



Attachment 8 to Item 3.1.1.

Windsor Bridge Artefacts Collection

Date of meeting: 1 August 2024
Location: Council Chambers
Time: 4:00pm

DRAFT DOCUMENT

Infrastructure artefacts from the
Thompson Square Conservation Area
found during archaeological salvage for the
Windsor Bridge Replacement Project
2017 to 2021
that are still in situ or are
in storage outside
the Wilberforce HCC Depot.

For the Windsor Bridge Replacement Project
Artefacts Working Group
of Hawkesbury City Council

July 2024

1. Windsor boat remains

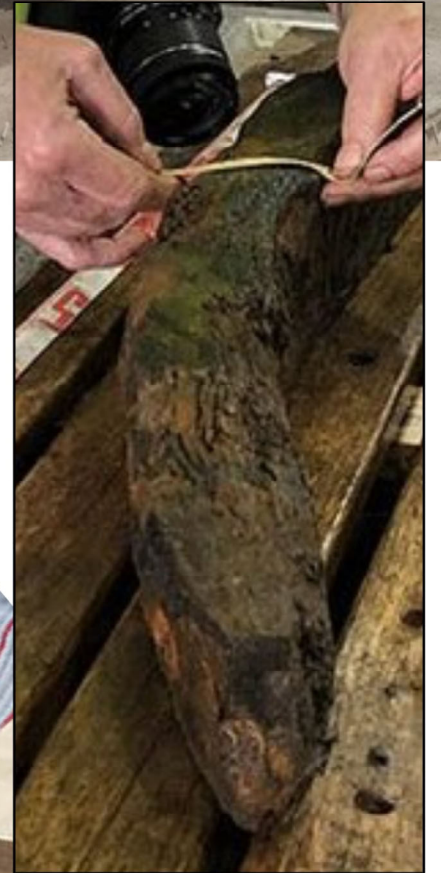
Location known	Sydney Metro conservation facility
Description: first recorded	<p>Over 100 pieces of boat remains were recovered archaeologically from the Hawkesbury River near the north bank, east of the new bridge by TfNSW marine archaeologists Cosmos Archaeology in January 2019. Most of these remains are believed to belong to one carvel built cutter. The remains consist of most of the keel with an attached keelson and mast step, three frames, roughly shaped with an adze tool and attached to the keel/keelson, and one other frame attached to an individual plank. The vessel was located upside down with a full rabbet line (a groove cut into the edge of the keel) surviving. Fragments of two clinker built vessels were also found. "The clinker vessels had too few and disconnected pieces to provide an idea of their complete form but some construction details can be gleaned." Built in early Australian colonial period of exclusively Australian timbers, the boats were assessed as being of local and national significance. (<i>Cosmos Archaeology</i> https://cosmosarch.com/, <i>Silentworld Foundation</i> https://silentworldfoundation.org.au/ , TfNSW 'Thompson Square' https://www.thompsonsquare.com.au/)</p>
Historical confirmation	<p>Early Hawkesbury settlers built small vessels for themselves and their neighbours from timbers available in the district. They ranged from c1796 or earlier from 2 tonne burthen to 203 tonne like the Governor Bourke completed in 1833. They were used for communication and transporting provisions and local grain to the Sydney markets as well as for sealing ventures to New Zealand. They were owned by the settlers themselves or by dedicated grain transporters. The method of building is described in detail in the diary of William Grono in 1865-1867 and this construction mirrors exactly the methods of his father and the earliest of the other boat builders.</p> <p><i>[J. Barkley-Jack, 'Early Boat Building on the Upper Hawkesbury River in J. Powell (ed.), "Cross Currents", Deerubbin Press, 1997, pp. 38-64.]</i></p>
Conserved	<p>Conserved by Silentworld Foundation at Sydney Metro conservation facility in Sydney's west in collaboration with the Australian National Maritime Museum. (https://silentworldfoundation.org.au/projects/windsor-boats/)</p>



'Windsor, Head of navigation Hawksbury [sic] River c1808' by George William Evans (attributed) From the collections of the State Library of New South Wales [SV1B/Wind/6] (Mitchell Library)



Still from digital animation on Thompson Square website, based on the cutter remains, matches historical descriptions of the small vessels used for trading supplies between Sydney Cove and the Green Hills settlement.



3 Historic Windsor wharf

<p>Location known</p>	<p>In situ on riverbank between current Windsor wharf and the historic bridge viewing platform, partly under the new bridge.</p>
<p>Description: first recorded</p>	
<p>Historical confirmation</p>	<p>In 1814, Governor Macquarie had set about 'filling up Thompson's Square and erecting a Wharf' using local contractors, John Howe and James McGrath. [<i>L. Macquarie, Journal of his Tours in New South Wales and Van Diemen's Land 1810-1822, Library of Australian History in association with the Library Council of New South Wales, Sydney, 1979; Sydney Gazette, 12 November 1814, the Trustees of the Police Fund in Account (Quarter ended 30 September, 1814) paid £100; Sydney Gazette, 28 January 1815, the Trustees of the Police Fund in Account (Quarter ended 30 September, 1814) paid second instalment £75, Sydney Gazette, 5 August 1815-£100.</i>]</p> <p>The construction projected into the river for 8.5 metres, was almost 2 metres high and was 20 metres in length running along beside the bank alongside the Square. It was in use by March 1815, when Lawrence May advertised to his customers that transport for their grain was available from there to his George Street horse-operated flour mill. [<i>Sydney Gazette, 4 March 1815.</i>]</p> <p>Almost immediately, an upgrading to continue the wharf along 'the whole extent of the square' was undertaken, projecting the jetty just over 9 metres into the river, one metre above that of 1814, and over four times longer to around 85 metres. Such a strong wharf was to entail placing 560 massive piles in three rows and require 5,000 spikes from government stores [<i>Sydney Gazette, 3 June 1815</i>]. The payment made at the end of the September Quarter to Howe and McGrath was listed as 'the first instalment of the contract for enlarging and improving the wharf' and was followed by one other payment. [<i>Sydney Gazette, 4 November 1815-£200, 11 May 1816-part of £200</i>]</p> <p>The construction was to create a new wooden 'platform' with the piles on the landward side, taking the full weight of the infill, which was to reach the top of the new wharf. The piles were to be 'well-secured with Land Ties and Caps and planked with sound two inch Planks and not more than six inches wide to be spiked with five inch spikes.</p>



Photos Neil Dand

2 Historic Windsor wharf

Although the dimensions of the vertical piles were not specified in the 1815 contract, the earlier contract stipulated that each pile should measure between 16 and 18 inches and that the piles should be placed from three to four feet apart. Standing at least three feet above the surface, the reinforced landward side of the wharf was a substantial buffer for the weight of the fill required to diminish the slope.

The 1815 floods severely damaged the wharf and it was reported that 'all the planking is carried away and there is no part of the wharf that can be built on again'. *(Report by Cox, Mileham and Fitzgerald, 4 July 1816, State Archives NSW, Reel 4045, 4/1735, p. 83; Bowd, Macquarie Country, rev. ed., 1973, p. 42)*

The June 1816 floods destroyed the works, leaving only a mess of tangled posts visible in the river, shown graphically in Captain Wallis' painting at that time. *[Sydney Gazette 8 June 1816, 29 June 1816; Captain James Wallis, 'A View of the Hawkesbury and the Blue Mountains', 1816, engraved by William Preston in 1820]*

Francis Greenway was called in to design the fifth government wharf at Hawkesbury in 21 years. The new strengthening measures, together with the contractor's extra work, cost an additional £120 [\$250]. This included 'payment [...for] such Iron & Spike Nails from the Store as can be spared – with a Carpenter and Pair of Sawyers off the Store'. Completion was to be in eight months, but it appears to have been completed early, as the final payment was made in the September Quarter's payments. *[Sydney Gazette, 8 February 1817- £150.]*

The Greenway Quay^[xii] finally completed the early Windsor wharf saga and it entered into long-term use around early 1817, having cost in total almost £900. *[1816 Sydney Gazette, 11 May 1816.?? 4 Nov??]* The high floods of June 1816 and February 1817 damaged the wharves yet again and payment was not finalised until 1820 after another flood in 1819.



3. Thompson Square land drainage system

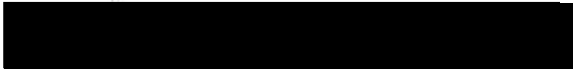
<p>Location known</p>	<p>Thompson Square Conservation Area</p>
<p>Description: first recorded</p>	<p>The intact land drainage system, as ordered to be built by Gov Lachlan Macquarie in 1814, comprising of brick barrel drain, brick sumps and brick box channels, was uncovered during WBRP salvage archaeology in the Lower Reserve compound in early 2018. The brick barrel drain is heritage listed as Highly Significant, so it was left in situ but the box channels were all dismantled, the bricks being packed up in crates. All of the bricks are now at the HCC storage depots at East Kurrajong and Wilberforce. A small section of box channel still exists under the grass verge outside Herbie Weller’s cottage on Bridge Street, possibly underneath that cottage.</p>
<p>Historical confirmation</p>	<p>[Associate Professor Ian Jack:] The heritage significance of Windsor’s civic square was dramatically enhanced in 2018 by the archaeological excavation of its early drainage system. The complex system of brick drains are the earliest public works of this sort surviving in NSW and the John Howe and James McGrath were commissioned in 1814 to carry out substantial works within the newly named Thompson Square. The steepness of the slope was to be diminished by putting piles in the lower sector of the square near the river and then using fill to reduce it to ‘a gradual slope’. The contractors also made between 120,000 and 150,000 bricks in Windsor to construct the drainage works in 1814-1815. [State Library of NSW, Mitchell Library, MLMSS 106] They were ‘to sink a Sewer in the middle of the Square with channels leading to it or to ...erect two sewers one on each side of the Square...’ Current excavations show that only the central drain and channels were built. By 24 April 1815, the barrel drain had been completed. [The completion of one barrel brick drain is inferred because it is not mentioned in the second contract] It is the levelling of Thompson Square that explains why the barrel drain was found no less than 3.5 metres under the present surface. It also offers a satisfactory interpretation of the archaeologists’ discovery of a series of brick-lined sump-walls going vertically up some two metres from the barrel drain to a brick box drain on the surface. The nature of the bricks found in all three strata is consistent with a Macquarie-period date. The greatest amount of fill would be required in the lower part of the square. Howe had already in 1814 and early in 1815 built the large barrel drain just below the original surface. To maintain an efficient drainage system, as the barrel drain was to be covered with a great deal of fill, an additional drainage channel to the surface would be necessary, connected to the barrel drain by a series of brick-lined sumps. The box drain now excavated was therefore added by Howe once the land-fill had altered the landscape of the square, particularly the part closer to the river. Further minor brick drains running to the surface box drain have been identified by the archaeologists. These are the ‘Channels’ stipulated in 1814 but first constructed only after the initial levelling of the square was completed in 1815. The drainage was probably impacted in the next series of floods as the final payment was not completed in 1820. <i>(Col. Secretary’s Correspondence, State Archives NSW, Reel 6050,4/1746, p. 209.)</i></p>
<p>Conserved</p>	<p>See the WBRP TfNSW Drain Mitigation report. The exposed section of the Brick Barrel Drain impacted by the new bridge abutment was covered in polystyrene (see images on following page). The new bridge abutment now sits over the top of this Highly Significant piece of early colonial infrastructure.</p>

NOTICE IS HEREBY GIVEN, pursuant to Section 44 of the Heritage Act, 1977, that the Minister for Planning and Environment has made Permanent Conservation Order No. 126 in respect of the item(s) of the environmental heritage described in the schedule hereto. The Order was published in Government Gazette No. 92 dated 2nd July, 1982 and took effect on that date.

The effect of the Order is to control the demolition or alteration of buildings or works; damaging or despoiling a relic, place or land; excavating to expose or move a relic; development of land; displaying any notice or advertisement; and destroying, damaging or removing any tree; except in pursuance of an approval granted by the Heritage Council under Subdivision 1 of Division 3 of the Heritage Act.

Application for such approval must be made in writing in the form prescribed by regulation and on payment of the prescribed fee. Enquiries regarding such applications should be made to the Secretary of the Heritage Council, 4th Floor, Remington Building, 169-183a Liverpool Street, Sydney (Telephone 266-7111).

Dated at Sydney this 2nd July, 1982.


Secretary
Heritage Council of New South Wales

SCHEDULE "A"

The place and the improvements thereon, known as the Thompson Square Precinct situated on the land fronting Thompson Square George and Bridge Streets, Windsor, described in Schedule "B".

SCHEDULE "B"

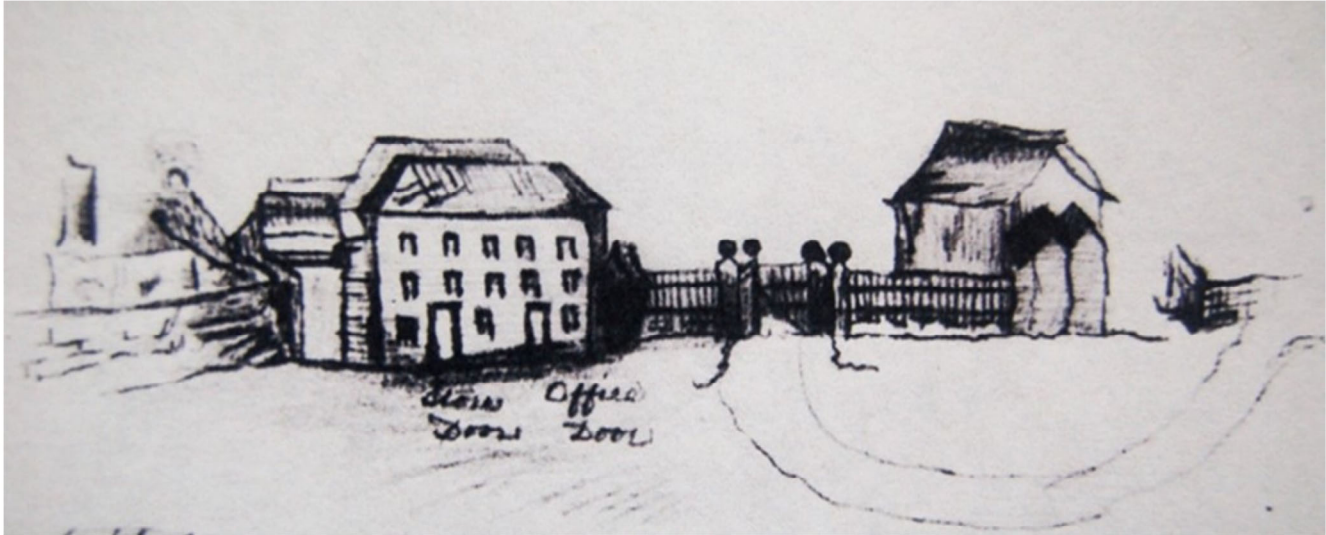
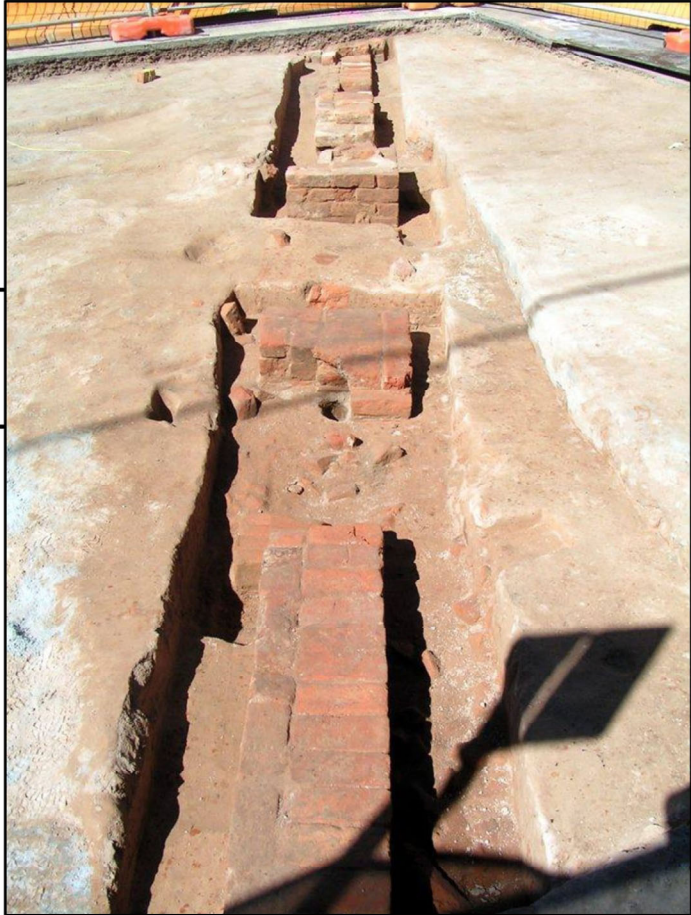
All that piece or parcel of land situated at Windsor, Parish of St. Matthew, County of Cumberland, as shown edged black on the plan catalogued H.C. 383 in the office of the Heritage Council of New South Wales.




"WHAT HAS BEEN PARTIALLY UNCOVERED IN THOMPSON SQUARE EARLY IN 2018 SHOULD BE UNDERSTOOD AS REMARKABLE PHYSICAL EVIDENCE OF A COMPLEX DRAINAGE AND LAND-FILL SYSTEM CONCEIVED UNDER GOVERNOR MACQUARIE IN 1814 AND COMPLETED BY 1820 THROUGH THE ENERGY OF JOHN HOWE AND JAMES MCGRATH. THIS IS THE EARLIEST PUBLIC WORKS OF ITS SORT SURVIVING IN THE COLONY AND THE BARREL DRAIN IS THE KEY ELEMENT IN THE SOPHISTICATED WATER MANAGEMENT SYSTEM. THERE IS AN OVERWHELMING CASE FOR CONSERVATION, PRESERVATION AND DISPLAY". PROF. IAN JACK, , MA, PHD, FRHISTS, FRAHS

4. Wall entrance to Government Domain

Location known	In situ under George Street near intersection with Bridge Street
Description: first recorded	
Historical confirmation	
Conserved	



5. Marker stones

<p>Location known</p>	<p>Wilberforce Council Depot</p>	
<p>Description: first recorded</p>	<p>Three marker stones were removed from the WBRP archaeological salvage compound (the Thompson Square Conservation Area Lower Reserve) in early 2018 .</p>	
<p>Historical confirmation</p>	<p>Edward Higginbotham archaeologist, wrote about the significance of the marker stone outside Maquarie Arms Hotel, when he made a report for HCC in the 1980s and made Thompson Square a Conservation area, . That stone had the same appearance as the two marker stones removed by TfNSW from the Lower Reeserve.</p> <p>“</p>	
<p>Conserved</p>		



6. Sandstone wall on the Terrace

Location known	Beneath the Doctor's House on the Terrace next to historic bridge viewing platform.
Description: first recorded	Wall found during electrical work for the WBRP made of re-used blocks of sandstone believed to be from Cadell's Brewery or the Punt House, according to Trove newspaper article.
Historical confirmation	
Conserved	Some of this wall has been removed, a small part remains, underneath the road surface of the Terrace.



7. Sandstone kerb and guttering

Location known	HCC storage depot
Description: first recorded	Removed by TfNSW during WBRP
Historical confirmation	
Conserved	

