

SUBMISSION

**Windsor Bridge Replacement Project
Draft Urban Design and Landscape Plan Version 10
March 2017**



Community Action for Windsor Bridge

This submission is made by the 754 signatories whose names appear on pages 3 to 19, coordinated by Community Action for Windsor Bridge.

11 April 2017

Page 2.

WINDSOR BRIDGE REPLACEMENT PROJECT
Version 10, Draft Windsor Bridge Replacement Project
Urban Design and Landscape Detailed Design Report

Submission Prepared By:
Community Action For Windsor Bridge

SUBMISSION MADE BY
750 concerned residents of NSW and other Australian States and
4 residents of other countries.

It is requested the concerns raised in this submission be addressed in the
Submissions Report

[PLEASE SEE SEPARATE ATTACHMENT]

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DISCLAIMER

In making this submission the above-named signatories, Community Action for Windsor Bridge and its wider supporters are in no way endorsing the NSW State Government's plans to bulldoze an arterial road through Thompson Square, Windsor, the nation's oldest remaining civic space, dating from 1795.

In fact, the signatures of at least 40,000 people, the majority of whom are residents of NSW, testifies to the deep community opposition to this project.

In addition, Community Action for Windsor Bridge (CAWB), the submission signatories, and CAWB's wider supporters, without reservation, condemn the RMS for prosecuting this project in the face of unequivocal expert advice against proceeding; for failing to properly advise the Government on the implications of the project and for the unconscionable damage they are proposing to wreak on the historic township of Windsor.

THE RMS 'DISCLAIMER'

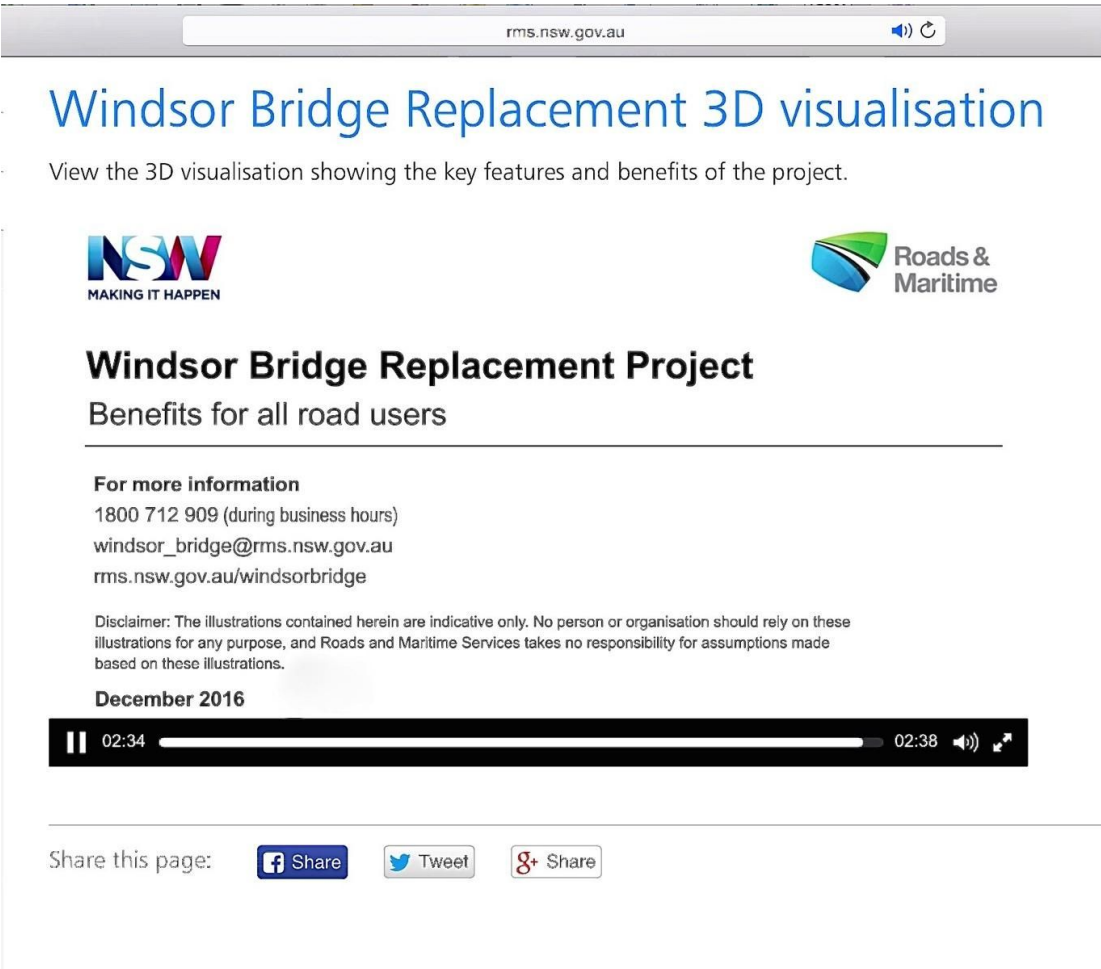
Despite a disclaimer at the end of the "3D visualisation" (see image, below) on the official government website of Roads and Maritime, visitors to the site are invited to "View the 3D visualisation showing the key features and benefits of the project." During that "3D visualisation" a series of claims and statements are made against a background designed to look like the Windsor Bridge Replacement Project, post-completion.

Australian Consumer Law (ACL), prohibits businesses (presumably government agencies are judged by no lesser standards) from making **false or misleading representations**, most relevantly in this case about:

- *the standard, quality, value or grade of goods or services*
- *the composition style or history of goods*
- *the accessories, benefits and uses of goods or services*

http://www.fairtrading.nsw.gov.au/ftw/Businesses/Advertising_and_marketing/Advertising.page?#Are_there_laws_for_specific_industries_and_media_advertising_staff?

Yet the aforementioned disclaimer says “The illustrations contained herein are indicative only. No person or organisation should rely on these illustrations for any purpose, and Roads and Maritime Services takes no responsibility for assumptions based on these illustrations.”



The screenshot shows a web browser window with the URL `rms.nsw.gov.au`. The page title is "Windsor Bridge Replacement 3D visualisation". Below the title, it says "View the 3D visualisation showing the key features and benefits of the project." The page features the NSW logo (MAKING IT HAPPEN) and the Roads & Maritime logo. The main heading is "Windsor Bridge Replacement Project" with the subheading "Benefits for all road users". Under "For more information", it lists the phone number 1800 712 909, email `windsor_bridge@rms.nsw.gov.au`, and website `rms.nsw.gov.au/windsorbridge`. A disclaimer states: "The illustrations contained herein are indicative only. No person or organisation should rely on these illustrations for any purpose, and Roads and Maritime Services takes no responsibility for assumptions made based on these illustrations." Below this is a video player for a video dated December 2016, with a duration of 02:34. At the bottom, there are social media sharing buttons for Facebook, Twitter, and Google+.

This RMS disclaimer gives rise to the question, *“If we cannot ‘rely’ on the RMS illustrations for any purpose, what is the point of providing them in material being viewed, during a period of public consultation, in order to prepare detailed and thoughtful submissions, in response to the landscape plans?”*

This question has caused much concern during the preparation of this submission. On balance, and because the current consultations relate to a

highly visual aspect of the project, it has been decided, out of respect for the competence of the relevant RMS staff, to generally accept the text and graphics on RMS webpages and in all RMS documents related to the Windsor Bridge Replacement Project are the most accurate possible representations of the future appearance of the Thompson Square Precinct, post project completion, and comment on that basis. To do otherwise is to assume the RMS is either incompetent or deliberately in breach of Australian consumer law.

Nonetheless, where concerns with the accuracy of RMS illustrations arise, it is considered equally appropriate those concerns be raised in this submission.

EXECUTIVE SUMMARY

This submission comprehensively rejects the plans set out in Version 10, Windsor Bridge Replacement Project (WBRP) draft Urban Design and Landscape Detailed Design Report (UD&LP) for the following reasons:

- The lack of a finalised SCMP leads to the inevitable conclusion the landscape plans are not underpinned by the required research as identified in the Consent Conditions imposed by the Minister for Planning, (20 December 2013);
- The absence of this research is quite evident and significantly and irrevocably compromises the resulting 'plans';
- The visualisations and accompanying text convey a complete lack of understanding of the implications and interpretation of the unique history of the Square and deal insensitively with the historic bridge;
- References to a "georgian" (sic) in describing elements which clearly do not in any meaningful way reflect Georgian style and consequently do not deliver any elements resembling an historically accurate interpretation of Georgian style is insulting to both the community and the heritage of the Square;
- There is no reference to colonial landscaping practices nor discussion about a pre-European landscape;
- No attempt has been made to address issues previously raised by the community and the authors of earlier landscape reports.
- Access for people with disabilities is given no more than derisory treatment;

- The economic role of the Square and the contribution a mature heritage landscape makes in supporting that economy has been ignored;
- Safety issues are inadequately addressed;

Detailed design issues are also critiqued and commented upon.

HERITAGE DEFINED

In preparing this submission it has become increasingly evident there may be a “disjunct” between the issues driving CAWB and the understandings driving the RMS. If a misunderstanding does exist, it falls to us, as local, indeed national ‘custodians’ of the heritage of the Thompson Square precinct, to make explicit our concerns.

In its earliest form, dating from 1795, the place today known as Thompson Square was called ‘Bell Post Square’. The bell is visible in Evans’ 1807 painting of the settlement of Green Hills, which Governor Macquarie, some four years later, named Windsor.

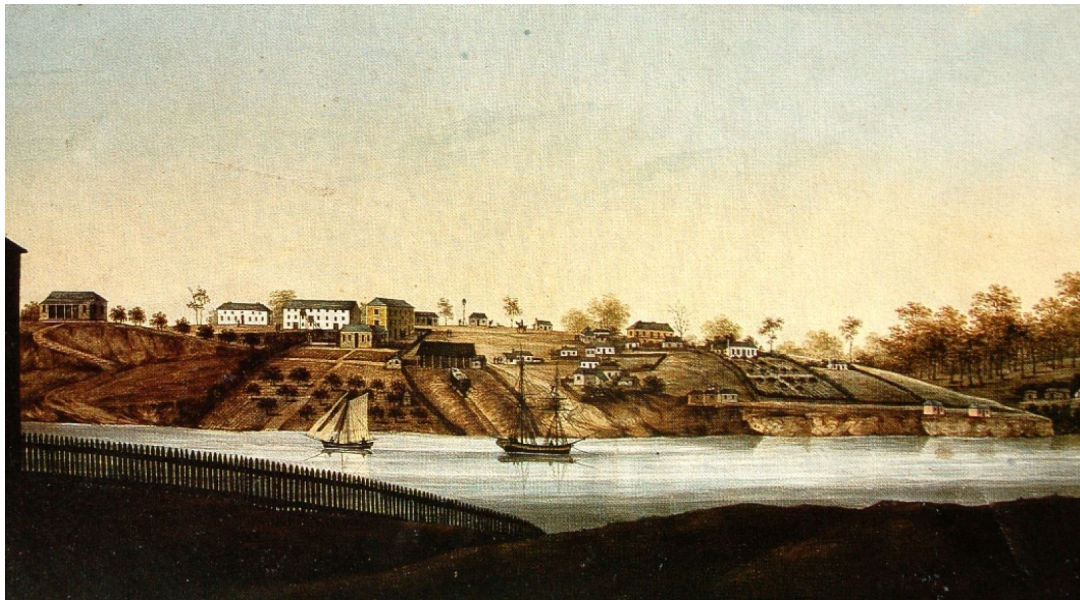


Illustration 1: Thompson Square circa 1807

When the convicts, marines, free settlers and Governors such as Lachlan Macquarie stood in the Square and looked out at the surrounding landscape they were looking at a landscape just about as far from the centre of the known universe as it was possible to get in 1796.

What do **you** see when you stand in Thompson Square and peer through those tree branches the RMS plan to remove?

Look again. Imagine yourself back to 1796. Around you there are already signs of how important the place is... on the small beach below the steep fall from the ridge people are dragging a boat out of the water. Boats are important. They will, for many years to come, ship the produce of the region to the still nascent city of Sydney. In fact, the wharves are evidence of Colonial ambition; of the international trading that will occur from this place: cedar, cut locally and seal skins and whaling products will generate wealth in the coming years.

Across the river it is not difficult to see the beginnings of the European agriculture that already is feeding the colony; small holdings, viable due to the fertility of the alluvial soil, despite their diminutive size and the omnipresent threat of floods and so, the cottages, or perhaps 'huts' of the 'farmers' are already appearing in the landscape.

To your right two convict women chat before returning to their duties. Elsewhere soldiers stand; muskets at ready and you are reminded this is a 'frontier' where ownership of land is strongly contested. The woodlands around you are not without their charm: a small creek trickles down the slope, fed by a spring near the ridge.

Today you can see all this, and so much more. Soon it will all be blown away, shreds of images fighting valiantly against the roar of heavy vehicles, the slick self confidence and bombast of a new element, one which delivers little benefit at an overwhelming price.

In Thompson Square it is the landscape in its entirety which is crucial, not just the elements. It is the internal views and the views out across the floodplains which, together, make this place of unprecedented historical value.

Despite being the only extensive area of fertile land between the Hunter and Shoalhaven, and despite the difficulties experienced in providing enough food for the colony, it was not until 1794 that Governor Grose commenced making the land grants to freed convicts which brought European agricultural

practices to the relatively remote Hawkesbury area.

Grose's decision to direct ex-convicts to the Hawkesbury puts Thompson Square at the centre of the first, and most significant predominantly ex-convict farming community in colonial Australia, where emancipists, ex-convicts and convicts along with a very small group of free settlers, wrested the first European crops from the soils of the Hawkesbury floodplain and shipped their produce to feed the ever-growing population of Sydney. It was these ex-convict farmers of the Hawkesbury who first confirmed the viability of colonial NSW as a self-supporting entity and it was from Thompson Square this produce was shipped to Sydney. This deployment and application of the labour of convicts and former convicts, free land grants and an early engagement in international trade by local entrepreneurs like Andrew Thompson were significant factors in ensuring the colony's survival and prosperity.

Today, Thompson Square retains historic views and vistas of a landscape visually and functionally little changed since the 1790's. This still-authentic landscape, with its intact perspectives and horizon lines, which provides unparalleled views into the earliest days of Colonial activity and the early 'Europeanisation' of the native landscape, is under threat.

The document, "UNESCO Convict Sites" (page 92) says,

"They housed tens of thousands of men, women, and children condemned by British justice to transportation to the convict colonies. This vast system of transportation, for penal and political reasons, supported the British colonization effort to conquer and settle the vast Australian continent. Each of the sites had a specific purpose, in terms both of punitive imprisonment and of rehabilitation through forced labour to help build the colony. After being set free, the convicts generally settled in the country as colonists and they form one of the main backgrounds of the European population in contemporary Australia."

The earliest settlement of the Hawkesbury provides a unique opportunity to further explore themes established in the UNESCO listing regarding convicts because, beyond punishment and rehabilitation, their transportation was founded in the assumption of forced labour and a captive population, which would "settle the vast Australian continent". Thus the significance of the

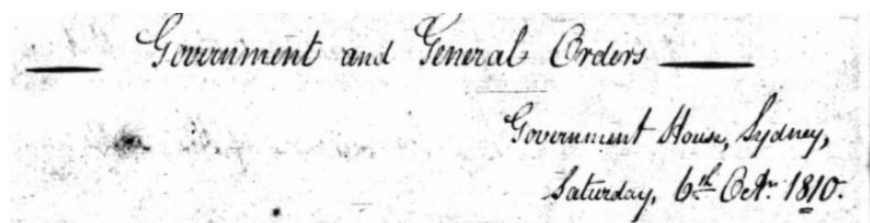
Thompson Square precinct derives from three interrelated conditions: the concentration of ex-convicts who settled in the Hawkesbury, initially on land adjacent to Thompson Square and their contribution to the survival of the settlement; the Square's unique status as possibly the oldest continuously operating mercantile precinct in Australia, serving those farmers and; the Square's close physical and functional relationship with the oldest continuously cultivated agricultural lands in Australia, which it looks out upon.

In destroying this landscape by imposing a massive contemporary structure, out of all proportion with the scale of the surrounding elements, the RMS is destroying an economic asset. It is also destroying the heritage value of this place.

The produce coming from the Thompson Square wharf was so critical to the survival of the colony that In October 1810, Governor Macquarie gave orders to construct a new wharf at Cockle Bay to provide facilities for the unloading of produce brought in from the Hawkesbury.¹ A new marketplace was also established up the hill, (now the location of the Queen Victoria Building) and Market Street was laid out, connecting the wharf to the market.

¹

http://www.caseyandlowe.com.au/pdf/darlingquarter/DarlingQuarter_Volume_1_Section_3.4_Early_Foreshore.pdf Johnson & Parris 2008: 20.



For the further Accommodation and Convenience of the Inhabitants in general, and particularly of those Persons bringing Corn or other Grain, Goods or other Merchandise, in Barges or Boats from the Hawkesbury, &c to the Market, it is intended to erect a Wharf immediately at Cockle Bay, contiguous to the New Market Place; and from thence there will be a good Road or Street made to communicate directly with the said Market Square; and which, when completed, is to be called - "Market Wharf."

Illustration 2: General Orders - The Cockle Bay Wharf

The consent conditions include a definition of "Heritage", saying it:

Encompasses both Aboriginal and historic heritage including sites that predate European settlement, and a shared history since European settlement such as a shared associations in pastoral landscapes as well as associations linked with the mission period.

We are confident our claim of 'heritage significance' for the Thompson Square precinct **as well as** its views and vistas, is consistent with this definition and with guidance provided in RMS documentation. By breaking the landscape up into "precincts" the current draft Landscape Plan gives no discernible recognition to the significance of this landscape... in its entirety.

CONTEXT

A project to build a replacement bridge across the Hawkesbury River at Windsor was approved by the Minister for Planning on December 20, 2013.

This is clearly a project dear to the hearts of RMS bureaucrats as it has endured in the face of trenchant and well-informed opposition for over a decade². This longevity has resulted in documentation which is crucial to an understanding of the community's objections to, not only the landscape plans, but the project itself.

A chronological selection of landscape planning documents for this project sets the context for the rest of this submission.

EVOLUTION OF THE WBRP LANDSCAPING PLANS

GAO 2008

In 2008 the RTA (now RMS) were advised by the Government Architect's Office (GAO) a bypass was the superior option for a new river crossing of the Hawkesbury in the vicinity of Windsor.

Nonetheless, the project was announced in 2008, initially in a local newspaper, and from this time the Department has pushed one option to the exclusion of all other possibilities - 'RTA favour Option One ... as a preferred option'.

However the GAO consistently conveyed to the RTA/RMS their concern regarding Option One:

'In terms of future traffic demands, urban growth and the historic context of Windsor Town Centre, option 8, to develop a new bridge in a more appropriate location on the periphery of the town centre and more closely related to future urban growth is considered preferable by GAO.'

² Former RMS staff advise the project was active from at least 2006

GAO Report, 2009

The 2009 report, Windsor Bridge over the Hawkesbury River. Landscape and visual investigation for bridge options at Windsor. Stage 2, prepared by the NSW Government Architect's Office (GAO), published in August 2011, advises (page 7) "the scale of the new roadway is at odds with the finer grain nineteenth century scale urban structure."

This image is reinforced at page 8, with a comparison with the existing bridge which "...is low key and... understated in its form and expression and as such fits comfortably and discreetly into its historic setting."

The GAO Report is an authoritative and important record of early concerns about the landscape impacts of the project. Some of the issues raised and the magnitude of the associated concerns are set out below:

1. Views

At page 9 the report says, "Option 1 would have a negative visual impact on the immediate views to and from the historic centre of Windsor particularly around Thompson Square due to the elevated road approach to the bridge and the related road works in the immediate environs."

From a distance the new bridge being higher and broader should also have a greater impact on the views up and down the river."

2. Land Use

We are also advised (page 11), "All properties on the approach roads would experience increased noise and traffic volumes." And "Land uses on the south side of the river are predominantly mixed uses including residential, commercial, professional rooms framing Thompson Square. The Square links to the open space system along the river. The north side of the river is open farmland, two dwellings are located close to the bridge approach."

The pattern of uses adjoining Bridge Street, while appropriate to the original setting, are now severely compromised in terms of their amenity by the volume of traffic passing through the area in terms of heavy traffic noise, access and visual impact."

3. Vehicular, pedestrian, cycle access and movement

From pages 11 and 12 we learn, “Windsor Road and Wilberforce Roads are the primary feeders to the existing Windsor Bridge. In addition to serving the town centre of Windsor these major regional roads force through-traffic into the heart of this historic town. Access onto this route from secondary streets is difficult and often hazardous due to the speed of the through traffic particularly at Freeman’s Reach Road and George Street.

Pedestrian movement and safety across Bridge and George Streets and Wilberforce Road in the vicinity of the bridge is perilous due to the speed and volume of traffic. Pedestrian amenity is also impacted by the traffic noise and pollution.

A new bridge with increased capacity should help reduce banking up of traffic during AM and PM peaks and reduce the number of flood events when the bridge is closed. However locating the bridge within the town would **exacerbate** the effects and impacts of local traffic on pedestrian and cyclist amenity close to the town centre. The addition of traffic lights at the intersection of George and Bridge Street would assist in the management of local traffic, cycle and pedestrian.

4. Topography

At page 12, the report says, “The steep banks and relatively constrained location make the proposed bridge approaches through Thompson Square adverse to the spatial, historic and scenic qualities of the site.

Option 1 offers an opportunity to unify a larger usable space of Thompson Square. However the bridge approach would be higher and closer to buildings on the east of the Square would **increase the negative impacts on these heritage buildings**”.

5. Vegetation

Finally, at pages 13 and 14 we are advised, “Option 1 passes through Thompson Square, which is a broad grassed open space characterised by established trees informally laid out in a parkland setting. Thompson Square is the only remaining civic space laid out by Governor Macquarie and is a crucial precinct in the preservation of the early colonial character of Windsor.

The mature trees that define Thompson Square are a vital part of the character of this precinct. A number of existing trees would have to be removed to accommodate the new roadway.”



Illustration 3: Thompson Square GAO, 2009

The issues raised by the GAO and the identified magnitude of impact are summarised in Table 1, below:

Issue	Comment	Magnitude of Impact (very high - low)
Views	The proposed bridge being higher and broader than the existing bridge would be visible from a distance, particularly on the north side due to the open landscape. The proposal would affect the address and outlook of properties on Old Bridge Street and Thompson Square Street.	Very high
Landuse	Residential, commercial and office uses would be detrimentally impacted. The amenity of the public open space could be reduced. The proposal would increase traffic noise on both sides of the river.	Very high
Vehicular, pedestrian, cycle access and movement	The proposal would potentially exacerbate through traffic. The traffic signals should improve pedestrian and cyclist amenity in the heart of the town.	High
Topography	The approach descends steeply from George Street to the river. The southern approach would have a high visual impact to the immediate surrounds because of the required spring point location. The proposed northern approach descends more gradually.	Very high
Vegetation	The proposal would require the removal of a number of significant trees within Thompson Square which would detrimentally impact the space.	Very high

Table 1: Summary of GAO issues

It is relevant to note at this juncture, not one of the concerns raised by GAO in 2009 has yet been rectified.

Spackman Mossop Michaels Report 2011

By July 2011 a report by Spackman Mossop Michaels (SMM)³ in association with Godden Mackay Logan (GML) notes the following adverse consequences associated with Option One:

- The increased height and width of the bridge approach road and abutment will have physical and visual impacts on Thompson Square.
- The bridge alignment is not completely parallel with the alignment of the old bridge nor perpendicular with the river.
- The approach road in Thompson Square impacts on heritage building curtilages adjacent to the north eastern corner of the Square.
- Some car parking spaces will be removed from the lower section of Old Bridge Street.
- A number of mature trees will be removed on the northern side of Thompson Square.
- The straighter, higher and flatter alignment of the bridge crossing will have the potential to increase vehicle speeds and potentially noise, within Thompson Square and the George Street precinct.
- A faster and more direct route may impact on the commercial operations of the retail precinct on George Street.
- A new bridge and approach road would **alter the character of the space by dominating the square, creating a strong visual separation between the open space and its important surrounding buildings.**
- While filling in the existing cutting would partially reinstate the original form of Thompson Square, the bridge and approach road through the square would continue the separation between the buildings and public space of the square.
- The elevated approach road, including embankments and barriers **is not consistent with the previous road alignments which have been either at grade or in cutting.**

³ Spackman Mossop Michaels are also co-authors of the current draft landscape plan. Godden, Logan Mackay are not.

- Potential impacts on archaeological sites, likely to be of high significance, are possible both within Thompson Square and on the southern and northern foreshores of the river.

The report goes on to offer a range of potential design opportunities which they say should be considered further noting it is only an “initial list of items for consideration and should be expanded to incorporate other measures as they are identified”. Their list includes:

- Reduce the height of the bridge and approach roads to a lower level to better integrate the structures into the landscape of the river and on either side of the river, but particularly in Thompson Square, and yet retain the necessary flood immunity and access under the bridge at The Terrace.
- Reduce the width of the bridge and approach roads from 3 lanes to 2 lanes and design using minimum lane widths, to reduce the footprint of the road on the foreshore areas, particularly in Thompson Square.
- Retain the roundabout on George Street to control traffic speeds and resulting noise impacts.
- Reduce the footprint of the intersection at Wilberforce and Freemans Reach Roads to a roundabout of a similar size to the George and Bridge Streets roundabout in Windsor.
- Minimise the areas of pavement, walls and other hard elements in the design to improve the integration of the road into the area.
- Ensure that all areas of residual road reserve, which are surplus to need, are incorporated into the adjoining parklands as additional public open space.
- Investigate the provision of rear access to the properties on the northeastern side of Thompson Square to reduce the required width of the approach road.
- Develop a landscape master plan for Thompson Square and the immediate vicinity to maximise the opportunities to protect, interpret and reinforce the heritage values, improve the visual character of the new arrangements, improve the recreational opportunities and the

overall amenity of the area.

- Develop a landscape master plan for the northern foreshore to ... improve the character and amenity of the northern foreshore.
- Consider a long-term bypass option to cater for the growth of Windsor and the surrounding area. This may reduce the pressure on routes through Windsor and Thompson Square and the need to provide a higher and wider Windsor Bridge.

It is again worth noting:

- The width of the bridge has not been reduced.
- The roundabout on George Street has not been retained.
- The footprint of the intersection at Wilberforce and Freemans Reach Roads has not been reduced.
- The areas of pavement, walls and other hard elements in the design have not been minimised.
- The landscape master plan for Thompson Square and the immediate vicinity does not maximise the opportunities to protect, interpret and reinforce the heritage values, improve the visual character of the new arrangements, improve the recreational opportunities and the overall amenity of the area. It does the exact opposite
- The landscape master plan for the northern foreshore is similarly flawed.
- There is no evidence of bypass option to cater for the growth of Windsor and the surrounding area.

RMS Environmental Impact Statement 2012

The EIS Landscape Plan, again written by Spackman Mossop Michaels is available in nineteen parts of varying sizes on the RMS website. It is mentioned here for two reasons:

- 1) To contextualise the Conditions of Consent subsequently placed on the project by the Minister

- 2) Because the current Landscape Plan says, “Urban design and landscape objectives and principles developed during the concept design phase and presented in the EIS, continue to guide the detailed design development”.

Curiously, it goes on to say such guidance is to ensure:

- 1) The project meets conditions of approval
- 2) The bridge and approach roads are physically, visually and operationally integrated with the surrounding environment
- 3) Urban Design and Landscaping is sympathetic to the heritage values and significance of Thompson Square Conservation Area.

Comment: It is noted the EIS pre-dates the Conditions of Approval. A search of the Instrument of Approval identified one reference to the EIS at B8 (a) ‘the raising of the southern approach road by approximately 1 metre is not approved. The height/clearance of the southern approach road shall be designed ensure consistency with the EIS’.

The EIS is, according to three independent experts, a deeply flawed document in terms of traffic, engineering and heritage. Relying on it to guide the detailed design development, particularly with regard to heritage and roads risks repeating errors already exposed by the Casey and Chambray Reports.

In fact, the EIS is a deeply conflicted document, espousing the project, whilst damning it with faint praise, or on occasion, continuing to highlight those uncomfortable truths about the consequences of Option One which were raised in earlier landscape plans. A selection of those consequences is set out below:

In the EIS document Urban Design And Landscape Concept Report (Including Landscape Character And Visual Impact Assessment), Preliminaries, page xi, we are yet again advised, “The impacts on landscape character have been assessed as being high for Thompson Square and the Hawkesbury River and River Banks.” Also, “...the proposed works would have an adverse impact on landscape character. ... they would cause adverse impact on all landscape

character zones due to the scale of the works and to its historic setting, its value to the community and its sensitivity to change. The existing bridge is a Section 170 listed heritage item and sits comfortably within the scale of the landscape. The replacement bridge is of a greater scale than the existing bridge, and the bridge deck sits between 3.0 to 5.0 metres higher than the existing bridge. These changes, and the introduction of a new bridge abutment would have an impact on the scale and layout of Thompson Square.”

We are also advised, “...the scale of the proposed works would represent substantial adverse changes within highly valued and sensitive settings...”

And, “The greatest overshadowing impacts would be experienced on the southern foreshore due to the height, width and length of the approach road, abutment and proposed bridge deck over The Terrace and the foreshore. The overshadowing of these areas is likely to affect users’ experience...”

And, “The new bridge and its approach roads would increase the dominance of this infrastructure in the area and have a substantial impact on the local environment of both Thompson Square and the river foreshores. It’s (sic) increased height and width, compared to the existing bridge and approach roads, increases the bulk and scale of the road infrastructure in this highly sensitive setting.”

And, finally, “The challenge for this project is to achieve a coordinated outcome which delivers the best possible enhancements for Windsor and particularly Thompson Square, **one of the most historically important public spaces in Australia.**”

It is again worth noting, in the draft Final Landscape Plan:

1. There is no evidence to suggest impacts on landscape character have been reduced,
2. the scale of the works has not been reduced.

3. Overshadowing impacts, experienced on the southern foreshore due to the height, width and length of the approach road, abutment and proposed bridge deck over The Terrace and the foreshore remain.
4. The dominance of this infrastructure in a heritage precinct has not changed.

At page 137 we are advised “the design of the bridge and rehabilitation of the square considers the heritage and aesthetic context.”

Such consideration has not, to date, produced any tangible improvements to landscape plans currently under review.

Furthermore, “Parts of the project area are located in State heritage-listed Thompson Square, an area highly valued for its contribution to the Windsor character and landscape. The bridge crosses the Hawkesbury River, an environmental asset highly valued by the local and regional community. Protection of these environmental and cultural assets is important.”

Important it may be, achieved it certainly is not.

CAWB Response to EIS

Given the magnitude of the task and its timing, CAWB’s formal response to the EIS was extraordinary. However, due to the scale of some of the more pressing issues being addressed, the landscaping section was relatively brief. It is included below, in its entirety:

Landscaping

The final appearance of Thompson Square, should Option One go ahead, is a matter of deep concern to the community and is, once again, a matter of deep cynicism.

EIS Volume (page 100) says, “Urban design and landscape works....within Thompson Square parkland would include: “Minor earthworks in the upper Thompson Square parkland to provide a gentle slope.” The present contours of the Square being as they are, it would seem likely that, in the interests of mutual understanding, the RMS should provide definitions of ‘minor’ and ‘gentle’.

The issue of landscape remains contentious. EIS Volume 1 (page 195), talks about “a gently terraced slope down to the river,” and (page 194) “The result

would be a greater area of continuous parkland that would slope gently to The Terrace and the river.”

Thompson Square cannot be sloped down to the river. To be sloped in such manner would see the removal of The Terrace and the river bank and the slope, and even if terraced it would be very, very steep.

This observation is offered as there appears to be some confusion regarding gradient, which, while describing the proposed slope of the grasslands as being ‘gentle’ also says, “The steep grade on Bridge Street increases the noise levels generated by heavy vehicles due to the need to use low range gearing and engine breaking (sic).”

The RMS cannot have it both ways. The slope can either be gentle or steep.

But in fact the steepness of the slope actually increases. The current road starts sloping from George Street. Using Figure 58 (page 101 EIS Volume 1) it could be assumed the area closest to George Street would have a flatter component sloping gently towards the river and sloping more to the Thompson Square Road. The slope down to The Terrace would start from about halfway to The Terrace. Given the reduced distance from The Terrace it would have to be very steep, so steep the EIS plans to have it terraced.

Although it is appreciated the planning for the grassland is still under consideration, there is no indication within the EIS whether the use of retaining walls is being considered. Therefore it is assumed there would be a series of flatter sections and other sections of a severe slope. This raises the question as to whether the joined upper and lower grasslands would result in more usable space.*

In summary: The plan by the RMS is to reshape the grassland into a “gentle slope” to the foreshore. (It is assumed the RMS means The Terrace, which is about 6 metres above the river. To slope Thompson Square to the river would mean the removal of The Terrace and a very steep slope.) The current road does that and that slope is not “gentle”. In the EIS the road is described as being steep. However that road curves down to The Terrace so the slope is minimised. A better example would be the road to the wharf. Now that road is certainly not a gentle slope. However, the grassland area portrayed in the RMS diagrams retains a flatish area at the top so the slope has to start nearly half way along the grassed area. Therefore the “gentle slope” becomes steeper. The RMS intends to terrace the slope, which will provide some flatish land and some embankments. Section 4.3.1 on page 50 of the EIS states in part: “While The Terrace could be lowered to achieve the required clearance under the replacement bridge this was considered undesirable due

to the potential disturbance of terrestrial and maritime archaeological sites.” Yet to totally reshape Thompson Square is considered appropriate. This reconstruction will have a major negative impact on the public use of this space. In addition this means the oldest civic square in Australia will be totally reconstructed and not restored to the vision of Governor Macquarie as claimed by the RMS. Fewer people using the park will reduce business activity.”

None of the concerns raised by CAWB in early 2013 regarding the landscape plan appear to have been addressed in the current draft plan. This is surprising, given the Department of Planning’s initial response to the EIS.

Mary Casey Independent Heritage Report, 2013

The Department of Planning, apparently concerned about aspects of the entire project, engaged three independent experts to advise on the RMS plans (and it is worth noting all three disagreed with the RMS regarding the project in relation to their area of expertise). Most relevantly we refer to the independent heritage report by Mary Casey, (part of the documentation available to the Minister for Planning in determining to approve the project and in formulating the associated Conditions of Approval) in which Ms Casey says:

*“The **Urban Design** mitigation measures must be examined closely as they do not relate to heritage significance, or heritage design principles and conservation policies. The mitigation measures do not alleviate the implication that appears to be acceptable to RMS that the WBRP can have such a major impact on a SHR conservation area and State significant archaeology. The urban design report’s assessment has concluded that all visual impacts within Thompson Square are High, the highest level of impact. The heritage report’s assessment has stated that the only real mitigation for the proposed impacts relates to archival recording, archaeological excavation of the site, reporting and interpretation. The main mitigation for the built heritage appears to be a design which consolidates the park and undertakes planning for a redesign of Thompson Square and the Terraces. This proposed*

design is not based on a full understanding of the significance of the heritage values of the place, nor on any heritage design principles or conservation policies, on which to base a future design. Therefore it is not mitigating impacts on heritage but an additional impact. “

This position is probably best described as unequivocal in its condemnation of both the project and the associated landscape plan.

Despite the universal opprobrium of its three independent experts, the Department of Planning proceeded to recommend the Minister approve Option One. By way of a concession to the experts and growing community concern, the Minister’s approval contained a number of conditions directed at heritage and landscape issues.

These Conditions are discussed in the following section.

CONDITIONS OF CONSENT

Against consistent advice, given by reputable experts that construction of the Windsor Bridge Replacement Project would do incalculable damage to a precinct considered by historians to be extraordinarily important, the WBR project has proceeded.

However, the Instrument of Approval contains a range of Conditions of Consent which the Minister said were to “... prevent, minimise, and/or offset adverse environmental impacts, including any heritage impacts;”

Conditions B1-B8 Objectives

Conditions B1-B8 were imposed with the following objectives:

- “(a) to minimise impacts on heritage sites, including sites within the Thompson Square Conservation Area and archaeological sites in, and in the vicinity of, the site;
- (b) To salvage and interpret any impacted heritage sites, including historical archaeologically significant sites within, and in the vicinity of, the site;
- (c) To conduct archival recording and further research of the Thompson Square Conservation Area;
- (d) To enhance and conserve the Thompson Square Conservation Area, the heritage items identified in Table 1 of Appendix 1, with the exception of

Item 3 (the Thompson Square lower parkland area) and Item 20 (Windsor Bridge) and any archaeological sites within, and in the vicinity of, the site, while providing for the construction of a replacement bridge at Windsor; and

- (e) To incorporate changes in the final design of the SSI, where practical, to achieve Objectives (a), (b) and (d) above.

Condition B7

Specifically, Condition B7 requires the Applicant to:

“prepare an Urban Design and Landscape Plan prior to the commencement of pre-construction and construction activities in the southern side of the Hawkesbury River to guide the landscaping for the project. The Plan shall be prepared in consultation with the OEH, and Hawkesbury Council and shall present **an integrated urban design for the project that is sympathetic to the heritage values and significance of the Thompson Square Conservation Area and shall be prepared in accordance with the requirements of condition C47.**”

Condition C47

Condition C47 says: “The Urban Design and Landscape Plan referred to in condition B7 must be prepared and implemented and the works approved by that Plan must be completed within 12 months of the commissioning of the project. The Plan shall be prepared in consultation with the OEH, and Hawkesbury Council and shall be consistent with the CMP referred to in condition B1.”

Fourteen specific, minimum requirements are attached to C47, including:

- (a) the proposed landscaping of Thompson Square Conservation Area, as shown on the map in Appendix 2 Strategic Conservation Management Plan study area;
- (b) use of the heritage design principles developed under the CMP, and take into account appropriate landscaping in the vicinity of heritage items to minimise heritage impacts;

(f) final design details of the proposed external materials and finishes, including schedules and a sample board of materials and colours; including justification for sustainability of materials including design and installation techniques as well as long term maintenance and their suitability in terms of:

i. function (ability to withstand heavy vehicle usage and public setting);

ii. architectural period/style (respecting the simple Colonial Georgian style);

iii. landscape suitability (i.e. suited to both usage and context); and

iv. **heritage context.**

(g) location and design treatments for any associated footpaths and cyclist elements, and other features such as seating, lighting (in accordance with AS 4282-1997 Control of the Obtrusive Effect of Outdoor Lighting), fencing, and signs;

(h) take into account appropriate roadside plantings and landscaping in the vicinity of heritage items and ensure no additional heritage impacts;

(i) detailed design drawings of the proposed works including, but not limited to, road pavements, pedestrian pavements, kerb treatments, abutments, garden beds;

(k) the lighting, street furniture and other fixtures shall be consistent with Crime Prevention Through Environmental Design Principles (CPTED) where possible;

Condition B1

As noted above, Condition C47 requires the preparation of an Urban Design and Landscape Plan “consistent with the CMP referred to in condition B1”. It is worth quoting B1 in its entirety, as this Condition is central to protecting the heritage values of Thompson Square:

B1. “The Applicant (RMS) shall submit a **Strategic Conservation Management Plan (CMP)** to the Director-General for the project area on the southern side of the Hawkesbury River as shown in Appendix 2 Strategic Conservation Management Plan study area. The CMP shall be prepared by appropriately qualified and/or experienced heritage consultants. The nominated heritage consultant(s) is to have appropriate experience and skills including land and maritime archaeology, landscape, engineering and built heritage expertise and documented experience in the preparation and implementation of CMPs.

The Applicant shall not carry out any pre-construction or construction activities on the southern side of the Hawkesbury River for the SSI before the CMP has been approved by the Director-General. **The CMP is to provide for the heritage conservation of the Thompson Square Conservation Area.** The CMP shall be prepared in consultation with the Heritage Branch, OEH and in accordance with the relevant guidelines of the NSW Heritage Council and include, but not be limited to:

(a) identification of the heritage value of the Thompson Square Conservation Area, including **statements of significance** for the Thompson Square Conservation Area and any individual listings within the conservation area of any local, state or national heritage items;

(b) the development of **heritage design principles for the project to retain the heritage significance of the Thompson Square Conservation Area** and any individually listed item within the conservation area or in proximity to the site, with the exception of Item 3 (the Thompson Square lower parkland area) and Item 20 (Windsor Bridge) in Table 1 of Appendix 1; and

(c) specific mitigation measures for the Thompson Square Conservation Area and individually listed items to minimise impact and to ensure that final measures selected are appropriate and the least intrusive option; and

(d) changes to the detailed design of the SSI to mitigate heritage impacts.

The Applicant shall prepare and submit a detailed Interpretation Plan prior to the commencement of pre-construction and construction activities for the Thompson Square Conservation Area including individually listed sites, non-Aboriginal archaeology and Aboriginal archaeology for the approval of the Director-General. The detailed Interpretation Plan must be prepared in consultation with the OEH and include specific media design, content, location materials, prepared in accordance with the Guidelines of the NSW Heritage Council.”

REPORTING REQUIREMENTS

The reporting requirements identified in the Conditions of Consent so far, are:

- Conservation Management Plan (CMP, SCMP) (Condition B1), and
- Urban Design and Landscape Plan (Condition B7)

Condition C47 clearly identifies the CMP/SCMP as the lead report, stipulating, “The Urban Design and Landscape Plan referred to in condition B7 ...shall be consistent with the CMP referred to in condition B1.” Under the circumstances the dominance of the CMP/SCMP is inescapable: a Landscape Plan would not dictate to a Strategic Conservation Management Plan, rather the research and findings of the SCMP would inform the Landscaping approaches. This is consistent with the majority of the 17 references to a CMP/SCMP in the draft landscape document. The SCMP is discussed in detail in the next section.

Also required, in addition to the SCMP and Landscape Plan, are:

- Statements of Significance (Condition B1(a)) (as part of the CMP), and
- detailed Interpretation Plan (Condition B1).

Other Conditions of Consent have bearing on reporting requirements and interrelationships. We turn therefore, to Conditions B3 and B4:

Condition B3

B3. “The Applicant shall undertake an Archaeological Investigation Program comprising Aboriginal and non-Aboriginal Heritage in the project area on the southern side of the Hawkesbury River, prior to the commencement of pre-

construction and construction activities in the southern area. The program shall be conducted to the satisfaction of the Director-General and in accordance with:

- (a) the Heritage Council's Archaeological Assessments Guideline (1996) using a methodology prepared, in consultation with the NSW Heritage Council for non- Aboriginal heritage; and
- (b) prepared in consultation with the OEH (Aboriginal heritage) and the Aboriginal stakeholders.

The Archaeological Investigation Program is to be undertaken by an archaeological heritage consultant approved by the Director-General in consultation with the NSW Heritage Council and by the OEH (Aboriginal heritage) and by an Excavation Director who shall demonstrate an ability to comply with the Heritage Council's Criteria for the Assessment of Excavation Directors (July 2011) and in particular must be able to demonstrate compliance with Criterion A.4 that: 'work under any approvals previously granted by the Heritage Council has been completed in accordance with the conditions of that consent and the final report has been submitted to the NSW Heritage Council.

The Archaeological Investigation Program shall include archaeological testing and geophysical investigation, as required for the significance assessment.

The results of the Archaeological Investigation Program are to be detailed in a Historic Archaeological Report and a Detailed Salvage Strategy comprising the non-Aboriginal and Aboriginal heritage findings. These are to be prepared in consultation with the OEH (Heritage Branch and Aboriginal heritage) and to the satisfaction of the Director-General, and shall include, but not necessarily be limited to:

- (a) detailed recommendations for further archaeological work;
- (b) consideration of measures to avoid or minimise disturbance to archaeology sites, where archaeology of historical and Aboriginal heritage archaeological significance are found to be present;
- (c) where impacts cannot be avoided by construction of the SSI, recommend actions to salvage and interpret salvaged sites, conduct further research and archival recording of the historic heritage and Aboriginal heritage value of each site, and to enhance and preserve the archaeology of historical

non-Aboriginal and Aboriginal heritage significance;

(d) consideration of **providing visual evidence of heritage sites within the final landscape design of the SSI** to preserve and acknowledge the heritage value of the Thompson Square Conservation Area and the site;

(e) management and mitigation measures to minimise impacts due to pre-construction and construction activities; and

(f) **preparation of a Hawkesbury Region Sand Bodies Study** to the satisfaction of the Director-General and undertaken by suitably qualified and experienced persons whose appointment has been approved by the Director-General, in the event that any Pleistocene and/or early Holocene is encountered during the works referred to in condition B3. This study is required to be prepared in consultation with the Department, the OEH and Aboriginal stakeholders and is required to:

(i) be undertaken in accordance with a research design and action plan approved by the Director-General prior to the study commencing;

(ii) be directed towards locating and evaluating sand bodies likely to contain evidence of early Aboriginal habitation in the Hawkesbury River area, in the project location in areas disturbed by construction of the project, including the existing Windsor Bridge and new bridge locations;

(iii) findings are to be made publicly available; and

(iv) make recommendations concerning the preservation and future management of any finds.

In the event that any Pleistocene and/or early Holocene is encountered, the recommendations of the Hawkesbury Region Sand Bodies Study are to be fully complied with. “

REPORTING REQUIREMENTS

The reporting requirements identified in the Conditions of Consent so far, have been:

- Conservation Management Plan (CMP, SCMP) (Condition B1), and
- Urban Design and Landscape Plan (Condition B7)
- Statements of Significance (Condition B1(a)) (as part of the CMP), and
- detailed Interpretation Plan (Condition B1).

In addition to which Condition B3 requires:

- Historic Archaeological Report and a Detailed Salvage Strategy comprising the non-Aboriginal and Aboriginal heritage findings (southern bank), and possibly the,
- Preparation of a Hawkesbury Region Sand Bodies Study

Condition B4

The Applicant shall undertake an Archaeological Investigation Program comprising Aboriginal Heritage in the northern side of the Hawkesbury River project area, prior to the commencement of pre-construction and construction activities in the northern area. The program shall be conducted to the satisfaction of the Director-General and prepared in consultation with the OEH (Aboriginal heritage) and the Aboriginal stakeholders.

The results of the Archaeological Investigation Program conducted in the project area on the northern side of the Hawkesbury River are to be detailed in a Historic Archaeological Report and a Detailed Salvage Strategy comprising the Aboriginal heritage findings in northern side of the Hawkesbury River. These are to be prepared in consultation with the OEH (Aboriginal heritage) and to the satisfaction of the Director-General, and shall include but not necessarily be limited to:

- (a) detailed recommendations for further Aboriginal archaeological work;
- (b) consideration of measures to avoid or minimise disturbance to Aboriginal sites, where archaeology of Aboriginal heritage archaeological significance are found to be present;
- (c) where impacts cannot be avoided by construction of the SSI, recommend actions to salvage and interpret salvaged sites, conduct further research and archival recording of the Aboriginal heritage value of each site, and to enhance and preserve the Aboriginal heritage significance;
- (d) consideration of providing visual evidence of heritage sites within the final landscape design of the SSI to preserve and acknowledge the Aboriginal heritage value of the northern project area;
- (e) management and mitigation measures to minimise impacts due to pre- construction and construction activities; and
- (a) preparation of a Hawkesbury Region Sand Bodies Study as**

detailed in Condition B3(f)

REPORTING REQUIREMENTS

Thus, the reporting requirements identified in the Conditions of Consent so far, have been:

- Conservation Management Plan (CMP, SCMP) (Condition B1),
- Urban Design and Landscape Plan (Condition B7)
- Statements of Significance (Condition B1(a)) (as part of the CMP),
- detailed Interpretation Plan (Condition B1).
- Historic Archaeological Report and a Detailed Salvage Strategy comprising the non-Aboriginal and Aboriginal heritage findings (southern bank), and possibly the,
- Preparation of a Hawkesbury Region Sand Bodies Study

In addition to which B4 requires:

- Historic Archaeological Report and a Detailed Salvage Strategy comprising the Aboriginal heritage findings in northern side of the Hawkesbury River.

This report is for Aboriginal heritage findings only and does not include non-Aboriginal heritage.

An admission the original scope of investigations was inadequate came in the form of an announcement of an “Extension of historic archaeological testing on the northern side of the river”.

The project website goes on to advise, “Historical test excavations in the project area on the northern side of the river, are not required under the Minister’s Conditions of Approval for the project. However, upon excavating near the temporary site compound, archaeologists located a coin in the soil. The coin was later identified by an artefact expert as an English halfpenny from 1799.”

Illustration 4: English coin



The English halfpenny from around 1799, located on the northern bank of the Hawkesbury River

The website goes on to admit the archaeologists had then “identified one or two possible locations that may be consistent historic buildings.”

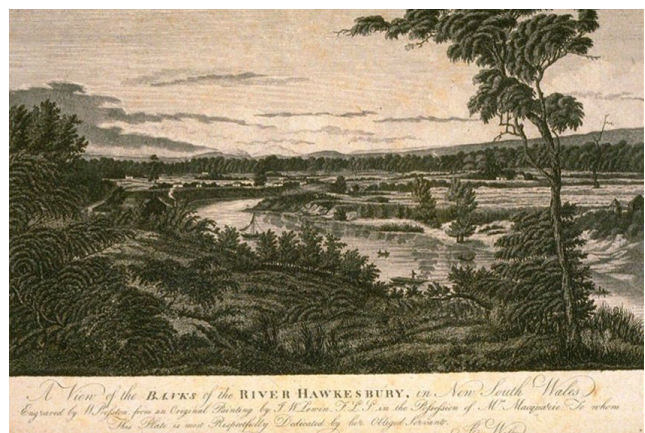
What is disturbing about this is the way the north bank had previously been dismissed with regard to non-Aboriginal archaeology, despite there being clear historical evidence of European occupation of the northern bank of the Hawkesbury River at this point since around 1794. For example, records show the land directly opposite Thompson Square was granted to Edward Whitton in 1794. Upstream the land was granted to Richard Turner and downstream to William Cuckow. All three were ex-convicts.



One of three images of Green Hills attributed to GW Evans; the dating of this particular image has been questioned, but whether 1803 or 1812 it provides clear evidence of a European building on the north bank.

Furthermore paintings by Evans and possibly others (see image above) provide, even to the armchair investigator, a clear indication of the presence of a very early building, probably where the construction zone is planned to be located.

And in general terms, Colonial illustrations, (as do diary accounts) reinforce the idea of a European presence:





It is acknowledged the coin's discovery saw the testing program expanded to also include historic archaeological testing on the northern side of the river. What is unsatisfactory is that it wasn't part of the original scope of works.

The RMS website also advises the Hawkesbury Sand Bodies Study has, unsurprisingly, been triggered.

Thus, the reporting requirements identified in the Conditions of Consent so far, have been:

- Conservation Management Plan (CMP, SCMP) (Condition B1)
- Urban Design and Landscape Plan (Condition B7)
- Statements of Significance (Condition B1(a)) (as part of the CMP)
- detailed Interpretation Plan (Condition B1)
- Historic Archaeological Report and a Detailed Salvage Strategy comprising the non-Aboriginal and Aboriginal heritage findings (southern bank) (Condition B3)
- Preparation of a Hawkesbury Region Sand Bodies Study (Condition B3)
- Historic Archaeological Report and a Detailed Salvage Strategy comprising the Aboriginal heritage findings in northern side of the Hawkesbury River. (Condition B4)

In addition to which we can add the findings and recommendations regarding non-Aboriginal heritage on the northern side of the River.

The Consent Conditions do not deal separately with maritime archaeology, however the AAJV Report acknowledges these investigations as being undertaken by a specialist team.

It is therefore assumed a maritime archaeology report can be added to the list.

In addition, in correspondence, the RMS has stated there will be an interpretation plan and an interpretation strategy.

Further, Condition B8(e) requires a construction Heritage Management Sub-plan to detail how construction impacts on Aboriginal and non-Aboriginal heritage will be avoided, minimised and managed.

At this stage the following list represents reports, which have been identified as required, in the anticipated sequence of their preparation:

1. ARCHAEOLOGY:

Northern Bank:

- Historic Archaeological Report (Aboriginal heritage)
- Historic Archaeological Report (non-Aboriginal heritage)
- Detailed Salvage Strategy (Aboriginal heritage)
- Detailed Salvage Strategy (non-Aboriginal heritage)

Southern Bank:

- Historic Archaeological Report (non-Aboriginal and Aboriginal heritage)
- Detailed Salvage Strategy (non-Aboriginal and Aboriginal heritage)

Maritime:

- Historic Archaeological Report (non-Aboriginal and Aboriginal heritage)
- Detailed Salvage Strategy (non-Aboriginal and Aboriginal heritage)

Hawkesbury Region

- Hawkesbury Region Sand Bodies Study

2. HERITAGE

- Conservation Management Plan
- Statements of Significance
- Interpretation Strategy
- Detailed Interpretation Plan

LANDSCAPE

- Urban Design and Landscape Plan

CONSTRUCTION

- Heritage Management Sub-plan

Of these reports, to date, the only one ready for public consultation has been Landscape Plan. This matter is taken up in the next section.

THE CMP-SCMP ISSUE

Against this administrative background it is deeply disturbing the RMS has decided to proceed with the WBRP landscaping plan at this point in time. This action is not only dismissive of the letter and spirit of consent conditions, it is insulting to the community who are being asked to spend hours reading, reflecting on and offering meaningful feedback on an inadequate plan.

Because the CMP/SCMP should precede and inform the Landscape Plan it is important this aspect of the WBRP be examined to better understand the deficits of the current plan.

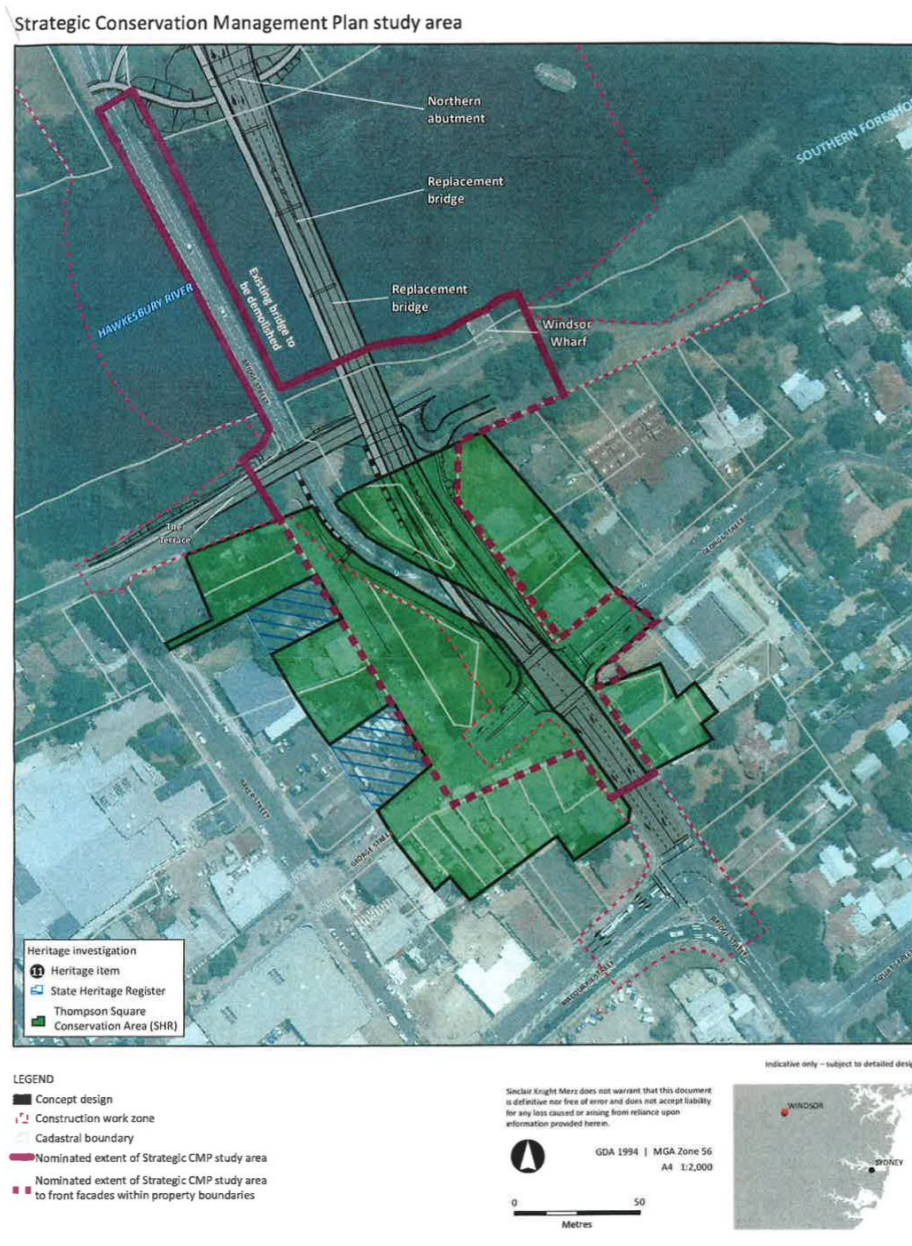
What is a CMP/SCMP?

In the Instrument of Approval the term “Strategic Conservation Management Plan” occurs nine times on six pages as follows:

- On page three it is used as part of a definition, as in “The heritage items listed on State Heritage Register known as the 'Thompson Square Conservation Area', listing number 00126 in the area shown on the map in Appendix 2 **Strategic Conservation Management Plan** study area of this Consent” is how the “Thompson Square Conservation Area” is defined.
- On page six it is used twice, “The Applicant shall submit a **Strategic Conservation Management Plan** (CMP) to the Director-General for the project area on the southern side of the Hawkesbury River as shown in Appendix 2 **Strategic Conservation Management Plan** study area.”
- On page eight in Condition B2, “Prior to the commencement of pre-construction works on the southern side of the Hawkesbury River, the Applicant shall complete a detailed Archival Recording of all historic

heritage sites within the **Strategic Conservation Management Plan** study area in accordance with the Guidelines issued by the NSW Heritage Council and to the satisfaction of the Director-General and in consultation with the NSW Heritage Council.”

- On page 17, “The Plan shall be prepared ... and shall be consistent with the CMP referred to in condition B1 and include, but not necessarily be limited to: (a) the proposed landscaping of Thompson Square Conservation Area, as shown on the map in Appendix 2 **Strategic Conservation Management Plan** study area”
- On page 30, the header page to Appendix 2
- On page 31 it appears in three places on the Appendix 2 map (see below).



However, neither the term “Strategic Conservation Management Plan” nor “CMP” are, in their own right, defined in the Instrument of Approval, although the letters “CEMP” are listed as “Construction Environmental Management Plan” in the Definitions section.

It is also noted eight out of the nine references are followed by the words “study area”. The only time this does not occur is at page six, where it is followed by the abbreviation “CMP”. “CMP” is used on eight occasions elsewhere in the Instrument.

The term “Strategic Conservation Management Plan” does not appear to be widely used online and no real definitional assistance was obtained although the following references were identified:

- 1) April 2016 – “Roads and Maritime Services will carry out environmental and heritage surveys and monitoring to inform the detailed design and Strategic Conservation Management Plan (SCMP) for the project. The SCMP will help us **minimise impacts to Thompson Square and heritage sites during construction**”; and,
- 1) August 2016 – “Roads and Maritime Services received approval from the Minister for Planning to deliver the Windsor Bridge Replacement Project subject to a number of conditions about the consideration of cultural heritage, including: Preparation of a Strategic Conservation Management Plan to help us **conserve and minimise impacts to Thompson Square and historical sites**”

In terms of understanding the implications of the “Strategic Conservation Management Plan” or “CMP” we therefore rely on the term CMP. James Semple-Kerr⁴, says “a conservation plan is a document which sets out what is significant in a place and, consequently, what policies are appropriate to enable that significance to be retained in its future use and development.”

The NSW Heritage Council says “A (conservation) management plan states the conservation policy and the statement of significance and looks in more detail at achieving the future viability of the item and retaining the maximum

⁴ THE SEVENTH EDITION

CONSERVATION PLAN

A GUIDE TO THE PREPARATION OF CONSERVATION PLANS FOR PLACES OF EUROPEAN CULTURAL SIGNIFICANCE, 2013

heritage significance in future development proposals. The appended model brief explains what is contained in such plans”

The model brief says the objectives of a CMP are to:

- 1) understand the heritage item through investigation of its historical and geographical context, its history, fabric, research potential, and importance to the community*
- 2) prepare a statement of significance — the plan will analyse documentary and physical evidence to determine the nature, extent and degree of significance of the heritage item*
- 3) develop a conservation policy, arising out of the statement of heritage significance, to guide current and future owners of the item on the development potential of the item and its ongoing maintenance. Constraints and opportunities are to be examined*
- 4) consider current proposals for re-use or development, and how they can best be achieved in accordance with the conservation policy. Where proposals may have an adverse impact on the heritage significance of the item, the need for such work must be justified. Where development proposals have not been finalised, several likely options are to be discussed*
- 1) recommend how the heritage item can best be managed bearing in mind those responsible and interested in its ongoing conservation. It is to include proposals to review the conservation management plan and the item’s maintenance.⁵*

(The tragedy of Thompson Square is; if the RMS had prepared a CMP in 2006, the Hawkesbury would, in all probability, have a new bridge by now, on a bypass, because the implications of the project would have been properly defined at the outset.)

Best Practice

However, given Condition B1 stipulates, “The CMP shall be prepared in consultation with the Heritage Branch, OEH and in accordance with the

⁵

<http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/hmconservationman2002.pdf>

relevant guidelines of the NSW Heritage Council”, it seems reasonable to anticipate it will include the following

- Explicit identification and explanation of the heritage value of Thompson Square
- Specific mitigation measures to protect Thompson Square from the proposed arterial road
- Changes to the detailed design of the Project to mitigate the heritage impacts
- Explicit design guidance to retain the heritage significance of the Thompson Square Conservation Area
- Assurance final measures selected are appropriate and the least intrusive option
- A detailed Interpretation Plan informed by the archaeological testing program, archival recording and historical research.

Best practice would also see the RMS produce a Heritage Impact Statement.

The NSW Heritage Council says a statement of heritage impact “analyses and justifies the impact of any proposal to alter a heritage item (which includes carrying out work within a heritage conservation area). The Statement for the WBRP should be prepared with reference to a conservation management plan, a conservation policy and a statement of heritage significance for the both Thompson Square and Windsor Bridge and identify where impacts are detrimental to the heritage significance of those items.

The Statement of Heritage Impact should also make explicit how such impacts, in the case of Thompson Square, affect the economic viability of Windsor, both in the short and long-term.

The CMP-SCMP brings together the information required to produce quality plans for the future of Thompson Square and the Landscape Plans “shall be consistent with the CMP”.

Until there is a CMP, any discussions about landscape plans are relatively meaningless and, given the CMP:

1. has not been completed to the point where it can be put out for public consultation;
2. does not incorporate any feedback arising from such consultation

3. therefore is not available in its final form to either the creators of the Landscape Plan nor the stakeholders commenting on that Plan,

it is difficult to see how the current consultations are fulfilling either the specifics or the spirit of the Conditions.

References to CMP/SCMP in the Landscape Plan

The landscape plan provides the following 17 references to “CMP” or “SCMP”:

- 1) Page viii: “This document also links to the Strategic Conservation Management Plan (SCMP) being developed as part of the project and the Interpretation Strategy. Furthermore, the objectives and principles are based on an understanding of the existing landscape and urban values of the area and the landscape and urban design issues that affect, or are affected by, the bridge and approach roads.”
- 2) Page 1: “This UD Report has been prepared concurrently with a number of heritage management documents including a SCMP and the Thompson Square Interpretation Strategy.”

Page 3:

Table 1.1: CONDITIONS OF APPROVAL RELATED TO URBAN DESIGN AND LANDSCAPING

CONDITIONS OF APPROVAL NO.	REFERENCE TO SECTION OF THIS REPORT WHERE THE CONDITION IS ADDRESSED.
<p>3) C47. The Urban Design and Landscape Plan referred to in condition B7 must be prepared and implemented and the works approved by that Plan must be completed within 12 months of the commissioning of the project. The Plan shall be prepared in consultation with the OEH, and Hawkesbury Council and shall be consistent with the CMP referred to in condition B1 and include, but not necessarily be limited to:</p> <p>4) (a) the proposed landscaping of Thompson Square Conservation Area, as shown on the map in Appendix 2 Strategic Conservation Management Plan study area;</p>	<p>4.3 Key features of the urban Design and landscaping detailed design Figure 4.10</p> <p>4.7 Planting</p>

5) (b) use of the heritage design principles developed under the CMP, and take into account appropriate landscaping in the vicinity of heritage items to minimise heritage impacts;	3.0 Urban Design and Landscape Strategy 4.6 Project elements / Materials and finishes 4.7 Planting
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- 6) Page 9: “Some of the trees appear likely to be self sown like *Melia azedarach*, *Jacaranda mimosifolia*, *Ulmus parvifolia*, *Olea europaea* and *Schinus areira* whilst other trees are consistent with species used in the earliest colonial plantings like *Brachychiton populneus*, *Araucaria cunninghamii* and *Grevillea robusta* as identified in the SCMP.”
- 7) Page 10: “The map in Figure 2.7 shows the location of the different heritage items in the vicinity of the project. Refer to SCMP for further details relating to existing historical and Aboriginal heritage.”
- 8) Page 11: “Refer to SCMP for detailed history of the Hawkesbury River crossing.”
- 9) Page 15: “The objectives and principles are based on an understanding of the existing landscape and urban values of the area and the landscape and urban design issues that affect, or are affected by, the bridge and approach roads, Furthermore, the principles respond to the heritage design principles developed in the draft SCMP which are listed below and are addressed in Chapter 4.”
- 10)Page 31: “The viewing platform responds to the conservation principles identified in the draft SCMP by providing interpretation and public access. Refer to the EIS and SCMP for further details relating to historical heritage.”
- 11)Page 32: “The northern abutment of the existing bridge will be retained as a heritage interpretation node, custom bench seating will be provided. Refer to SCMP for further details relating to historical heritage.”
- 12)At page 45 we are told, “As part of the SCMP for the project an Interpretation Strategy has been prepared and Interpretation Plan is currently being prepared by the Heritage consultant.” And later

“Thompson Square Conservation Area provides a great richness of historical stories and locations of interest which has been identified in the SCMP for interpretation.”

13)Page 46: “In accordance with the heritage principles identified in the draft SCMP, materials selected are to be high quality and enhance the historical fabric of Thompson Square conservation area. Refer to Table 4.1 for more information on material selection.”

14)Page 58: “Planting within Thompson Square conservation area and associated areas comprises trees, open lawn and areas of informal shrub planting. Planting in this area is responsive to the heritage context and supportive of the heritage principles identified in the draft SCMP in providing planting which is appropriate to this area and protects existing historic associations.”

Comment: References to obtaining further information from the SCMP are unhelpful and highlight how out-of-step the documents are.

It would be helpful to have an understanding, first hand, “of the heritage principles identified in the draft SCMP” (points 13, 14)

Appreciating the significance of interpretation “nodes” would be significantly enhanced through knowing what the “...great richness of historical stories and locations of interest which has been identified in the SCMP for interpretation” actually refers to. (point 11, 12)

It would be helpful to understand the “conservation principles identified in the draft SCMP” (point 10)

Some specific conditions of approval are dealt with in other sections of this submission.

PLANNING MATTERS

Sir John Sulman in 'An Introduction to the Study of Town Planning in Australia', (Sydney 1921 p.98) notes, '*Direct road connection with the centre*

of the town or city is essential for the suburb; but for through traffic to the country it is desirable that there should be a bye-pass road or a separate radial avenue. In the latter case it might with advantage be confined to quick transit only, and should be formed of materials that would be dustless and suitable for motor traffic. It should run through the open land that ought to surround every suburb. The dangers of quick traffic in a busy street, and the loss by dust to the residents, as well as loss of time by travellers, would thus be avoided.'

It is difficult to comprehend why something so clearly articulated in 1921, would today require any comment, but apparently in the NSW of 2017 it does.

Thompson Square is a collection of (by Australian standards) very old buildings. That, of itself might alert the conscientious Roads bureaucrat to the need for caution in proposing an arterial road through this precinct. Indeed, the conscientious bureaucrat may be aware of the many other strategic reasons to rethink their plans for an arterial road through Thompson Square; not the least being the advantages of those Suleman “bye-passes”, as extolled by the RMS itself.

Beyond such pragmatic considerations it is hoped our conscientious bureaucrat has an intelligent appreciation of the more sophisticated aspects of good town planning, because concerns about the landscape plan and detailed design do not hinge on the question of a bypass.

Arguably the most brutal of all the visual impacts of the Windsor Bridge Replacement Project, is that of scale.

Georgian Beginnings

The Georgian influence on Thompson Square is acknowledged in the Conditions of Consent.

Condition C47 (f) (ii) says,

“final design details of the proposed external materials and finishes, including schedules and a sample board of materials and colours; including justification for sustainability of materials including design and installation techniques as well as long term maintenance and their suitability in terms of architectural

period/style (respecting the simple Colonial Georgian style)”

In response, the word “georgian” (sic) is used 15 times in the landscape plan. The word “Georgian” appears once. Sixteen references in all to the Georgian Era, always in terms of either “respecting the simple colonial georgian (sic) style” or, “which respects the colonial georgian (sic) style”. Nothing else. No elaboration, explanation, or discussion, just a parroting of a phrase from the Conditions of Consent.

The use of the word “Georgian” is appropriate, in that one formative period of this place, now known as Thompson Square, occurred during the Georgian era, which extended from 1714 to 1830, covering the consecutive reigns of four King Georges on the British throne. It also generally includes the short reign of William IV, which ended with his death in 1837. The first decades of Colonial Australia are probably most accurately described as “Late Georgian” (in colonial Australia covered by the years 1788-1840).⁶

Australia’s first buildings are typically described as Georgian. The buildings are illustrative of a range of styles, from simple wattle and daub convict huts (of which, very few remain today) to sandstone and brick structures, built by convicts for Governors or wealthy settlers in the colony. British military buildings in India and other hot locations in the British Empire influenced the more elaborate buildings, often built with a gabled roof. Lack of eaves was another distinguishing characteristic. Many also had verandahs, or had verandahs subsequently added.

In Thompson Square it is reasonable to attribute the following buildings to the Georgian Era:

⁶ Internationally, Late Georgian is generally defined as 1750-1830/40.

The “Regency” is a concurrent period which occurred when King George III was deemed unfit to rule and his son ruled as Prince Regent. (1811–1820).

The period 1795 to 1837, which includes the latter part of the reign of George III and the reigns of his sons George IV and William IV, is often attributed as the “Regency Era”, characterised by distinctive trends in British architecture, literature, fashions, politics, and culture. The Regency Era ended in 1837 when Queen Victoria succeeded William IV. (Victoria was Queen of the United Kingdom of Great Britain and Ireland from 20 June 1837 until her death 22 January 1901)

Macquarie Arms Hotel (1815)
Howes House (pre-1820's)
The Doctor's House (1830)

In addition, recent research indicates a possibility the single-storey section of 62 George Street may predate the Macquarie Arms, potentially resulting in the Square containing four visible Georgian structures.

The Royal Institute of British Architects describe Georgian architecture as “perennially popular” going on to speak of “elegant town developments, the tree-lined terraces, select squares and crescents that proliferated after 1740” In terms of a streetscape we are also told that “Regularity of house fronts along a street was a desirable feature of Georgian town planning.”

<http://www.architecture.com/HowWeBuiltBritain/HistoricalPeriods/GeorgianWestAndIreland/GeorgianBuildings.aspx>

Despite the appearance of the word ‘Georgian’ in the Consent Conditions, Thompson Square in 1795 was about as far away from Georgian England as it is possible to imagine... it existed in the farthest reaches of the Empire. It was not a neat tidy, elegant town although Bell Post Square was, from its earliest days, a very busy civic space.

There was a variety of buildings, with some of the more substantial only appearing as late as the 1860's and Windsor Bridge itself being added to the landscape in 1874. Indeed, whilst the Doctor's House can claim the distinctive air of Georgian aesthetics, other buildings in the Square speak somewhat of Victoria loyalties.

And yet, the Square retains a charm and consistency that defies its architectural stylistic variations, perhaps unified instead by its Georgian roots. British architect, Stephen Gardiner said that “Georgian architecture respected the scale of both the individual and the community” and Thompson Square today still respects the scale of both the individual and the community, its defining buildings, whilst extraordinary achievements in a fledgling colony, are of relatively modest scale.

At a community level, the Square is equally proportionate, generous enough for community events, whilst respectful of its country-town responsibilities.

Put bluntly, Thompson Square is a place of human scale, defined and blessed by its history. Whether speaking of the structures that form the

Square, or the spaces embraced by those buildings, the scale neither intimidates nor overwhelms. Views and sightlines allow views within the Square as well as vistas across the Hawkesbury River to the oldest continuously cultivated agricultural land in Australia, allowing visitors to see the Square in context and thus gain an appreciation of its significance.

In the design of Option One the conflict is between the domestic and human scale and proportions of Thompson Square and a proposed structure whose DNA comes from a grey, massive, looming brutalist aesthetic.

It is the monumentalism of the proposed structure which is alien, jarring and in no way addressed by the current detailed landscape plans and structural designs.

The life-span of Thompson Square is significant. It has been a period of enormous and increasingly rapid change. Change that has particular implications for the Square today.

Heavy transport is dictating road standards in NSW. And it is those standards that which require the increasingly monumental structures to carry them. That being the case, it is essential the government recognise the consequences. Heavy vehicles are heavy. They not only require brutalist structures to carry them, but those structures must be quarantined from pedestrians. It is axiomatic that the appearance of structure proposed for to carry large trucks will be big and equally self-evident such a big structure will not lie gracefully in the arms of a Georgian Square. It is objectionable because it is designed to carry very big vehicles; function at odds with the purpose of the Square.

A genuine landscape plan for the Thompson Square precinct would not promote the supremacy of heavy vehicles in a recreational, retail, residential pedestrian precinct and fail to respect its historic credentials. Yet that is exactly what is on offer and no amount of describing generic 21st century elements as 'respecting' Georgian style disguises the reality of this plan which is so clearly contemptuous of any historical associations or aesthetic considerations

The local and wider community has, for many years, been clearly and unequivocally expressing their ambitions for Thompson Square. Online surveys and feedback forums, along with social media, community events, protests, concerts, correspondence, petitions and a twenty-four-hour-a-day

protective vigil over the Square, now approaching its fifth year (history-making in its own right), have made clear the community's rejection of the current plans for this particular townscape.

In light of this expressed community position there are serious questions that remain unaddressed by the detailed plans currently being presented for consultation:

QUESTIONS

- How will the acknowledged noise, vibration, air quality and visual impacts of a road, designed to carry heavy vehicles, yet traversing a public square, be mitigated?
- What objective measures have been used to evaluate the success of those proposed measures?
- Why is such information not included at this stage of public consultations?
- What contingency plans does the Government have to mitigate social and economic consequences of Option One, post-construction?
- If it is the community's preference to have a lively, bustling area that is attractive, safe and welcoming, then what needs to change in the landscape planning to facilitate this?

It is not difficult to connect images of a vibrant public space, which experiences high pedestrian activity and is perceived as safe, welcoming and attractive, with the Thompson Square of today. It is impossible to reconcile it with the current proposal.

SOME SPECIFIC ISSUES

TREES IN A MATURE HERITAGE LANDSCAPE

The landscape plan says "Views are focused towards the surrounding buildings and urban scene, as views to the river are restricted by mature trees." (page 14)

This is incorrect. The views are not 'restricted'; they are 'framed' by mature trees. In fact this statement appears to be entirely focused on providing a justification for the inexcusable.

Scrutiny of landscape drawings indicate an absence of at least one iconic tree - the hoop pine in the upper section of the Square. Perhaps this is why exactly one hoop pine has been listed for planting in the southern precinct, a replacement for the original?

Even delivered in 400l pots the southern tree, along with the additional three for the northern precinct together only make up a fraction of the visual contribution of the original tree in the landscape. It will take another 100 or more years before their contribution matches the original... and that is the point: heritage landscapes are significant because they are mature landscapes.



HISTORIC LANDSCAPE
The Doctor's House
Thompson Square
c1880

HERITAGE LANDSCAPE 2017



Perhaps it is the dictum: *“Any existing trees that are within 10m of the centre line of the replacement bridge and 5m from the river bank, are to be cleanly cut off between 300mm and 600mm above the adjacent ground level to ensure stable vegetation is retained on the banks “...which is responsible for the loss of two crepe myrtles at number four. It doesn’t matter why, really, they will go and the charm they contributed to Thompson Square lost.*



And ultimately? What will we be ‘gifted’ with?



The assurance “mature and significant trees in the upper area of Thompson Square are retained and protected during construction” looks facile in the face of this RMS illustration of the Square, post-construction.

...and this is what we lose...



The deep shade.

The soft whispering of the breeze through
massed leaves.

Dappled shade on walls..

The soft scents of each different species.

Magical cubby houses everyone owns.





This is where the economic value lies.

It is the scale of the existing, substantial trees that contributes to the overall appeal of the Square. Once removed nothing except time can replace them.

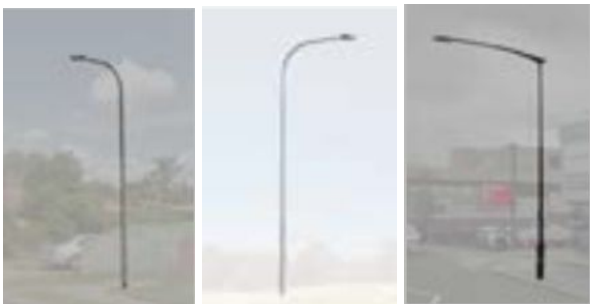


LIGHTING

Nurtured and promoted, Thompson Square has the power to reverse Windsor's economic fortunes. Heritage precincts are tourism goldmines, a magnet to locals and visitors alike. So what is the RMS doing to preserve the heritage ambiance of the oldest public square in Australia?

Well, the description of the lighting says, repeating words from the consent conditions, its architectural style will respect the "simple colonial georgian (sic) style", specifically, "Galvanised finishes to metalwork, will establish a simple, informal and utilitarian (sic) suite of lighting and thereby respect the colonial georgian (sic) style."

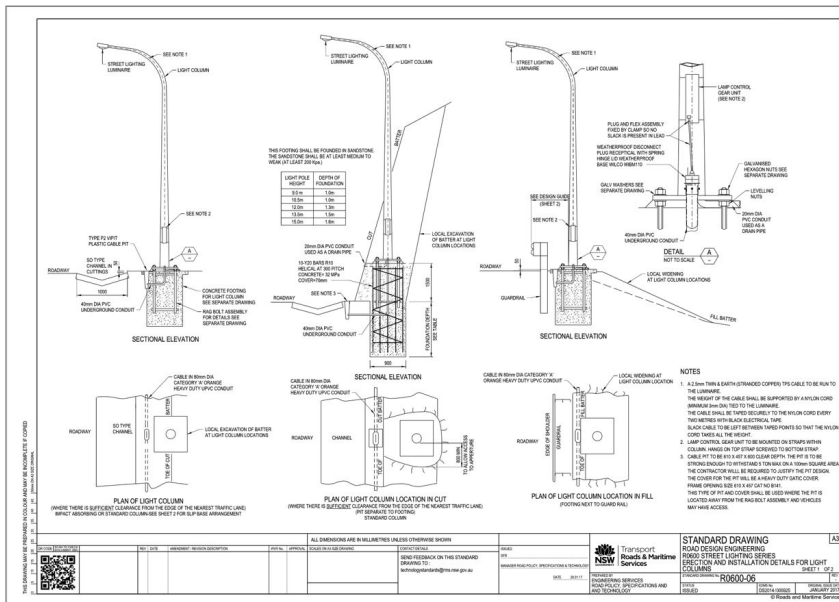
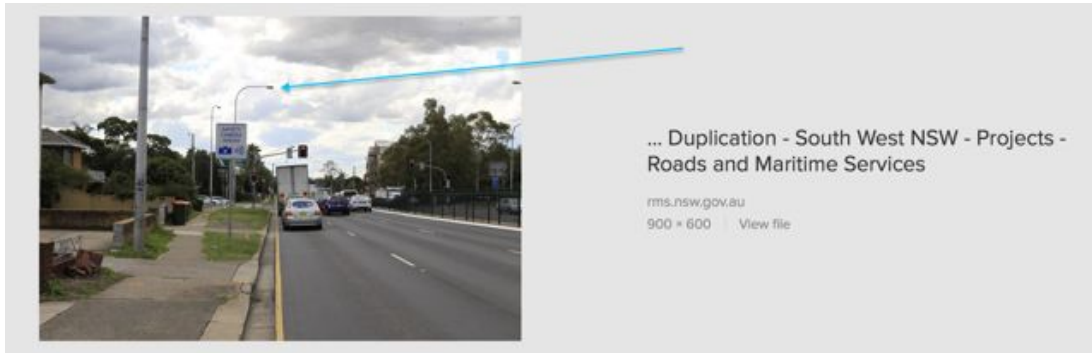
The following images from the UDLP Report, page 55, illustrate the RMS's proposed 'Georgian' style:



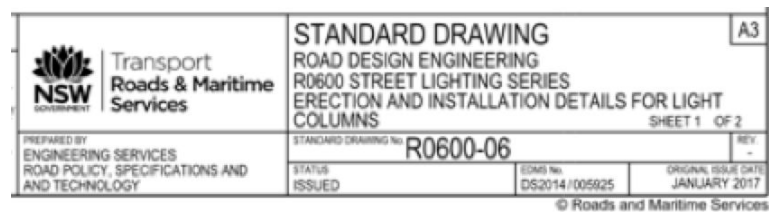
...which, unfortunately, looks nothing like genuine Georgian street lighting:



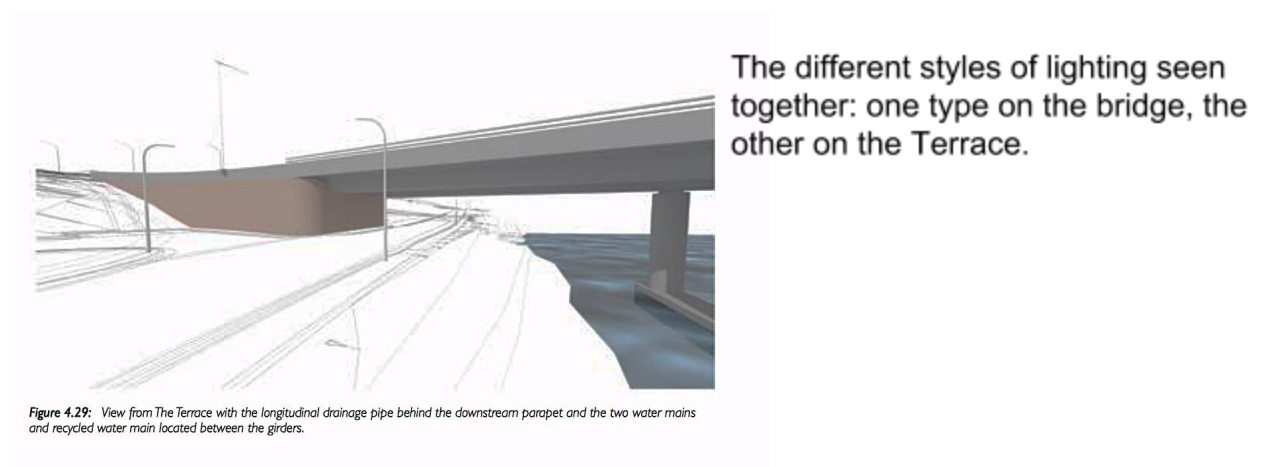
In fact, it looks very much like standard street lighting, used throughout NSW:



Actually, this style of light is used so widely in NSW the RMS has a “Standard” drawing to illustrate it.



It is painfully evident the RMS has NOT designed lighting to fit in with the historic sensitivities of the Hawkesbury’s premier heritage tourism precinct, they have simply specified their standard lighting and described it as ‘Georgian’. This is not consistent with the spirit, or intent of the Conditions of Consent.



Lighting Image from draft UDLP Report

HOWE'S BRICK BARREL DRAINS?

In an email received from the RMS (9.3.17) in answer to a question about excavation of Howe's Brick Barrel drains we were advised:

"The Howe's brick barrel drain you enquired about was not found during the extensive archaeological testing program. The report you referred to was used as a reference during the investigations. Based on this, as well as previous investigations and data collected, test pit SH7 was targeted in the search for Howe's brick barrel drain but no items of significance were located. A number of other test pits were completed in the lower parts of Thompson Square to look for any items of significance including, but not limited to the Howe's brick barrel drains. Please note, the area is highly degraded and the comprehensive investigations of all 48 test pits on the southern side (plus those on the north) have not identified the Howe's brick barrel drains."

This advice is deeply disturbing, particularly given in 1985 part of a drain was uncovered under what had been the old Boat Club building (demolished in the 1960s). Archaeologist and heritage consultant, Edward Higginbotham was employed by the local Council to examine it; concluding it was similar to brick barrel tunnels in Parramatta. The outlet of one such drain was uncovered under the old wharf, and photographed in 1986 by Higginbotham. The Council did not further investigate this discovery.

Edward Higginbotham recorded their existence in his February 1986 Report.

QUESTIONS

What further work is being done to locate the drains?

Has contact been made with Mr Higginbotham to obtain his assistance with locating the drains?

WHAT SALVAGE? (Greenway's Wharf and other matters)

Part B(b) of the Consent Conditions says an objective of the Conditions is to "salvage and interpret any impacted heritage sites, including historical archaeologically significant sites within, and in the vicinity of, the site;"

The EIS, page 204 says, "The existing Windsor bridge would be dismantled as part of the project. The potential reuse of components or materials from the bridge will be considered before demolition, along with kerb stones, soil, historic fills and other material recovered during construction. Consistent with RMS' sustainability objectives consideration will be given to how those materials with heritage association may be reused either off- site or within the project.

Where possible, excess materials such as the iron piers on the existing Windsor bridge, would be re-used within the project. If reuse is not possible within the project, re-use opportunities off-site would be investigated. All components would be properly labelled with provenance."

Yet the only reference to 'salvage' in the Landscape Plan is:

1. In addition to the above-listed work elements, early works for further identification, salvage, recording and protection of Aboriginal and historical heritage, would be carried out in consultation with key stakeholders as part of impact mitigation for the project and would meet conditions of approval.

In the earliest days of the Green Hills settlement, there was a sandy beach near the site of the present bridge, onto which boats from Sydney were pulled ashore. Soon a wharf was built (1795) to allow boats to tie up and unload their cargo without the inconvenience of having to be beached. This was known as the Green Hills Wharf.

However, this early wharf was ultimately washed away by floods (1799), and Governor Macquarie instigated tenders for a Government contract to construct a better wharf on the exact same site. The wharf ran parallel to the bank, rather than a pier (which would have extended finger- like into the river).

It was designed to allow large cargo vessels (up to 100 tons) to pull alongside, from which drays would take their cargo up Punt Hill Road, Thompson Square and beyond or in reverse, goods could be loaded from the Hawkesbury farmers to take to the Sydney settlement.

Returns of the Public Works undertaken in Windsor state:

“A wharf was constructed there in 1815 for the sum of one thousand, one hundred and seventy nine pounds and 10 shillings.”

Construction for this new wharf began in 1814 and was nearly completed by 1815. The fact that the first government contract from 1814 survives, is a very significant fact in itself.

Governor Lachlan Macquarie described this new structure as:

“a large substantial wooden wharf or quay constructed in the centre of town on the right bank of the Hawkesbury River for the convenience of vessels and boats, trading to Windsor, at which quay vessels of 100 ton burthen can load their cargoes. A very convenient ferry has been established from the same wharf to the north bank of the river by a large punt”.

John Howe and James McGrath undertook the contract. They were able to purchase 5,000 five inch iron spikes from the stores.

The original construction of the design of the wharf from the contract states:

“The front of the Square to be piled with sound piles from 16 to 18 inches thick to be from three to four feet apart in the (illegible) to be three feet above the Water Mark at Spring Tides (but in a line with it). Well capped and Secured by Land Ties to extend from side line to side line of the Square to be planked on the Inside of the Piles and then filled up to the top. “The Wharf to Commence from the Upper Side Line of the Square to Extend Eighteen feet from the above row of Piles which will be in deep water to extend fifty feet in length to be planked on the inside and filled up unless it should be thought best to plank the top and in that Case the same is to be planked and not filled up, the whole to be Capped and well secured by Land Ties as also to the Row of Piles in the Front of the Square”

On 14th November 1816, Macquarie wrote that a good part of the partially constructed wharf was carried away by a June flood.” So he commissioned the government civil architect, Francis Greenway:

“to draw up a new plan for the contractors to follow and allowing them iron and spike nails as can be spared from the stores, plus the assistance of some carpenters”.

Howe and McGrath were paid an additional sum of 220 pounds sterling to assist them to pay for additional iron spikes and nails as could be spared from the stores, plus an extra carpenter and 2 sawyers to enable the wharf to be completed in 8 months. They were somewhat disgruntled that the new structure was grander than the original contract, yet they were not given an extension of funds to meet their additional costs!

The wharf was completed by 1820, if not before.



The archaeologist Higginbotham (1986) concluded about the remains evident today:

“the timbers are secured by hand made bolts and spikes which definitely date to 19th century and probably to the wharf built by Howe and McGrath to the Greenway plan between 1816-1820”.



The remains have been neglected by successive Hawkesbury Councils to the

point where they are difficult to access today. However, they exist and should be preserved. At low tide, some of the timbers can be seen from the opposite river bank.

QUESTIONS

Given the Conditions of Consent, the significance of the remains of the wharf to say nothing of the Bridge itself and the potential for salvage to inform the landscape plan, why are there, at a minimum, no descriptions of how salvage is being incorporated into the landscape plan?

Why is concrete kerb and guttering specified when the sandstone kerb and guttering is being dug up?

“AN UNCLUTTERED HORIZONTAL PLANE”?

Given the draft Landscape Plan (page 16) says, “The deck of the bridge should be expressed as an uncluttered horizontal plane spanning the Hawkesbury River.”

And we are advised (page 32) the “longitudinal grades of the new deck (would) mirror, as closely as possible, the horizontal plane of the Hawkesbury River for the component of the bridge that spans between the abutments”

And, “Bridge Aesthetics” says ,

Bridges with a horizontal form are generally preferable to bridges on a grade over flood plains and significant expanses of water.

If this is unable to be achieved due to differing levels either side of the water body then fine-tuning the location of the bridge should be considered, or adjusting the levels along the bridge approaches.

Water always forms a horizontal plane and a bridge structure when skewed to this plane can appear discordant:



This may be because it introduces another plane adding unnecessary complexity. Consider a horizontal bridge in the same location:



QUESTIONS

1. Why does the illustration of the bridge on page 34 (see below) appear to show the bridge deck as an inclined plane?

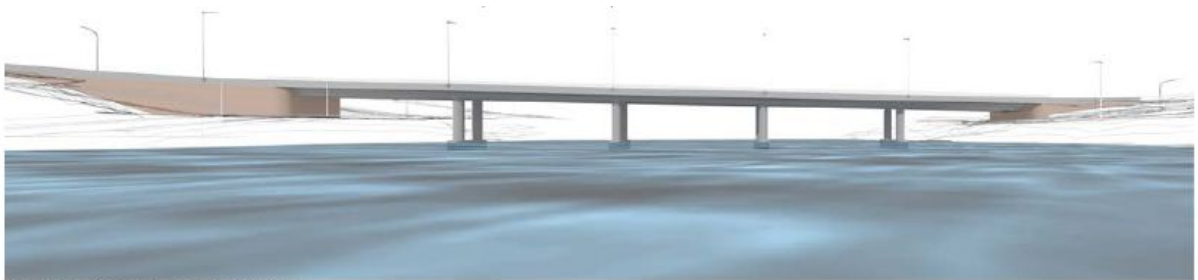


Figure 4.19: Eastern (downstream) elevation view of bridge from the river.

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2. Given B8(a) says the “raising of the southern approach road by approximately 1 metre is not approved. The height/clearance of the southern approach road shall be designed ensure consistency with the EIS;”

...is the statement: “The bridge deck has a shallow cross fall. It also has a shallow longitudinal fall from south to north to allow for stormwater to drain to a low point on the northern side. This profile gives the bridge a consistent incline as it spans from north to south, that rises against the horizontal plane of the water below.” correct?

3. Is an inclined plane the optimum design for a bridge in a flood location in terms of cost and structural stability?
4. If not, given the disparity in the heights of the two riverbanks, why was Option One the RMS preferred option?

A UNIQUE SENSE OF ARRIVAL?

The claim WBRP will “Enhance the unique sense of arrival to Windsor both from the north and south while also strengthening the landscape character of historic Thompson Square through appropriate tree planting” is incorrect, indeed, absurd.

There will be no sense of arrival as can be clearly seen in the RMS flythrough:

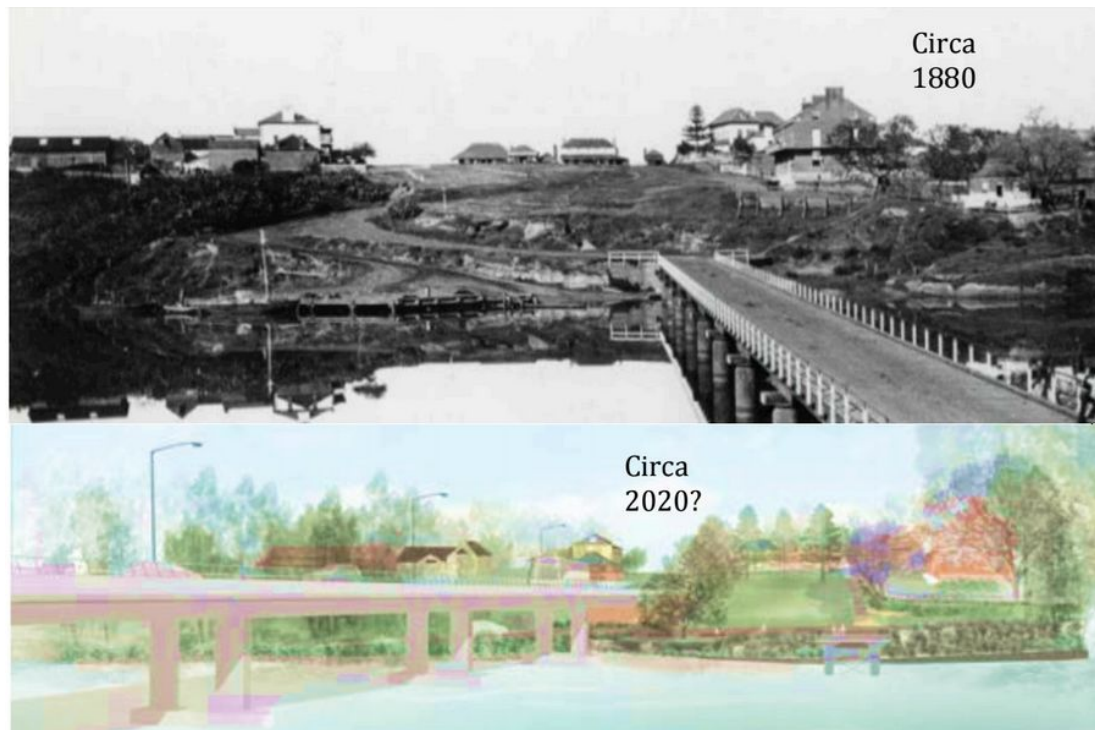


1.) In this image Windsor is no longer a 'destination'. It is an invisible irrelevance on a longer journey. These screenshots make it painfully clear: the road leaps ahead, forging through and dominating an anodyne landscape. Its visual aggression and dominance promising a 'real' destinationsomewhere else. Keep going, faster, faster, the road whispers...

2.) The proposed tree planting, which predominantly creates a barrier between the road and the western side of the Square, seals Windsor's fate and terminally severs the relationship between all the various elements of the Square. Once full grown, the trees will ensure no one realises where they are. The trees will occlude the Square and focus attention on the road, not the place.

3.) Finally, the elevation of the road completes the visual destruction of Thompson Square or any experience of it as a civic place because, contrary to the current experience, the northern boundary, the river, becomes an irrelevance, imperceptible in the rapid transit occurring high above the unseen river bank which marks the northern side of the Square.

“REUNIFYING” THOMPSON SQUARE INTO A COHESIVE SPACE?



As can be seen from the above images the WBRP does not have any historical legitimacy. The proposed landscape in the above RMS image has no apparent connection with historical images such as the circa 1880's photograph above. The RMS image is also deceptive in that a historic 'beach' appears to have been recreated.

The impact, in terms of the scale of the two bridges, however, is more than adequately represented, giving some idea of the degree of disruption to the landscape, imposed by the proposed structure. Regarding these heritage considerations it is worth revisiting Mary Casey's position on this as the Government's independent heritage expert regarding the EIS landscape plan;

The main mitigation for the built heritage appears to be a design which consolidates the park and undertakes planning for a redesign of Thompson Square and the Terraces. This proposed design is not based on a full understanding of the significance of the heritage values of the place, nor on any heritage design principles or

conservation policies, on which to base a future design. Therefore it is not mitigating impacts on heritage but an additional impact. □

It is noted there has been little discernible change in the UD&LP since this was written.

The “reunification” argument was comprehensively debunked in CAWB’s submission in response to the EIS. In the interests of brevity we again quote the Casey Report:

. 2.14.2 – Accuracy and adequacy of information - Heritage □ Old Bridge Street alignment □ A number of the submissions indicate that they consider that RMS has provided misleading advice regarding ‘Old Bridge Street’, specifically that ‘Old Bridge Street’ always operated as a main access road to the bridge. This has also been included in a letter written on behalf of the Premier by John Ajaka MLC, Parliamentary Secretary for Transport and Roads: ‘significantly, the upgraded approach road will be built over the original early 19th-century ridge approaches (Old Bridge Street)’. This letter dated 4 Sept 2012 was included in Submission 92. This observation was repeated in Submissions 39, 54 and 65. □

Submission Response □ (79) Evans’ 1809 image shows a track going straight down the hill from the current location of the George Street/Bridge Street intersection...It is also shown on historic photographs dated 1923 and plans dated as early as 1855.

Comment:

This is an incorrect reading of the 1809 painting. The boat yard is within the eastern side of □ later Thompson Square and therefore the track is running diagonally and winding down to the □ river (Appendix 5). □

Interpretation of the 1929 aerial photos is debatable. If you look at the wear patterns from □ where carts have used the road they are using the western road not Bridge Street. The cart tracks curving down to the river is very clear (Figure 1). There is little indication of cart tracks moving from the eastern road across the northern bend of cart tracks. □

The history presents conflicting comments on the road. □ - Working Paper 1 (p93) (WP1) says ‘In 1855 an extension of Bridge Street was made on the □ eastern side of the square from George Street to the existing road. By 1888

however, a single alignment crossed George Street and continued straight down the slope to the wharf and bridge'. □

- o There is no specific reference included in this paragraph. Appear to be using Plates 47, 49 and 50 referenced in the next paragraph.

- o Plate 47 shows the same curving alignment.□

- o Plate 48, 1883 image, shows the curving bend illustrated in the 1929 aerial photo below.□

- o Plate 49: shows an access road down the eastern side but the main road is still running from the southwest corner of the square.

- o Plate 50: 1879 photo shows that the curved road crossing through the middle to Thompson Square. There may be raised ground to the south of the winding road which suggests that Old Bridge Street does not continue through.□

- o What is consistent in all these plans is that the road through the reserve continues to be present and clearly continued to operate as a key element in the road system.□

- o Quote on page 97 of WP1 – ‘it is rumoured that when the level of the Windsor Bridge has been raised, the approach and roadway on the Windsor side will go straight up through the reserve. This should be a great improvement on the present winding road’. Suggests that it was no operating as a through road.

- o Quote from page 104 (below) suggests that the winding road continued to be an issue into the early 20th century.□The road leading to the bridge through Thompson Square was an increasing irritation to the community. In June 1901 under the heading “Things We Would Like To See”, the local newspaper listed “...the road leading from Windsor Bridge to George Street rendered less winding and precipitous than at present”.329 Council initiated a programme of enquiry to determine a better way to the bridge. A deputation to the Council in 1903 made the case for “...the urgent necessity for doing something to reduce the grade of Punt Hill... The great difficulty at present was the sharp turn on the hill. The steepest place was at the turn and there one horse has to hold the load and either pull it or let it go back for the leaders

could do nothing till the corner was turned".³³⁰ A deviation around the old punt house was the favoured solution.

o In February 1904 it was reported in the local paper that after the engineer had inspected the hill, "it appears that the route likely to be adopted in improving the grade of the hill will be round by the old punt house which will be demolished, along the river bank then up Kable Street to George Street".

o Submission 93 (p41ff) analysis of the use of 'Old Bridge Street' is convincing in some areas. Quotes similar to above are on page 63-65.

The only reason this is an issue and being discussed in this report is that it has been introduced as a key element into the heritage debate by RMS and various politicians. The use of 'Old Bridge Street' as supporting evidence for the importance of the eastern road alignment is flawed and contradicted by the references quoted above from Working Paper 1.



Figure 1: 1929 aerial photo showing the cart tracks coming down from the western road, in front of the Macquarie Arms Hotel, along the road cutting through the square and down to the bend at the bottom. There is little wear on the eastern 'Old Bridge Street'.

Given the robust rebuttal of the 'reunification' argument by Casey and others at the EIS phase, it is disappointing to see it continues to be used as part of the justification for the project.

WRAP UP - THE CASEY REPORT

In forcing a bridge and associated road through the historic Thompson Square Precinct the Government is deliberately destroying a significant heritage landscape and the associated archaeology, which contributes to its overall significance. Casey says (page 31), the "proposed mitigation measures do not avoid impacts on heritage significance."

Casey goes on to say:

As commented in the Executive Summary of Vol. 2 Historic Heritage Assessment & SOHI:

This report concludes with the assessment that impacts to significant heritage cannot be avoided. Mitigation measures predominantly focus on collecting data prior to impacts, interpretation of data and avoiding inadvertent impact (v).

There are issues with the proposed mitigation, notably the proposed landscape design. As there is no adequate specialist heritage landscape analysis and assessment of the Thompson Square Conservation Area, which is not a park but a public space, the various reports, and specifically the Vol. 3 Urban Design, cannot and do not respond to the heritage values of the place. It does not engage with this heritage place or its significance and it turns it into a park not a civic square surrounded by important heritage buildings, which are central to the heritage identity of Windsor as a Macquarie Town.

The analysis of the visual impacts assesses all of the impacts within the square and to the square as being either High or High to Medium. The analysed views do not address the relationships between buildings and the square itself. Page xi of this report comments:

"Whilst the scale of the proposed works would represent substantial adverse changes within highly valued and

sensitive settings, some improvements would result from the concept design. For example, the removal of the current Bridge Street alignment from the middle of Thompson Square would substantially improve the form and character of the parkland space, creating a more unified and usable space, and improve pedestrian connectivity between the town centre and the river foreshore as reflected in Council's Plan of Management (xi)."

Failure to come to grips with the heritage significance and values of Thompson Square Conservation Area means this report has misconceived what is heritage mitigation and what is drastically altering and possibly further downgrading the square's significance, and the ways in which it is valued. There is no heritage justification for the infilling of the Bridge Street and the realigning of the road to the eastern side. Therefore this proposed redesign is not heritage mitigation. Until there is appropriate heritage landscape analysis of Thompson Square the proposed redesign of the 'park' cannot be proposed as heritage mitigation. The failure to engage with a heritage landscape specialist to redesign the square further exacerbates this situation.

It is noted that Vol 2, Section 10.6 discussed how the current design has been adjusted, with lowering of the bridge, reduction of speeds etc.

9.1 Thompson Square Conservation Area and Urban Design

No clear landscape and urban design mitigation strategies despite references to them in terms of landscape character and visual impact. Very little evidence has been supplied regarding the integration of historic values of Thompson Square with proposed 'landscape treatment'. Provision of new parkland facility does not necessarily address significance of the place and as a mitigation against physical and social impacts of the proposed development. It is not linked into the heritage significance of the square but is proposed as a key heritage mitigation strategy.

As has been observed on a number of occasions throughout this submission, there appears to have been little change in this situation with regard to the

current plans.

RMS POLICY CONSIDERATIONS

In the document analysis section at the beginning of this submission it was observed the RMS, (consistent with RMS policy), had introduced an additional Interpretation Report: the Interpretation Strategy. This leads us to a discussion of RMS guideline documents.

The draft Landscape Plan advises:

Roads and Maritime Services have produced a comprehensive list of design guideline documents aimed at achieving good urban design outcomes. This report has been undertaken with reference to the following published documents:

- *Beyond the Pavement 2012*
- *Bridge Aesthetics 2012.*
- *Landscape Guideline 2008*
- *Heritage Interpretation Guideline 2016*

This section of the submission makes reference to Beyond the Pavement, Landscape Guideline and the Heritage Interpretation Guideline.

Bridge Aesthetics is referenced elsewhere in this submission.

The Roads and Maritime Services Draft Heritage Interpretation Guidelines 2016 document, it would appear, is unpublished and was kindly provided by a member of the WBRP Team and whilst its status as a draft document is acknowledged, its inclusion in the Landscape Plan warrants further comment.

The WBRP, as reported in the document analysis section of this submission, is reported to have two Interpretation documents (a Plan and a Strategy). However, it is noted the Heritage Interpretation Guideline, page 16 says:

“Depending on the project, **one of three** interpretive planning documents is likely to be produced to manage the interpretation design process:

1. An Interpretation Strategy consists of big picture aims and objectives. It typically includes an overview of long-term priorities, timescales, funding and strategies for progressing organisational interpretive goals, but not

the detail. Do an Interpretive Strategy where: there are multiple stakeholders; RMS may not be the delivery agency; delivery may happen over stages or a period of time

2. An Interpretation Plan is a comprehensive document that provides both big picture aims and detailed advice for interpreting a specific heritage place, item or collection. An interpretation plan is based on research and analysis, and proposes ways to communicate significance, both in the short and long term.

The interpretation plan identifies key themes, narratives and audiences. It will provide recommendations about specific interpretation media as well as including practical advice about how to implement the plan. It will provide estimates of timelines and budgets to implement aspects of the plan. It will include consultation. Do an Interpretation Plan where a management tool that shapes ongoing development of individual interpretive projects is required. An Interpretation Plan may contain many individual Interpretation Projects and will manage their implementation

3. An Interpretation Project Plan is the basis for action. Sometimes it is the implementation of individual recommendations that emerge from an Interpretation Plan. Sometimes it is the implementation of a project that emerges from recommendations of a Cultural Heritage Assessment Report (CHAR) or a Statement of Heritage Impact (SoHI) or of the Ministers Office. Do an Interpretation Project Plan when a recommendation is to be developed all the way into a final product and includes an implementation stage.”

The necessity of having two Interpretation documents for the WBRP is therefore, unclear and requires explanation. On the basis of the RMS Guidelines it is recommended the project rely exclusively on an Interpretation Plan, which is described as “...a comprehensive document that provides both big picture aims and detailed advice for interpreting a specific heritage place, item or collection”. This document must be the subject of community consultation.

We turn next to the *Landscape Guideline*, which says:

Due to their linear nature, road corridors have a wide influence on the urban

and landscape fabric through which they pass. When designed well they can achieve a good fit.

Where they cut across the grain of that fabric, they can be disruptive.

The landscape design should help minimise that disruption by continuing the grain of the local character across the road corridor as well as knitting the new lines of the road corridor back into the existing landscape and urban fabric.

People spend a significant amount of time travelling. A person's perception of a place is heavily influenced by the journey to that place as well as the quality of the roads and streets. Consequently, it is important that the road landscape should contribute to the quality of the environment and travelling experience.

These comments have huge implications for the WBRP Team and the recommendations they make regarding this project.

By any reasonable measure, this project is highly inappropriate for the proposed location. Everywhere we turned in preparing this submission our objections were validated. The design does not “achieve a good fit”; neither does it “minimise...disruption”. Finally, in Thompson Square it should not be the travelling experience that is of paramount importance, but rather a sense of arrival ...at somewhere very, very special.

Before leaving the Landscape Guideline we note the only reference to ‘park’ found in this document is included below. In light of the attached image and the ever-increasing volumes of heavy vehicles crossing the Square, the reference is, we believe, self explanatory.

3.2.4 Rural road rest areas

Design approach

To function properly rest areas must encourage road users to stop and rest. A simple, attractive and shade providing landscape is one of the best ways to achieve this.

*In simple terms rest areas must be designed **as small parks** (is this Thompson Square's real future?)*



Casuarina trees between bays provide good privacy but insufficient shade.

Finally, in considering the WBRP Landscape Plan, the RMS's own document, *Beyond the Pavement*⁷ provides advice worthy of the attention of, not just the Project Team, but senior RMS Executive as well as the Minister for Roads.

Advice such as:

"Project or route selection must integrate urban design considerations into the options selection process. An analysis of context, formulation of urban design objectives and principles, and development of urban design criteria to measure those objectives, is an important early input (along with other criteria) to the selection of a preferred option.

This method can help ensure that a future route:

- Best fits into its context.
- Avoids or minimises at the outset impacts such as the severance of communities, the disruption of natural systems and patterns, noise,

⁷ BEYOND THE PAVEMENT Urban Design Policy Procedures And Design Principles, RMS Centre for Urban Design

visual intrusion, the destruction of the cultural landscape and heritage, and erosion in the quality of the built environment.

- Best realises the potentials for regional development and multi-modal transport if appropriate.
- Avoids ...at the outset impacts such as the severance of communities, the disruption of natural systems and patterns, noise, visual intrusion, the destruction of the cultural landscape and heritage, and erosion in the quality of the built environment.”...because the writer of this advice knows no amount of ‘landscaping’ can repair, correct, mitigate or magic away the sort of damage only a bad road project can deliver.”

From pages 28 and 29.

Principle Six in this publication is equally helpful, providing key concepts around incorporating heritage and cultural contexts:

- *Integrate historic buildings and precincts into design of transport infrastructure.*
- *Adapt and reuse heritage infrastructure in projects.*
- *Protect and incorporate Aboriginal heritage in road design.*
- *Recognise European cultural plantings.*
- *Protect bridges of heritage significance within their setting.*
- *Preserve roads that provide a sense of history.*

Page 68 is quoted in its entirety.

Introduction: This section addresses the need to understand the heritage and cultural context of a road and outlines ways to incorporate this understanding in its design.

Guidelines

“It is now accepted that the best of what has been handed down to us should be protected...”

Scottish Executive:

A Policy Statement for Scotland 2001

The heritage that road location and design is concerned with includes: places of Aboriginal cultural and historical significance; sites, buildings, ensembles and structures of European cultural and historical significance; and cultural

plantings which are part of urban and rural settings. Our heritage provides continuity, a unique sense of history and tradition, visual distinction and a sense of local and state identity. Heritage often contributes to landmark features along a route. Roads not only provide access to and views of our heritage, making it part of the road experience, but may themselves be of heritage significance and worthy of preservation in some form. All these aspects of heritage have meaning for the community, can never be replaced and should be respected. Because heritage is a complex issue that requires some objectivity, urban designers and project managers should use the experience and work of heritage specialists in developing appropriate responses to cultural and heritage issues. They should also draw on as much local knowledge as possible. It is especially important to consult with Aboriginal communities which might be affected. Indigenous people are the primary source of information on the value of their heritage and how this is best conserved. This section sets out the design guidelines that should be taken into account in the consideration of heritage issues.

3.6.1 Integrate historic buildings and precincts into road design thinking

Heritage 'items' generally receive attention in the planning and design of roads. State and Commonwealth legislation ensures that heritage items are protected or, if approval is granted for their removal, that they are recorded. It is often the case that the value of the heritage or cultural context in which a heritage item sits is at least as important as the item itself. As such, heritage items should be considered as part of the history, physical environment and visual quality of a place. The integrity of a heritage entity, for example, a heritage building and its entire curtilage, should be protected in the road location and design. Road location and design should avoid cutting through and severing heritage sites and their structures, destroying buildings and items of heritage importance (whether or not they are 'listed'). Road location and design should not unnecessarily disturb or destroy intact cultural plantings and building groupings that define the character of a place. With respect to these issues, the following points should be taken into account:

- Maximise the incorporation of historic buildings and precincts as landmarks along a route by protecting them in road location and formation and ensuring that they are visible from the road.*
- Where appropriate, deviate the proposed route at least beyond the curtilage of a building or ensemble of buildings, including the*

associated vegetation that contributes to the composition and character of the site, subject to funding.

- *In built-up environments, consider depressing the road by forming it in open cut or cut-and-cover alongside the heritage context, subject to engineering and funding constraints.”*

The last point “depressing the road by forming it in open cut” actually describes the situation in Thompson Square, the inevitable conclusion being we currently have best practice in road alignment for a heritage precinct.

QUESTIONS

1. If the configuration of Bridge Street as it travels through the Square today represents best practice for road design in a heritage precinct, possibly a very early example of such sensitivity, why has the RMS not acknowledged this?
2. Does this not further contribute to the significance of the Square in its evolution, particularly given the RMS Heritage Interpretation Guidelines acknowledge "inherent, legal and corporate responsibility to manage the heritage it owns or affects in a culturally sensitive, practical and cost effective manner"?

Your Guidelines say, “Roads not only provide access to and views of our heritage, making it part of the road experience, but may themselves be of heritage significance and worthy of preservation ...”.

The proposed project offers the exact opposite.

RECOMMENDATIONS

The first conclusion any objective reader of the evidence must come to is; this project is overwhelmingly wrong.

It is wrong as a strategic traffic plan

It is wrong as a flood management strategy

It is wrong in the damage it is imposing on the local economy

It is wrong in the heritage carnage it will wreak

It is wrong for imposing heavy vehicles on a pedestrian precinct

It is wrong in its analysis of cost benefits

It is wrong for the increased diesel exudates it will impose on the fabric of heritage structures.

it is wrong for the structural damage predicted to occur to historic buildings as a result of construction vibrations.

It is wrong in its claim “to meet community needs for the long term”.

It is wrong in its claims about safety

It is wrong in its claims about the current condition of Windsor Bridge

It is wrong in its betrayal of RMS heritage both the Bridge and the Bridge Street cutting

It is wrong to claim it will improve the character and amenity of the area

It is wrong to condemn large commercial vehicles to continue to use an 18th century Square as a route when there are alternatives

it is wrong in its breaches of government policies and

It is wrong in its total disrespect for the wishes, of the heritage assets and of the economic and social well-being of the people of the Hawkesbury. Accordingly:

PRIMARY RECOMMENDATIONS

RECOMMENDATION 1, is the immediate cessation of Option One and commencement of the renovation of Windsor’s historic 1874 bridge using the

combination of the Wedgwood-Pearson and RMS methodologies as outlined in the Submissions Report following the WBRP EIS.

RECOMMENDATION 2, is the immediate re-phasing of the Macquarie Street Lights to enhance traffic flows; intersection improvements at Freemans Reach and Wilberforce Road and improvements of the approaches to the historic Windsor Bridge.

RECOMMENDATION 3, project funding be reallocated to immediately commencing genuine investigations as to the route of a Windsor Town Bypass with a view to enhancing travel experiences for drivers of heavy vehicles whilst protecting and enriching the heritage experience of the town for tourists thus....

RECOMMENDATION 4, construction of the Windsor Town Bypass commence within the next 12-18 months.

Should the first four recommendations not be proceeded with, in the face of the opposition of the 754 makers of this submission, CAWB and 40,000 or more people whose signatures testify their implacable opposition to Option One, the following recommendations reluctantly demonstrate the current totally unsatisfactory nature of the Option One proposal and its repugnant and inadequate nature:

RECOMMENDATION 5: After meaningful community consultation, construction of the Windsor Town Bypass begin within the next 12-18 months.

ALTERNATIVE RECOMMENDATIONS (AR)

Should the NSW Government, despite:

- the consistent advice of their own experts;
- the response via this submission, made by 750 residents of NSW and others;
- the enduring resistance of Community Action for Windsor Bridge; and
- the 40,000 or more people whose signatures testify to their implacable opposition to Option One,

decide to ignore the above five recommendations and proceed with Option One, the following, reluctantly made recommendations demonstrate just some of the inadequacies of Option One and its associated landscape plans:

- AR 1: Consistent with RMS policy (BEYOND THE PAVEMENT Urban Design Policy Procedures And Design Principles, RMS Centre for Urban Design); retain the historic Windsor Bridge as a pedestrian walkway and cycleway; as a market venue; as a viewing platform for river-based events and as a hireable space. Money raised from all

commercial ventures to be invested in the Hawkesbury Heritage Trust (see recommendation AR 3, below).

- o *Adapt and reuse heritage infrastructure in projects and*
 - o *Protect bridges of heritage significance within their setting.*
- AR 2: Consistent with AR 1, reduce the footprint of the proposed bridge by removing the pathway/cycleway.
- AR 3: Given both the reduction in construction costs due to the deletion of pedestrian/cyclist facilities (AR 2) and given a proportion of the project budget has been sourced from RMS recurrent funding (email, Project Director WBRP 14.4.16 and other sources): funding, commensurate with the value of the deleted component of the structure plus the value of the, no longer required, demolition and salvage of the historic bridge, be invested in a Hawkesbury Heritage Trust for the preservation of Hawkesbury heritage items generally, with first call on funding each year to be for the ongoing maintenance of the entire bridge as a pedestrian and cycle precinct.
- AR 4: Relocate Windsor Wharf upstream of Option One, thus facilitating the lowering of the approach road, without disruption to the Terrace
 - o *Reduce the height of the bridge and approach roads to a lower level to better integrate the structures into the landscape of the river and on either side of the river, but particularly in Thompson Square, and yet retain the necessary flood immunity and access under the bridge at The Terrace.*
- AR 5: Ensure RMS policies regarding bridge design are complied with regarding the longitudinal grades of the new deck exactly mirroring the **horizontal** plane of the Hawkesbury River for the component of the bridge that spans between the abutments.
- AR 6: Bridge abutments to be lowered and reduced to the extent possible and the presently proposed rounded profile replaced with right angle edges.
- AR 7: Bridge abutments to be finished to reflect the rendered appearance of the Macquarie Arms Hotel and associated wall, Number 10, the School of Arts and Hawkesbury Stores.
- AR 8: The Bridge Street cutting and current landform be retained as, without current traffic volumes Bridge Street is not a pedestrian barrier (the same effect as would be gained through the construction of a Windsor Bypass.). By preserving Bridge Street a more direct access to the wharf is gained and the historic significance of the Square as one of the earliest examples of such innovative road design in a heritage precinct is preserved.

- o *Adapt and reuse heritage infrastructure in projects.*
- o *Preserve roads that provide a sense of history.*

GENERAL RECOMMENDATIONS (OPTION ONE & BYPASS)

- GR 1: The entire 'Square' be declared a shared zone with a 10kph speed limit, from the point the road crosses the southern bank, to the Macquarie Street traffic lights and the length of George Street from Bridge Street to, and including Baker Street. The shared zone to be designated with the use of paving as a surface treatment.
- GR 2: All existing trees within the Square be retained and protected, contrary to what has appeared in RMS illustrations.

Thompson Square 2017:



Large Hoop Pine is clearly visible

Thompson Square c2020:

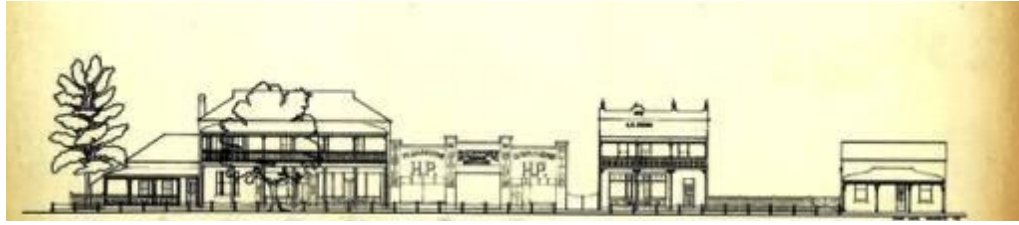


Large Hoop Pine no longer visible

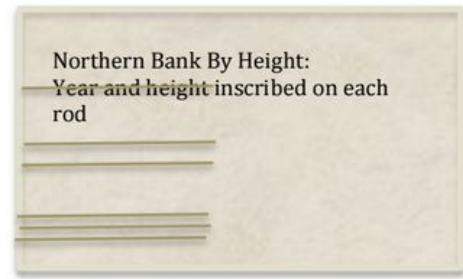
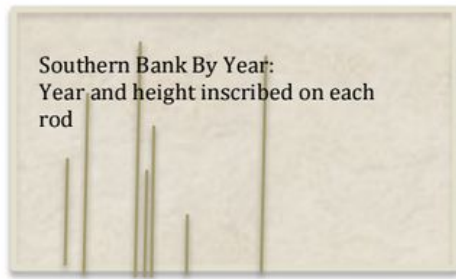
- GR 3: Riverbank plantings on the north bank acknowledge traditional Aboriginal landscape management, with the reintroduction of Yam beds. (Prior to Europeans appropriating the area for their own food production the Hawkesbury was a food bowl for the local Aboriginal population who, according to contemporaneous reports "cultivated" yams along the riverbank. In particular Long Yam (*Dioscorea transversa*) and Yam Daisy (*Microseris lanceolata*) are mentioned.)
 - o *Protect and incorporate Aboriginal heritage in road design.*
- GR 4: On the south bank the 'Europeanisation' of the landscape be respected with ornamental fruit trees, heirloom perennials and ornamental vegetables included in the landscape plan:
 - o *Andrew Thompson's garden*
 - o *Thomas Mina's garden*
 - o *Recognise European cultural plantings.*
 - o *See attached images "Colonial Landscapes" at Attachment 1*

- GR 5: On the north bank the ‘Europeanisation’ of the landscape be respected by **not** planting stands of trees, which will occlude views from the Square of the oldest continuously cultivated agricultural lands in Australia.
 - *Thompson Square retains historic views and vistas of a landscape visually and functionally little changed since the 1790’s. This still-authentic landscape, with its intact perspectives and horizon lines, provides unparalleled views into the earliest days of Colonial activity and the early ‘Europeanisation’ of the native landscape.*
- GR 6: The maritime aspects of Thompson Square’s history be acknowledged with the conservation and interpretation of the Francis Greenway wharf and associated redesign of the southern abutment and first pylon to protect this extraordinary relic: the oldest physical wharf remains in Australia.
- GR 7: Retain the roundabout on George Street to control traffic speeds and resulting noise impacts.
- GR 8: Reduce the footprint of the intersection at Wilberforce and Freemans Reach Roads to a roundabout of a similar size to the George and Bridge Streets roundabout in Windsor.
- GR 9: Re-investigate the provision of rear access to the properties on the northeastern side of Thompson Square to reduce the required width of the approach road.
- GR 10: Ensure consistency with guideline documents and clarity of purpose by, for example, developing a single ‘Interpretation’ document: an Interpretation Plan, which is described as “...a comprehensive document that provides both big picture aims and detailed advice for interpreting a specific heritage place, item or collection”.
- GR 11: Allocate resources and funding to redesign the main pedestrian precinct with specific emphasis on the removal of the ‘temporary’ umbrella structures on the southern side of the Square to reveal the building facades and replacing the structures with deciduous trees in very large pots and appropriate paving, lighting and street furniture.





- GR 12: Model new park and street furniture on existing heritage suite seating in Thompson Square.
- GR 13: Replace existing bins and wheelie bins with more appropriate designs which reflect the design aesthetic of the existing heritage suite seating.
- GR 14: Proposed street lighting is inappropriate and must not be installed. Lighting must properly reflect the heritage status of the entire area. The proposed blue pole top luminaire (blue flood level interpretation light) is completely inappropriate and is not to be used.
- GR 15: Reduce, or remove all road signage from within the Heritage Precinct. All remaining signage to be consistent with heritage guidelines.
- GR 16: Work with businesses to similarly redesign advertising to be consistent with heritage guidelines.
- GR 17: All overhead power lines be re-routed, or concealed in a manner consistent with the significance of the Square.
- GR 18: Brass plaques be placed on the front façade or at front boundary of each building in the Square, indicating date of construction and any other relevant details.
- GR 19: Use of concrete as a finish, broomed or otherwise, is to be avoided. Preferred finishes are sandstone and suitably coloured bricks (not blue).
- GR 20: All sandstone kerb and guttering to be either protected and retained in-situ or carefully removed, as strictly necessary, and reinstalled as close as possible to its original location.
- GR 21: Scour protection be in the form of a traditional sandstone wall, forming a broad walkway, which protects and enables viewing of the Francis Greenway Wharf.
- GR 22: Flood markers be incorporated into the abutment as brass rods inscribed with the height and year of each flood. .



The markers to be installed horizontally (by height) on the northern abutment and vertically (by year) on the southern abutment.

- GR 23: Conduct further archaeological investigations to precisely identify the extent of Howe's Brick Barrel Drains with a view to including them in the Interpretation Plan.

APPENDIX 1: THOMAS MINA

We who now seek to preserve and honour Thompson Square come at the end of a long line of citizens who share a common belief in the importance of our heritage.

Newspapers over the last 100 years testify to community feeling about the desecration and neglect of this area. Strong objections in the late 1920's were expressed about demolition of the Governor's Residence within the historic Governor's Domain, which abuts the square. The residence was, at the time, the oldest wooden structure existing from that era. The same strong objections were expressed in 1976 over the nature of the new bridge over South Creek and its visual impact on listed structures: ignored, to our shame and loss.



To give flesh to this history of genuine commitment by citizens over time it is worth reflecting upon one resident who exemplifies local concern for the area and our shared history: the mysterious Thomas Mina.

This part of the story of Thompson Square takes us to the end of the second World War. Many tourists come to the sleepy little town of Windsor to recall what it was like in the "old days" of the early colony and to see the well known and famous landmarks which recall the times of Andrew Thompson, Lachlan Macquarie, Philip Cunningham and John Howe. They come to see the smuggler's tunnel that, it was said, had been built by Andrew Thompson to traffic his "illegal" liquor and see the beautiful architecture of Francis Greenway, another of Lachlan Macquarie's emancipists. They come to see many of the old settler's dwellings and shops, which still existed in the streets of Windsor.

Thomas Mina, born in 1876 in far away Japan under the name of Obimune Minami is significant because the people of Windsor thought him to be so and this importance is reflected in the myriad of reports about him in the Windsor and Richmond Gazette of those years.

He successfully straddled two cultures and through his efforts to integrate into

our town he won the hearts and minds of the citizens of Windsor. Multiculturalism is a relatively new term in Australia but it appears it was alive and well and being practised some time ago in Windsor. He, like Andrew Thompson before him, was a man of diverse abilities. He saw our town through the worldly eyes of an educated stranger and took a leading role with other concerned citizens, to revive Thompson Square, which, under the 'care' of the local council he believed had become a dilapidated and an unappealing entrance to the town. He came to know the history of the Square and to understand its cultural significance. He knew that such a place needed to be cared for and, in his words, 'beautified'.

Having travelled widely, Mr Mina arrived in Windsor in about 1920 and began his laundry business. And this is where he stayed for nearly two decades and where gradually, despite racial opposition, he was eventually admitted to the many progressive organisations of the town.

Obimune Minami married Lydia Florence Trogg in 1901, in Sydney. At some time the name of Minami is shortened to Mina. Their dry cleaning business was in George St, Windsor – near to Thompson Square. It appears the Minas were childless. Mrs. Mina worked with her husband in the laundry and she also supported many charities, just as he did .

By 1 Aug. 1924, he finds that his business has increased so much that he has to install 3 new machines at a cost of 300 pounds so he can cope with all the work. On the 4 April, he advertises "THE FLEET IS COMING! EASTER IS COMING! THE SHOW IS COMING! If you require your Suit, Costume or overcoat cleaned and pressed, do not leave it to the last moment, or you may be disappointed. THOMAS MINA , Dyer and Cleaner, The Hawkesbury Laundry , George Street , Windsor ".

Thomas was a very prominent citizen, involved in any activity that would benefit the town and its people. He was a driving force behind the Town Improvement Association, securing funds and finding new members for the Association. The T.I.A. was formed in about the late 20 's by citizens who were concerned about the neglected state of Windsor and in particular, Thompson Square, which they considered to be the gateway to the historic town.

It was in connection with this group of civic minded citizens that Thomas's connection with Thompson Square really begins. The Square was and remains an important

heritage item. However, by the 1920s it had become a rather shabby , ill-kept eyesore , which distressed many civic minded folk. The T.I.A. decided to take the care of the Square away from Council and into their own hands. The T.I.A. organised many fundraising events for the purpose of carrying out the Association's scheme of progress to the delight of the populace.

In Dec. 1929 they organised a Carnival which included raffles and competitions , such as the Greasy Pig Chase and the on going and heavily contested Ugly Man Competition. Thomas created a decorated cake which was offered as a prize for one of the competitions and we find a description of one of his famous cakes in an article in the W. and R. Gazette , Week to Week , 9 Dec. 1932 “.....he brought to our office a novelty Xmas cake shaped like a footballin aid of the Xmas Cheer for Home For Infirm. A triumph of the pastry cook's art, the football being true to label in every detail, including the leather stitching and lace tucked in in an approved rugby fashion.....”



This particular Carnival made a net profit of 600 pounds and was a fitting close to a week of festival. Citizens also made donations of money to the Association's scheme for beautifying Thompson Square and on 29 Nov. 1935 we see in the newspaper that Mr T. Mina

has collected subscriptions from some 45 residents and business folk to a total of 7 pounds, 12 shillings and 6 pence.

Thomas was the one who walked the Square and planned for its “beautification”. One of the things he recalled with pride was, it was he who had designed the garden layout of Thompson Square. He planned gardens, terraces, a summerhouse, a fountain and put forward the idea of a statue of Gov. Macquarie to stand in front of the School of Arts building.

Thomas himself secured donations to put in a garden in front of the School of Arts building which he tended himself and reports show his efforts were appreciated by all as his garden created a wonderful entrance for visitors to

the town. In an article in "Week To Week", Sept. 1932, we read "Our good townsman , Mr Thos. Mina who has a keen eye for beauty is making good progress with his beautification scheme in front of the Windsor Literary Institute. Mr Mina is voluntarily carrying out the whole work and soon the entrance to the Institution should put on quite a bright appearance".

But it was not all plain sailing for Thomas and his beautiful garden as the forces of nature and of man sometimes got in his way. On 16 Dec. 1932, we read " Poor old Tom Mina had tears in his voice, if not in his eyes, when he complained the other day that the Mayor had refused his request to be allowed to use a little water to keep the pretty plantation facing the South of the Arts building alive. ' I would not ask for such a concession for myself but this is the property of the Public and so many people have said to me how pretty the place looked and it would be a pity to see the plants die '. Nature took a hand and a downpour did more in an hour than a week of sprinkling".

The good work of the T.I.A. was recognised in an article which reported on Thompson Square on 31/01/1936. " Progress already accomplished in the matter of beautifying Thompson Square.....it was decided to keep the grass under control and maintain the attractive appearance which the Square is now beginning to assume, that a lawn mower be purchased and that Windsor Council be asked to install a rubbish receptacle for the convenience of the number of visitors who are already making use of the area. The chairman remarked that he had made an inspection of the area and found that the flowers already planted were beginning to bloom and give a very pleasing effect to the enclosure while the swings were in popular demand with the children....the visiting parent expressed his appreciation of the manner in which the Square was being improved and provision made for visitors....Mr Mina mentioned that evidently for want of facilities for storing rubbish, visitors who had been making use of the area of late had left papers strewn about in a very untidy manner, and suggested that the council be asked to supply a rubbish receptacle for the Square, on which a small notice enjoining the public to "be tidy" might prove effective.

Mr Mina further reported that a Sydney visitor....had presented him with 150 portulacas for planting in the Square as a mark of appreciation for the efforts of the



Association in improving the appearance of the area.”

On the 28 Aug. we read “MATTER FOR REGRET Fri. 28 Aug.1936 TOWN IMPROVEMENT ASSOCIATION UNABLE TO CARRY ONCARE OF THOMPSON

SQUARE” Thomas Mina also expressed himself as favouring the continuance of their activities even though ‘the association without money is like a motor car without juice’. He suggested they should hand over the care of Thompson Square to Windsor Council to carry on their work until the Ass. could resume responsibility. They could do no more than their best, and, after all, the care of the area was really the Council’s responsibility”.

The Minas sold their business in Windsor in Dec 1938 , leaving to live in Sydney. The paper writes “.... During his long period of residence in Windsor Mr Mina had proved himself a citizen of undoubted worth and the news of his departure will be received with wide and genuine regret. His many acts in the cause of charity, especially in connection with the Hawkesbury District Hospital of which institution he holds the high honour of being a Life Member – and the Home for Infirm are well known, while he was always a keen and active worker for any more that had for its objective the advancement and beautification of the town and district...”

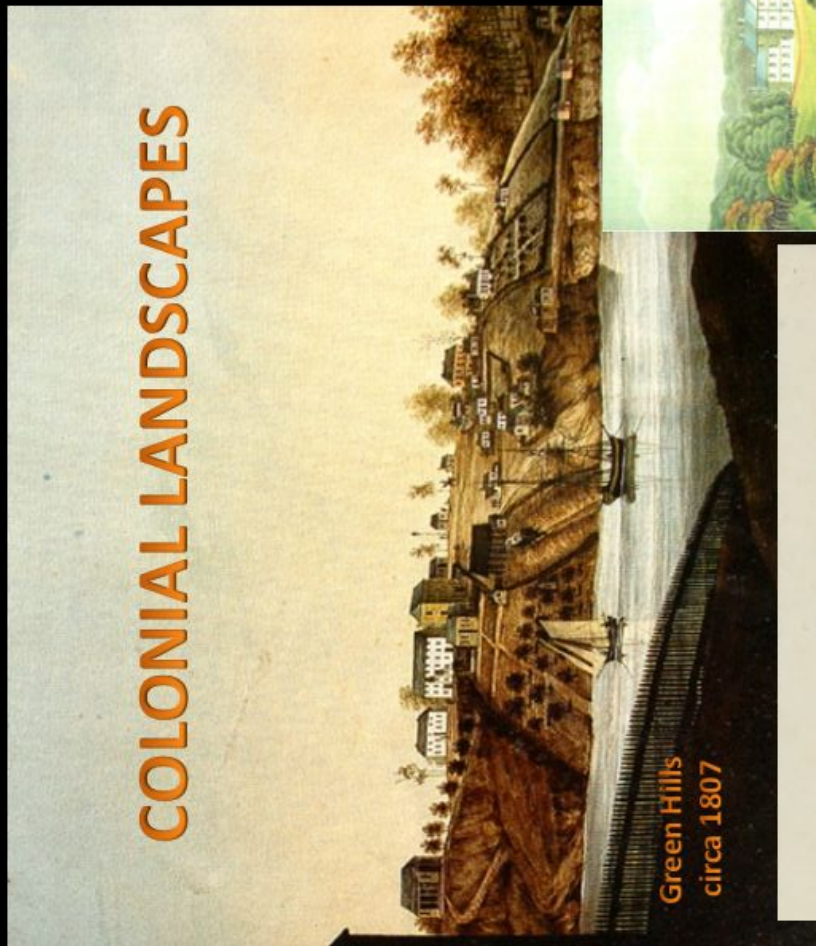
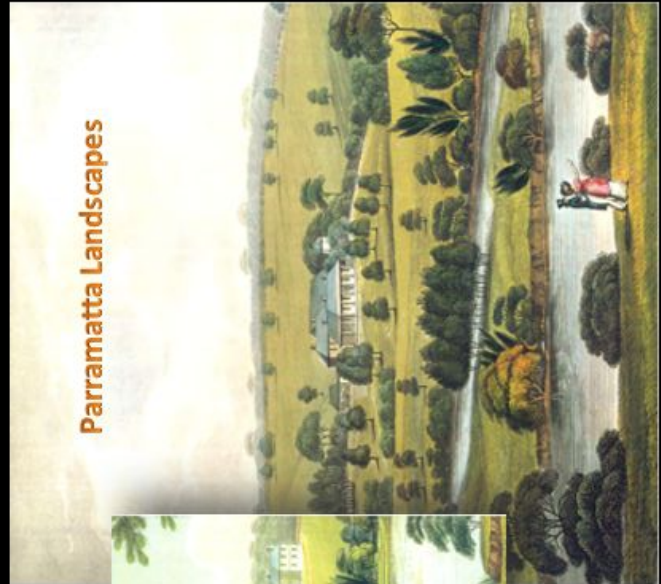
Then in March 1941 Thomas returns to Windsor to visit old friends but he comes with a heavy heart for he has suffered the loss of Mrs Mina who had died just three weeks previous after a prolonged illness, brought on by a nasty fall from which she did not recover. Some time after this he leaves Australia to return to Japan and he is not heard of again until in September 1945 when he appears in an article in the magazine “ Truth” – “....Tokyo, Saturday. – Thomas Mina came nearly 250 miles from a place near Osaka just to get his name in Truth. ‘ I lived in Sydney for 34 years and I am a J.P. at Windsor, where I had a dry-cleaning company’ he said. He added that he had returned to Japan in 1941 and is now a Japanese citizen. His immediate aim is to open Japan’s biggest nightclub at Osaka for Allied troops – especially Australians if they would come.”

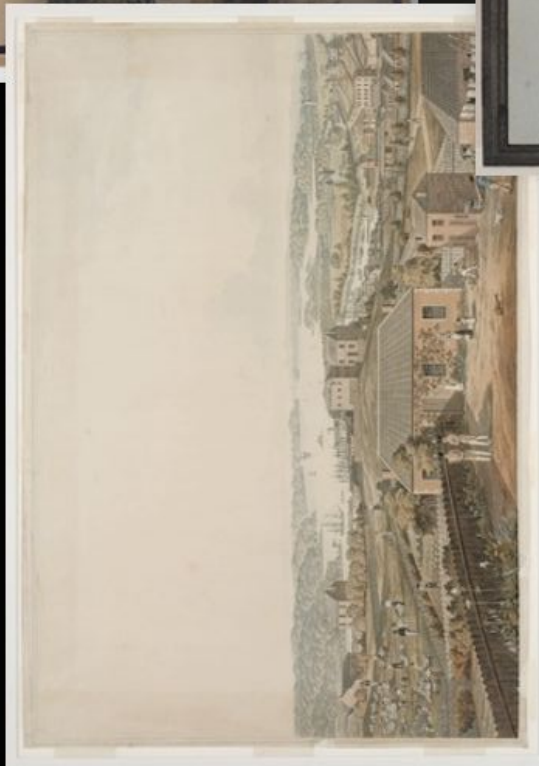
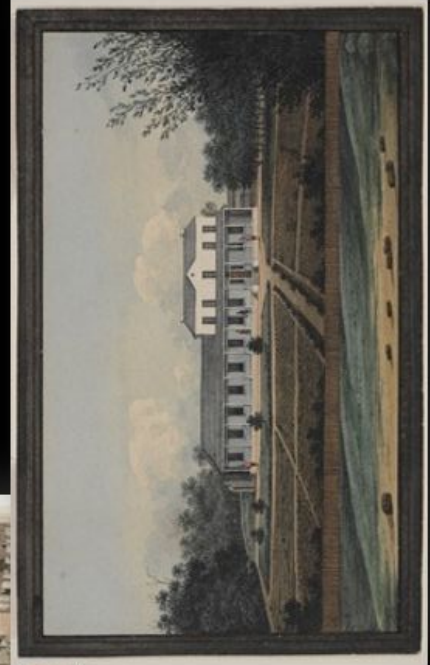
What happened to Thomas Mina or Obimune Minami? At this point it is unknown. Did he open Japan’s biggest night club in Osaka for Allied Troops? What happened to him when he returned to Japan? When and where did he die? He is the only Japanese recorded who has had a significant attachment to Windsor’s history.

Thomas Mina epitomises those who have always appreciated the significance of the Square as a social venue, tourist site and historical artefact. He shows how dedicated people can have an impact in shaping our world even against short-sighted views. An “outsider” from a very different world yet he could see the heritage and aesthetic values of the town.

Note: The information upon which this account is based was derived, by Nina and Noel Butler, largely from the Richmond and Windsor Gazette c 1900/1950, along with information from the Register of Birth, Deaths and Marriages – NSW, State Records Office, National Archives of Australia and Ancestry Australia.

APPENDIX 2: COLONIAL LANDSCAPES





Sydney Landscapes

THOMPSON SQUARE LANDSCAPE ELEMENTS

