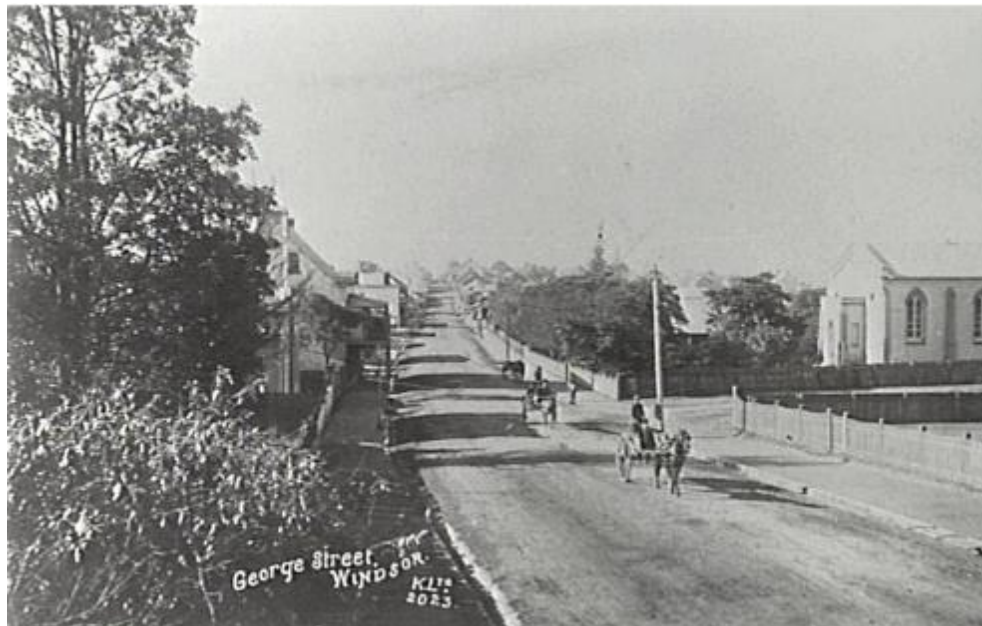


Photo 80 c.1890s-1900s photograph of George Street near the junction with Christie Street
(Source: Hawkesbury City Library)



Photo 81 c.1890s-1900s photograph of George Street from Kable Street towards Windsor Station
(Source: Hawkesbury City Library)

In c.1900 the historically listed Learholm (Hawkesbury LEP 2012, Item no. I222) at 393 George Street was constructed, which is a timber cottage with decorative timber barge boards and bay windows overlooking the front gable.¹⁹⁷

From 1903, the north-eastern corner of McQuade Park has been utilised for memorial and ceremonial activities. In this year, a memorial to those who served in the Boer War was constructed, followed by memorial gates erected in honour of local people who served in World War I. This area has been used for

¹⁹⁷ (Howard Tanner and Associates 1984, p.93)

ANZAC and other military memorials since this time.¹⁹⁸ The heritage listed Bandstand Rotunda (Hawkesbury LEP 2012, Item no. I218) is located within this park, however its construction date is unclear.¹⁹⁹

A 1905 photograph of George Street provides some information regarding the study area at this time (Photo 82). The street is crowded with buildings which appear to be of both a residential and commercial nature with a variety of sizes and forms. The roadway itself still appears to be metalled, with stone kerbing and guttering on either side. A light pole is also present. As has been noted in historical plans, some of the building verandahs extend over the public footpath area within the road reserve.



Photo 82 1905 photograph of George Street, taking near New Street looking towards Fitzgerald Street (Source: Hawkesbury City Library)

In 1906, the Borough of Windsor was made a municipality, with the boundaries extended to include rural areas.²⁰⁰ 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. Moving along George Street, there existed:

- Sir John Young Hotel / Hawkesbury River Inn / Hawkesbury Hotel (c.1861-1915) opposite Thompson Square, with the Royal Hotel (Macquarie Arms Inn) also at Thompson Square.
- Between Baker and Fitzgerald streets, at least six hotels existed. These included the Butcher's Arms near Baker Street, in operation at 1843, the Red Lion also near Baker Street, in operation during 1835-1837, Barley Mow near Kable Street, in operation in 1837, with another hotel nearby and possibly adjacent to the Congregational Church potentially known as the Golden Nugget / Cricketer's Arms (1857-1860) / Barley Corn. The Royal Oak was located off George Street in Baker Street, operating from the 1830s-1860s. At the site of the Commercial Bank at the corner of George and Kable streets was previously the Ridge's Horse and Jockey / Gaddersly, operating at least during the 1840s-1860s, and noted as the starting point for the coach journey's to Sydney. Two hotels were situated between the Bank of NSW and the Post Office, once of which was the White Hart, in operation from the 1830s to at least 1860s, while the other was the Plough Inn, in operation for at least 1835 -1845. Opposite

¹⁹⁸ (Morris et al. 2004, p.24, Steele 1916)

¹⁹⁹ (Howard Tanner and Associates 1984, p.88)

²⁰⁰ (Proudfoot 2017, p.32)

the Bank of NSW was the Fitzroy, built during the 1860s or earlier, and it has been said that the Parramatta coaches ran from this location in 1847. The Bird in the Hand was located on Fitzgerald Street next to the Post Office and operated from at least 1837 into the 1850s. Similarly, the Barraba was opposite the Post Office, built in 1857 but destroyed in the 1874 fire. The White Swan was located near Fitzgerald Street, operating during at least the 1830s and 1840s, and may have been the Green Dragon of 1821. The Royal Exchange was situated at the corner of Johnston Street, estimated to have been established in the 1860s. A public house had existed in this vicinity, possibly known as St Patrick or the Rose Inn, possibly operating from the 1830s to 1870s.

- Further down George Street near the creek crossing there was a hotel that was operating in the 1840s, and another possibly called the White Horse, while a further public house was located opposite Catherine Street, operating during the 1840s. Also near Catherine Street was the Australian / Butcher's Arms / Oddfellows' Arms, operating at least during the 1870s. Opposite the Salvation Army Barracks was a hotel, possibly known as the Erin-go-bragh which may have operated during the 1860s-1870s. Opposite the Presbyterian Church on George Street, the Royal Hotel which operated during at least the 1860s. The Commercial Hotel / McQuade Park Hotel at the corner of George and Tebutt streets and opposite Windsor Park (McQuade Park) was built in 1840s and operating until the 1890s. The Railway Hotel / Farmer's Hotel at the corner of Brabyn and George Street operated from the mid-1860s following the construction of the railway, into the 1880s, with the building formerly being the Benevolent Society's home until 1846 followed by a private school.²⁰¹

In 1907 the AC Stearn Building, also known as the Copper Dog Pet Shop, was constructed at 74 George Street and is located within the Thompson Square Conservation Area. It is a two story shop that once had a cast iron veranda that has now been removed. The historically listed House (Hawkesbury LEP 2012, Item no. 1205) was constructed c.1910 to 1920 at 268- 270 George Street. It as a pair of intact cottages made of brick with a half timbered gable and decorative timber work.²⁰²

In 1913, the original 1836 Benevolent Asylum located adjacent to the study area at Brabyn Street was demolished and a new home constructed.²⁰³ A 1915 photograph of a recruitment parade shows George Street near Fitzgerald Street (Photo 83). The streetscape is largely of the same character, with verandahs from commercial premises extending over the public footpath in the road reserve, a metalled road and stone kerbing and guttering. Additional light or electricity poles are also situated within the footpaths near the kerbs. Three years later in 1916, electricity was supplied to Windsor from the Onus Brothers Company.²⁰⁴ An etching of the Royal Hotel (Macquarie Arms Inn) was produced around this time, likely viewed from Thompson Square due to the angle of descent of the road (Photo 84). The building itself has had the corners of its ground floor verandah enclosed and there are also steps [29] within the grass verge leading to the road and a post [29].

²⁰¹ (Steele 1916)

²⁰² (Howard Tanner and Associates 1984, p.76)

²⁰³ (Steele 1916)

²⁰⁴ (Proudfoot 2017, p.32, Windsor Municipal Council 1980, p.10)

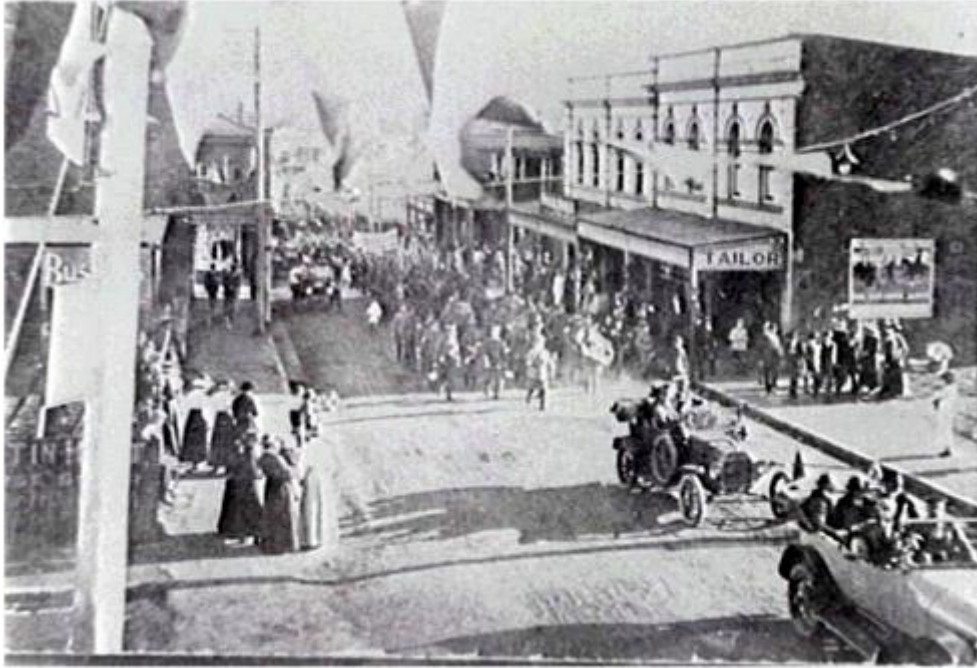


Photo 83 1915 photograph of George Street near the corner of Fitzgerald Street during a recruitment parade for World War I (Source: Hawkesbury City Library)



Photo 84 c.1916 etching by Lionel Lindsay of the Macquarie Arms Inn, when it was known as the Royal Hotel, showing steps and a post [29] (Source: Baker 1967, p.15)

Modernisation of Windsor (1920 to present)

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 19th 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.²⁰⁵

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.²⁰⁶ Photographs from the following year show road construction works to 'the main road in Windsor' (Photo 85, Photo 86); 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.



Photo 85 1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001670, cited in AAJV 2017)

²⁰⁵ (Biosis Research & Cultural Resource Management 2012, p.103)

²⁰⁶ ('Tarring George Street.' 1923)



Photo 86 1924 photograph of reconstruction of the main road in Windsor (Source: (State Library of NSW, image no. 2024-a038-001671, cited in AAJV 2017)

The following year in 1924, the New Street power station in Windsor was destroyed by fire; as a result, electricity was provided by the Hawkesbury Agricultural College.²⁰⁷

The 1920s saw the construction of two historically listed Shops (Hawkesbury LEP 2012, Item no. I181; Hawkesbury LEP 2012, Item no. I182) at 133-135 George Street, which includes two, two storey brick Georgian Revival commercial buildings, in addition to Shop (Hawkesbury LEP 2012, Item no. I194) at 189 George Street, which is a commercial building with interesting decoration.²⁰⁸ In c.1925 the historically listed House and Shop (Hawkesbury LEP 2012, Item no. I183) was constructed. It consists of a corner commercial building with altered ground floor and removal of decorations, yet intact upper floor.²⁰⁹ In addition to the historically listed Shop (Hawkesbury LEP 2012, Item no. I190) at 162 George Street, which is a two storey commercial building with fine terra cotta detailing to the parapet and original awning, Shop (Hawkesbury LEP 2012, Item no. I193) at 181 George Street, which is a two storey corner building.²¹⁰

In 1928, a Crown plan was created for the deviation of George Street under the Blacktown-Richmond Railway (Photo 87). The plan shows the deviated road [30] transecting Allotments 2-3 and 5-8 of Section N, while the study area also enters a small portion of Allotment 1. The structures previously identified in the 1871 Crown plan (Photo 63) are not recorded; it is possible these buildings had already been demolished, or would be demolished as part of the George Street deviation works. No structures are shown further north within the Benevolent Asylum land north of Allotment 2. Road features such as stone kerbs and guttering and road surfaces may have been removed as part of the works, or equally have been left in situ and constructed over.

²⁰⁷ (Proudfoot 2017, p.32)

²⁰⁸ (Howard Tanner and Associates 1984, pp.52, 64)

²⁰⁹ (Howard Tanner and Associates 1984, p.53)

²¹⁰ (Howard Tanner and Associates 1984, pp.60-63)

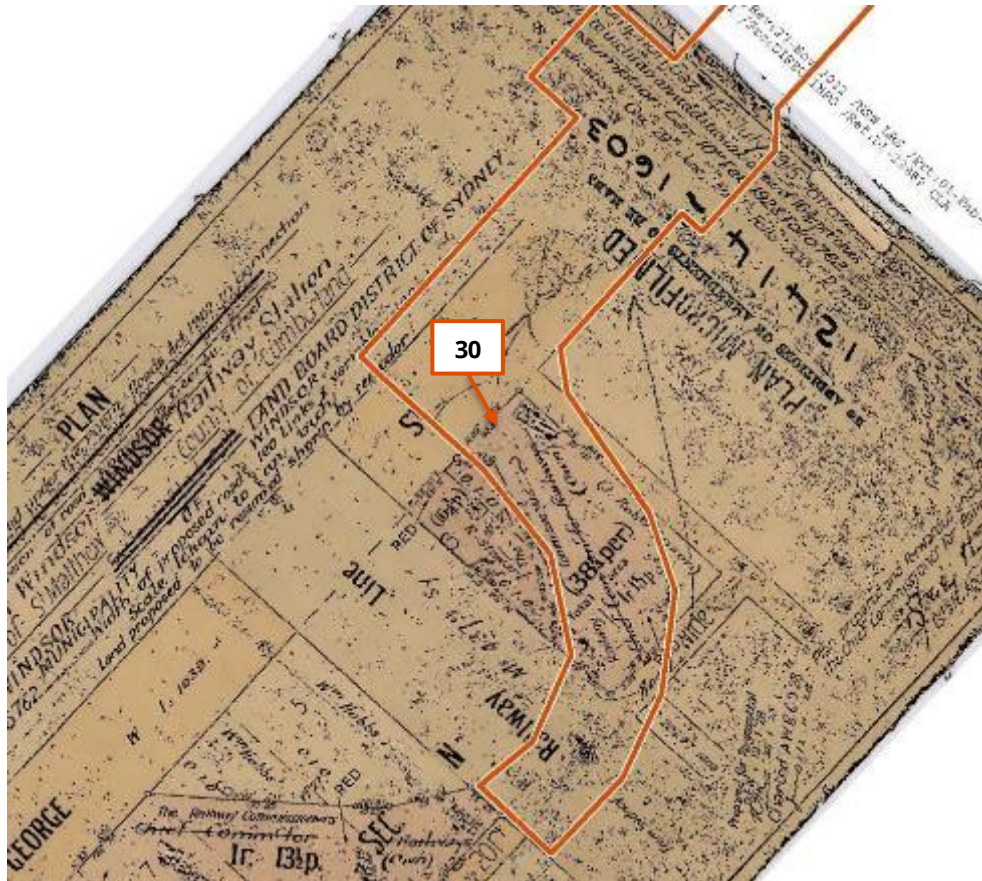


Photo 87 1928 Crown plan of the deviation of George Street [30] under the Blacktown-Richmond Railway, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan 12414.1603)

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 no drainage allowed the water to move along.²¹¹ The following year, road works were approved by Council in 1930 to improve the dangerous corner at the intersection of George Street and Richmond Road, resuming a portion of land within McQuade Park.²¹² A 1931 Crown plan details this resumption (Photo 88). A portion of the study area cuts into the lot located on the southern corner of the road junction, with the original corner located within the study area. Road features such as stone kerbing, guttering and road surfaces would have either been removed within this small area or left in situ and simply paved over. The resumption was officially made in 1932.²¹³ An undated aerial photograph is likely taken around this time, as it shows the rounded curve of Richmond Road where it meets George Street (Photo 89). In addition to the dwellings and commercial buildings along George Street, the photograph includes views of the Roman Catholic Cemetery and McQuade Park. The cemetery is fenced off, with only the southern portion used for burials, while some plantings are present in the park. Electricity / light poles are present along both Richmond Road and George Street, and the deviation of George Street under the rail line also appears to have been completed by this date.

²¹¹ ('Windsor Council' 1929)

²¹² ('Windsor Council' 1930)

²¹³ (LPI, Vol. 181 fo.31 cited by Morris et al. 2004, p.18)

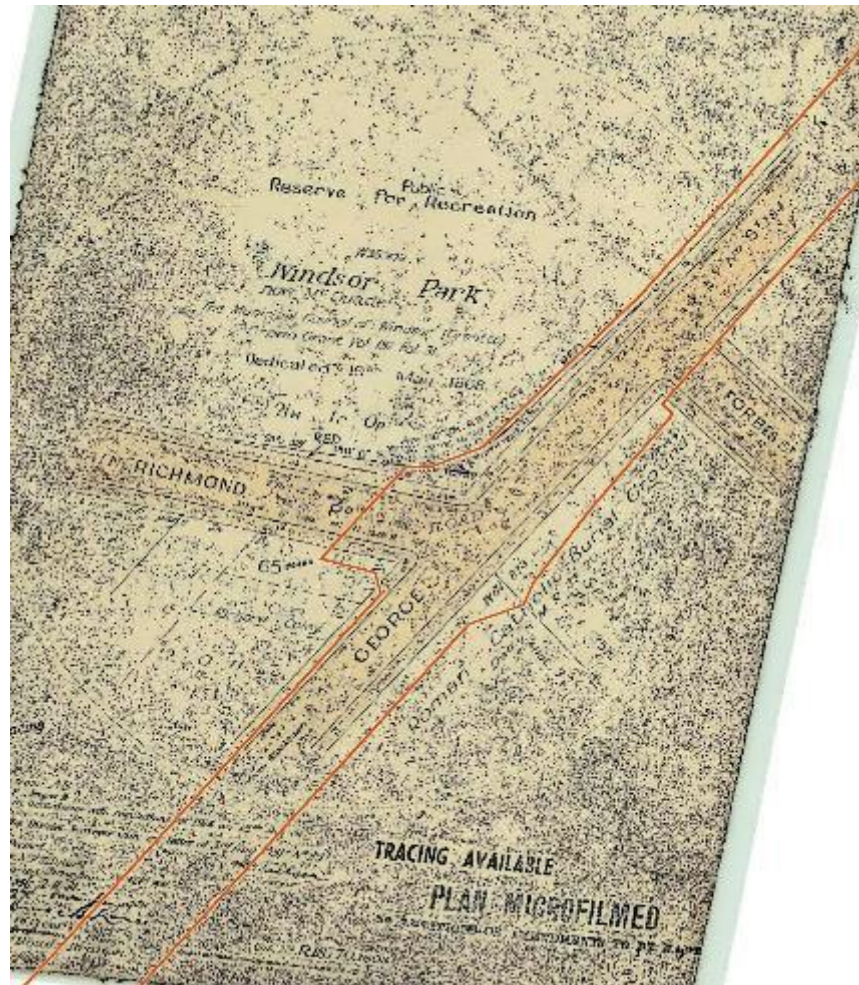


Photo 88 1931 Crown plan of the resumption of small parts of Richmond Road and George Street junction, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan R18770.1603)



Photo 89 Undated aerial photograph of the junction of George Street and Richmond Road, showing the Roman Catholic Cemetery and deviated George Street [30] (Source: Hawkesbury City Library)

An undated photograph, but likely attributable to the 1930s or 1940s, of a train travelling over the railway bridge at George Street provides an indication of the study area at this time (Photo 90). 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.



Photo 90 Undated photograph of a train travelling over railway bridge at George Street (Source: Hawkesbury City Library)

In the 1930s two heritage listed banks (Hawkesbury LEP 2012, Item no. I186) located at 146 George Street and (Hawkesbury LEP 2012, Item no. I187) 156 George Street were constructed. The Bank of NSW (Hawkesbury LEP 2012, Item no. I186) constructed a two storey structure is supported by four Tuscan columns and pilasters creating a dominant feature of Georgian Revival style, while the Commonwealth Banking Company constructed a two storey Art Deco style building (Hawkesbury LEP 2012, Item no. I187).²¹⁴ The O'Briens Building (Hawkesbury LEP 2012, Item no. I201) at 242 George Street was also constructed in 1930, which is a brick shop with an elaborate parapet above the awning. In addition to the Shop (Hawkesbury LEP 2012, Item no. I189) located at 160 George Street, which is a red brick commercial building with compatible roof form the window fenestration to the upper floor.²¹⁵

A depiction of Thompson Square in 1931 also shows the stone steps and post leading from the Macquarie Arms Inn into Thompson Square adjacent to the boundary wall (Photo 91). However, the accuracy of this image should be treated with caution; for example the scale of the closest house is incorrect as this building has the same bulk size as that as the Doctor's House at the end of the street.

²¹⁴ (Howard Tanner and Associates 1984)

²¹⁵ (Howard Tanner and Associates 1984, p.59)



Photo 91 1931 depiction of Thompson Square, featuring the steps and post [29] (Source: (M/VIB/Wind/2, cited in Biosis Research & Cultural Resource Management 2012, p.111 Plate 60)

In 1932, the heritage listed Bussell Bros Building (Hawkesbury LEP 2012, Item no. I192) was constructed at 153 George Street.²¹⁶ A 1932 photograph of George Street near the corner of Fitzgerald Street looking towards the railway station (Photo 92) shows little change since 1915 (Photo 83). Considerable works were undertaken within Thompson Square during the mid-1930s as part of a new approach to Windsor Bridge. This created deep cuttings through the reserve with retaining walls [31] constructed (Photo 93).²¹⁷ Several years later, after 1934, Sydney City Council supplied both Richmond and Windsor with electricity.²¹⁸

²¹⁶ (Howard Tanner and Associates 1984)

²¹⁷ (Biosis Research & Cultural Resource Management 2012, p.105)

²¹⁸ (Proudfoot 2017, p.32)



Photo 92 1932 photograph of George Street looking towards the railway station (Source: Hawkesbury City Library)



Photo 93 Mid-1930s view of completed works to realign the approach to Windsor Bridge [31] through Thompson Square (Source:(ML GPO I-01880 cited in Biosis Research & Cultural Resource Management 2012, p.106 Plate 58)

In 1935, Windsor Council agreed to apply for the concreting of George Street [32] through the main business centre of town from Bridge Street to the picture theatre. As part of this, it was anticipated that the water mains [23] 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.²¹⁹ The works took place in 1939, with before and after photographs taken (Photo 94, Photo 95).



Photo 94 1939 photograph of George Street prior to reconstruction in cement concrete (Source: Hawkesbury Museum)

²¹⁹ ('Concreting George-Street' 1935, 'Important Improvement' 1935, 'Windsor Works' 1936)

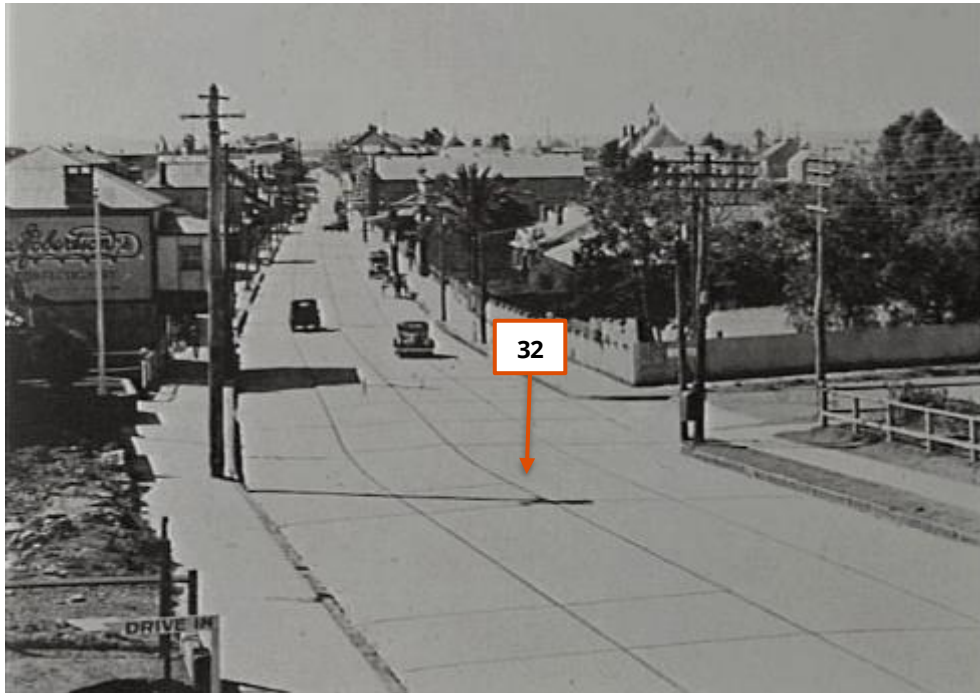


Photo 95 1939 photograph of George Street following reconstruction in cement concrete [32]
(Source: Hawkesbury Museum)

They Royal Theatre (Hawkesbury LEP 2012, Item no. I203) was constructed at 266 George Street in c.1935. It consists of a large theatre building with original shopfronts. In 1936 the Royal Exchange Hotel (Hawkesbury LEP 2012, Item no. I199) was constructed at 203 George Street. It was originally established by Isabella Bushell in 1847, however was rebuilt by A.S Turnbull as the currently building. The original building was incorporated into the 1936 design and extended south along George Street.²²⁰ The Windsor Council Chambers (Hawkesbury LEP 2012, Item no. I219) was also constructed at 325 George Street, which is a single storey brick building with two large columns at the entry.²²¹ Sewerage works were established in Windsor in 1937-1939.²²²

A 1937 Crown plan records the resumption of a laneway outside of the study area (Photo 96). However, the detail in this plan records that the building [33] at the north-western corner of George and Brabyn streets enters into the road reserve (see detail diagram in plan).

²²⁰ (Howard Tanner and Associates 1984, p.69)

²²¹ (Howard Tanner and Associates 1984, p.89)

²²² (Proudfoot 2017, p.32, Gill 1965, p.561, Windsor Municipal Council 1980, p.10)

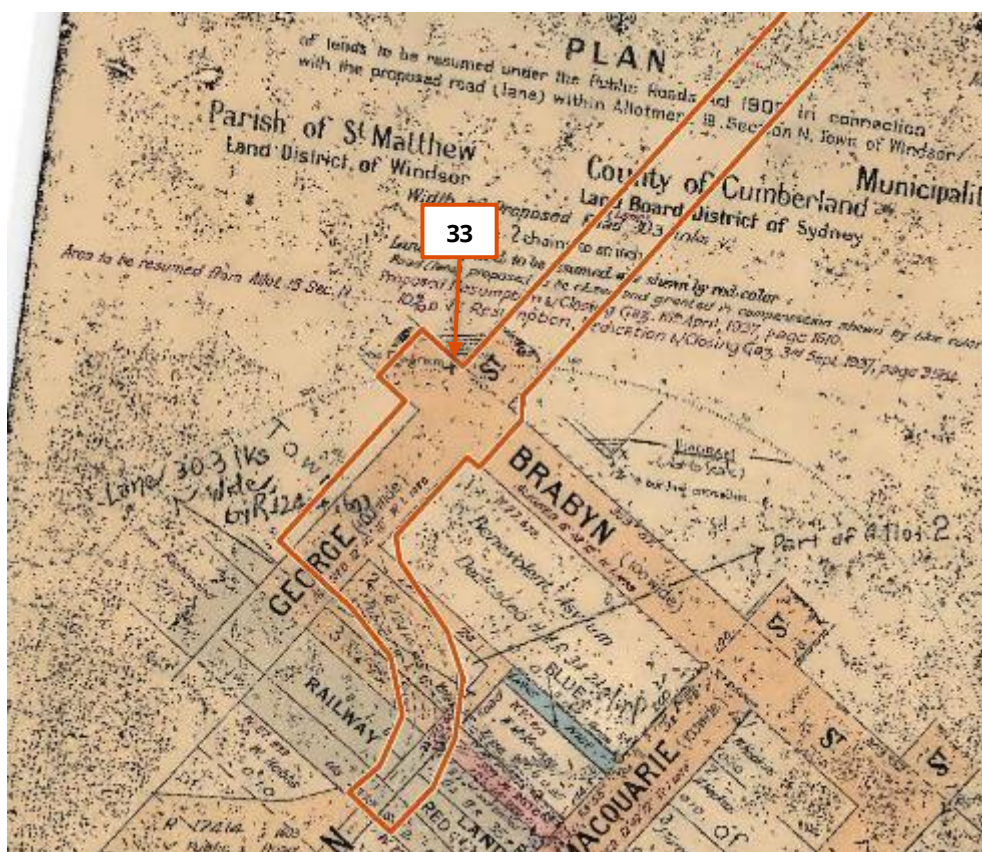


Photo 96 1937 Crown plan of the resumption of a laneway outside of the study area, with the study area outlined in orange and a building/verandah [33] which extends into the study area (Source: NSW Land Registry Services, Crown plan R20297.1603)

In 1940, the historically listed Fitzroy Hotel (Hawkesbury LEP 2012, Item no. 1188) was constructed at 157-161 George Street.²²³ It is a two storey Georgian Revival hotel of stuccoed brick with a central parapet within the façade and French windows opening to a balcony.

In 1941, a portion of the Roman Catholic Cemetery was resumed in order to extend Richmond Road from George Street to Macquarie Street. These works were completed in 1955.²²⁴ A 1955 Crown plan shows the intersection of Richmond Road and George Street (Photo 97). No structures are shown within the study area at this point in time. The Roman Catholic Cemetery is marked to the east and McQuade Park to the west. All corners of the intersection are located within the bounds of the study area.

²²³ (Howard Tanner and Associates 1984)

²²⁴ (AHMS 2006, p.19)

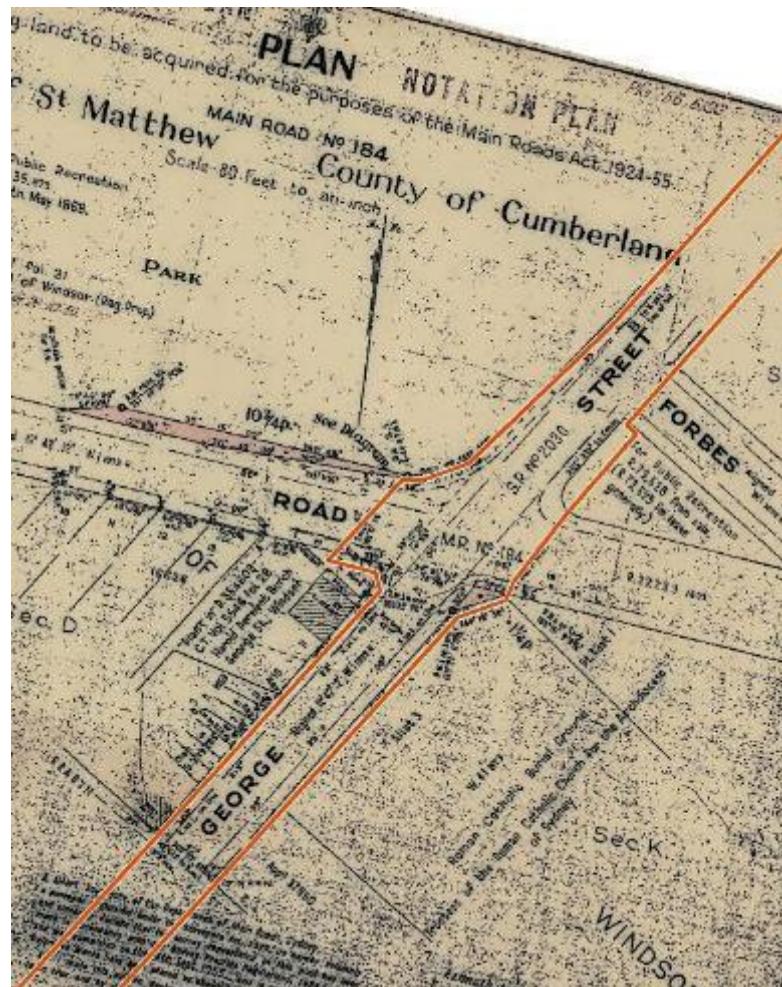


Photo 97 1955 Crown plan of of resumptions for works to the intersection of Goerge Street and Richmond Road, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan 16015.3000)

Further roadworks took place within Thompson Square between 1947 and 1951, with Bridge Street cutting across the square to meet the bridge, with the land directly behind the wharf infilled to the level of the bridge.²²⁵ A 1948 Crown plan of the dedication of a road [34] in connection with proposed deviation through Thompson Square shows two roads transecting the square running north east to south-west and north-west to south east. No other structures are visible (Photo 98). The brown road is the road to be declared a public road and the blue indicates the road which is to be closed, presumably the road and retaining wall which were constructed in the mid-1930s (Photo 93).

²²⁵ (Higginbotham 1986, p.31)

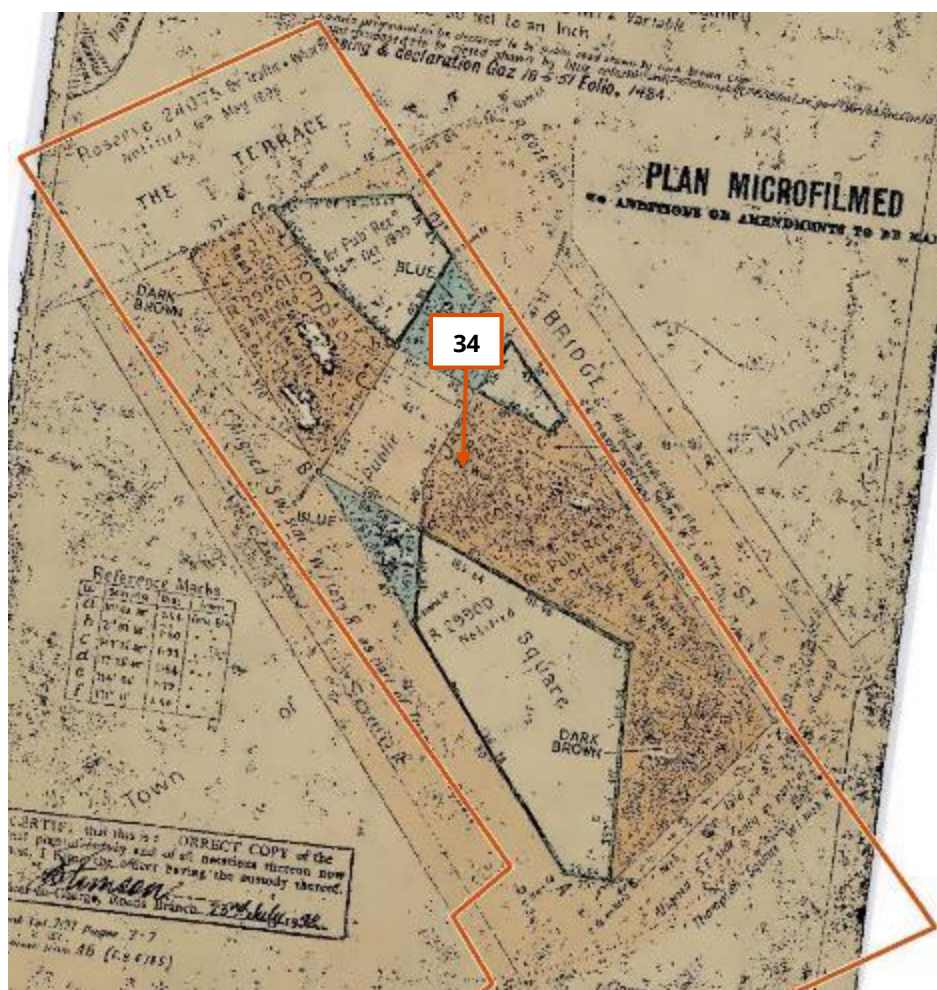


Photo 98 1948 Crown plan of the dedication of a road in connection with proposed deviation [34] through Thompson Square, with the study area outlined in orange (Source: NSW Land Registry Services, Crown plan 23477.1603)

The municipalities of Windsor and Richmond and their surrounding districts were amalgamated in 1949.²²⁶ 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.²²⁷ A 1959 photograph taken from Windsor Bridge looking towards Thompson Square (Photo 99) shows the result of the works proposed in Photo 98, with the road truncating the square significantly. A further road resumption was made adjacent to Windsor Square (McQuade Park) in 1957 and 1961.²²⁸

²²⁶ (Proudfoot 2017, p.32, Gill 1965, p.561)

²²⁷ (Proudfoot 2017, p.32)

²²⁸ (LPI, Vol. 181 fo.31 cited by Morris et al. 2004, p.18)

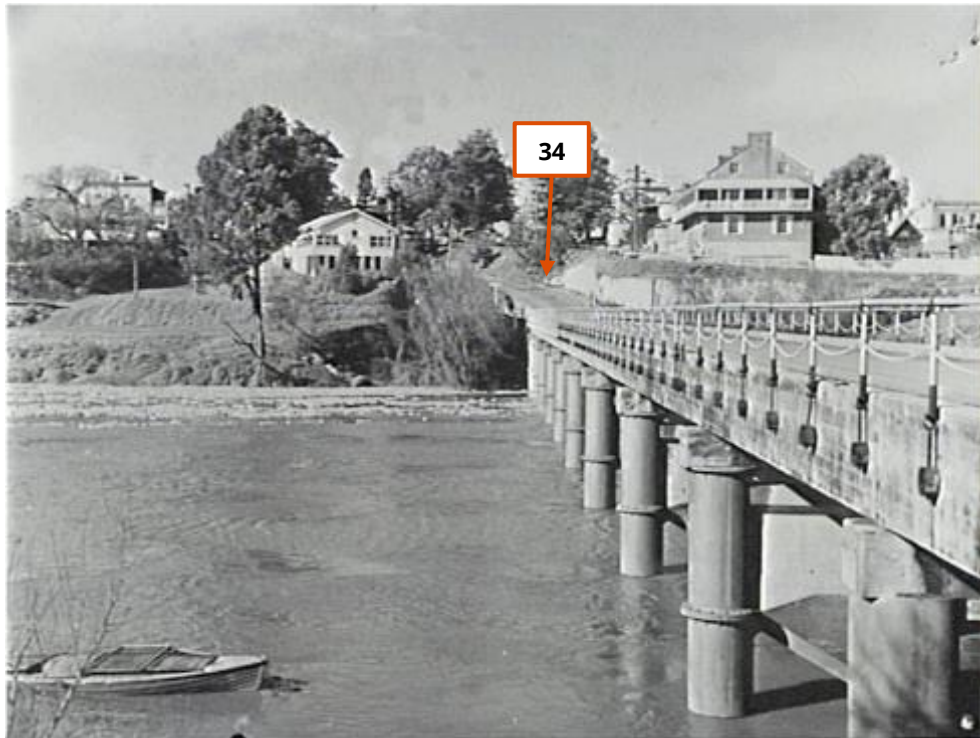


Photo 99 1959 photograph of the deviated road [34], Windsor Bridge and Thompson Square, showing the Doctor's House and boat club (Source: Hawkesbury City Library)

An aerial photograph dated to 1955 shows a number of remaining structures within the study area in addition to a number of new structures (Photo 100, Photo 101, Photo 102, Photo 103, Photo 104, Photo 105). Within Thompson Square a potentially updated pavilion [35] and the deviated road to Windsor Bridge [35] is visible (Photo 101). Due to the angle of the photograph, the streetscape surrounding Thompson Square cannot be seen. Along George Street, between Thompson Square and Kable Streets four buildings/verandahs identified within the 1871 plan [14], nine within the 1889 plan remain [24] and five new verandahs [36] can be seen on both the eastern and western sides of George Street.



Photo 100 Aerial photograph dated to 1955, with the study area outlined in orange (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 101 Detail of the 1955 aerial photograph between Thompson Square and Kable Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Kable and Fitzgerald streets, two structures identified in the 1835 [7] plan remain, five structures identified in the 1889 plan [25] and five additional structures [38] on both sides of George Street (Photo 102). Between Fitzgerald and Suffolk Streets two structures could be identified that were present within the 1835 plan [8], one from the 1888 Crown Plan [26], and thirteen additional verandahs constructed pre 1955 [39] (Photo 103). It should be noted that there is potential for some of these thirteen structures to be identified in earlier maps and plans, however due to the quality of the aerial and the significant development seen within this area of George Street, it is difficult to determine. The 1955 aerial also showed four verandahs extending within the road reserve/ study area between Suffolk and Dight Streets [40], and three between Dight Street and the Blacktown-Richmond Railway [41] (Photo 104).

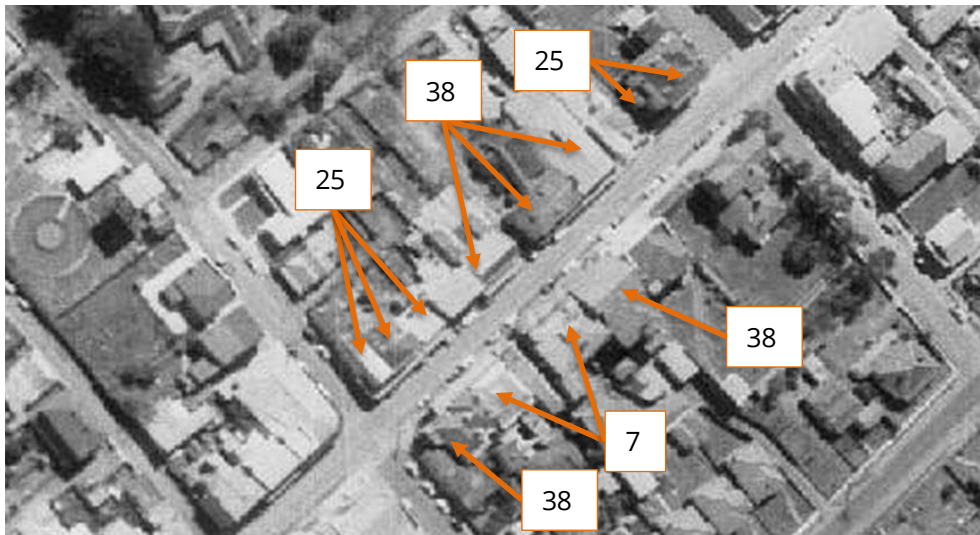


Photo 102 Detail of the 1955 aerial photograph between Kable and Fitzgerald streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

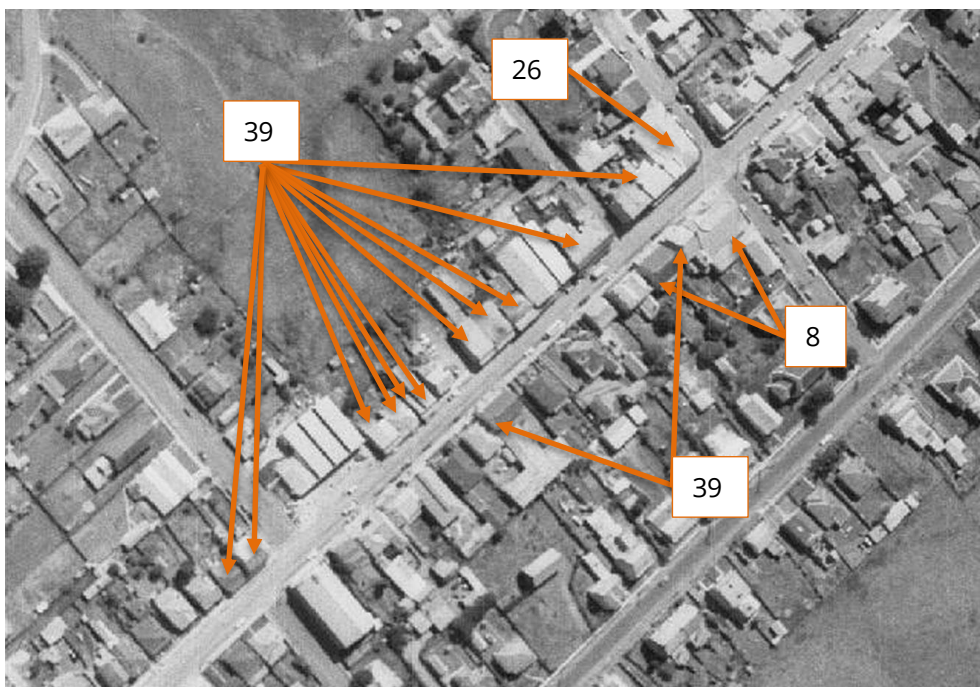


Photo 103 Detail of the 1955 aerial photograph between Fitzgerald and Suffolk streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 104 Detail of the 1955 aerial photograph between Suffolk and Dight streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

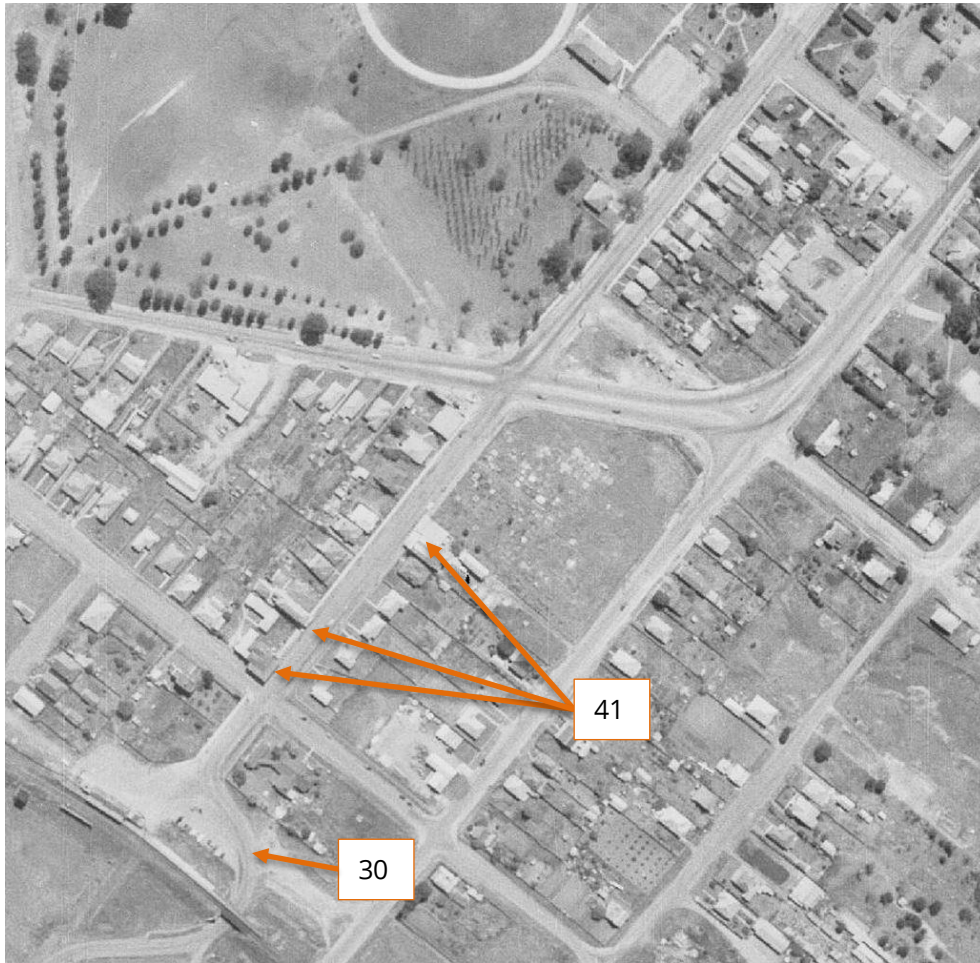


Photo 105 Detail of the 1955 aerial photograph between Dight and the Blacktown-Richmond Railway, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

In 1969, the care, control and management of the Roman Catholic Cemetery was passed to Council as per an agreement with the Trustees of the Roman Catholic Church. After this time, all fences were removed and areas with no visible monuments were landscaped and turfed and kept as parkland. Burials continued to take place within existing plots from the 1960s into the 2000s despite the transfer of care.²²⁹

Further landscaping, erective of public monuments and other works occurred throughout the 20th century within McQuade Park, including a lake in 1970 to celebrate Captain James Cook which also formalised the boggy waterhole, Bicentennial plantings in 1994, and a statue of Governor Macquarie also in 1994.²³⁰

An aerial photograph dated to 1978 between Thompson Square and Kable Street show a number of structures demolished since 1955 (Photo 106, Photo 107, Photo 108, Photo 109, Photo 110, Photo 111). Between Thompson Square and Kable Street four structures identified on the eastern side of George Street, with seven remaining from the 1889 Plan [24] and two from the 1871 plan [14] (Photo 107). Two structures identified along the eastern side of George Street in the 1955 aerial have also been demolished [37]. Structures in and around Thompson Square remain [34] [35] [36]. No new structures are present within the study area.

²²⁹ (AHMS 2006, p.20)

²³⁰ (Morris et al. 2004, p.27)



Photo 106 Aerial photograph dated to 1978, with the study area outlined in orange (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

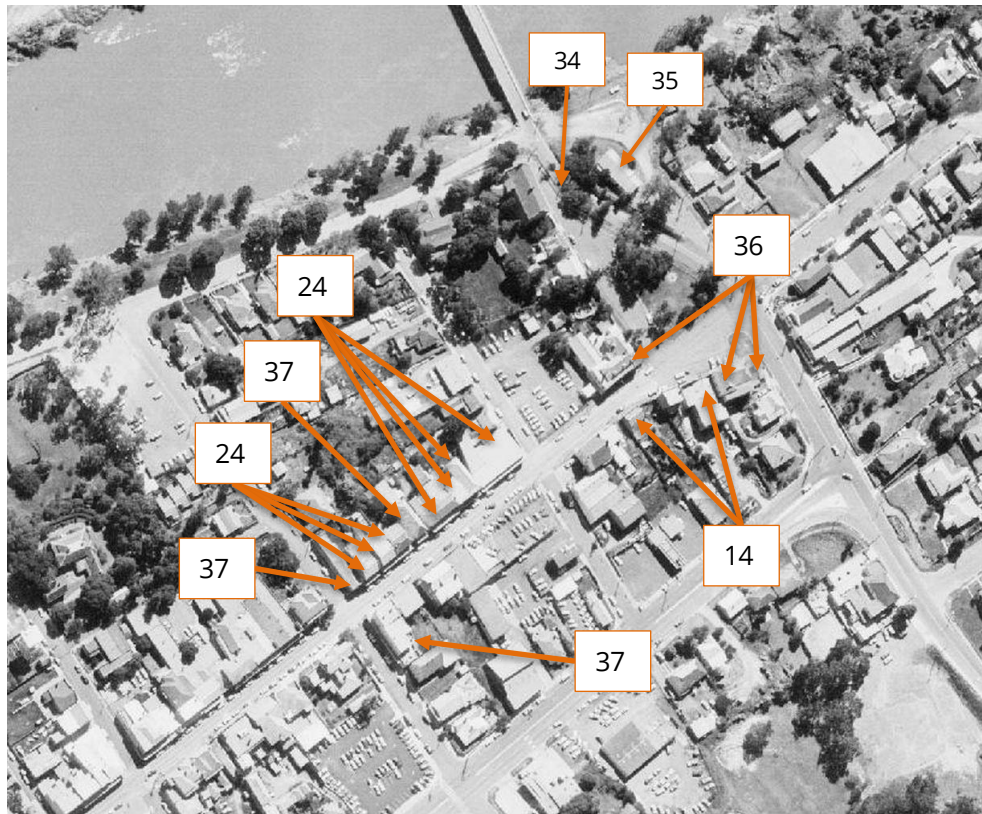


Photo 107 Detail of the 1978 aerial photograph between Thompson Square and Kable Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Kable and Fitzgerald Streets some development has also occurred however this is primarily adjacent to the study area rather than within (Photo 108). A number of previously identified structures remain, including two from the 1835 plan [7], four from the 1889 plan [25] and five from the 1955 aerial [38]. One structure from the 1889 plan [25] appears to be demolished on the western side of George Street, while an additional structure [42] on the western side has been constructed which extends into the study area.



Photo 108 Detail of the 1978 aerial photograph between Kable and Fitzgerald Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Fitzgerald and Suffolk Streets a significant amount of development occurred since 1955 (Photo 109). A total of seven structures identified in the 1955 aerial [39] have been demolished and replaced by five new structures [43] that extend into the study area. Two structures recorded within the 1835 plan remain [8] in addition to one recorded within the 1889 plan.

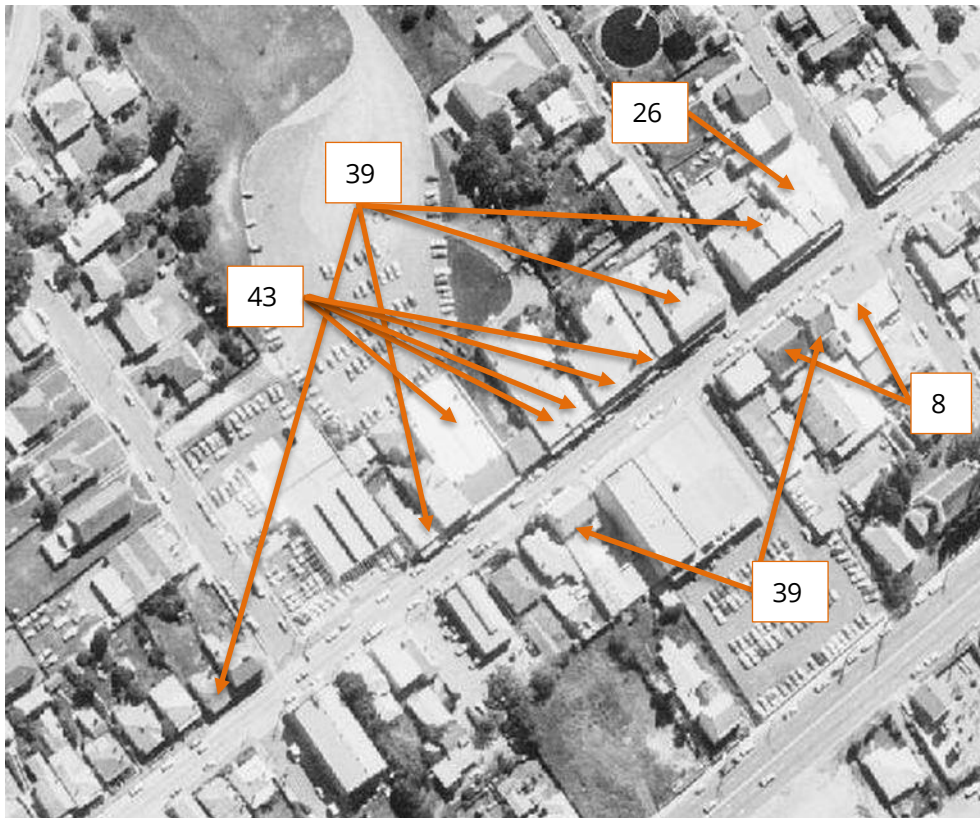


Photo 109 Detail of the 1978 aerial photograph between Fitzgerald and Suffolk Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Suffolk and Dight Streets three structures identified within the 1955 aerial [40] to be within the study area remain, with one demolished on the western side of George Street (Photo 110). A new structure replaces this building that also encroaches on the road reserve and a verandah has been added to a previously existing structure also located on the western side [44]. No changes had occurred within the study area between Dight and the Blacktown-Richmond Railway, with the three previously identified in the 1955 aerial remaining (Photo 111). The manmade lake located within McQuade Park is also visible to the west.



Photo 110 Detail of the 1978 aerial photograph between Suffolk and Dight Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

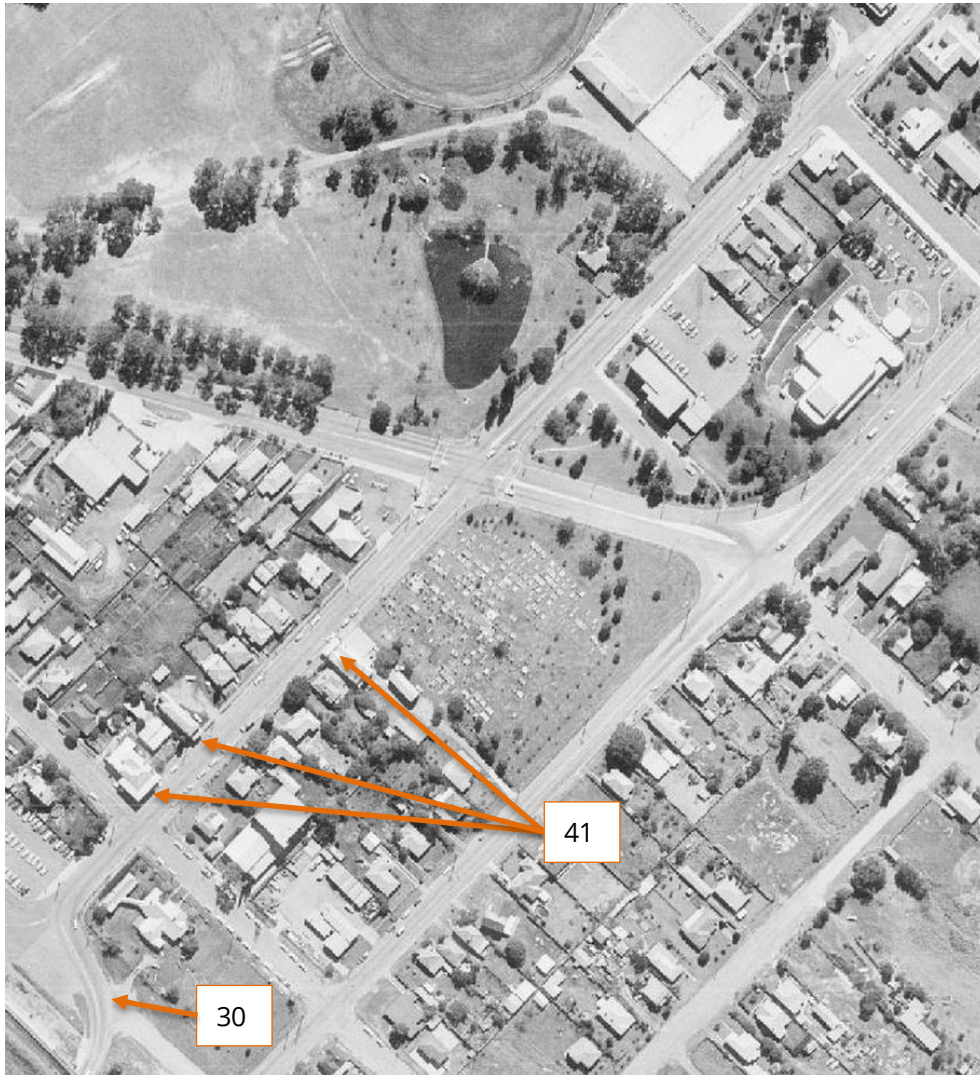


Photo 111 Detail of the 1978 aerial photograph between Dight Street and the Blacktown-Richmond Railway, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

In 1984, a new pedestrianised Windsor Mall opened in George Street between Fitzgerald and Baker Streets. As part of the mall, elements of the town's heritage were emphasised and displayed adjacent to the 19th and early-20th century buildings which line this part George Street. A waterwheel located near the Baker Street end of the mall is based on the design and James and Benjamin Singleton's tidal-powered water mill which was situated at Wiseman's Ferry and ground grain produced along the Colo and MacDonald river valleys before being transported to Sydney. Some of the remnant historical buildings which remain on George Street between Baker Street and Suffolk Street include:

- Loder House (1834).
- Paine Ross & Co building near Kable Street, which houses a law firm of the same name which is one of the oldest in Australia, having commenced in 1828 in Windsor under Frances Beddeck.
- Former Pye's Pharmacy near Kable Street, albeit with a modernised frontage.
- The former Bank of NSW building (1936) near Kable Street.
- The former Commercial Banking Company of Sydney building (1879) near Kable Street.

- The Commonwealth Savings Bank (1936) between Kable and Fitzgerald streets
- The Fitzroy Hotel (c.1857) between Kable and Fitzgerald streets.
- Former Post Office (1880) designed by James Barnet, near Fitzgerald Street.
- Mackenzie House (c.1915) near Fitzgerald Street.
- The Royal Exchange Hotel (rebuilt 1936) near Johnston Street.
- The former Windsor and Richmond Gazette Office, which operated here from 1888, opposite Johnston Street.
- O'Brien's Buildings (1930) between Johnston and New streets.
- The former Royal Picture Theatre (1926) opposite New Street.
- Gambrill's Grocery Shop and Former Inn (1840) adjacent to the New Street.²³¹

An historical aerial dated to 1994 shows further development that has occurred within the study area (Photo 112, Photo 113, Photo 114, Photo 115, Photo 116, Photo 117). Due to the quality of the aerial it is difficult to identify which structures extend within the study area however a number of previously identified structures remain. Between Thompson Square and Kable Street, the pavilion structures within the east of Thompson Square has been demolished [35] (Photo 113). Structures surrounding Thompson square identified within 1955 remain [36] in addition to those within the 1871 plan [14] and the 1889 plan [24]. The development of George Street into a shared pedestrian [47] access area can be seen, in addition to a roundabout [45] at the junction of George and Bridge Streets.

²³¹ (McHardy n.d.)



Photo 112 Aerial photograph dated to 1994, with the study area outlined in orange (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 113 Detail of the 1994 aerial photograph between Thomson Square and Kable Street, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Kable and Fitzgerald no additional structures are visible within the study area (Photo 114). Between Fitzgerald and Suffolk streets a number of previously recorded structures remain, including two identified within the 1835 plan [8], one within the 1889 plan [26], six within the 1955 aerial [39], five within the 1978 aerial, and three additional verandahs on previously existing buildings [48] (Photo 115). Between Suffolk Street and the Blacktown-Richmond Railway 1955 [40] [41] and the 1978 aerial [44] remain with no additional structures visible (Photo 117).



Photo 114 Detail of the 1994 aerial photograph between Kable and Fitzgerald Street, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 115 Detail of the 1994 aerial photograph between Fitzgerald and Suffolk Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 116 Detail of the 1994 aerial photograph between Suffolk and Dight Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 117 Detail of the 1994 aerial photograph between Dight Street and Blacktown-Richmond Railway, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

An aerial photograph dated to 2004 can provide further insight into developments within and surrounding the study area (Photo 118, Photo 119, Photo 120). However, due to the quality of the aerial additional verandahs extending into the study area cannot be determined. Within both the northern and southern portion of the study area it appears that the majority of the previously identified structures remain. Development surrounding these structures can be seen however it is unclear if the new structures extend within the road reserve.



Photo 118 Aerial photograph dated to 2004, with the study area outlined in orange (NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 119 Detail of the 2004 aerial photograph between Thompson Square and Suffolk Streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)



Photo 120 Detail of the 2004 aerial photograph between Suffolk Street and Blacktown-Richmond Railway, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

A current aerial photograph shows a number of already recorded structures remaining within the study area in addition to a number of new structures (Photo 121, Photo 122, Photo 123, Photo 124, Photo 125). Some previously identified structures have also potentially undergone repairs showing the same shape however different roofing material. It should also be noted that due to visibility issues within previous aerals, a number of structures may have been removed or constructed at an earlier date.

Between Thompson Square and Kable Streets, two structures surrounding Thompson Square date back to a 1871 plan [14], while five within George Street to a 1888 plan [24], six date to pre 1955 [36] [37] and four date to pre 1994 [46] [46] [47] (Photo 121). New features within this portion include three additional verandahs [49] constructed within the study area in additional road infrastructure within Thompson Square [50].



Photo 121 Detail of a current aerial photograph between Thompson Square and Kable Street, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Kable and Fitzgerald Street a number of historical structures remain within the study area, including one dating to an 1835 plan [7] and one to an 1888 plan [25] (Photo 122). Three also remain dating to pre 1955, in addition to one pre 1978 and three new structures are visible within the study area [51].



Photo 122 Detail of a current aerial photograph between Kable Street and Fitzgerald streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Fitzgerald and Suffolk streets a number of historical structures also remain within the study area (Photo 123). This includes two structures dating to an 1835 plan [8] and one structure dating to an 1888 plan [26]. Six structures date to pre 1955 [39], two to pre 1978 [43], two pre 1994 [48], and three pre 2021 [52].

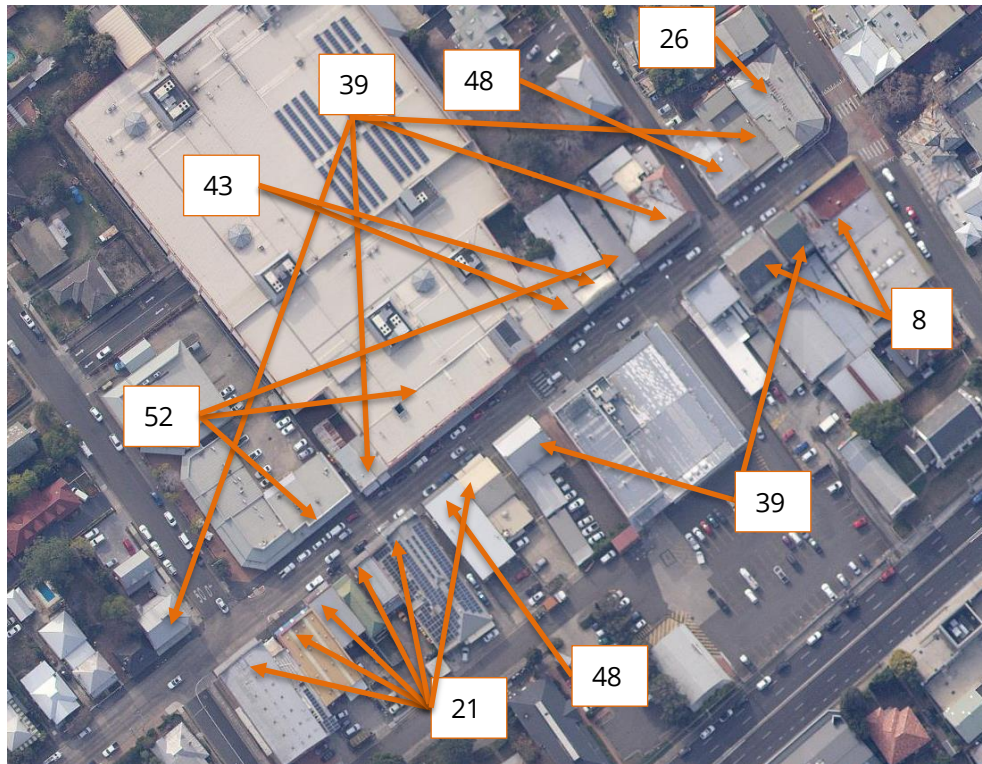


Photo 123 Detail of a current aerial photograph between Fitzgerald and Suffolk streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)

Between Suffolk and Dight Streets, three buildings date to pre 1955 [40], two buildings to 1978 [44] and two pre 2021 [53] (Photo 124). Between Dight Street and the Blacktown-Richmond Railway two structures date to pre 1955 [41] and one to pre 2021 [54] (Photo 125). A roundabout and island has also been constructed within George Street prior to 2021 [55].





Photo 124 Detail of a current aerial photograph between Suffolk and Dight streets, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)









Photo 125 Detail of a current aerial photograph between Dight Street and the Blacktown-Richmond railway, showing buildings/verandahs extending into the study area (Source: NSW Spatial Services, Historical Imagery Viewer 2021)




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




Item no (listing)	Item name	Photograph
I01287 (LEP) 1287 (SHR) Transport for NSW s170 Register	Windsor Railway Station Group and Former Goods Yard	
I146 (LEP)	Railway cottage	




Item no (listing)	Item name	Photograph
I477 (LEP)	Shop	
I222 (LEP)	"Learholm"	
I223 (LEP)	Shop	




Item no (listing)	Item name	Photograph
I229 (LEP)	Railway Hotel	
I259 (LEP)	Windsor Roman Catholic Cemetery	
I01851 (LEP) 1851 (SHR), National Trust of Australia	McQuade Park	
I218 (LEP)	Bandstand rotunda	




Item no (listing)	Item name	Photograph
I219 (LEP)	Former Windsor Council Chambers	
I220 (LEP)	"Tates Hotel"	
I00202 (LEP) 202 (SHR)	"The Reverend Turner Cottage" (formerly "Oxalis Cottage")	




Item no (listing)	Item name	Photograph
I213 (LEP)	House	
I214 (LEP)	House	
I215 (LEP)	House	

Item no (listing)	Item name	Photograph
I201 (LEP)	O'Brien's Building	
I202 (LEP)	Former inn	
I203 (LEP)	"The Royal Theatre" (former)	




Item no (listing)	Item name	Photograph
I204 (LEP)	House	
I205 (LEP)	House	
I207 (LEP)	House	




Item no (listing)	Item name	Photograph
I208 (LEP)	House	
I209 (LEP)	House	
I210 (LEP)	House	




Item no (listing)	Item name	Photograph
I211 (LEP)	Residence and surgery	
I212 (LEP)	House	
I217 (LEP)	"Mrs Cope's Cottage"	




Item no (listing)	Item name	Photograph
I216 (LEP)	Shop	
I516 (LEP)	Former house	
I517 (LEP)	Former house	




Item no (listing)	Item name	Photograph
I159 (LEP)	Public school	
I245 (LEP)	Dedication stone, Hawkesbury Hospital	
I513 (LEP)	Main Hospital block, brick fence and Ashlar Morgue Building	
I514 (LEP)	Well structure	
I00667 (LEP) 667 (SHR)	Simmons Hardware Store	




Item no (listing)	Item name	Photograph
I191 (LEP)	Shop	
I192 (LEP)	"Bussell Bros"	
I193 (LEP)	Shop	




Item no (listing)	Item name	Photograph
I194 (LEP)	Shop	
I195 (LEP)	Former shop	
I197 (LEP)	Shop	




Item no (listing)	Item name	Photograph
I196 (LEP)	Former shop	
I199 (LEP)	Royal Exchange Hotel	
I198 (LEP)	Shop	



Item no (listing)	Item name	Photograph
I235 (LEP)	Former Windsor Post Office	 A two-story, light-colored building with a red and white striped awning over the entrance. A white van is parked in front, and a person in a yellow shirt is visible near the entrance.
I180 (LEP)	House and shop	 A brick building with a large tree in front. The ground floor is a shop with a sign that reads "Mason & Co". The upper floor is a house.
I181 (LEP)	Shop	 A brick building with a sign that reads "Recycled - Handmade - Vintage". The ground floor is a shop with a green awning. A person is visible near the entrance.




Item no (listing)	Item name	Photograph
I182 (LEP)	Shop	
I183 (LEP)	House and shop	
I184 (LEP)	Former house	



Item no (listing)	Item name	Photograph
I185 (LEP)	Bank	
I186 (LEP)	Bank	
I187 (LEP)	Bank	



Item no (listing)	Item name	Photograph
I189 (LEP)	Shop	
I188 (LEP)	"Fitzroy Hotel"	
I190 (LEP)	Shop	



Item no (listing)	Item name	Photograph
I176 (LEP)	Shop	
I177 (LEP)	Former house	
I178 (LEP)	Former house	

Item no (listing)	Item name	Photograph
I00003 (LEP), Department of Planning and Infrastructure s170 register	"Loder House"	
Part of I00126 (LEP)	Public reserve	At the time of the site visit, construction of the new Windsor Bridge prevented access close to this area and it could not be adequately photographed over security fencing.
Part of I00126 (LEP) The Terrace, George Street and Bridge Street, Lot 7007, DP 1029964	Thompson Square	

Item no (listing)	Item name	Photograph
		
<p>Part of I00126 (SHR)</p> <p>1-3 Thompson Square, Lot B, DP 161643; Lot 1, DP 196531</p>	<p>"The Doctor's House"</p>	
<p>Part of I00126 (LEP)</p> <p>7 Thompson Square, Lot 1, DP 60716</p>	<p>Former Coffey's Inn</p>	

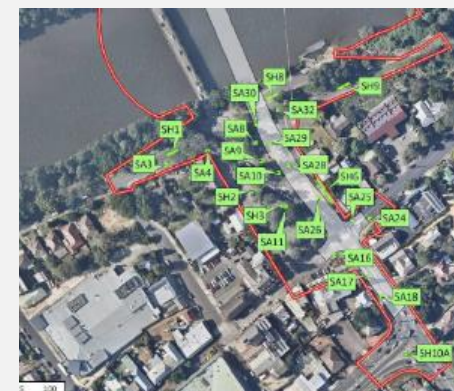
Item no (listing)	Item name	Photograph
I00041 (LEP) 27 (SHR)	Macquarie Arms Hotel	
I00005 (LEP)	House	
C4 (LEP)	Thompson Square Conservation Area	<p data-bbox="587 1440 1007 1469">Also see all photos under items I00126.</p> 

Item no (listing)	Item name	Photograph
Part of I00126 (LEP) 4 Bridge Street, Lot 10, DP 666894	House	<p>At the time of the site visit, the study area provided was not adjacent to this item and no specific photos were taken of it. The below is from Google maps.</p> 
Part of I00126 (LEP) 8 Bridge Street, Lot 1, DP 995391	House	<p>At the time of the site visit, the study area provided was not adjacent to this item and no specific photos were taken of it. The below is from Google maps.</p> 

Item no (listing)	Item name	Photograph
Part of I00126 (LEP) 10 Bridge Street, Part Lot A, DP 381403	House - Lilburndale	<p>At the time of the site visit, the study area provided was not adjacent to this item and no specific photos were taken of it. The below is from Google maps.</p> 
Part of I00126 (LEP) 3 Old Bridge Street, Lot 345, DP 752061	Public reserve	<p>At the time of the site visit, this area was under construction due to the new Windsor Bridge and close up photos could not be taken. The below is from google maps.</p> 

Appendix 3 Results of excavations in Thompson Square



Archaeological item and location	Location and description
Remains of domestic occupation, former structures and former roadways, Thompson Square	<p>Test excavations undertaken for the Windsor Bridge Replacement Project identified a number of historical archaeological remains within Thompson Square. The salvage excavations for this project could not be obtained for this assessment. Features and deposits recorded which are of relevance to the current study area are described below. Of all the test trenches and test pits excavated, the following were located within the current study area boundaries:</p> <ul style="list-style-type: none"> • Test Trench SH 3 • Test Trench SH 2 • Test Pit SA 4 • Test Pit SA 8 • Test Pit SA 9 • Test Pit SA 11 • Test Pit SA 10 • Test Pit SA 16 <p>Test Trench SH 2 within Thompson Square contained a degraded bitumen road surface overlying a remnant area of sandy gravel, under which was a 1 metre deep disturbed silty sand deposit featuring a small number of artefacts with an adjusted date range of 1830-1940 (but most of an earlier date), while below this was a transitional disturbance context, featuring artefacts with an adjusted date range of 1820-1874, over a culturally sterile natural soils. These were interpreted as two layers of redeposited fill material (already containing artefacts) to level out the undulating slope as part of the road alignment through Thompson Square, first constructed in 1874 and later realigned in 1894 higher up in Thompson Square.</p>





Locations of test trenches and pits where historical archaeological evidence was identified (AAJV 2017, p.40 Figure 21)

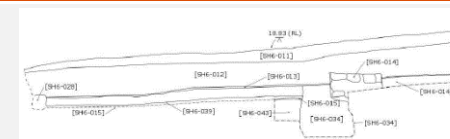


West-facing view of Test Trench SH2, showing the degraded bitumen road surface (AAJV 2017, p.46 Figure 23)



Archaeological item and location	Location and description
	<ul style="list-style-type: none"> • Test Trench SH3 within Thompson Square contained several deposits with small numbers of glass and ceramic fragments and one smoking pipe stem disbursed throughout but within a defined rubbish deposit. In the upper historical deposit artefacts had a date range of 1794-1920, while the lower historical deposit had artefacts with a date range of 1794-1900. These historical deposits were interpreted as disturbed historical topsoil and subsoil overlying natural sands.  <p>South-eastern view of Test Trench SH3, showing historical modified natural sands (AAJV 2017, p.47 Figure 24)</p> <ul style="list-style-type: none"> • Test Trench SH4 within Thompson Square contained a series of fill deposits laid down over the 19th and early-20th centuries over truncated natural soils, with no historical artefacts identified. The results have been interpreted as levelling or turf preparation deposits as part of ongoing occupation and maintenance of Thompson Square.  <p>Southern view of Test Trench SH4, showing the different depositional layers and truncated natural soils (AAJV 2017, p.48 Figure 25)</p>


Archaeological item and location	Location and description
	<ul style="list-style-type: none"> Test Trench SH5 within the alignment of Bridge Street encountered a mixed sandy clay fill material under modern road surfacing and finely crushed rock. Beneath these was a truncated natural reddish clay. <div data-bbox="1435 325 1845 783" data-label="Image">  </div> <div data-bbox="1254 786 1998 893" data-label="Caption"> <p>Western view of Test Trench SH5 showing modern road surface and bedding, the shallow mixed sandy clay fill and natural silty clay (AAJV 2017, p.49 Figure 26)</p> </div> Test Trench SH6, located within the footpath at the junction of Old Bridge and Bridge streets, was excavated in separate pits within the originally planned trench area due to active services and private driveways. <ul style="list-style-type: none"> Two areas of heavily disturbed sandstock bricks indicating former structures or demolition scatters were exposed in test pit 2 and 3, both of which were upper 30 centimetres of the profile and pressed directly into modified clays; the feature had been truncated in several locations by services. Deposits overlying the brick feature in test pit 2 contained artefacts with an adjusted date of 1890-present, which has been interpreted as disturbance to historical deposits during laying of services, as the assemblage mostly comprises earlier items with dates ranging between 1794 and 1846, including forged and horseshow nails, engraved coursed earthenware, dark blue <div data-bbox="1413 949 1868 1294" data-label="Image">  </div> <div data-bbox="1254 1297 2016 1406" data-label="Caption"> <p>Southern view of Test Trench SH6 with test pit 4 to the right (brick and pebble surface) and test pit 2 to the left (disturbed brick feature) (AAJV 2017, p.52 Figure 28)</p> </div>





Archaeological item and location	Location and description
	<p>transfer-printed earthenware faunal remains including cattle and sheep bone as well as oyster and Sydney cockle shell.</p> <ul style="list-style-type: none"> Test pit 4 featured a deposit of friable grey-brown silty clay containing historical artefacts with an adjusted date range of 1820-1853, overlying three thin lenses of crushed sandstock brick, between which a truncated dry stone garden wall was noted. This artefact bearing deposit was interpreted as material that had been redeposited across the area, possibly associated with the formation of the current Old Bridge Street road cutting in the 1880s. The dry stone wall is considered to be a late-19th century garden feature which extends into test pit 4 from the Bridge Street property. Below this was a deposit containing sandy silt and gravel over a compact surface of sandstock brick pieces and angular stone pebbles set onto natural clay. The brick and pebble surface contained a small artefact assemblage with an adjusted date range of 1794-1859 including stoneware, early whiteware fragments, bone, shell and a forged nail. These are considered to be in situ early historical deposits over the ground surface. The brick and pebble surface had been cut by a trench backfilled with silty soil and a lense of natural clay, which featured fragments of sandstock brick. This trench was interpreted as a 19th century drainage feature given that there were no service pipes present.





Eastern section of test pit 4 of Test Trench SH6 showing the brick and pebble surface and potential drainage feature (AAJV 2017, p.49 Figure 26)

Archaeological item and location	Location and description
	<ul style="list-style-type: none"> Test Trench SH10 is situated in the road reserve at the corner of Macquarie and Bridge streets in the location of a traffic island. Underlying concrete and a series of clay fills was a sandy silt which contained artefacts with an adjusted date range of 1900-1930. Beneath this was a course sand, at the base of which was a semi-circular cut with a deposit of the sandy silt which was investigated further, with a similar mottled silt exposed. Natural soils were not reached as excavation ceased at the extent of impact. The deposits were interpreted as being redeposited soils associated with works at the turn of the 20th century which extend to 1.5 metre below the current level of Macquarie Street. It is possible that further historical deposits are located beyond the extent of excavation, with natural soils likely being natural clay or alluvial material associated with South Creek.  <p>Western view of Test Trench SH10A showing 20th century sandy fills to the base of the trench (AAJV 2017, p.63 Figure 39)</p> <ul style="list-style-type: none"> Test Pit SA4, situated at the western end of Thompson Square within the road reserve. In addition to more recent fill deposits, an aggregate road surface was encountered, followed by a section of vitrified clay stormwater or sewer pipe and associated fill, overlying a humic sand which contained fragments of late-18th century to early 19th century ceramics, under which was another sand layer which featured artefacts with an adjusted date range of 1820-1905, which sat on natural alluvial sand. These were interpreted as remains associated with levelling activities in Thompson Square as well as road construction likely dating to the 1870s.  <p>Eastern view of Test Pit SA4 showing road and fill deposits over natural sand (AAJV 2017, p.68 Figure 42)</p>

Archaeological item and location	Location and description
	<ul style="list-style-type: none"> Test Pit SA8 was located in the north-western portion of Thompson Square. A series of historical fill deposits were encountered with those of note including a sandy clay featuring artefacts dating to 1885 to 1910, under which was a silt deposit with few artefacts but with a date range of 1835-1850 but also those which indicate earlier use (i.e. 1794-c.1830 and 1802-1830). This overlaid an upper disturbed natural soil profile which featured few artefacts but with a date range of 837-1859, but also Aboriginal artefacts made from European bottle glass, followed by natural undisturbed sand. <div data-bbox="1512 325 1769 783" data-label="Image">  </div> <p data-bbox="1272 794 2022 895">Eastern view of Test Pit SA8 showing historical fill deposits over natural sand; the dark material at the base has been scaped into the base a later deposit (AAJV 2017, p.69 Figure 43)</p> <ul style="list-style-type: none"> Test Pit SA9, Test Pit SA10 and Test Pit SA28, located in the central-western, south-western and south-eastern portions of Lower Thompson Square near the former Bridge Street cutting (respectively), produced similar results to Test Pit SA8.

Archaeological item and location	Location and description
	<div data-bbox="477 325 931 667">  </div> <div data-bbox="416 673 981 778"> <p>Northern view of Test Pit SA28 showing an irregular dark brown band of modified historical topsoil halfway down the section (AAJV 2017, p.83 Figure 56)</p> </div> <div data-bbox="1032 325 1487 778">  </div> <div data-bbox="1003 785 1473 967"> <p>Northern view of Test Pit SA10 showing marbled historical topsoil overlying subsoil below layers of historical fill, with slumped historical topsoil at the base of the pit (AAJV 2017, p.72 Figure 45)</p> </div> <div data-bbox="1554 325 2009 671">  </div> <div data-bbox="1523 678 2024 860"> <p>Eastern view of Test Pit SA9 showing modified historical topsoil (indicated by the red arrow) which overlies an artefact-bearing sandy subsoil followed by natural sand (AAJV 2017, p.71 Figure 44)</p> </div> <div data-bbox="416 991 1245 1417"> <ul style="list-style-type: none"> Test Pit SA16 was located within the kerb and footpath on the southern side of George Street at the junction with Bridge Street. Underlying modern road bitumen with a sandy and clay bedding was a degraded sandstone block and rubble surface, overlying a natural silty clay. The stones had been laid vertically and set on a 45 degree angle to George Street. No artefacts were encountered. This surface was interpreted as the base layer of a Telford road type in light of the method of construction (narrow side of sandstone placed down) which would have provided a durable foundation of interlocked stone rather than the Macadam method of packed broken stone or maximum surface coverage by a basic pavement surface. This method of road building was in use from the early-20th century to early-20th century in some places, and as there were no artefacts the road could have been constructed at </div> <div data-bbox="1420 981 1874 1313">  </div> <div data-bbox="1263 1319 1993 1390"> <p>North-facing view of the sandstone base of the Telford-style road in Test Pit SA16 (AAJV 2017, p.73 Figure 46)</p> </div>

Archaeological item and location	Location and description
	<p>any point between those dates. However, the date was estimated as likely the late-19th and / or early-20th century based on available historical evidence.</p>  <p>North-facing section view in Test Pit SA16 of the sandstone base of the Telford road laid vertically onto natural clay (AAJV 2017, p.74 Figure 47)</p> <ul style="list-style-type: none"> • Test Pit SA17 was located within the left parking lane of Bridge Street below the roundabout. A sandstone block and rubble surface were encountered under modern road bitumen and FCR bedding. The edge of the structure was contained within the western side of the trench represented by a straight row of neatly cut and stretcher laid stone. This surface was not removed but it was strongly suspected to be laid directly on a natural clay similar to the Telford road base in Test Pit SA16. This feature was interpreted to be a sandstone road.  <p>East-facing view of the sandstone road in Test Pit SA17 (AAJV 2017, p.75 Figure 48)</p>

Archaeological item and location	Location and description
	<ul style="list-style-type: none"> <p>Test Pit SA18 was located 20 metres south of Test Pit SA17 in the left parking lane of Bridge Street. Similar to Test Pit SA16 and Test Pit SA17, the remains of either a sandstone pavement or base layer of a Telford type sandstone road. Underlying this was a silty clay used as a road base and to bond the road materials, and also contained crushed brick fragments and organic material such as charcoal and shell fragments but no dateable artefacts. There was no evidence of the use of tar on or within the surface, suggesting the an intermediate gravel layer which may have been graded off during modern roadworks. Well-shaped square blocks were contained within the surface which indicates reuse of building materials. Underlying the silty clay road base layer was a natural clay.</p> <p>Test Pit SA24 was located within the westbound lane of George Street east of the roundabout. Underlying the modern road bitumen and bedding was a compacted sandy clay deposit featuring charcoal, sandstock brick fragments, glass bottle fragment and organic debris. This deposit overlaid a natural mottled silty sand with a depth of 1.34 metres where it transitioned into the natural underlying clay. A number of former roots were present within the natural silty sand, which were filled with the compacted sandy clay and fragments of sandstock brick. The sandy clay was interpreted to be an early historical road surface overlying a natural topsoil in the form of the silty sand; the presence of the sandy clay in the former tree root holes and channels suggests they were part of early vegetation clearing in the earliest part of the settlement.</p>



West-facing section view in Test Pit SA18 of the Telford type road base layer overlying the bedding material, followed by natural clay (AAJV 2017, p.76 Figure 50)



North-facing view of the natural silty sand in Test Pit SA24 with evidence of the sandy clay road surface being compacted into the former tree root (AAJV 2017, p.77 Figure 51)


Archaeological item and location	Location and description
	<ul style="list-style-type: none"> Test Pit SA25 was located in the eastbound lane of George Street east of the roundabout. Under the modern road bitumen and FCR bedding was a silty compacted surface containing brick fragments and artefacts including a forged nail providing a date range of 1794-1859 terminus anti-quum. A sandstock brick footing of a structure was encountered on a north-south alignment which cut into disturbed natural silty sand which extended across the remainder of the pit. The English bond method of construction indicated a stepped lower foundation course. The structure was built in four courses set into the natural A2 soil horizon with a sandy grey shell lime typical of the first half of the 19th century. Sample excavation of the cut and deposit for the structure identified three artefacts with a date range of 1802-1859, but also fragments of rendered plaster painted in ochre, suggesting the structure to which the footing belonged was rendered. The earlier compacted silty deposit was interpreted as a possible early road surface similar to that in Test Pit SA24. The wall footing was interpreted as possibly being part of the entrance gate wall to the Government Cottage and Domain. Test Pit SA26 was located within Old Bridge Street 7 metres west of Test Trench SH6. Underlying the modern road bitumen and FCR bedding, a natural clay was encountered which was truncated in the south-western corner of the pit by a heavily disturbed sandstock brick box drain on an east-west alignment. The drain had itself been truncated by Old Bridge Street road surfaces, and was limited to the lower courses of the side walls, base and an interior fill of collapsed bricks within a fill of shell mortar. No dateable artefacts were identified. The drain was interpreted as potentially being a tributary drain of the brick barrel drain which runs through Thompson Square.



East-facing view of the sandstock brick wall footing in Test Pit SA25
(Source: (AAJV 2017, p.79 Figure 52)



East-facing view of the sandstock brick box drain Test Pit SA26 (AAJV

Archaeological item and location	Location and description
	<p data-bbox="1272 336 1496 363">2017, p.81 Figure 55)</p> <ul style="list-style-type: none"> <li data-bbox="421 392 1249 810">Test Pit SA32 was located within the eastern side of Old Bridge Street, 10 metres north-east of lower Thompson Square. Underlying modern bitumen and crushed sandstone bedding was a deep silty deposit which contained flecked charcoal and a series of ephemeral depressions interpreted as being associated with plantings, with artefacts encountered holding a date range of 1905-present. At 20 centimetres into this context was a cobbled surface which was orientated east-west in the pit, and featured artefacts with a date range of 1880-1930; two degraded sandstock bricks appears to have been used as an edging border. Underlying the cobble surface was evidence of a rectilinear cut. The silty deposit continued until a truncated silty sand deposit was encountered, at which point two artefacts with a date range of 1835-1867 were collected. <div data-bbox="1429 379 1881 726">  </div> <p data-bbox="1272 735 2038 799">View of the late-19th century cobble surface with brick border in Test Pit SA32 (AAJV 2017, p.8 Figure 61)</p>

Appendix 4 Significance of items within the study area

Table 22 SHR and LEP listing for Windsor Railway Station Group and Former Goods Yard, Item no. I01287 (Source: Heritage NSW)

Windsor Railway Station Group and Former Goods Yard (item no. I01287) ²³²	
Significance assessment	
Criteria A - Historical	SHR - 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.
Criteria B - Historic Association	-
Criteria C - Aesthetic	SHR - 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.
Criterion D - Social	SHR - 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.
Criterion E - Research	SHR - 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.
Criterion F - Rarity	SHR - 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. LEP - This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.
Criterion G - Representativeness	SHR - 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.
Intactness	SHR - The station building has a high degree of intactness with some modifications to the interiors. The overall station and yard integrity has been reduced by the removal of other structures including the signal box and goods shed from the platform, and the components of the goods yard.

²³² NSW Heritage, <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5012289>

Windsor Railway Station Group and Former Goods Yard (item no. I01287)²³²

Statement of significance

SHR - 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.

LEP - 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.

Table 23 SHR and LEP listing for Thompson Square, Item no. 00126 and Public Reserve, Item no. Part of 00126 (Source: Heritage NSW)

Thompson Square Conservation Area and Public Reserve (Item no. 00126)

Significance assessment

Criteria A - Historical	<p>SHR - Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony.</p> <p>LEP - Thompson Square is one of Australia's earliest public squares.</p>
Criteria B - Historic Association	<p>LEP - The square is an integral part of Governor Macquarie's plan for Windsor.</p>
Criteria C - Aesthetic	<p>SHR - Thompson Square is surrounded by a large number of Colonial Georgian buildings and sites that preserve the character of the square.</p> <p>LEP - Thompson Square is a key precinct in establishing and reinforcing the colonial character of Windsor.</p>
Criterion D - Social	-
Criterion E - Research	-
Criterion F - Rarity	<p>SHR - Thompson Square is one of the oldest public squares in Australia.</p>
Criterion G -	-

Thompson Square Conservation Area and Public Reserve(Item no. 00126)	
Representativeness	
Intactness	SHR - Thompson Square preserves the early Colonial character of Windsor. LEP - Reasonable
Statement of significance	
<p>SHR - Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is a vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony.</p> <p>LEP - Thompson Square is one of Australia's earliest public squares. The square is an integral part of Governor Macquarie's plan for Windsor and survives as a key precinct in establishing and reinforcing the colonial character of Windsor. The survival of a number of important Colonial Georgian buildings facing the square reinforce its character.</p>	

Table 24 LEP listing for Thompson Square Conservation Area, Item no. C4 (Source: Heritage NSW)

Thompson Square Conservation Area (Item no. C4)	
Significance assessment	
Criteria A - Historical	Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony.
Criteria B - Historic Association	-
Criteria C - Aesthetic	Thompson Square is surrounded by a large number of Colonial Georgian buildings and sites that preserve the character of the square.
Criterion D - Social	-
Criterion E - Research	-
Criterion F - Rarity	Thompson Square is one of the oldest public squares in Australia.
Criterion G - Representativeness	-
Intactness	Thompson Square preserves the early Colonial character of Windsor.
Statement of significance	
<p>Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is a vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary</p>	

Thompson Square Conservation Area (Item no. C4)

schemes for town planning excellence in the infant colony.

Table 25 Statement of significance for Brick drain, Thompson Square

Brick drain, Thompson Square²³³

Significance assessment

Criteria A - Historical	The Thompson Square drain is one of the oldest surviving examples of Colonial sewer and drainage infrastructure for public use. It was a key element in the early 19th century design of Thompson Square. State significance.
Criteria B - Historic Association	The drain has direct associations with Governor Lachlan Macquarie and his vision for Windsor. The drain is also directly associated with prominent local men John Howe and James Magrath who were responsible for construction. State significance.
Criteria C - Aesthetic	-
Criterion D - Social	The Thompson Square drain was the source of local myths regarding the 'Smuggler's Tunnel' and has become the focus of community action within recent years. Local significance.
Criterion E - Research	The drain and its feeder system are of some research potential, particularly in regard to the system's relationship with buildings subsequently constructed around Thompson Square. Local significance.
Criterion F - Rarity	The Thompson Square drain is a unique design due primarily to its failure resulting from flaws in construction and the use of unsuitable building materials. Local significance
Criterion G - Representativeness	-

Statement of significance

The following statement of significance applies to all structures associated with the drainage works constructed within Thompson Square between c.1814 and c.1820. The elements considered by this statement of significance includes the main brick drain, the associated brick feeder lines (box drains) and the brick shafts that connected the feeder lines to the main drain.

The drainage system is located within the SHR listed Thompson Square Conservation Area (SHR Item 00126). The site is listed for its townscape values with the statement of significance as follows:

Thompson Square is one of the oldest public squares in Australia and notable for the large number of Colonial Georgian buildings which surround it. It is the only public space remaining from the original town and has played an important part in the history of the town. It is the only remaining civic space as laid out by Governor Macquarie and is a vital precinct in the preservation of the early Colonial character of Windsor. The Square reflects Macquarie's visionary schemes for town planning excellence in the infant colony (Sheedy 1975).

The listing does make reference to Macquarie's planning scheme but does not refer to the drain as a contributory

²³³ (AAJV 2018, pp.60–61)

Brick drain, Thompson Square²³³

element. Since the townscape values were in part determined by Macquarie's initial vision the drain was an essential part of an integrated development that saw the creation of the square through the modification of ground levels, the provision of a wharf, better access to the river from George Street and the provision of a sewer/drainage line that would serve buildings that may have been constructed around the Square at some future date.

In regard to the significance of the drain and the associated system of contemporary feeder lines, in terms of its place in the history of sanitary engineering in Australia, this set of structures has importance as one of the earliest examples of the integration of underground services in the planning of a precinct. Its place in the evolution of drainage systems is less clear. The general concept, demonstrated for the first time at Windsor, would be adopted as standard during the second half of the nineteenth century. The Thompson Square drainage system however, suffered from the use of materials and a geometry that was unsuited to the function for which it was intended. The construction program also resulted in a number of flaws that included the collapse of feeder lines and later collapse of at least one section of the main drain itself. The drain was ahead of its time in concept but was not repeated in the systems installed in the following years in Sydney, Parramatta and elsewhere in the Colony. The simple barrel drain became the norm in the first half of the nineteenth century until patent cements were more widely available in New South Wales. In this respect the drain is unique, and its importance lies in its failure. The drain has direct associations with Governor Macquarie as a town planner and with local men John Howe and James Magrath as constructors. The drain was also the source of a number of local myths dating from the early twentieth century - and still current - regarding the use of the drain as a 'smuggler's tunnel'. The myth is by no means unique and variations can be found in many nineteenth century ports around the world. The myth however, is firmly rooted in the local psyche. The drain should be regarded as a State significant item.

Appendix 5 Significance of items adjacent to the study area

Table 26 SHR listing for McQuade Park, Item no. 1851 (Source: Heritage NSW)

McQuade Park (Item no. 1851) ²³⁴	
Significance assessment	
Criteria A - Historical	<p>McQuade Park is of historical significance because it is a powerful testimony to the first stage of formal town-planning in New South Wales. The expanse of open green space in the centre of Governor Macquarie's most significant Hawkesbury town has survived and been expanded over two centuries and is still today an essential historic asset for public recreation, both sporting and passive. Its deliberate siting adjacent to the iconic Anglican Church of St Matthew and cemetery enhances the state significance of both park and church and cemetery.</p> <p>The change in shape of the reserve from the original simple rectangle surveyed by James Meehan was a conscious historical act which demonstrates more forcibly than elsewhere among Macquarie's new towns the tensions which might exist between a newly planned town and the boundaries of existing land-holdings. The complex pentagon is the result of a series of adjustments to recognise property 'lines'. The boundaries of McQuade Park are of state significance as a rare visible expression of these accommodations between colonial governments and landowners.</p> <p>The sporting potential of the substantial area of the reserve was largely realised after the area was transferred to the ownership of the local government authority in 1874. The establishment of formal ovals and tennis courts are of local significance.</p> <p>The park was the chosen site for Windsor's memorials to those who fell or otherwise served in external wars. The Boer War memorial is notable at the state level because of its rarity and its quality of presentation, especially shown in the two stone relief carvings of mounted troopers. The later, more grandiose, memorial erected after World War I and reused to commemorate subsequent campaigns, is of high local significance. State significance.</p>
Criteria B - Historic Association	<p>McQuade Park has associational significance because of its direct association with Governor Macquarie. The plan of Windsor drawn up in 1812 by the ex-convict surveyor, James Meehan, himself a figure of state significance, was signed, twice over, by Macquarie, who had personally selected the location of the Anglican church and the adjacent reserve. The bronze statue of Macquarie, erected in the park in 1994, is a signal recognition of this association. State significance.</p> <p>The McQuade family after whom the park was named in a highly political and contested manoeuvre in the 1870s was significant not only in</p>

²³⁴ Heritage NSW n.d.

McQuade Park (Item no. 1851)²³⁴

	Windsor but also in Sydney. This association does not, however, meet this criterion at more than the local level. Local significance.
Criteria C - Aesthetic	McQuade Park has aesthetic/technical significance because of the high aesthetic values of the Boer War memorial with its O'Kelly carvings and its surrounding formal garden. The park as a whole with its extensive tree-plantings is an attractive and necessary adornment to the town, but the diffuseness of the multi-purpose planning of the modern park does not in itself qualify for significance at the state level. The park's extent and open nature are critical to, and form the green heart of modern Windsor and a crucial setting for St. Matthews Church, cemetery and Manse along with other key buildings facing it. McQuade Park has locally significant aesthetic value because its form and elements illustrate most of the uses to which an early town square might be put over a long period, including sports, passive recreation, public celebration and the commemoration of external wars. State significance.
Criterion D - Social	McQuade Park has social significance because the residents of the Windsor area have chosen the park as the place to plant trees in commemoration of early European settlers and as the location for a succession of war memorials and the important statue of Governor Macquarie. State significance.
Criterion E - Research	-
Criterion F - Rarity	McQuade Park is an exceptional example of the small number of town squares which survive and fulfil their original function in the eight country towns founded and planned by Governor Macquarie. The Boer War was commemorated by only a few public monuments throughout New South Wales and the fine example in McQuade Park is of state significance. State significance.
Criterion G - Representativeness	McQuade Park has significant representative value because it illustrates most of the uses to which an early town square might be put over a long period, including sport of various kinds, passive recreation, public celebration and the commemoration of those who served in external wars. State significance.

Statement of significance

McQuade Park is of State heritage significance because it is an outstanding and rare feature of Governor Macquarie's concept of a planned country town in 1810. A central square played a pivotal role in a Macquarie town and McQuade Park retains this role in relation to public activities and open space, as well as its relationship to one of the great early churches and cemeteries of NSW (St Matthews). The intimate association with Macquarie himself and with his chief surveyor, James Meehan, is of state significance.

McQuade Park (Item no. 1851)²³⁴

The early adjustment in the shape and dimensions of the park is significant because it offers uncommonly legible evidence of the accommodations which colonial governments made with landowners to respect existing rights. The later extensions of functions within the park, including sporting, recreational and commemorative, have not obscured the original purpose of Macquarie's Great Square, though many of these additional functions have local rather than state significance. The Boer War Memorial is, however, an exception because of its rarity and because of the aesthetic merit of O'Kelly's carvings of mounted troopers from the South African engagement.

Table 27 Reverend Peter Turner Cottage and Well, Item no. 202*

Reverend Peter Turner Cottage and Well (Item no. 202)

Significance assessment

Criteria A - Historical

Criteria B - Historic Association

Criteria C - Aesthetic

Criterion D - Social

Criterion E - Research

Criterion F - Rarity

Criterion G - Representativeness

Statement of significance

Constructed in 1841 and comprised of a two storey Colonial Georgian style sandstock brick structure with a single storey veranda to street supported by turned timber columns.

Table 28 SHR listing for Macquarie Arms Hotel, Item no. 27 (Source: Heritage NSW)

Macquarie Arms Hotel (Item no.27) ²³⁵	
Significance assessment	
Criteria A - Historical	-
Criteria B - Historic Association	<p>The Macquarie Arms Hotel is closely associated with a number of significant social and political figures in the Hawkesbury District during the period of its early development.</p> <p>The building of the hotel was an express condition by Governor Macquarie of his grant of a large allotment of land to Richard Fitzgerald. The hotel was built to specific requirements made by Governor Macquarie that the inn be handsome, commodious, of brick or stone and to be at least two stories high.</p> <p>The allotment of land - and subsequently the situation of the hotel - was in Thompson Square, named by Governor Macquarie in honour of Andrew Thompson Esqr, Justice of the Peace and Principal Magistrate of the district, and reputed as the father or founder of Green Hills. Andrew Thompson had arrived in NSW as a convict.</p> <p>Richard Fitzgerald, who promptly built the hotel in accordance with Governor Macquarie's specifications, had arrived as a convict in New South Wales in 1791. By 1800 Fitzgerald had been appointed by Governor Hunter as superintendent of agriculture in Toongabbie, and in 1810 Governor Macquarie appointed him Government Storekeeper.</p> <p>Fitzgerald appears to have retired from public office in the 1820s. The 1828 census lists him as the possessor of 2000 acres of land, and in conjunction with his farming pursuits, he remained active in local affairs and was elected president of the Hawkesbury Benevolent Society which managed the hospital at Windsor.</p> <p>Richard Fitzgerald and his family lived in a house alongside the Macquarie Arms in George Street, Windsor. His son, Robert, married Elizabeth Rouse of Rouse Hill in 1841, and in 1843 stood for the first partly elected parliament in New South Wales against William Bowman of Richmond. State significance.</p>
Criteria C - Aesthetic	-
Criterion D - Social	-

²³⁵ (Heritage NSW n.d.)

Macquarie Arms Hotel (Item no.27)²³⁵

Criterion E - Research	-
Criterion F - Rarity	-
Criterion G - Representativeness	-

Statement of significance

Opened in 1815 and constructed by emancipist Richard Fitzgerald in response to specific directions from Governor Macquarie, the Macquarie Arms Hotel is of exceptional significance as the most sophisticated and most intact major commercial building dating to the pre-1820 colonial period of Australia's history. Playing a pivotal role in Macquarie's town plan for Windsor, the Macquarie Arms Hotel is the most substantial building to form part of Thompson Square, the best Georgian town square on mainland Australia. The building contains numerous rare and aesthetically superior elements, and continues to be widely recognised for its importance to the understanding of settlement, urban design, and architecture during the colonial period, while its historic associations carry strong cultural messages of the period's society and government. It has been long established by art and architectural historians, and has a prominent place in the contemporary social life of Windsor.

Table 29 SHR listing for Loder House, Item no, 003 (Source: Heritage NSW)

Loder House (Item no. 003)²³⁶

Significance assessment	
Criteria A - Historical	Loder House is of high regional historical significance for its association with the Loder Family, an early prominent Windsor family, and for its association with the development of the town of Windsor in relation to both its residential and commercial development.
Criteria B - Historic Association	-
Criteria C - Aesthetic	Loder House has high regional and state aesthetic significance as a rare surviving two storey Georgian townhouse. It is one of few such intact houses in the Windsor district and makes a fine contribution to the main streetscape of Windsor.
Criterion D - Social	Loder House has high regional social significance for its association with an early prominent Windsor family and also through its commercial use as a bank during the mid-nineteenth century.

²³⁶ Heritage NSW n.d.

Criterion E - Research	Loder House has high technical/research significance for its demonstration of early nineteenth century building techniques and the pattern of domestic life at this time.
Criterion F - Rarity	Very few large Georgian town houses survive in the Sydney region, and this is one of the more intact.
Criterion G - Representativeness	Loder House represents the residential development of the first towns ('Macquarie Towns') beyond Sydney and Parramatta.
Statement of significance	
Loder House is a rare intact two storey brick Georgian townhouse, located in the main street of Windsor. The building has been associated with several prominent local identities including members of the Loder, Dargin, White, Richards and Holland families. The grounds of the house contain an 1830s boundary wall and an unusual square outbuilding which dates from the construction of the house.	

Table 30 Listing for Simmons Hardware Store, Item no. 667

Simmons Hardware Store (Item no. 667)²³⁷	
Significance assessment	
Criteria A - Historical	-
Criteria B - Historic Association	
Criteria C - Aesthetic	-
Criterion D - Social	-
Criterion E - Research	-
Criterion F - Rarity	-
Criterion G - Representativeness	-
Statement of significance	
226 George Street was a commercial streetscape building constructed in the mid-19th century that weathered the great fire that ravaged Windsor during 1874. This engulfed the subject building (then known as Peter O'Hara's General Store) where the packing straw for O'Hara's goods of tin, earthenware and china was quickly fanned into flames,	

²³⁷ (Heritage NSW 2015)

Simmons Hardware Store (Item no. 667)²³⁷

believed to have destroyed all but the brick walls. A new store, or rebuilding of the earlier store, was completed shortly after. The 1880s photograph of the O'Hara's General Store is testament to this. Although the detail of the building has undergone fabric manipulation and change over the 140 years it remains externally a surviving example of an early Victorian shop in an evolving streetscape.

Table 31 Statements of significance for heritage listed item of local significance adjacent to the study area

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
I1851 (LEP and SHR)	McQuade Park	x	x	x	x		x	x	McQuade Park is of State heritage significance because it is an outstanding and rare feature of Governor Macquarie's concept of a planned country town in 1810. A central square played a pivotal role in a Macquarie town and McQuade Park retains this role in relation to public activities and open space, as well as its relationship to one of the great early churches and cemeteries of NSW (St Matthews). The intimate association with Macquarie himself and with his chief surveyor, James Meehan, is of state significance. The early adjustment in the shape and dimensions of the park is significant because it offers uncommonly legible evidence of the accommodations which colonial governments made with landowners to respect existing rights. The later extensions of functions within the park, including sporting, recreational and commemorative, have not obscured the original purpose of Macquarie's Great Square, though many of these additional functions have local rather than state significance. The Boer War Memorial is, however, an exception because of its rarity and because of the aesthetic merit of O'Kelly's carvings of mounted troopers from the South African engagement.	State
I0202* (LEP and SHR)	Reverend Peter Turner Cottage and Well		x	x					Constructed in 1841 and comprised of a two storey Colonial Georgian style sandstock brick structure with a single storey veranda to street supported by turned timber columns.	State
I0027 (LEP and	Macquarie Arms Hotel		x						Opened in 1815 and constructed by emancipist Richard Fitzgerald in response to specific directions from Governor Macquarie, the Macquarie Arms Hotel is of exceptional significance as	State

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
SHR)									the most sophisticated and most intact major commercial building dating to the pre-1820 colonial period of Australia's history. Playing a pivotal role in Macquarie's town plan for Windsor, the Macquarie Arms Hotel is the most substantial building to form part of Thompson Square, the best Georgian town square on mainland Australia. The building contains numerous rare and aesthetically superior elements, and continues to be widely recognised for its importance to the understanding of settlement, urban design, and architecture during the colonial period, while its historic associations carry strong cultural messages of the period's society and government. It has been long established by art and architectural historians, and has a prominent place in the contemporary social life of Windsor.	
I0003 (SHR and LEP)	Loder House	x		x	x	x	x	x	Loder House is a rare intact two storey brick Georgian townhouse, located in the main street of Windsor. The building has been associated with several prominent local identities including members of the Loder, Dargin, White, Richards and Holland families. The grounds of the house contain an 1830s boundary wall and an unusual square outbuilding which dates from the construction of the house.	State
I0667* (SHR)	Simmons Hardware Store		x	x					226 George Street was a commercial streetscape building constructed in the mid-19th century that weathered the great fire that ravaged Windsor during 1874. This engulfed the subject building (then known as Peter O'Hara's General Store) where the packing straw for O'Hara's goods of tin, earthenware and china was quickly fanned into flames, believed to have destroyed all but the brick walls. A new store, or rebuilding of the earlier store, was completed shortly after. The 1880s photograph of the O'Hara's General Store is testament to this. Although the detail of the building has undergone fabric manipulation and change over the 140 years it remains externally a surviving example of an early Victorian shop in an evolving streetscape.	
I146* (LEP)	Railway cottage			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Contributes to historical streetscape.	Local
I477* (LEP)	Shop			x		x			Built in c.1837, this former shop has been renovated into a house but still contains landscaped gardens and an original outhouse. Contributes to historical streetscape.	Local
I222*	"Learholm"			x					Example of a more modern renovated cottage. Contributes to historical streetscape.	Local

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
(LEP)										
I223 (LEP)	Shop			x					The building, with its excellent stone carvings around the main entrance door, is a significant example of a Victorian period structure in Windsor which serves as a landmark. Updated 27 Jan 1998.	Local
I229* (LEP)	Railway Hotel	x		x					Railway Hotel was opened to Windsor soon after the railway station was built in 1864. It was built by Mrs Hopkins who died in 1882, other occupants include Edwards (1867-74) Norris 1879, Gillas 1882, Solomon 1886, A. J. Viney 1892- 1901, and Cornwell. ²³⁸ It is directly associated with the railway and the expansion on Windsor in the late 19th century and still has much of the original construction in the façade.	Local
I259 (LEP)	Windsor Roman Catholic Cemetery	x	x	x	x	x			The Windsor cemetery is one of the earliest formal Roman Catholic Cemeteries in New South Wales and was established soon after 1825. The earliest extant headstone dates from 1833. The cemetery closed in the 1960s and should contain some 3000 burials. Among these are the burials of early Irish settlers in the Hawkesbury region and military personnel stationed at Windsor. Its founding was associated with Father John Therry and William Cox and represents the Government's more positive attitudes to Irish Catholic colonists. While it retains some elements of its former park-like aspect and semi-rural setting, it has been considerably impacted by the existing realignment of Richmond Road. Its range of nineteenth and twentieth century monuments is typical of contemporary cemeteries. The local Catholic community and descendants of early Irish-Catholic Hawkesbury settlers are likely to have strong attachments to the cemetery and the people buried in it. Analysis of skeletal remains from the cemetery would provide evidence of the health, mortality and diet of early Hawkesbury settlers and would have a high level of research potential. Updated: 25 Oct 2005.	Local
I218* (LEP)	Bandstand rotunda		x		x				The Bandstand rotunda was built in 1915 by the Windsor Municipal Council Parks Committee from the tender submitted by Mr JJ Jamieson for £53, the work was done by Mr Onus and is	Local

²³⁸ (Windsor and Richmond Gazette 1915a)

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
									electronically lit. ²³⁹ This rotunda has been used since 1915 by the community for both private and public occasions and ceremonies.	
I219* (LEP)	Former Windsor Council Chambers	x	x		x				The Georgian revival Inter-War Free Classical building by architect John Barr (noted for his work on St Andrew's Canberra, and St Paul's Cathedral, Melbourne) was officially laid by the Minister for Local Government, Eric Spooner, on 16 June 1934 1934. ²⁴⁰ By 1966 the chambers were considered too small and new chambers were built further down George Street. In 1998 the building was refurbished. It is currently used as a childcare centre. Contributes to historical streetscape.	Local
I220* (LEP)	"Tates Hotel"				x	x			Tates Hotel was built after the demolition of the original hotel in 1938. It was reopened as the Windsor hotel from c.1953 and is locally referred to as Tate's. ²⁴¹ The original hotel that occupied this site was built in 1840, known as the Commercial Hotel or McQuade Park Hotel. There is the potential for archaeological remains to be present under the current building. Hotels are typically important to the local community.	Local
I213 (LEP)	House			x					One of a quality group of nineteenth century houses occupying an important location in the main street of Windsor. Not of sufficient significance to warrant individual entry in the Register. Updated 23 Jan 1998.	Local
I214 (LEP)	House			x					One of a quality group of nineteenth century houses occupying an important location in the main street of Windsor. Updated 23 Jan 1998.	Local
I215 (LEP)	House			x					Part of a quality group of nineteenth century houses occupying an important location in the main street of Windsor. Updated 23 Jan 1998.	Local
I201* (LEP)	O'Brien's Building			x					Built in 1930, O'Briens Building has had a variety of uses since Hall's Hardware and Produce	Local

²³⁹ (Windsor and Richmond Gazette 1915b)

²⁴⁰ ('TENDERS CALLED' 1934, Charlton 2017, Windsor and Richmond Gazette 1934)

²⁴¹ (Tates Hotel Windsor n.d.)

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
									Store occupied the premises in the 1970s and 1980s. ²⁴² The original O'Briens building was opened in 1898 but burned down in 1930, and was replaced with the current building. Contributes to historical streetscape.	
I202 (LEP)	Former inn			x					An interesting colonial inn that occupies an important corner site in Windsor's main street and which makes a focal point for future urban conservation. See also main listing for group, RR 003143. Updated 23 Jan 1998.	Local
I203* (LEP)	"The Royal Theatre" (former)	x		x	x			x	The Royal Picture Theatre was opened in January 1926 with the showing of Paramounts 'The Ten Commandments'. It had a vestibule lobby with tiled floor and decorated ceiling. A cantilever awning projected over the footpath in George Street and the whole front of the theatre was tiled to the awning. ²⁴³ It was independently operated and continued until at least 1960. The theatre was an important building to the community in its hey-day, and was praised in the local newspapers for its technological achievement and architecture at the time. Contributes to historical streetscape.	Local
I204 (LEP)	House			x					A pleasant colonial brick cottage that relates exceptionally well to its neighbouring buildings combining to form a fine nineteenth century streetscape. Updated 27 Jan 1998.	Local
I205* (LEP)	House			x					Constructed c.1910 to 1920, it is a pair of intact cottages made of brick with a half timbered gable and decorative timber work. Currently used by Windsor Restoration Supplies Centre. Contributes to historical streetscape.	Local
I207 (LEP)	House			x					Little altered cottage of sympathetic form and scale to earlier colonial residential buildings in the group. Updated 27 Jan 1998.	Local
I208* (LEP)	House			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Currently used as a dental practice. Contributes to the historical streetscape.	Local
I209*	House			x					Built in 1880, a good example of 19th century cottages. Currently used as a psychologist office.	Local

²⁴² (Hawkesbury People and Places n.d.)

²⁴³ (Windsor and Richmond Gazette 1926)

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
(LEP)									Contributes to the historical streetscape.	
I210* (LEP)	House			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Contributes to the historical streetscape.	Local
I211* (LEP)	Residence and surgery			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Currently used as a chiropractic office. Contributes to the historical streetscape.	Local
I212* (LEP)	House			x					Brick house, looks to have been built in the early to mid twentieth century. Contributes to the historical streetscape.	Local
I217* (LEP)	"Mrs Cope's Cottage"			x					A fine Georgian house deserving of restoration and sympathetic maintenance occupying an important location in the main street of Windsor. Updated 23 Jan 1998	Local
I216* (LEP)	Shop			x					Good example of a brick two storey commercial building from the late 19th century.	Local
I516* (LEP)	Former house			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Contributes to the historical streetscape.	Local
I517* (LEP)	Former house			x					Cottage of sympathetic form and scale to earlier colonial residential buildings in the street. Contributes to the historical streetscape.	Local
I159* (LEP)	Public school	x	x	x	x				Brick public school built in 1869 and opened in 1870. The structure includes a detailed painted brick George Mansfield school building design. It has a decorative barge board and final survive. The later wing was designed by architect W. Kemp with a brickwork design. Contributes to the historical streetscape.	Local
I245 (LEP)	Dedication stone, Hawkesbury Hospital				x				Erected in c.1820 in the grounds of the Windsor District Hospital, it is a large foundation stone that was removed from the wall of the original building and first set in the central gable of the hospital, however was altered in 1911 to its original location at the corner of Macquarie and Christie Street.	Local
I513*	Main Hospital block,	x	x		x				Opened by the Governor of NSW Lord Chelmsford on 6 April 1911 before a crowd of 2,000	Local

Item no (listing)	Item name	Criteria							Statement of significance	Significance
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(LEP)	brick fence and Ashlar Morgue Building								citizens, the new hospital was cause for great celebration in the town. Completed at a cost of £5,500, the refurbished hospital was based on modern principles of fresh air, sunlight and cleanliness advocated by Florence Nightingale. Designed in the Federation Arts and Crafts style by architect George Matcham Pitt the building works masked the brickwork of the original Georgian building and completely altered the appearance and functions of the building. Interesting stylistic elements include the use of contrasting textures such as the river pebble infill to the veranda supports and fence, roughcast walls and plain-face brick work. With its many additions and alterations the hospital continued to serve the Hawkesbury district until 1996. Contributes to the historical streetscape.	
I514* (LEP)	Well structure						x		It is unknown when the well structure was constructed, and without access to private property where it is exactly located. Should the well have stopped being used prior to the late 19th century, there is the potential for archaeological relics within it which may provide information which is not readily available from other sources.	Local
I191* (LEP)	Shop			x					Constructed in the 1850s, it is a good brick example of a commercial two storey building with ground floor verandah.	Local
I192* (LEP)	"Bussell Bros"			x					Constructed in 1932, a good early 20th century example of a commercial building.	Local
I193* (LEP)	Shop			x					Constructed in the 1920's it is a good example of a commercial building from this time period, which contributes to the heritage streetscape.	Local
I194* (LEP)	Shop			x					1920s commercial building with unusual decoration on façade. Contributes to the heritage streetscape.	Local
I195* (LEP)	Former shop			x					Early 20th century commercial two storey building. Contributes to the heritage streetscape.	Local
I197* (LEP)	Shop			x					Constructed c.1880, a pair of two storey Italianate shoppe brick construction with stuccoed mouldings to windows and parapets rare to Windsor. Contributes to the historical streetscape.	Local

Item no (listing)	Item name	Criteria							Statement of significance	Significance
		a	b	c	d	e	f	g		
I196* (LEP)	Former shop			x					Originally constructed in c.1840, consists of two storey pair of brick shops. It previously adorned a two storey veranda with cast iron detailing and bullnose ground floor veranda. The new shop fronts replaced the original. Contributes to the historical streetscape.	Local
I199* (LEP)	Royal Exchange Hotel	x		x		x			Constructed in 1936 but was originally established by Isabella Bushell in 1847, however was rebuilt by A.S Turnbull as the current building. The original building was incorporated into the 1936 design and extended south along George Street. Contributes to the historical streetscape.	Local
I198* (LEP)	Shop			x					Constructed in 1885, is a late Victorian two storey shop that replaced a prior single storey shop. It has richly moulded parapet bears, a central arched plaque and original awning. Contributes to the historical streetscape.	Local
I235* (LEP)	Former Windsor Post Office	x	x	x	x	x			Constructed in 1879 to replace an unsuitable private building that had been in use since 1828. It was designed by Colonial Architect James Barnet and was complete in 1880 by Michael Leeds. The building is a 2 storey brick Victorian Italianate design with corner arcade. A stable block was built at the rear in 1884 and in 1890 the balcony with iron posts and balustrading was constructed in addition to a single storey wing to Fitzgerald Street for the telegraph and telephone service. Contributes to the historical streetscape.	Local
I180* (LEP)	House and shop			x					Originally constructed in the 1850s, and subsequently renovated, it is a two storey stuccoed brick Georgian townhouse with hipped slate roof that has been converted to two shops. Contributes to the historical streetscape.	Local
I181* (LEP)	Shop			x					Constructed in the 1920s, it is a two storey brick Georgian Revival commercial building. Contributes to the historical streetscape.	Local
I182* (LEP)	Shop			x					Constructed in the 1920s, it is a two storey brick Georgian Revival commercial building. Contributes to the historical streetscape.	Local
I183* (LEP)	House and shop			x					Constructed in 1925, consists of a corner commercial building with altered ground floor and removal of decorations, yet intact upper floor. Contributes to the historical streetscape.	Local
I184*	Former house			x					Early 20th century single storey commercial building. Painted sign on building says 'est. 1828 John	Local

Item no (listing)	Item name	Criteria							Statement of significance	Significance
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(LEP)									J. Paine Ross & C Solicitors', however this does not refer to the date of the building. Contributes to the historical streetscape.	
I185* (LEP)	Bank		x	x					Built in 1897 at a cost of £3630 by the Mansfield Brothers and is a typical of their designs for the Commercial Banking Company of Sydney Ltd. A masonry arched entrance and deep rounded windows of the ground floor are topped by French shuttered windows that open to a cast iron front veranda and supportive columns with delicate infill design.	Local
I186* (LEP)	Bank			x					Constructed in the 1930s, it is a two storey structure is supported by four Tuscan columns and pilasters creating a dominant feature of Georgian Revival style. Contributes to the historical streetscape.	Local
I187* (LEP)	Bank			x					Constructed in the 1930s, the Commonwealth Banking Company constructed a two storey Art Deco style building. Contributes to the historical streetscape.	Local
I189* (LEP)	Shop			x					Red brick commercial building with compatible roof form the window fenestration to the upper floor constructed in the 1930s. Contributes to the historical streetscape.	Local
I188* (LEP)	"Fitzroy Hotel"			x					A two storey Georgian Revival hotel of stuccoed brick with a central parapet within the façade and French windows opening to a balcony constructed in 1940. Contributes to the historical streetscape.	Local
I190* (LEP)	Shop			x					A two storey commercial building with fine terra cotta detailing to the parapet and original awning constructed in the 1920s. Contributes to the historical streetscape.	Local
I176* (LEP)	Shop			x					An early Victorian cottage of Flemish bonded brick walls with a stone foundation and front wall supported by timber veranda. The cement veranda cover a bullnosed sandstone veranda and the roof is covered by corrugated iron. Constructed in the 1850s. Contributes to the historical streetscape.	Local
I177* (LEP)	Former house			x					A two story Georgian townhouse which has been converted into shops constructed c.1840. Contributes to the historical streetscape.	Local
I178*	Former house			x					A two storey brick mid nineteenth century former residence fitted with modern windows.	Local

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(LEP)									Contributes to the historical streetscape.	