

The Battle for Windsor Bridge

Personal Stories

Edited by Cheryl Ballantyne and Michael Campbell

I alone cannot change the world, but I can cast a stone across the waters to create many ripples. - Mother Teresa



Within these pages are moving personal stories told straight from the hearts, minds and souls of people who value Australia's earliest European heritage, Windsor's amenity and responsible government spending.

We implore our political representatives, and those who can influence them, to read these stories and to stop the plan to remove Windsor Bridge and instead, to build a bypass to solve the growing traffic problem.

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Introduction

The Battle for Windsor Bridge – Personal Stories was conceived in conversations. The conversations expressed the frustration that the voices of thousands of people are not being listened to by our Premier and State Government. Despite a petition of approximately 13,000 signatures, more than 20,000 signed letters to the Premier, and Thompson Square being occupied 24 hours a day, seven days a week for more than 1,000 days, our Premier is not open to discussion and our Government is planning to press ahead to replace our historic two-lane bridge with another two-lane bridge, with destructive impacts on Australia's heritage.

We felt the need to do more. We invited individuals and organisations to tell their stories. *The Battle for Windsor Bridge – Personal Stories* is the outcome of that invitation.

The Battle for Windsor Bridge – Personal Stories includes the outpouring of feelings and reactions of real people who are deeply opposed to the Government's plan to replace the historic Windsor Bridge. The authors of these personal stories are not anarchists. Rather we are people from a range of demographic and political persuasions united in a collective rage against the Government's plan.

The Battle for Windsor Bridge – Personal Stories includes facts, figures and a chronology of the ongoing community campaign to save our heritage and build a bypass around the town of Windsor.

This campaign has inspired the historian in each and every one of us. Conversations at the Thompson Square occupation tent regularly focus on the history of our place. The battle has inspired collections of historical photographs, a Thompson Square Conservation Precinct, National Heritage Nomination, professional documentation of local history, and individual exploration and documentation of the history of families and places. *The Battle for Windsor Bridge – Personal Stories* includes samples of these photographs and historical accounts.

We have organised this document in four sections:

- Section One includes the personal stories of individuals and some anecdotes from the Thompson Square occupation tent. This section includes the stories of three sitting Members of Parliament. We have reproduced stories as submitted, except for minor spelling and grammatical corrections.
- Section Two includes stories and extracts describing the significance of Windsor Bridge and Thompson Square. This section includes factual information about Windsor Bridge, submissions from Community Action for Windsor Bridge (CAWB), the National Trust, NSW and Dr Kate Grenville, author of *The Secret River*. We have also included a chronology of the campaign to save Windsor Bridge and Thompson Square in this section.
- Section Three includes history stories submitted by Helen Mackay and extracts from the CAWB website's Stories from the Square, used with permission. We acknowledge Noel and Nina Butler's contributions to Stories from the Square.
- Section Four, the Appendices, includes documents relating to this project, including our invitations to individuals and organisations, and guidelines for contributions.

We have undertaken this project, not as representatives of any organisation, but as two concerned individuals who wanted to give others a voice. However, the support and assistance of CAWB by

providing access to supporters' email addresses, granting permission to use extracts from the CAWB Facebook page and website, and promoting the project through emails and Facebook have been invaluable.

In addition, we thank Noel Butler for sharing his collection of historical photographs, many of which we have used in this document.

We also acknowledge Annabelle Butz for the cover photograph.

In anticipation, we thank all who use this document to further the battle to save Windsor Bridge and build a bypass. To this end, *The Battle for Windsor Bridge – Personal Stories* is available for use to publicise and support the campaign. It is our expectation that when material published in this document is used, the source will be acknowledged.

Please note that the battleforwindsorbridge@eftel.net.au email address will cease to exist at the end of April 2016. If you wish to contact either of the editors please use the email addresses shown below our names.

Finally, and most significantly, we would like to acknowledge and thank all the wonderful people who contributed personal stories. Without your contributions *The Battle for Windsor Bridge – Personal Stories* would not exist.

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Michael Campbell

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Editors, *The Battle for Windsor Bridge – Personal Stories*

21 April 2016

Stories can conquer fear, you know. They can make the heart bigger. — Ben Okri

Purpose of The Battle for Windsor Bridge – Personal Stories

Core purpose:

- To personalise the campaign to retain the Windsor Bridge and build a bypass by collecting, recording, compiling and documenting the personal views and reflections or “stories” of individuals and organisations who support the campaign, including their reasons for doing so.

Related purposes include:

- to demonstrate the depth of community feeling about the campaign that signed letters to the premier alone cannot
- to respond directly to Duncan Gay’s allegations that those campaigning to save Windsor Bridge and build a bypass are “community anarchists”
- to document in pictures and words some of the anecdotes associated with the campaign
- to provide a tool to influence decision makers
- to provide a communication resource that could be used by media and community organisations
- to provide an historical document associated with the campaign to save Windsor Bridge and build a bypass.

Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has. - Margaret Mead

Do you want to have a say?

*To be, or not to be, that is the question:
Whether 'tis Nobler in the mind to suffer
The Slings and Arrows of outrageous Fortune,
Or to take Arms against a Sea of troubles,
And by opposing end them:*

William Shakespeare - Hamlet

If you feel moved by the stories contained within this document and wish to convey your feelings on the matter to the government then the contact details of three prominent Members of Parliament are provided below.

Mike Baird, The Premier, Member for Manly

Phone Electoral Office: 02 9976 2773 ; Phone Ministerial Office: 02 8574 5000

Email Electoral Office: manly@parliament.nsw.gov.au

Contact the Premier : <https://www.nsw.gov.au/your-government/contact-premier-new-south-wales>

Duncan Gay MLC, Minister for Roads Maritime and Freight,

Phone: 02 9230 2329; Phone Ministerial Office 02 8574 5500;

[Contact Duncan Gay](#)

Dominic Perrottet, Minister for Finance, Services and Property, Member for Hawkesbury

Phone Electoral Office: 02 4578 0300; Phone Ministerial Office: 02 8574 6900

Email Electoral Office: hawkesbury@parliament.nsw.gov.au

Email Ministerial Office: office@perrottet.minister.nsw.gov.au

Section One: Personal Stories and Anecdotes

Stories are important, the monster said. They can be more important than anything. If they carry the truth.— Patrick Ness, *A Monster Calls*

Personal Stories

Become aware of what is in you. Announce it, pronounce it, produce it, and give birth to it. -
Meister Eckhart

Robyn Allan

My name is Robyn Allan and my interest in saving the lovely old Windsor Bridge came about when I started researching my family tree. I'm from Dubbo in western NSW and I visited Windsor area checking out the places where my ancestors lived, worked and are now buried. My ancestors Eather and Williams are from the First, Second and Third Fleets. I remember standing on the bridge knowing many of my ancestors would have used this bridge.



My husband and I travel to the UK to visit family on a regular basis. In the UK they value their heritage and take pride in caring for them, space is minimal and yet they still manage to keep their old bridges.

We have so few historical icons like the Windsor Bridge and cannot understand the mentality behind the desire to pull it down when a bypass bridge could be built.

Kind regards
Robyn Allan

Roger Austin

Freeman's Reach

Hawkesbury Party Hire

We are a small party hire business located at Freeman's Reach. Our work consists of making home deliveries over most of the Hawkesbury and beyond.

When we have to make early deliveries east of the river we find if it not for the courtesy of the drivers coming in from Wilberforce we would not get out of Freeman's Reach Rd and sit there long periods. Afternoons, with traffic heading west, it is extremely difficult to drive into Windsor.

The Hawkesbury is a rapidly growing area and a bypass from McGrath's Hill to approximately the butterfly farm would seem to be a smart move.

It seems however the state government is not big on smart ideas, take for instance Hawkesbury Valley Way NO WEST BOUND ON RAMP AT MULGRAVE RD... WHY??.

What about Yarramundi bridge? Built a new bridge 6" higher than the old one - that really is planning for the future.

I wish you all the best in your efforts but I fear that until we become a marginal seat all pleas, petitions and protests will be in vain.

Cheryl Ballantyne

Wilberforce



Many years ago, Windsor was a place I liked to visit on weekend outings with the family, to drink tea, eat scones and soak up the historical ambience.

I am the proud great granddaughter of an Irish convict. My family roots, whilst not in the Hawkesbury, have inspired my passion for history and preserving our Australian heritage for future generations.

The attraction for me in Windsor is the strong connection with the past, Australia's past. I love the period cottages, Blue House, Windsor Court House, Toll House, Macquarie Arms, Doctor's

House, St Matthews Church and Thompson Square which, along with many other current sites, remind us of the significance of this place in Australia's story.

Long ago I decided that some day I wanted to live in or near Windsor. Some day came in 2011, when I found a house with its own place in the history of Wilberforce.

In 2012 I felt compelled to join the battle to save Windsor Bridge and build a bypass. My naive assumption that governments are custodians of heritage has been sorely challenged. The history and significance of Windsor and specifically Thompson Square are well documented. Yet I see before me a NSW Government plan that will destroy elements of heritage in the place that was the third white settlement in Australia. How can this be?

Visitors to the Thompson Square occupation tent from the United Kingdom and Europe, listen to our story in disbelief, shake their heads and say "This would never happen in our country".

I drive across the Windsor Bridge at least twice a day and love the approach to Windsor on our current, historic bridge, which works very well for me. However, I do understand the need for another river crossing. The truck drivers who visit the Thompson Square occupation tent assure us that this is needed. They also assure us that a replacement two-lane bridge will not suffice and that a bypass is what is needed. Replacing the historic Windsor Bridge with another two-lane bridge is not the only option, and clearly not the best option to solve traffic issues in Windsor.

I am not a "community anarchist". I feel passion for this campaign like I have felt for no other. If our elected representatives will not protect, promote and embrace our heritage then we must continue the battle.

Ian Biddle and Maree McDermott

Windsor



Ian Biddle and Maree McDermott – we are a local married couple who have lived in Windsor itself for the past 13 years. Ian has lived in the Hawkesbury for most of his life as have generations before him. As well as emotional links to the area he has continued to live here as he believes the area offers the best combination of environment, convenience and community spirit. Maree has lived in the Hawkesbury for 31 years bringing up her four children in local schools and participating in community life over these years and loving the

stability and relaxed nature of the area. She loves the Macquarie towns reaching out to the rural lifestyle, the meandering Hawkesbury river and the view west to the northern Blue Mountain ridges.

Both Ian and Maree have held responsible professional positions and have belonged to and held executive positions in a range of community organisations believing strongly in grass roots community participation. We certainly do not consider ourselves community anarchists, as alleged by Duncan Gay, but local people committed to preserving the significant Australian early settlement history and safeguarding the future of the area for the generations to come after us.

Reasons for supporting the campaign for a bypass

We originally became involved in the first year of the occupation after becoming aware of the intended plan to replace the existing bridge with another two lane bridge that would adversely impact on historic Thompson Square whilst doing nothing to alleviate the traffic congestion.

We have continued on since that time doing our 6-10pm shift on a Friday evening and have become further committed to the need for a bypass and to retain the existing bridge thus saving any impact on Thompson Square. Some of the reasons for this belief are:

The existing bridge is solid and would serve the nearby communities west of the river, thus enabling a bypass to provide the much needed third crossing of the Hawkesbury. By removing the existing bridge there would still only be two inadequate crossings.

Our occupation on Friday evenings enforces our view that a third crossing is a must because of the immense traffic movements across the square. Our observations would suggest that a great amount of the traffic is not related to Windsor but traffic passing to and from the north, many of them large vehicles going up the Putty Road to Singleton and beyond.

Economic activity in Windsor is stagnant and probably declining if you look at the number of empty premises and the turnover of tenancies. Windsor cannot compete as a service centre against places such as Castle Hill, Rouse Hill and Penrith but has unique marketing qualities such as its riverside location and its historic precincts. It could build further upon this to become a niche destination such as Berry, Morpeth etc. This is evident because of the number of people who stop by our tent at night to sign the letter to the Premier who are not local but have come to Windsor because of its known historic value. A high level bridge as proposed would not increase this attraction but indeed would detract for the existing community assets.

We have been lucky enough to extensively travel overseas and see the importance placed on history in so many cities and towns across Europe, North America and even Asia. Windsor has so much to offer local and overseas tourists in a location so close to Sydney.

Population projections strongly indicate that a bypass and a third crossing is inevitable in the very near future. It would be very poor management to destroy a viable crossing only to replace it with another two lane bridge.

The proposed new bridge has been lauded as a flood free and a solution to traffic congestion. These are both nonsense. The bridge might be flood free but the surrounding flood plains won't be and a two lane bridge (that might be 3 lane some time in the future) doesn't do anything to alleviate traffic congestion as it must be two lane as it crosses over the square from west to east.

The vast majority of traffic crossing the Windsor Bridge is through traffic and not going into Windsor township. Therefore a bypass would not impact on Windsor businesses but would indeed make Windsor more accessible to people who clearly want Windsor as a destination.

Issues for us

Windsor is not progressing economically and this impacts socially upon the community. A key plank in Windsor's future is to build on its historic and geographic advantages. Planning and foresight as to what Windsor could be is needed for this but a new high level modern span replacement bridge would detract from the historic and geographic beauty of the northern end of Windsor.

The government proposal shows a lack of respect for this historic and geographic area and is deeply saddening.

As residents of Windsor who may not be affected economically by the bridge proposal we still despair at the missed opportunities and the trashing of community treasures. We are proud to be Hawkesbury residents and embrace and enjoy its recent history and beauty.

Stories from the Square – 6-10pm on a Friday night

This shift is an interesting time as it covers a peak period of homecoming, passing through, weekend excursions and socialisation at the local eating and drinking spots. A selection of interesting incidents include:

Providing tourist information to a wide range of interstate and overseas tourists including Switzerland, Scandanavia, UK, USA and Germany and returning passed residents on nostalgic family visits. Many first fleet descendants have stopped to ask questions and have told us of their emotional connection with the area.

Receive many visits from a range of animal life such as the regular tail-less cat, peewees, passing and escaped dogs

Regular pleasant interaction with Windsor's homeless population some of whom camp along the riverbank. This interaction raises our awareness and understanding of how difficult it is for too many marginalised people.

Lovely visits from a range of people, particularly those waiting for their take-away to be ready or just needing to wait for a lift or wanting to fill in time with human company e.g.

An Aboriginal man sharing his heritage as it relates to this location giving us a lengthy discourse on how the area was inhabited by spirits by passed ancestors.

An American air crew stopping over at Richmond to have their plane serviced. They compared their home towns with Windsor suggesting that such a travesty as the proposal would not be allowed in their location.

A woman whose grandmother was born in the house across the road from the square. She had not visited Windsor since she was a 5yr old.

Many people have come specifically to sign the letter to the Premier having heard about it or having driven by for so long now come along to sign because they love our standing up to the proposed project

Too Much to Drink –

helping over-indulged tourists across the road returning to the motels. On one occasion we assisted a young man back to his motel and settled him in his bed

a very young man dropped off after his first week at work, very much under the weather staggering in the middle of the street in peak hour traffic. Got him into the park, lay him down on his side, helped him phone home, waved down embarrassed mother when she arrived and helped him to her car.

Lots of positive encouragement from passing residents in the form of horns, waves and words of support. We regularly have received enormous thanks from a range of local residents who stand with us in our principled protection of the square but are unable to actively participate because of other commitments. Many say that when the call to rally and amass when the bulldozing commences, they will be there. There is enormous good will in the community for the 24 x 7 stand that CAWB has taken.

Lots of near misses on the roundabout

Cold nights – hot chips and chocolate

Warm nights – ice cream and pizza

And the huge pride of being with and meeting so many committed community members from all political leanings who every day turn up to save our square and put forward rational, logical arguments that would solve traffic, heritage and foster community goodwill towards governments.

Ian and Maree,

The Terrace, Windsor, NSW 2756

Sandy Boyd

Alexandria

Hi

I hope this helps in the plight for Windsor Bridge:

I live in Alexandria Sydney and feel strongly about the plight of the Battle for Windsor Bridge.

I grew up in North Western Sydney and on many occasions travelled out to Windsor as a kid with my family, for a fabulous day out and hold fond memories of Windsor and its historical sites.

I have also travelled out as an adult taking my Mum for day trips and having an interest in the history of Windsor we would wander the cemetery and beautiful St Matthew's Anglican Church finishing up with a fabulous pub lunch at none other than the Macquarie Arms Hotel, Australia's oldest pub.

It disturbs me greatly what is happening across NSW at large, with no regard for heritage. It is not a matter of communities wanting everything to stay the same. We understand with the growing population, that progress is inevitable. What we don't understand is the total lack of regard for history, the lack of care factor for community input, and the lack of care factor for the environment and wildlife when decisions such as the Windsor Bridge are made. The powers that be lack the care factor to put time into good design to make the least impact and to see that historical buildings remain standing.

Windsor is such a picturesque town, not to mention one of NSW's *original colonial settlements*. Those words alone should mean that extra care be taken when making decisions regarding changes to Windsor that affect its history and its people.

Care should also be taken to listen to the communities when they speak out about their deep concern regarding any decision of destruction let's say, in particular Windsor Bridge. 35,000 signatures cannot be ignored and it is total arrogance if they are.

Those campaigning to save Windsor Bridge and build a bypass are not community anarchists and it is an absolute disgrace that these words were ever used, they are simply passionate about their community, the history of their town, they put a high value on heritage and being locals to the area, the majority of them, they have knowledge of the area and what works and what won't. Their opinion should matter and it is about time decisions were made based on community input and not total disregard. Those in power should try to be more like them!!!

Too many decisions are being rushed through on changes throughout NSW. Those who are in a position to make these changes should want to be remembered for working with the communities, giving time to good design and preserving heritage buildings and landmarks.

Not being remembered for only having dollars driving their decision making at any cost to the environment and people, and a total lack of heart for preserving NSW and its heritage. The NSW we know and love is slowing dying and we have the likes of Mike Baird and Duncan Gay to thank for that.

Let's preserve Windsor & Windsor Bridge and build that by pass. 35,000 people CANNOT BE IGNORED.

Sandy

Nina Butler

Wilberforce

A JOURNEY OF DISCOVERY



I was born in 1950 in Eastwood, Sydney.

In those days Eastwood was like Windsor is now – rural. My family lived on a dirt road until I was about 15.

I trained as a Visual Arts Teacher at the National Art School and taught in the New England area until in 1977 my husband and I travelled overseas to Europe the Middle East and Asia to study first hand the Art about which we taught.

Upon return, we ended up living in Wilberforce in the Hawkesbury.

It offered the cheapest house which we were able to afford and was within a reasonable distance of our workplaces.

I knew nothing about the Hawkesbury, its history, its heritage or its unique community and for 30 years I worked so very hard at raising a family and working full time that I had little time to immerse myself in anything else.

Then in 2005 with the deaths of both my parents I undertook a Family History study for my family. I was a self-taught researcher, gradually building my skills, until I had uncovered “our” origins and the first members of our family to arrive in 1841.

I also helped with my husband’s Family History and it was then we discovered he had family members arriving here in 1806 and that one, a convict girl, had lived in Wilberforce in the 1820’s/30’s and was buried at St Joseph’s on the Macdonald River!

But we looked beyond the building of a Family Tree, and in our efforts to understand the lives our ancestors had lived, we found we needed to explore their environment and the history, both social, economic and chronological that had shaped them.

And slowly we personally came to understand what it was to be an Australian as far as we were concerned.

It was more than an “address” with a kangaroo, an emu and the Southern Cross to symbolise it.

And so the stage was set for our involvement with CAWB and its efforts to save Thompson Square for the Nation, a vital part of our Australian heritage.

When the new bridge was proposed it seemed to come “out of the blue”. At first, I thought it was a good idea.....but as facts came to light and I weighed up the advantages/disadvantages of either putting the new bridge through Thompson Square or via one of the 7 or 8 other options originally proffered by the RMS , I came down overwhelmingly on the need to preserve the Square and to build a Bypass.

CAWB was formed from the majority of citizens who attended the RMS run Public Forums on Option 1. They had each independently decided that the RMS Plan was deeply flawed.

I was originally opposed because the proposal offered a “no fix” solution to Windsor’s traffic problem and would not serve the District into the future. In short, it was and still is, a waste of money.

The underhand tactics of the RMS used to steer the Public Forum meetings to meet their approval requirements made me wary and suspicious.

I have never liked being deceitfully manipulated.

Eventually CAWB decided to “Occupy” the Square 24/7 with volunteers doing 4 hour shifts to both protect, and give public awareness, to the plight of the Square.

I was privileged to do some volunteer shifts at the tent and had first hand experience of the enormous amount of traffic that passes through T.S. each day.

I was also able to witness the fine work of Australian artist Jane Bennett who came often to T.S. to immortalise it with paint on canvas.

And CAWB began its own Facebook Page which told the unfolding story of protest and gave intelligent insights into the murky world of Government intentions.

It also unfolded before us a continuous stream of rare images and stories of the Square.

When CAWB was required to write its response to RMS’s EIS Paper, I and my husband were tasked with writing some of the heritage/history response.

I have to shamefully admit that despite driving through the Square twice a day, 6 days a week, I knew next to nothing about it.

We found the wonderful legacy of Lachlan and Elizabeth Macquarie, who, inspired by their friendship with William Wilberforce, gave convicts who had served their time and worked honestly, a “fair go”. This “Fair Go” was officially recognised when in 1811 Macquarie renamed Bell Post Square, Windsor, for the Scottish convict, and resident of Windsor, Andrew Thompson.

This came as a revelation to me!

How important was/is this for our Nation, whose motto is “a fair go for all”?

Thompson Square is the place marked “X” for the birth place of this idea that drives our Nation.

I also realised that I, like many other people, knew nothing about the history or about the various buildings that made up the Square.

I thought it would be useful to try to inform folks of the Stories of the Square – its buildings and its people.

CAWB’s Facebook Page provided the perfect vehicle to disseminate this information.

If you know about something, you are more likely to want to protect it.

Using the skills I had gained in doing Family History studies I began a systematic research study of the buildings in the Square and the people/stories attached to those buildings.

The Macquarie Arms was first, followed by the Howe Building (now the Museum), then the cottage and then the Doctor’s Building.

The River and the Steamers were next and then I proceeded up Bridge Street until I finished at No 10.

Although the stories remain unfinished I feel a lot of the specific history of the Square was compiled.

To enrich and personalise the stories, I sought out Hawkesbury citizens who had lived part of this history.

I was privileged to meet with Roma Armstrong, Rita Taylor, the legendary “Boy” Hayes and Lorna Campbell....all now in their nineties!

They unselfishly shared their memories and images with sincere integrity.

Always forthright, they created vivid pictures with words which I tried to convey in the stories.

I thank them all for their kind contributions.

They are true citizens of the Hawkesbury.

The next generations now take up the story of the Hawkesbury.

They seek, through the protest in the Square, to keep the heritage and the stories that formed us and tell us who we are, by protecting it from the ravages of careless and voracious development.

Thompson Square is a central pillar to our “White Man’s Dreaming” in this Nation.. (with apologies to the First Nation of Aboriginal Peoples....but I can't think of a better, more meaningful way to express how I feel about this special place).

Well.....there you have it.

A journey both of self discovery and of the discovery of my place in the Hawkesbury and my Nation.

P.S.

It is a sad irony that the threat to Thompson square as proposed by the RMS Option 1 Plan is at the same time responsible for my journey of discovery AND for the destruction of that place I and so many others have fought to maintain for the heritage of the Nation.

It is another sad irony that just as I have come to take pride in being a citizen of the Hawkesbury, (which has been on the map for more than 200 years) the same Government that seeks to destroy the Square, is preparing to erase the Hawkesbury forever from the map by amalgamating it with The Hills to become something like “The Greater Hills” or even more uninviting “The N.W. Sector”.

The two objects of my journey of discovery are soon to be erasedunless.....

Nina Butler

Noel Butler

Wilberforce

A White Man's Dreaming

I was born in Paddington and grew up in Greenwich, Sydney. I later moved to the Hawkesbury and raised a family in Wilberforce from 1980. I knew my family lines went back to Tarcutta, Barmedman, West Wyalong, Wollongong and Albury but nothing more. With the death of my parents and retirement I began to reflect on how far my people went back on these shores. Thus began an intense period of research. I now know my grandson is the 10 generation to have lived on this soil.

What really struck home was finding out my first grandmother brought up children in Wilberforce not far from my house and some of her later children likely went to the original Wilberforce Primary school thus both of us have had children taught to read and write in the same Macquarie town separated by about 170 years. I moved to East Kurrajong near the river and then found out she, Sarah (Celia) Maclaughlin, was buried near the Catholic stone church on the Macdonald River not far from me and for a time attended Ebenezer church, our country's oldest, where a daughter of mine was married.

I always sensed a connection to the area but finding out there was a direct blood line had a profound impact on me. Knowing my eyes, ears, nose and touch responded to many of the same sensations. It confirmed in me what a sense of place and geographical belonging really is. Buildings and places were not atmospheric and historic to Sarah but modern and new, a comfortable reminder to the world she was forced to leave. They gave her comfort to her as they do to me but in a different context. Buildings like books and songs matter!

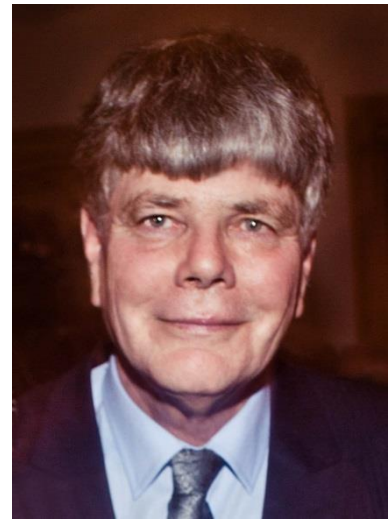
I have spent time in Europe and noted the pride people take in stating their family has been in village or town for a dozen plus generations. I have marvelled how they have rebuilt these places after devastating wars as if they were never touched because the built environment defined their place in a familial continuity. Place, time and people were linked not only by blood but a shared sensory response to a given patch of earth and the events that took place there.

Sarah knew Windsor in Macquarie's time and no doubt sat in Thompson Square and reflected upon life, no doubt appreciating this area that was set aside for her.

I am often asked why the citizens of the Hawkesbury fight through the years to preserve historic elements of the area with such commitment. I tell them it's because for many this area is unique in one major way. It is more like a town in Germany, Spain or Ireland than Australia. It has great generational depth and this line of blood and soil makes us respond in a manner to an existential threat like the folk of Kilkenny in Ireland rather than the folk of Jordan Springs in Sydney, where the kids are older than the suburb.

I realise I am part of a continuum and I have both the honour and duty to ensure generations of my family in the past are linked to generations not yet born. To this aim, the physical forum in which these lives have and will be played out warrants my care and attention. This is why I have fought for seven years to preserve Thompson Square.

Noel Butler.



Janelle Cameron

Lower Portland

RIVER CROSSINGS

Moving to the beautiful Hawkesbury valley in the early 1970's, Lower Portland to be exact, various river crossings became part of my daily routine. To go to work in Windsor or visit family and friends in Sydney and surrounds required several crossing by bridge or ferry.

A trip would begin with crossing the mighty "bridge to nowhere" over the Colo River, then the Lower Portland Ferry, and then depending upon your destination another ferry crossing at Sackville and finally the bridge to Windsor and then you were on your way.

A delight was hearing the chug of the Lower Portland ferry in the still morning air as it made its way across the river, punctuated with the laughter of the children making their way to the local primary school.

Almost half a century on these various crossings are still serving the community admirably – HOWEVER – our sleepy semi-rural Hawkesbury area (along with the Sydney environs) has grown. Traffic has quadrupled (and some) and as a result the Windsor bridge and its approaches struggle to cope with the volume of traffic, and the 2000 plus trucks that utilise the crossing on a daily basis.

A much needed bypass is essential to cope with 21st Century traffic demands serving the Windsor area and beyond.

I am privileged to be a very small part of a group of dedicated folk who are striving for a successful outcome to a very real problem for the residents and visitors to the Hawkesbury region.

"Never doubt that a small group of thoughtful and committed citizens can change the world. Indeed it's the only thing that ever has". Margaret Meade

Michael Campbell

Bowen Mountain



For some time I had driven through Thompson Square on my way through Windsor and noticed both the people sitting at the tent at the corner of the Thompson Square park and their signs but I didn't really know why they were there. Often they would wave at me. Friendly bunch I thought. I read several articles and letters to the editor in the local papers and began to understand why they were there and I began to sympathise with their views. I admired the peoples' dedication to their cause and the feeling grew in me more and more that Windsor's heritage was an important issue and that I couldn't just let others do the hard yards. Sometimes you just have to make a stand and this was one of those times. However I just kept on putting it off. "Things" just kept on getting in the way.

One day after doing some kayaking in the Hawkesbury, a friend and I were having a beer seated in the outside area of the Macquarie Arms hotel and a woman, who I now know to be Colleen Turnbull, came walking up the steps on her way to the Ladies. She was wearing a T-shirt with a CAWB logo on it and I asked her what was going on with the tent. She spoke at some length and in some detail explaining why she and the others were taking a stand and trying to get the government to understand that removing the historic bridge and replacing it with another, higher, two lane bridge was for one, not going to solve the growing peak hour traffic problems and would irreparably damage the heritage of the first public square in Australia.

I decided then and there that I could no longer sit back and let others do all the hard yards and I went over to the tent and signed the form letter to the premier and signed up as a volunteer to help man the tent. I started sitting at the tent the following week and haven't regretted my decision for a second. Incidentally, (or perhaps significantly) to date I haven't received an acknowledgement from the premier after more than a year and a half.

I read a lot of the material CAWB had sitting at the tent explaining the historical significance of the Square and how the decision to select what was known as Option 1 was made, and I became more and more sure that what we were doing was right and a poor decision had been made by government and Hawkesbury Council in supporting Option 1.

Why?

Well firstly, the proposed new bridge was going to put a huge ugly gash through the historic square and destroy the look and feel of Thompson Square- the oldest square in Australia! It would be a real blot on the landscape and an act of incredible and irreparable vandalism. As I sat at the tent, usually from 6:00pm to 10:00pm on a Tuesday evening, I noticed the massive amounts of traffic passing through the square. The noise was often deafening. Sometimes the smells that flowed over us from the passing trucks were nauseating. Often too, the traffic was moving at a snail's pace. How there weren't numerous accidents at this intersection every day was a mystery to me. There were always huge numbers of near misses, and people expressing their frustration at the poor traffic flow towards those who weren't responsible for it.

Secondly, the cost of the lame duck new bridge is a huge waste of public money. The proposed new bridge won't fix the traffic problem. Even the RMS's own engineer's indicated the proposed bridge would reach capacity by 2016.

Thirdly, the proposed bridge won't fix flood issues. The current bridge road height is 7.00 metres. The proposed new bridge would be 9.8 metres high on the Wilberforce side of the river. The flood plain floods at a height of somewhere around 8.5 metres. So the proposed new bridge would only marginally improve flood immunity for future floods between 7 and 8.5 metres. A real solution to the problem of flooding must include building a bypass.

Fourthly, both residential and industry development is increasing on the Wilberforce side of the river as Sydney expands and tries to find more affordable housing. More and more traffic will want to cross the Hawkesbury. The proposed bridge will not accommodate the growing flow of traffic in the years to come. The sensible, logical, forward looking and fiscally responsible solution is to build a bypass.

Many people who stop at the tent to chat say they are tourists and love the look of Windsor and of Thompson Square. They can't believe that the government is planning to put a new bridge through the square and remove some of the park. They can't believe the local council supports the plan or rather, the majority of council does. I don't know how many times I've heard people remark that "It doesn't make sense" and "There's got to be some other reason for wanting to remove the current bridge". Five of the 12 councillors do not support the project. The local council want to improve tourism in the Hawkesbury. Why can't they see that the proposed bridge will greatly detract from the appeal of Thompson Square and the tourist attraction it presents? But perhaps there's a less obvious reason for proposing this new bridge. On the [RMS website](#) they have listed what they believe can be achieved with a new bridge. Under the heading "**The river**" they state the following:

A new bridge with fewer, higher piers and improved access to The Terrace would open up the waterway and allow the future expansion of river use and any economic benefits that would flow. Just what does this mean? Are there plans in place the public have no knowledge of?

Now I don't know Duncan Gay. He may be a fine government minister in many other ways and have done many positive things in the interest of the people of NSW. He may be a fine upstanding family man or perhaps a bachelor, a Christian, Muslim, Buddhist, agnostic or atheist. I don't know. But I do know, that if the historic Windsor Bridge is pulled down and replaced with the proposed monstrosity, he will be remembered evermore as the man who was responsible for irreparably damaging one of the earliest examples of European settlement in Australia and wasting huge amounts of public money. I'd much rather he be remembered for preserving the irreplaceable heritage of the first European settlement in Australia, solving the growing traffic problem and enhancing the amenity and attraction of Thompson Square by building a bypass. And I'd be delighted if the bypass was called the Duncan Gay Memorial Bypass in his memory.

James Cassidy

Vineyard



Some time ago I read of the approval of Option One: and the decision to proceed with demolition of the quite serviceable Windsor Bridge to be followed by the expensive replacement of a similar bridge for no logical reason. I took the paper to the tent in Thompson Square and joined the protest. "The cause to preserve the Historical Significance, Heritage Quality and colonial atmosphere at Windsor's Thompson Square and to retain the 1874 Windsor Bridge.. Followed by a bypass to avoid and disperse the overcrowded local roads".

Since I have been at the Square I have realised that Australian history at school level could have been more detailed. Particularly at the Hawkesbury and the personal involvement of so many early

Governors and their participation at Thompson Square.

The 1788 Settlement at Sydney Cove was described in detail in the 1988 Bicentennial publication "First Impressions". A book from the British Museum of Natural History by Margaret Steven. The museum had held the personal papers of Governors, officials and settlers in 1788 and among other details had revealed the unusual interest in the unique wild life that was stimulated by the early Europeans who visited and reported on the Great South Land.

Initially excessive taxation of the American colony by the United Kingdom began a war which ended with the "1776 Declaration of American Independence". This ended deportation of convicts to the United States.

The British invasion of Ireland had resulted in a continued rebellious response over four centuries by the local population who were either imprisoned or were starved to death. The living conditions in the United Kingdom have appeared to promote a class who were sentenced as petty thieves, or patriots who were described as rebels, resulting in their deportation as convicts.

A new repository for a section of the convict population had to be found.

In 1788 Governor Arthur Phillip, a former naval Captain; arrived at Botany Bay and then Sydney Cove in charge of a list of over 1000 settlers of either officials or soldiers and three times as many convicts.

Governor Phillip found that apart from the difficulties of managing a diverse collection of humanity, the food supply was and continued to be inadequate. Navigation of the Parramatta River by Lieutenant Hunter located the site of the second settlement named Rose Hill by Governor Phillip. A house for the Governor was erected here and remains in Parramatta Park.

The more suitable agricultural land at Rose Hill permitted some additional supplementary food production by settlers who were working in unfamiliar rural conditions. The food situation remained desperate requiring shortened working hours due to food rationing and the need to find more suitable agricultural land became a priority.

In early 1791 Governor Phillip, then aged fifty two, walked from his house at Rose Hill from where he led a party of twenty, north west, who ventured over several days through the trackless bush as far as the Hawkesbury River seeking land for a third settlement.

I believe that the direction followed on this historic had lead from Hawkesbury Road at Parramatta and along the creeks as the party needed access to drinking water for foo. Following a creek line from Old Toongabbie to Old Windsor Road leads to First Ponds Creek in the vicinity of the Box Hill Riverstone area. Following the Killarney Chain of Ponds creek line will find that there remains Old Hawkesbury Road at Vineyard which leads to the Pitt Town Road at McGraths Hill. Now long superseded by the Windsor Road, Old Hawkesbury Road remains unsealed.

Governor Phillip found land at Green Hills now called Windsor.

The locality was described as having a stream "as wide as the Thames at Putney" with a difficult approach across a steep banked creek. From then on the much improved agricultural conditions boosted the food production in the colony. Food being transported downstream in the Hawkesbury by Andrew Thompson and others as there was no road at the time.

The river transport centre at Windsor was named Thompson Square by Governor Macquarie in 1811. As were the five Macquarie towns of Castlereagh, Richmond, Windsor, Wilberforce and Ebenezer.

These towns flourished and survived; each having their own Council Chambers for well over a century. Until the late 1990s at Castlereagh, their Council Chambers and fifty heritage houses were engulfed by the Penrith Lakes Scheme. Continued excavating and removing the farmland for building sand.

I believe the continuation of this destructive process has some connection with why CAWB finds it necessary to continue to protest a the plan by the NSW government to demolish a very functional 1872 bridge and replace it with a higher bridge. This has overtones of facilitating improved conditions for a sand dredge on the Hawkesbury River. The quite unwelcome proposal to amalgamate already large Councils also has suggestions of some other agenda that the State Government has in mind.

The historical square must also be preserved due to the continued personal involvement and work of the first NSW Governors.

Governor Phillip was described as selfless, a master seaman, linguist and patriot. The four successive Governors, John Hunter, Philip King, William Bligh and Lachlan Macquarie all had had a similar adventurous career of being shipwrecked and the like. They had to travel at least two oceans to arrive at their appointment. Caring for the welfare of the NSW Colony was their priority

Due to Governor Phillip's leadership and that of his successive Governors who were all involved in the Hawkesbury District the colony flourished. Governor Bligh in particular owned land at Rouse Hill and most likely navigated Old Pitt Town Road to his farm at Pitt Town on the Hawkesbury; (managed by Andrew Thompson).

There Governor Bligh had planted five oak trees that were known as "Governor Bligh's Oaks" until they were cut down by the local land holder.

Bligh's donation of grain to the local flood affected farmers in 1806 to 1808 prompted the NSW Corps to stage the "Rum Rebellion". Bligh was deposed moved to Tasmania and back to NSW until 26th January.1808.

No previous postings could have prepared the early Governors of the colony for the difficulties of managing the uncooperative military personnel and settlers that they were to encounter.

The food supply and living conditions of all settlers in the warmer climate were much improved building a stronger and healthier population outstanding in sporting and swimming competition.

One resident H. V. Evatt high court judge, was the first President of the United Nations and is buried at Canberra in the vicinity of Parliament House.

The Australian ability was further demonstrated by the reputation of "the Australians" during WWI and WW2 in successful military campaigns. Such as instances of continuing to advance while BEF and French retreated. On at least one occasion the arrival of the Australian Division (20,000 men) prompted the local population to unload their possessions from farm wagons on which they had recently been loaded. And when questioned? saying: "Pas necessaire maintenant. Vous les tiendrez"; ("Not necessary now. You will hold them").

The locality of the work of the early Governors and their contributions, locally and to the nation should not be destroyed by a thoughtless NSW Government. Apparently seeking to destroy the atmosphere and heritage of Thompson Square and the Hawkesbury for some other undisclosed agenda..

The fact that such an historically significant location situated on an uncomfortably steep crest is continued to transgressed by up to 25,000 vehicle movements on most days is no credit to the local administration, the State Government or the Westminster System in general.

James Cassidy

Sandra Clark

Castle Hill. NSW

To whom it may concern,

I grew up living at Richmond during the time we what is now referred to as being 100yr floods- but there was at least one every year!

The year my new home was being built at North Richmond there were 5 floods in 6 months!

I remember the 'bridge to no-where' being built so that no-one could see the old toll-house , i.e. outside the old Jolly frog hotel. How stupid was all the government bodies that they spent this money on a flood free bridge - yes it was & is at the top the bridge, just need a boat to get to it from the lights below Thompson Square & once one is on the bridge where would one go then, another boat to McGraths Hill!

Replacing the bridge over the Hawkesbury at Windsor that is a bit higher- so we then have a flood maybe one could drive onto it, but then where is anyone going to go; OR by chance is the powers in charge going to build a bridge all the way to the hill of Wilberforce, then the road would be flood free!

I really get the impression that none of these politicians have ever seen the Hawkesbury really flood or experienced just how many days/weeks it takes for all the roads to be useable again.

And, to replace the bridge with 2 lanes as is now there, how is that going to help with the traffic 'car-park' driving into or out of Windsor; it was a crawl 30yrs ago when I lived in Windsor, the traffic has increased by 500% I'm sure since then.

As much as a flood does cause a lot of inconvenience & some damage especially to those not prepared; I pray that the Hawkesbury has a good flood very shortly, then these non forward looking

people might just see how a flood affects Windsor and the surrounding areas. I would also love to see the North Richmond bridge have a second bridge built so the people travelling to & from the lower mountains could get across that bridge without the 'car-park'.

Good luck to all the people who have been working for so long at Thompson Square fighting for the Windsor Bridge.

Yours sincerely,

Sandra Clark

now living at ARV, Castle Hill. NSW

Christine Cook

Glossodia

Retaining historical buildings should be a priority for all councils not just the Hawkesbury. We can all look at photos and paintings of historical buildings and houses but nothing beats actually seeing them or entering in them for example : Australiana Pioneer Village. When you have that experience you wonder what kind of life those people had, their hardships, their family values and achievements under harsh conditions.

Personally I marvel at the sights of all of the buildings in the city and The Rocks that have been preserved so people can enjoy them, the architectural designs, the construction and their forward thinking. I also look forward to seeing these buildings everytime I pass through country towns.

People pay a fortune to travel overseas to Europe or England to look at castles and superb estates that have been preserved for the enjoyment of anyone who wants to see them. When it comes to historical homes or older homes that could potentially be historical, I think if you don't want to look after it and preserve the history **DON'T** buy it.

This also includes bridges. That is why I support CAWB in their fight to save Thompson Square and The Windsor bridge. It's not logical to spend \$65 million to knock down a two lane bridge only to build another two lane bridge? It's a shame that logic doesn't come into it or just plain common sense.

Jan Davis

Tasmania



My name is Jan Davis. I now live in Tasmania; but I grew up in Sydney; and Windsor holds a special place in my heart.

When I was growing up in the 1950s and 1960s, we lived at Oatlands; and we used to spend every school holidays at my nanna's house in Katoomba. We didn't have a car; so the family would be packed into nanna's Triumph Herald,

along with all the things three girls would need for a holiday break. With such a heavy load in such a small car, getting up the Lapstone Hill was a challenge; so we'd always go up Bells Line of Road. That meant a trip along Windsor Road and morning tea in Windsor. Then, in the 1990s, as a young married couple we lived at Winmalee and worked at Blacktown - so the trip up and down Hawkesbury Road was on autopilot. Coffee at Windsor was a great way to break the journey. In the early 1990s, I moved to Windsor and bought a little heritage listed cottage in George Street down near the boat ramp. In the mid 1990s, I bought the Doctors House in Thompson Square which, after major renovations, I opened as the first bed and breakfast in the town.

Historic buildings and precincts are highly valued in Tasmania, where I now live, and there are strict regulations to ensure the preservation of not just buildings but outbuildings, curtilage and even landscape vistas. Under no circumstances would approval be granted for any development which impinged or compromised any aspect of an important historic legacy.

Thompson Square is a unique part of Australia's early settlement history; and we are lucky that such a coherent reminder of those days has remained for future generations.

The current Windsor Bridge proposal will irrevocably compromise this irreplaceable part of our history. There are other options for an additional road crossing that would not cause this vandalism.

If the state government should proceed with this plan, we will be pilloried by generations to come. This ridiculous and short-sighted proposal should be immediately withdrawn; and the government should seek another solution that minimises impact on the historic town centre.

Regards

Jan Davis

Paula Dorian

Cattai

I would like to see Windsor Bridge kept as is and a new one built where suitable. There are going to be thousands more people in the Hawkesbury in the future and 2 bridges will not be excessive.

It is so easy to knock down everything. But heritage is heritage leave it for our children's children to see how Windsor was so unique, individual and beautiful before it becomes commercialised.

Not a big ask!!!

Thankyou

:) Paula Dorian

Cindy Drew

Port Augusta, South Australia

Hi

My name is Cindy Drew. I now live in South Australia but grew up in the St Marys/Penrith area and spent many weekends as a child and young adult visiting Windsor and learning about our country's history. My parents had the foresight back in the 60s and 70s to take me and my sisters to lots of places of historical interest around the Sydney area because they used to be free. We were very much working class and, if we could afford the fuel, off we'd go.

My sisters and I loved these excursions and Windsor was always exciting. My parents were readers (particularly my father) and they would answer our questions as we wandered around the village of Windsor. As we all grew older, we all became interested in Australian History through reading and visiting many more different historical places.

The last time I visited Windsor was about 5 years ago when I was visiting family in the Sydney region, the old familiarity crept back and brought back many happy childhood memories.

I commend the CAWBIES on their determination to save what is an integral part of our growth as a nation and condemn those in government (local and State) who support the sacrilege of destroying part of our nation's birth. There are many places a bypass across the river could be built rather than destroy our heritage. These are the self same people who destroyed the Sydney Food Bowl by selling land off to the developers to build cheek by jowl ugly housing estates. Anything of beauty and value seems to be sold or redeveloped. Where is all the bushland from my childhood days? Under concrete, asphalt and bricks! I hope these people live long enough to have to answer to their grandchildren on why they were so hell bent on the destruction of our national and natural heritage.

If I lived in NSW, I would probably join the CAWBIES and do my stint at their Tent Embassy. It is encouraging to see so many people feel so strongly about this issue and I will continue to follow the CAWBIES efforts online as long as this fight lasts.

Good luck in your journey!

Michael Eggleton

South Windsor



Michael Eggleton CAWB member since October 2013.

Many of us are passionate about retaining the heritage in this historic town and Thompson Square (a jewel in the beautiful Hawkesbury's crown) is what ties the history of this town together.

Being a descendant of the convict arrivals aboard the First Fleet has given my family strong ties to the Hawkesbury. Both great grandparents are buried at Windsor, having operated a dairy and raised a family of eleven sons and daughters at Freemans Reach. My great grandmother ran the Red Rose Cafe in George St Windsor. My immediate family have lived here for many years with my children being born in

the local hospital. My family ties are very strong.

Whilst occupying the tent at least once a week I often look at Thompson Square and the surrounding heritage buildings and realise European settlement in this country is quiet recent. Therefore the history we have is still being created and has to remain and be allowed to grow. Our history is of National importance and needs to be allowed to remain intact for future generations to enjoy and connect with.

To build any sort of bridge to replace the historic Windsor Bridge is to destroy what is a growing part of Australia's history. It is not rocket science that a bypass is needed to alleviate traffic and especially large trucks that traverse the square 24/7.

While sitting at the tent and speaking to many people from all walks of life the passion I have seen from all sides of politics has been wonderful. Some people are politically active and motivated some are not. Some don't want to know about politics. But MOST of them are all passionate about retaining OUR history and the unique place that we are protecting for future Australians.

My time at the tent has been enjoyable, interesting and amusing ...sometimes all at once. On my shift we have sorted out a couple of domestic issues, kept a few people warm in front of the heater at night, ensured a couple of local drunks made it across the road safely...it's been interesting. I will continue to help protect this special place for my kids and grandkids to enjoy so perhaps they too can feel the passion we all feel about the Hawkesbury.

Mehreen Faruqi MP

Sydney



I am in awe of the work of the Community Action for Windsor Bridge and their strong community campaign to preserve local heritage and deliver transport outcomes that work for the community. I have had the pleasure of visiting the protest tent many times, in rain, hail and shine and the dedication of the volunteers is truly inspirational.

As a civil and environmental engineer it is quite clear that the Government's plans make no sense and will only continue the current traffic problems and completely destroy Thompson Square. There is absolutely no reason to pull down the historic Windsor bridge. The community has put forward credible alternatives that the Government has just ignored.

The Liberals and Nationals don't seem to care about the needs of communities. The public benefit is rarely considered in their decision-making when there is another force at play, for instance, development or commercial interests. As a state, we need to take the power back and restore it in the hands of the citizens of New South Wales, not its so-called leaders.

Mehreen Faruqi

- Greens NSW MP and Transport Spokesperson



Yvonne (Eve) Foster

Ebenezer

I am 63 years old and have lived in the Hawkesbury since 1976. I have two children and two beautiful grandchildren, all of whom were born in the Hawkesbury. I work in a local high school.

The Hawkesbury is a very special place. Windsor is a very unique town. There is so much history which must be preserved for future generations. Thompsons Square is the oldest square in Australia, older than Port Arthur. It is intact and needs to be maintained and kept intact. It needs to be given the respect it deserves. Windsor, and the Hawkesbury, is the jewel in Sydney's crown. The area has huge potential to be developed as an historic precinct which would attract both tourists and Sydneysiders. This would bring a much needed boost to the area's economy and provide local work.



I was aware of the proposal for a new bridge across the Hawkesbury River from the very beginning and thought all the proposals that were put to the public were inadequate, not well thought out and destructive. I signed petitions against these proposals in Windsor mall which were handed out by John Jose and Dail Miller (the original founder of CAWB). I argued against the proposals with the RMS/Council representatives when they had their plans on view in the Woolworths building in Kable St. I attended Council meetings where I found it hard to fathom some elected 'representatives' were intent on the destruction of the precious heritage of which we are privileged to be the guardians.

A third crossing of the Hawkesbury is imperative owing to housing development being carried out on the west side of the two existing bridges. The destruction of a perfectly viable bridge is beyond belief. A third crossing of the river is needed to cope with the traffic which is passing through each day. The current proposal of destroying a perfectly safe, adequate two lane bridge and replacing it with a two lane bridge will not address the traffic problems and, most importantly, will destroy the historical integrity of Windsor.

The protest tent was erected on Sunday 21st July 2013. The next day, as I was driving through in the morning, I stopped to buy the two people on duty a coffee and sat with them for a while. As a result for over two years I spent two hours every morning, from 6am, Monday through Friday, at the tent and did a four hour shift every Saturday. I also filled in shifts during the school holidays.

I was on the events committee and one of the highlights, a special memory, was that I organised a very successful celebration of the 140th birthday of Windsor Bridge. We had around 2000 people attend from the local area, Sydney and further afield. The bridge was closed and we had a parade across it rein-acting the original opening of the bridge and cutting of the ribbon. There were bands, a Scots piper, horses and period carriages, a town crier, historical boats, many local families, wonderfully painted signs, flags, vintage cars, cutting of a cake and speeches. People came dressed in period costume. Some cried as it meant so much to them as their own forbearers had been in the original parade. It was an awesome day.

I have met some characters while doing tent duty. Homeless, former prisoners, business people, families on a day out, people curious about what we were doing, cyclists, runners, police, fund raisers, tourists from every part of the world. I have seen people become aghast at the current destructive proposal. I have witnessed some strange sights while on duty. I have got to know the day to day workings of Windsor. I have sat through below zero temperatures and above 40 degree temperatures and violent storms. I have laughed, debated and cried. But most importantly I have met amazing people who are all committed to preserving the history of Windsor and the Hawkesbury. Some of these people have become close friends and I have many memoirs which I will cherish for life. I feel privileged to be part of this action.

Lesley George

March 1st, 2016 . . .

My name is Lesley George and my husband Bernard and I have lived in Wilberforce since 1978. We and have travelled over Windsor Bridge almost every day (at least twice a day, some days up to 6 times between us) for all those years.

We have 3 children who also, during their University days, sport times and work times travelled the same route – that equates to our family members having used Windsor Bridge up to 20 times a day some days. Two of the children still live in the Hawkesbury and, along with their spouses, they travel across Windsor Bridge at least 8 times a day.

As long term residents of The Hawkesbury we feel our family's opinion counts.

Our Family totally supports the need to keep Windsor Bridge for local traffic (thus retaining the historical significance, atmosphere and ambience of Thompson Square and the town in general) and build a bypass NOW. We support the plan to build the bypass at Pitt Town – as our daughter and son-in-law live at Lower Portland and travel to their jobs at University of Western Sydney Parramatta Campus and Nirimba Campus, a bypass would save them and all those travelling from that area much time each day and bypass the traffic jams that occur every single day in Windsor – morning, afternoon and night . . .

My husband and I live on Wilberforce Road and the noise of the traffic is becoming unbearable – we have trucks with bogies (empty and full) travelling this road now from about 4am until midnight . The amount of traffic is so bad at times, that one morning last week it took me over half an hour from our place to just get to the bridge – over half an hour to do 4 kilometres !!!

I do my shift in the CAWB tent in Thompson Square each week and apart from being deafened by the noise of the sheer volume of the traffic, it frightens me when an emergency vehicle, especially the ambulances, need to get across the bridge – with the northbound traffic banked up of an afternoon from the hospital along Macquarie Street, around into Bridge Street and down to the bridge, the ambulances and Police vehicles have great difficulty getting through the traffic – I only hope no-one dies because the ambulance can't get to them in time. Today during my shift, an ambulance was trying to get through and having a lot of difficulty getting through the traffic.

We NEED a bypass to ensure that our wonderful Hawkesbury can be left as is and we can continue to showcase it's beauty and uniqueness to the wider community.

Every day we have visitors at the CAWB tent from all around Australia and overseas who come to the Hawkesbury for it's old fashioned charm, beauty and historical significance.

What sense is there in ruining all we have for a new 2 lane bridge that won't alleviate any traffic problems, make no difference in a big flood as you still won't be able to get anywhere over the river as the flats will be flooded . . . and will turn our lovely Windsor into a concrete eyesore to look at from your car while stuck in a traffic jam !!!!!

Sara Marly Gow

Glossodia NSW 2756

I would love to see the bridge retained in its current state because I love that little area around Thompson Square. It is so attractive, appealing and a lovely place to sit. I love the vertical wall with ivy growing on it. I love the big old tree overhanging the road. I love the sandstone kerbing. It is an historic place and adds much appeal to the general atmosphere of historic Windsor. Keep the old bridge that is doing such a sterling job and build a new second one.

Sara Marly Gow

Homer owner

Glossodia NSW 2756

Roger Grealy

Blaxland NSW

I support the bypass to get heavy and through traffic out of Thompson's Square. I want to retain the current bridge for local and tourist traffic. The heritage and ambience of the old square is damaged by heavy trucks thundering through. The historic buildings in and around the square require preservation. The pollution emitted by heavy vehicles and the serious vibration ground shaking they produce is particularly damaging to these very old buildings.



I believe that the current bridge is safe and useable and will continue to serve the community for a long time. I consider it a waste of taxpayer money to demolish this bridge.

I am a casual who does one shift every three or four weeks in the park. I have done about 8 shifts so far. As there are two volunteers on at any given time I have met numerous new people. What strikes me about the volunteers is the wide spectrum of political views they have. During my four hour shifts I have had many conversations both with volunteers and passersby who sign our letter to the Premier. They have comprised Labor supporters, Liberals, Greens, Independents & Christian Democrats. To me it is fascinating that this campaign is supported by such an otherwise broad range of political views. I have been deeply involved as a volunteer and an independent in many campaigns over 40 years. Never have I encountered such a group as CAWB. To have two volunteers on duty at the CAWB tent for 24 hours a day, 7 days a week for nearly 1,000 days is astonishing. It is a mighty fine effort.

Since getting involved in the campaign as a visitor from the Blue Mountains I have learnt that my parents had their wedding reception at the Macquarie Arms hotel on the square. I also learnt to swim in the river so the area has special significance for me.

I will continue to volunteer for as long as is needed and I am capable.

regards

Roger Grealy

Michael Greentree

Vineyard

The Greentrees have lived in the Hawkesbury for over 200 years.

I would much rather be skiing or bushwalking on weekends instead of protecting our historic Bridge and Thompson Square.

This Bridge was built by the railway caisson method, one that had proven itself over time. It has withstood the onslaught of anything mother nature has thrown at it, including 98 floods above 6.4 metres.

For the last 23 years I have been inspecting the caissons and the structure of the Bridge on a regular basis. It has no serious problems, as advised by ARENCO, respected contracted repairers of bridges. They have quoted \$2.36 million to repair a \$50 million asset to its original condition.

I spent six years working at the University of Western Sydney, Centre for Construction and Technical Research. For five of those years I was a Senior Technical Officer working under Professor Russell Bridge, Professor Mark Patrick and Doctors Paul Berry, Andrew Wheeler, Martin Percher and Stefan Bernard. Dr Stefan Bernard was the brains behind the M2 tunnel spraycreting. These men are the top civil engineers in NSW. I gained a great insight into structural engineering through this experience.

The heritage of Windsor Bridge and Thompson Square is worth fighting for. It is irreplaceable.

David Griffiths

Kurrajong

To whom it may concern.

The traffic situation in the Hawkesbury is becoming intolerable, with anyone living west /north of the Hawkesbury River being faced with significant delays getting home in the afternoon if you have to venture into the city. The morning peak is only slightly better.

Basically you are faced with a choice of two routes to get to say Kurrajong or points further west...



Route 1 is via the North Richmond Bridge and can often involve over 30 minutes just to get from Richmond to North Richmond (a trip of five minutes in off peak)

Route 2 is via Windsor Bridge and Kurmond Rd. This route can easily take 30 mins just getting from McGraths Hill to the Windsor Bridge.

The proposed replacement of Windsor bridge will not in any way alleviate this traffic situation. It is replacing a two lane bridge with a two lane bridge. In fact it is not the Windsor Bridge that is the problem, but the single lane bridge over South Creek and the traffic lights.

A clearly superior proposal would be to build a bypass that could cut off just north of the Pitt Town Rd intersection and cross South Creek and the Hawkesbury River. This would provide much relief at the Macquarie St / Windsor Rd intersection and George St/Windsor Rd intersection by removing all Putty Rd (Wilberforce Rd) traffic.

Surely the major cost is the cost of the bridge across the Hawkesbury river which would be the same with either proposal. The additional cost of the bypass would be small by comparison.

All this is putting aside the historical aspects of the discussion, which are indeed also very important.

Why is it that most other civilized countries can find ways to bypass important towns and hence improve amenity? Do we really need \$80 million spent on upgrading a sports stadium?

Regards,

David Griffiths

“A question for all those
who are sitting in the gridlock,
what would have gotten
you home earlier tonight?
A higher bridge (Option One)?
Or a bypass?”

– Peta Punkineata



Lesley Hayes

Windsor NSW 2756

Before I retired I was aware that there were plans to replace the old Windsor Bridge with a new bridge. I had just accepted that this decision had been made for the good of the community and was a fine example of forward planning by the powers that be. After I retired I decided that I should maybe check out these plans just to see what the new bridge would look like. I was horrified to discover that this ‘replacement bridge’ had been planned with no regard for the historic values of the oldest town square in Australia, Thompson Square, Windsor. It would be the equivalent of putting a highway through The Rocks.

I didn’t know what to do but I wanted to do something so I joined a group of local people who were equally appalled about what was going to happen. In most cases the only thing this group had in common with each other was a commitment to save Windsor Bridge, and thereby save Thompson Square. However, this proved to be an advantage as we all brought different skills

and together we began to work towards stopping the desecration of Thompson Square. We felt that the government should save the money they had set aside for the replacement bridge and use it to build a Windsor bypass. We dug deeper into the government’s plans and we found that the National Trust, NSW historical societies, heritage groups and independent consultants employed by the Roads and Maritime Services all agreed that going ahead with the replacement bridge would be detrimental to Windsor.

This small community group met every week and developed a strategy, and as part of that strategy we decided to occupy Thompson Square, 24 hours a day, 7 days a week. Together we decided that we would occupy in four-hour shifts, that is 42 shifts a week, and each shift would have to be manned by two people for safety reasons. Of course for this to happen we needed a roster and we asked the community to help man the tent – volunteers came from all sorts of places and all walks of life. We set up our tent in the corner of Thompson Square, with two chairs and a table out front and, as passers-by approached us, we explained what was planned for Windsor Bridge and sought their support.

We collected signatures by the thousands and we held several rallies, all to make sure the government would be aware that there was strong feeling against going ahead with the replacement bridge. At first we were often yelled at as cars roared past leaving a spray of obscenities in the air to drift towards us, and on a number of occasions eggs were thrown at us, but as time went by more and more people became aware of just exactly how inappropriate the government’s plans for Windsor were, not just for our generation but for future generations.

We have been labelled ‘tree hugging lefties’, we have been accused of being Labor ‘operatives’ we have been told we should stop wasting our time and ‘get a job’. I have also met some amazing people and learnt so much about the history of this beautiful town. Overseas tourists cannot believe that our government would act so recklessly with our heritage, and people returning to visit the Hawkesbury are eager to share their memories of growing up in Windsor, and they are often



saddened by the thought that this replacement bridge will change the whole character of Windsor irrevocably.

Together this community group has managed to occupy the Square for well over 2 years now, and still going; 24 hours a day, in all sorts of weather from freezing cold to sweltering hot, without a break. Surely this must be a record of some sort. Behind the scenes people with skills in research, law and media relations are working tirelessly to find a way to stop this bridge project, and the tent stands as a public symbol of the cause.

I have learnt so much about the power contained in people who get together on a common project to fight for what they believe is right.

Everyone told me that I would have too much time on my hands when I retired – they were so wrong.

Lesley Hayes

Diana Hazard

Woollahra

My name is Diana Hazard OAM. I am a former member of the National Trust Board (16 years) and have been an owner of Rose Farm, Putty Rd since 1970. I have therefore been driving over the Windsor Bridge and thru Thompson Square for that length of time. Since the Newcastle Highway opened the traffic on this road has decreased considerably.

I support building a bypass and retaining Windsor Bridge because,

1. A 4 lane road through Thompson Square would ruin this historic area of Windsor. Thompson Square is the only intact original Macquarie town square left.
2. There is a very important memorial in the square to the original convicts who lived in the area and a four lane highway would mean its removal.
3. I am descended from some of these convicts, namely James Richards(1810) father of Benjamin Richards (who founded Riverstone Meatworks) and lived at Fairfield and Loder houses before building Kamilaroi at Richmond . Also Robert Williams a first Fleet convict.
4. This area is the heart of Windsor and many people picnic there at the weekends.
5. Like the historic town of Berrima this earlier historic town should be protected for all time by getting rid of through traffic via a bypass.

I am very interested in the area having written a book on the history of the Colo River (The Coloites) and a history of the Richards family (From Rags to Richards) which are on sale at the Museum. I was the founder of the Colo River Historic Society.

I am sorry I don't have a photograph to send you as I am not that good on the internet.

Yours sincerely,

Diana Hazard

Woollahra 2025.

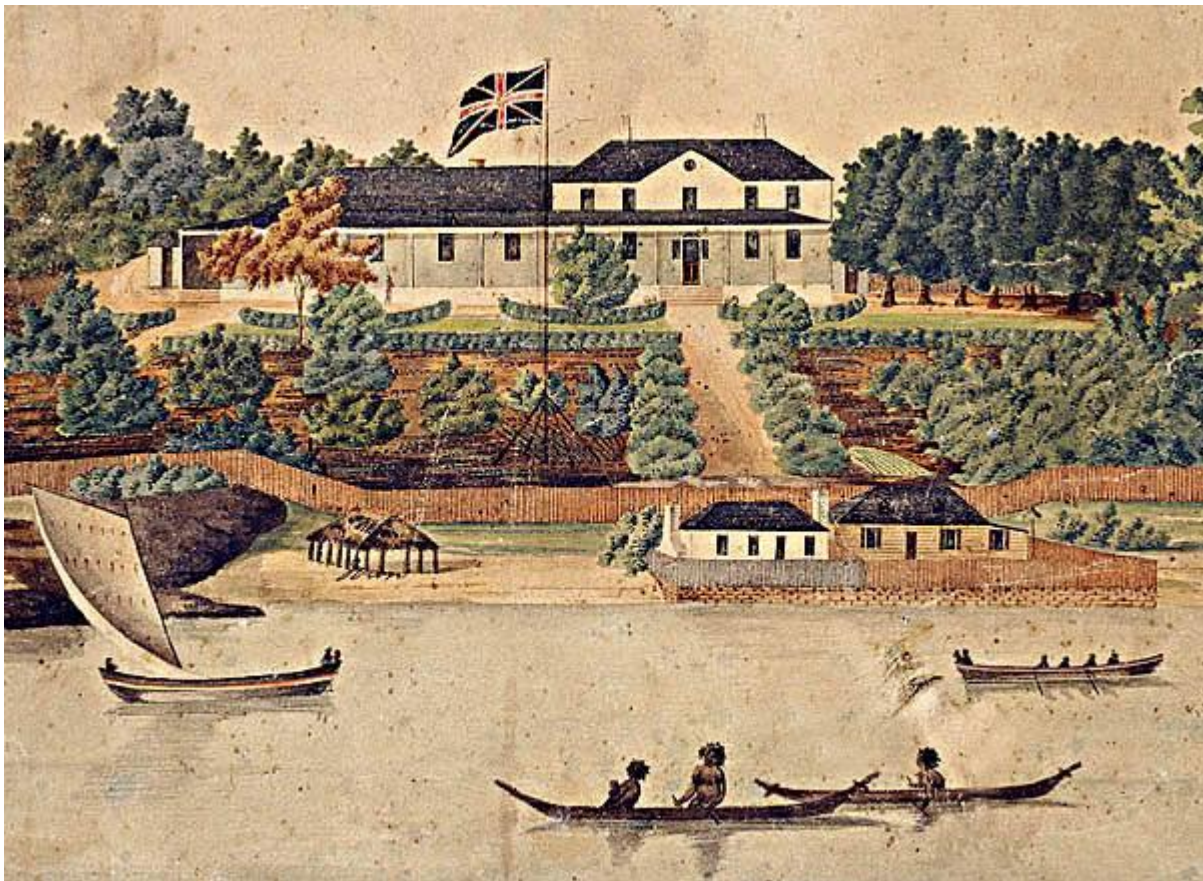
Donna Marie Holmes

Riverstone



SAVE WINDSOR BRIDGE AND THOMPSON SQUARE WHICH IS HISTORY I TRAVELED THAT BRIDGE AND USED THOMPSON SQUARE HEAPS SINCE I WAS YOUNG.

WHY DESTROY HISTORY BUILD A BY PASS



P.L. Hincks

Blaxlands Ridge

As time goes I suppose one could say "Your new to the district". Yes, we have only lived at Blaxlands Ridge for 25 years. Even though it is 25 years we have seen huge changes in the Hawkesbury.

To say the least, my wife and I are totally opposed to the complete lack of compassion the current government has towards the constituents of the western side of the Hawkesbury River in our district.

There has been an almost 100% opposition to the government's proposal to the Windsor Bridge replacement. This will both decimate the oldest public square in Australia and I believe severely hamper tourism in the Windsor area . With more and more development on the north side of the Hawkesbury river, I feel the current plans do not show any vision but rather a band aid attempt to say a "problem has been addressed". There has not been a major flood since 1991 and this new bridge fails to improve flood evacuation/ traffic flow, from the north side of the river. (MEANING WITH THE INCREASE OF PEOPLE ON THE NORTH SIDE LOGISTICALLY WILL REMAIN OF MAJOR CONCERN)

In 2016 I am staggered that there is now vision and a simple solution such as an aerial road, (2 roads either way) could not be constructed from above flood level at McGraths Rd to Putty road at Wilberforce. Everyday traffic from the north side would be saved hundreds of thousands of hours, sitting in their cars every day, (not to speak of the savings of emissions etc.) This would also greatly assist all traffic flow to Windsor, Richmond and Bells Line of Road, and allow truck movements to bypass Historic Windsor Square. The existing bridge should remain in place as its part of Hawkesbury's Heritage and local traffic flow, and should remain viable without the constant heavy truck use. We often visit Windsor on a Sunday and on occasions when sitting in Thompson Square have met with many out of area people saying how gorgeous Windsor and the surrounding areas is.

Hawkesbury people are proud of their heritage and are appalled at the lack of understanding of this issue, and though many would not put pen to paper, in talking to them, as part of my volunteer activities this is the feeling that strongly comes through.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'P. L. Hincks', written in a cursive style.

P. L. Hincks

Paul Houston

Unknown Suburb

I am a living person that was brought up in Windsor, and I object to the destruction of the Windsor Bridge. This has been a landmark for all of my 58 years. I believe that the state government should make plans to change their Ideas for making a new Bridge.

Yours Sincerely

Paul Houston

Libby Hyett

Glossodia



My name is Libby Hyett and I am a Glossodian. I am a Singer-Songwriter and artist.

I care about the Hawkesbury because it is my home. I belong here. My heart lives here.

I love doing my best. I love working hard and following my heart. I am a leader by example.

Sunday is the day I normally sit at the bridge. I hang out with Noel Butler, who is a retired school art teacher. Actually, his wife Nina Butler taught me at Bede Polding College! I love bringing along a commissioned piece to scribble away at while I listen to Noel talk.

Noel and I both agree I think that the Hawkesbury has a beautiful future for tourism. The Blue Mountains council did such a wonderful job in promoting The Three Sisters internationally that the holiday traffic is spilling over the Great Western Highway and being caught by our very own Bells Line of Road! In fact, tourists sometimes prefer to take that trail instead and go canyoning or horse riding or bunk at one of our B&Bs.

As an artist I've got to do so much study in the area and meet famous people like Julie Simmons at the Purple Noon gallery. I'm a bit inexperienced with plein air painting but there are so many popular locations I just have to go and try.

I can't wait for the world polo cup in 2017! The Sydney Polo Club is hosting it and we're all going to go horse-mad.

I love the weekend atmosphere around town. The traffic noise bothers me and the weekday traffic is fungus to sit in... and I believe it's dangerous for people left of the bridge who require the emergency services travelling the same direction as me.

I think it's silly that a bypass hasn't been built yet. I am proud to be part of a fair-go fight.

Lynne Ingham.

Wilberforce.

I am opposed to the government's plan to replace the Windsor Bridge. I, like many other locals have signed the petition, and believe a bypass bridge makes a lot more sense. The old bridge should stay.

The area proposed for the erection of the new bridge, is totally inappropriate, given its historical significance. Macquarie Arms was built after Governor Lachlan Macquarie ordered the building of "a church, a school house, a gaol and a commodious Inn ", back in 1815. Of course the Macquarie Arms is just one of the many significantly historical buildings located in this very area, which would to lose its character for present and future generations.

To proceed with the current proposal put forward by the Government, would amount to vandalism of one of Australia's most significant historical precincts.

There have been valid alternate proposals put forward, which make a lot more sense, and provide a better solution for traffic congestion into the future.

Common sense MUST prevail here. This should not be about politics.

Yours Faithfully,

Lynne Ingham.

Wilberforce.

(Hawkesbury resident for 40 years)

John Jose

Glossodia



It was the winter of 2011, I had been aware for while that there was a proposal to build a new bridge at Windsor. I felt comfortable in the knowledge that it would be a bypass bridge. My understanding at the time was that, that was the usual practice and it had been the case with many towns. I recall that the public were offered different location options for the bridge and we were invited to vote for our preference. "I'll look into that and vote" I said to myself but the closing date came and went, "not to worry it'll be a bypass for sure".

August 2011, the RMS announced that their preferred bridge option was to be Option One, just 35 Metres downstream from the existing bridge. I couldn't believe it, this is such an historical area yet they are planning to change its whole character with this new bridge. I was angry about the decision but also angry with myself for being so complacent.

Anger aside, I had to do something, there was an RMS meeting in Windsor to explain the project, I attended.

At the meeting in the old library, we were seated in groups at round tables with a facilitator who encouraged us to be positive about the project. I told her I didn't like it at all. I thought at the time that I was the only person in the room that was opposed to the project. Then a lady from another table stood and said that she wanted it to be known that the Heritage Council does not approve of this proposal at all, at all, then followed a spontaneous applause, I felt heartened; I was amongst friends.

What could I do about opposing Option One? Following enquiries I learnt of CAWB and how I could download petition forms from the net, I did so and set about collecting signatures from friends, neighbours and my network of groups. I carried my petition folder with me at all times and on one occasion whilst walking through Windsor Mall on a Sunday arvo I was approached by Rob Lewry who told me that he was collecting signatures and asked me to sign his petition and I explained that I was doing likewise. It then followed that I set up every Sunday in the Mall, spruiking "Save Thompson Square, sign the petition" I did this every Sunday from about March to September of 2012.

Most people hurried by, thinking it was a scam but most of those who did stop would be in agreement and of those who did oppose I generally enjoyed the argument and I welcomed the opportunity to hone my debating skills.

In June 2012 CAWB held their inaugural rally, it threatened to rain in the morning but by start time of noon the sun shone on us and we had good crowd with many stirring speakers including Jack Munday.

By September we had collected over 12,000 signatures, the NSW Premier Barry O'Farrell said that any issue that attracted 10,000 signatures could be debated in the State Parliament and this came to pass however the debate proved to be a fizzer.

By late 2012 I was starting to attend the weekly CAWB meetings. Plans were being made for another rally in July 2013. It was anticipated that there would soon be an announcement from the government giving the nod to Option One and it was decided that at the rally one of the tents would remain, it would become the occupation tent.

In the early days of the occupation it was difficult to fill the roster and it was necessary to do many shifts until we were able to recruit more tenters.

Now nearly 3 years on and we are still there.

I'll let others continue the tent story.

Cheers John Jose

Claudia Khouri

Windsor NSW



Some of my reasons for supporting the campaign to retain the historic Windsor Bridge and build a bypass is when the campaign was launched the rally called for volunteers to put their name down to do some shifts as there was to be 24 hour occupation of Thompson Square. I immediately thought this is the time to stand up and be counted and put my name on the list.

A few days later I received a call to see if I could cover a shift to which I was happy to do thinking this campaign would run maybe for a couple of weeks and we would all go back to our normal way of life. Some 950 days later I am still happy to do my 4 hour shifts to show how dedicated we all feel at a very bad decision by the Government in pushing ahead to demolish the historic Windsor Bridge and replace it with a much larger concrete structure, still being only 2 lanes. Having seen the traffic that

flows through Thompson Square this will certainly not solve the bank up of traffic or improve the situation that currently exists.

There have been many assertions that the current bridge is unsafe, ready to fall down etc., however independent studies have shown the bridge to be quite safe and would last for many years to come.

The Government must also think it safe to allow the volume of traffic, B double trucks, caravans, utilities, cars etc. to use the bridge with no weight restriction.

My grandparents lived in the Hawkesbury for most of their married lives, my parents were born in the Hawkesbury and apart from the first 2 years of my life I have lived in Windsor and the surrounding areas and from my first recollection the Windsor Bridge has been an integral part of my life. My friends and I played as young children in Thompson Square at that stage there was swings and a round-about and various other pieces of equipment. Although they were not supposed to jumping off the bridge and swimming across the river by many was a favourite pass time.

Speed Boat races were held regularly and were allowed in those days to pass through the pylons of the bridge. I recall standing on the bridge and watching the speed boat races one Sunday and somehow my beautiful patent leather handbag slipped out of my hands and landed in the river. A very kind man in one of the speed boats picked up and returned it to me.

When there was a flood a good part of our day was spent standing around near the Doctor's House watching the flood boat with Jim McKie at the helm as well as other volunteers take off in the fast swirling waters for a rescue or take provisions out to some of the small towns. Often animals could be seen floating down in the fast flowing waters mixed with huge pieces of trees and lots of debris. Quite often army personnel in a rubber duck would also take part in the flood rescue.

During one flood some cattle were stranded on a small parcel of land near McGraths Hill and concern was expressed they could drown. A local volunteered to ride his horse in the floodwaters to try and reach them and was unfortunately drowned in the attempt. Later that day the cattle swam to safety.

As mentioned earlier I have lived in Windsor all my life and often we take for granted the things that should matter to us. I really didn't think too much about the bridge as it had always been there and after all it is just a bridge. However when the campaign was launched to save the bridge and build a bypass, I realized how important it is to preserve what we have left. I can remember within the town centre of Windsor there were many historic homes and beautiful buildings which have been lost over the years to make way for progress and not necessarily for the betterment of the town.

I have loved the involvement and camaraderie that has grown whilst doing my shifts in the Square. It is amazing just how many visitors come up and say, "we just love coming to Windsor for the day to enjoy having lunch in the Square, look at the lovely old buildings and generally just enjoy the history of the area".

Let us all try and develop on this and promote Windsor as a destination town, capitalize on its uniqueness and preserve what we often take for granted.

Let's save our Thompson Square the oldest intact square in Australia, and the beautiful buildings that form the square as well as the historic Windsor Bridge and look to the future to provide a safe crossing of the Hawkesbury River that will give flood free access and eliminate the heavy traffic passing through historic Windsor by building A BYPASS.

Frank Klamka

McGrath's Hill

Windsor Bridge and Thompson Square

Whilst earlier having lived in the Toongabbie-Seven Hills area, I always had a soft spot for Windsor & Richmond. But I never thought to actually live 'out there' – as I considered it to be too far away. However in 1996 when I had to downscale my small business, which was renting commercial premises in Castle Hill, I decided to buy my own home and run the business from there. Because I needed a large, yet affordable house, I had to move further out and thus, ended up in McGrath's Hill, one suburb away from Windsor. The business is back in Castle Hill, but I have now been living in the Hawkesbury for 20 years. My wife and I like it here and we would not want to live anywhere else.



Windsor & Richmond are charming Towns, steeped in history, where the people are friendly and there is a sense of cohesion and community in a country atmosphere.

The heart of Windsor no doubt is Thompson Square. This quaint little precinct has an old world charm about it, quite like no other in Australia. It is after all, Australia's only remaining Town Square from 1800.

Having migrated to Australia from Europe, I know how protective Europeans are of their historic Town Squares and they have thousands of them, some as old as 600 years. Australia has only one such surviving Town Square.

When I first heard of the proposals to replace the old Windsor Bridge with a higher, concrete one, I was immediately horrified: *“what about Thompson Square, I asked myself”*. This was followed by: *“why is it that in this country we are so fixated by methodology and grey bureaucratic due process as a means of achieving an end, that we cast aside all other considerations?”*

Sure the old Bridge needs some work done to it. But I would have thought, that common sense would have prevailed and dictated that Thompson Square, due to its status as a national treasure, would have been off-limits to any kind of adjoining development proposals. Full stop. Don't even think of it..... was my thinking!

After all, once lost or damaged, you cannot bring it back and be as it may, this will affect generations to come.

Sadly, I had to concede, that whilst we have people that are good at what they do, they are blinded by their own due process, rendering them incapable of seeing the greater impact their work may have on the world around them.

As an Australian of European background, I feel ashamed, that here people in high office, don't seem to have qualms about sacrificing a slice of their history on the altar of progress. Australia is such a young country, with very limited historical reminders compared to the Old World. So the last thing you want to do is damage that little which you have standing...

It is paradoxical, that our people in power that ought to be the guardians of our history are the ones demonstrating the most disregard for it.

Sorry guys, Windsor Bridge/Thompson Square is not going to be just another Engineering Project. Thompson Square is one of the places where the nation's soul resides and must not be tampered with...

Windsor is a tourist attraction, even for international visitors. City folk, on weekends, come out here throughout the year. Car Clubs, bike clubs and so on, meet here. None of these visitors come here to witness modernity. They are escaping it. They come because of the historical backdrop, the old world charm of the Town. [Every overseas visitor we have ever had, has remarked: *“I like Windsor”*].

It might be a nice structure, as concrete bridges go, but introducing such a structure, right next to Thompson Square will not enhance the character of Windsor, but detract from it. It will not fit in with the existing surroundings, not to mention the increased noise from traffic, due to the higher elevation of the on-ramp.

It would be fair to say that 50% of Windsor businesses depend on the weekend tourist trade to be viable. There isn't enough business during the week, as the population of Windsor is very modest and scope for population growth is not there, as Windsor and Richmond are surrounded by floodplains. On the other hand, this is a major reason for both Towns having retained their character over the years.

Windsor is not Coles or Woolworth's, but the many small businesses in the Mall and the Main Street. I have seen so many come and go over the years. Obviously for most, it is not a lucrative market and therefore any decline in tourist trade, has the potential to put some out of business, leaving more empty shops. More empty Shops means less foot traffic, affecting remaining businesses. It is a vicious circle.

Windsor and Traffic Issues

There are other reasons for not proceeding with Option I. Many in the CAWB movement have already outlined them. But here is my take on it.....

Whilst my business was still operating out of McGrath's Hill, we had to visit Windsor Post Office every afternoon.

Before the opening of the *Hawkesbury Valley Way*, this was a problem after 4pm. It was the time of the so-called "*McGrath's Hill Parking Lot*", where traffic was banked up from Bridge Street back to Windsor Rd. at McDonalds, Mulgrave. Consequently Pitt Town Road, which we used to join Windsor Road, was also banked up and one had to wait up to six traffic light cycles to eventually join Windsor Road. After 4.30pm it was normally impossible to reach Windsor from McGrath's Hill in time for P.O. closing. All this changed for the better, when the Hawkesbury Valley Way was opened.

However over the last couple of years, late afternoon traffic into Windsor has increased to the point, where Windsor Road is beginning to resemble the old "*McGrath's Hill Parking Lot*" again. Traffic is banked up almost back to McDonalds again.

The reason for this is that the areas westward, beyond Windsor Bridge are developing fast. With so much pressure on Sydney housing, everything is moving westward and the huge tracts of land, from Wilberforce onwards, are opening up, increasing the amount of traffic needing to cross Windsor Bridge. The amount of empty land westward of the bridge is easily capable of swallowing up hundreds of thousands of new residents.

In light of this fact, it is sheer MADNESS to spend 60 million on replacement of the Windsor Bridge, when it is not the bridge that is the problem, but the roads leading up to it. The roads in question are Windsor Road and Bridge Street.

Bridge Street of course is only about 100metres long, but it constitutes the eastern approach to the bridge. Herein lies the problem: Bridge Street can only accommodate 3 lanes of traffic. But Bridge Street cannot be widened, because it is flanked on either side by old, historic, heritage-listed buildings.

This does not even take into account, the long line of cars arriving on Macquarie Street and funnelling into Bridge Street in order to cross the same bridge.

In other words you can build a new, six-lane bridge if you will, but you will not improve traffic flow or fix Windsor's traffic problems. But in Option I, which stipulates replacement of the old bridge, we have a White Elephant in the making! This is a \$60 million waste of Taxpayer's money! Madness.

I use the analogy of a water pipe. If you want to increase the amount of water flowing through a pipe, you have to increase the diameter of the pipe. But you must increase the diameter of the entire length of pipe. A big artery going into a small one, doesn't work. Yet here we have for comparison's sake a 1km stretch of road leading up to a 50m long bridge. Both the bridge and Windsor Road can be widened. However the 100metre long Bridge Street cannot be widened as it is flanked by protected, historic buildings. So no matter what you do to Windsor Road and the Bridge, you cannot fix Windsor's traffic problems! This is such a simple truth that a six year old can understand it. Why then are we even canvassing Option I – I ask myself?! The fact our leaders are, is frankly embarrassing...

There is only one solution and that is a Windsor Bypass (or maybe two). It is said that repairing the existing bridge will cost \$20 million in order to last another 20 years and that a Bypass will cost \$200 million. I am sceptical that it will cost that much to repair the bridge. However whilst I concede that a Bypass will cost an awful lot of money, spending \$60 million on a bridge replacement, because it is seen to be doing something, yet without solving our traffic problems and damaging our heritage in the process, is something to be opposed at all cost. To be fair, as a citizen of the Hawkesbury, I am prepared to wait another 10years or so for funds to be available for building a Bypass.

Yours sincerely

Frank D. Klamka



Jonathan Laird

Nowra



In 2014 I enjoyed a two month stay in Windsor whilst attending a training course at RAAF Base Richmond. Each evening I would dine in Windsor and greatly enjoyed the opportunity to observe the local architecture, surrounds and to learn something of the local history of the town.

Of particular delight was Thompson Square and its surrounds. It is a rare and attractive example of an old style English village square,

something only found in a few convict constructed locations throughout Australia. I was amazed to learn of the historical significance of the site.

I find it disappointing that it's even necessary to have to present a defence for keeping the square in its current form? Seriously what particular type of dullard could even conceive that it is a good idea to put a modern highway and bridge through the middle of a historic cultural precinct without parallel in Australia?

Let's review some of the significant events and features associated with the site.

A frontier military and convict settlement that was significant during the Battle of Vinegar Hill where transported Independent Irish soldiers from the 1798 uprising featured.

The French had designs on Windsor during this era of the Napoleonic wars. My own ancestor, Joseph Holt, the only United Irish General to be transported to Australia after surrendering to General Cornwallis under an amnesty at Dublin Castle, was (illegally) banished to Norfolk Island after the uprising despite his non-participation in the battle. Maybe due to his meeting with a French intelligence contact at that time? (After all, Holt was seen to be wearing a French commissioned Officer's uniform during some of the most ferocious battles in County Wicklow in Ireland?)

Have the people advocating for this government scheduled act of public vandalism actually spent any meaningful time in Thompson Square or even remotely acquainted themselves with the beauty of these old buildings nestled attractively next to the Hawkesbury River?

Future generations would marvel at the rank stupidity of such a works program. At least in 60's Hobart when so many irreplaceable buildings were demolished in the name of 'progress', the local people could claim the luxury of ignorance. What would be our excuse?

Also worthy of mention in my view is Governor Lachlan Macquarie's controversial (and career fatal) appointment of a number of ex-convicts to the bench as part of his vision for an egalitarian society that would be largely free of European class boundaries (persecution of the indigenous peoples notwithstanding). One such appointment is celebrated at Thompson Square. A physical representation of the genesis of an Australian idyll (do we not care about these things anymore?).

Let's review the supposed advantages of the mooted plan to destroy this cultural icon. Money perhaps? Wow, such forward thinking. Future generations will undoubtedly laud such lofty and enlightened thinking.

Let's put agendas, egos and old fashioned bull headedness aside in favour of the only intelligent and logical option:

LEAVE THOMPSON SQUARE AS IT IS AND BUILD A BYPASS THROUGH THE ABUNDANT SURROUNDING FARMLAND.

Jonathan Laird

Nowra NSW

Donna Lendon

North of Wilberforce

I BECAME involved with the bridge protest.

I fell in love with the Hawkesbury after two years of living in New York City. Originally from South Australia, I was to be residing in Balmain, and wanted to keep a horse where I could drive to see it, I chose Wilberforce. During this time I discovered the uniqueness of Windsor.

I have now been living here for 30 years, most recently north of Wilberforce.

I became involved with CAWB when a neighbour related the concerns of the group.

I was already informed about the bridge proposal and had my own objections.

The commitment of those who were actively involved with the protest impressed me to the point where I felt that I could lend my support. I have never publically protested about anything before, never felt strongly enough about a community issue to want to make a stand.

In this case however, I felt I had to, at the very least, try to help save this historic area of Windsor, as it is. To divide the town into thirds with another concrete structure shows disrespect to our forefathers who built structures for the future, including the bridge we still use today. This bridge has been servicing the area for 140 years. The engineers had the foresight to allow in their design room and strength for the eventual use of a steam train crossing.

Today it is considered economical to ignore the geographic lay of the land. Modern engineering can build structures that cut through, span, over shadow, drown with fumes and noise, anything in its path. This is done in the name of 'the common good.' And most often it is our historical heritage that is squashed and compromised out of existence.

On a related topic, I am a teacher at two local schools and students have recognised me at the tent. I have become "that mad protester". My participation has become a topic of conversation, ridicule, and bagging. All of this I accept. I have let the students have their say, which was not always flattering.

Slowly the students have begun to ask sensible questions. Over time, they have sorted through all the pros and cons of the situation, covering all the issues that they can think of, consulting other sources of information, their parents, friends and other teachers. They love this topic, because they can really discuss, their bridge, their town and if their families will be affected. Some have even visited the tent.

These debates have been some of the most interactive teaching I have ever experienced. Some students have arrived at the realization that the new bridge isn't just about Windsor and its local

residents. A new river crossing is about access, for all who need it. This discovery is a revelation, this makes a difference to the problem, the students have discovered the ‘bigger picture.’

I’ll end here, just as the students have, eager to hear of developments and hoping decisions come up to our expectations. Wondering if the future and the past can find sympathetic and aesthetic company in a modern Hawkesbury. Hoping that our history can be celebrated and continue to earn respect by all those who visit and enjoy the ambience while silently thanking those with power for their adventurous decision to preserve the area.

Donna Lendon

David Livingstone

Richmond

Dear Sir,

I wish my register my protest against the current plans for Windsor Bridge.

As a long time resident of Richmond (1975) I cannot understand why such a short term band aid proposal would be considered.

No doubt cost is a great consideration, if so do nothing for 10 years, then build a proper bypass.

Regards,

David Livingstone.



Helen Mackay

Maraylya, NSW. Heritage Tour Guide

As a native of Scotland I have always had an interest in the legacy to NSW of Governor Lachlan Macquarie. Moving to the Hawkesbury in the early 1980s gave me a chance to discover and research more about my local area. As a teacher of History and a published historian, and having travelled extensively internationally, I have had a deep and lifelong passion for the past.

As a resident of the Hawkesbury, I have vivid memories of some of the great floods: e.g. In 1978, those in the late 80s and early 90s. These served to demonstrate the toughness and resilience of the early settlers in a quite difficult natural environment.

How did I get involved? I attended the first of the Australia Day rallies in Thompson Square at the invitation of a friend who had been involved in CAWB from the beginning. I was keen to learn more about the protest movement against Option 1. I was very surprised to meet up that day with many people I know through my work in education, through



various sporting clubs and social networks. This was an event that had ignited a large cross section of the community.

I have never been part of any political campaign as I abhor party politics as getting in the way of policies based on merit. I have no political allegiances but I resolved that day that I needed to support the very good work that those who were Battling for Windsor (not just the bridge) were doing.

What I have done: My offer to research and plan a heritage walk of Windsor, and to lead a group at first weekly, and then twice a month on a Sunday was accepted and I began in depth research about the historical curtilage of Thompson Square. This also involved reading all the documents associated with the E.I.S for Option 1 as they contain a huge amount of well researched and detailed reports on various archaeological investigations and issues pertaining to heritage impact. The Local History section of Hawkesbury Library is also an excellent resource. The more I read, the more I realised that the proposed project amounted to heritage vandalism and it just could not be justified on any grounds. My zeal to save Thompson Square from a bad plan began. Part of my investigations led me to examine the remnants of the Macquarie instigated, Greenway designed and Howe and McGrath built wharf of 1816-1820. The wharf symbolises so much of the Hawkesbury's



colonial history. The food produced here allowed the infant colony to survive, the river trade was of enormous commercial importance until the 1870s and the structure pulled together some very major players in our earliest European History. I contend that this is of national heritage significance, not just state or local.

Under Option 1 the wharf will be destroyed completely as it stands at the point of



the first pylon. There is no commitment to record, restore, salvage this archaeological treasure; possibly the oldest surviving maritime structure in Australia. The pictures provided here show handmade spikes and the first the earliest timbers which have survived 200 years of flooding and the more recent 50 years of neglect. This seems unbelievable in a country whose European historical experience is so young and so limited in what has survived from earliest times.

The Heritage Walks took off and every other Sunday. Groups of interested people are entertained and informed about the historical significance of the environs of Thompson Square. About 80% of the walkers are locals. Mostly from the Hawkesbury/Hills and keen to know more about their immediate area or interested in how Option One will impact the valuable heritage inheritance we have here. Others are from further afield in Sydney, usually with ancestral connections to the early settlers of the Hawkesbury. About 10% are tourists from interstate; usually brought along by family or friends and the remaining 10% are overseas visitors. These tend to be the most outraged at impacts of Option One. They see that we don't have a great deal of early colonial structures intact. They see the tourism potential as well as the cultural value. They always express disbelief that the Government would happily destroy what little we have. The walks have been going for 2 years now, with groups varying from 2 or 3, up to 32 at the largest (on the day of the 150th anniversary of the opening of the bridge). They average about 6-8 each time



so a few hundred people have participated to date.

Every group has shown interest and enthusiasm. Some individuals are already “converts” to the cause, others want to see what the fuss is about and are not necessarily committed one way or the other, only rarely has anyone been in

support of Option 1 and they generally have changed their mind once the facts are laid out for them. I leave it to them to make their own conclusions but so far, the most common is that Option One is stupid and short sighted. Every



successfully walk has made me more inspired to share what we have and save it from destruction. Some beautiful pictures have been taken by walkers and many have shared fantastic snippets of information from their own knowledge that has enabled me to enrich my talk. E.g. Just recently it was pointed out that outside the Sydney Hospital there is a bronze statue of a wild boar. This was erected in memory of the medical contributions made by Dr Fiaschi, the first of many Doctors to reside in the “Doctor’s House”. In fact, one walker was the son of the last doctor (Skinner) to occupy this residence and was able to share many childhood memories of growing up on the edge of Thompson Square. There have been specially requested walks at other times than Sundays for social groups, interest groups such as archaeologists and other heritage groups. There has not yet been one local council member or representative from any political party yet participate, despite invitations to do so.

As time has gone on, I have helped in other small ways, writing articles for the newsletters, preparing submissions for the Heritage Awards, researching material to support the court case, participating in the rallies and a few stints in the High Commission. These shifts have been particularly instructive as I have met many other supporters from varied walks of life and political persuasions. They are all interesting and informative people who share a passion for our cause. Of the bypassing cars and pedestrians, most give a cheery wave or toot and it is very, very rare to not get some gesture of support.

So why am I still involved? The more I hear that Option 1 will “improve” Windsor, the more I hear how it will provide a traffic or flood solution, the angrier I become. We are not easily hoodwinked by such rhetoric. The proposed bridge will not solve the flooding on the McGraths Hill flats. It will not miraculously drain away all the traffic as it still has narrow approach roads being used by more and more residents. It won’t improve the amenity of Thompson square; especially for the projected 2 ½ years it will take to build. It is not possible to “restore” heritage. Once the original is gone, it is lost forever. I want an additional crossing of the Hawkesbury that bypasses Thompson Square. I reject being treated like one of those clowns at the showgrounds with an open mouth that a ball of information is fed into. I know better. What’s more, with the 7,000 “Likes” of Facebook, 30,000 signatures on letters and 100s of locals who express their opposition to the plan, I am even more galvanised to action when I get told that CAWB is only a tiny, noisy, anarchist minority, stooges of fringe political parties, holding up progress. That does not describe anyone I have met. I believe in people power. I believe that the lessons of history have taught us that governments which do not listen to the people are in trouble. This is a democracy, not a totalitarian state where “big brother” knows better. My passion for the cause has become more strident as I strive to make our political representatives understand that they must represent us and respect our common heritage. **Lachlan Macquarie struggled against the conservative, self-interested “exclusives”. Have we not made any progress in 200 years??**

Personally, I have discovered that there is a very strong sense of community both within and in support of the Hawkesbury. It is wonderful to have met so many new friends and to work cohesively towards the common goal of acting as custodians of our state heritage as well as our local identity. I am thrilled to be truly part of a community which is preferable to just being part of an economy.

Robyn Marriott

South Windsor

Re: The Battle for Windsor Bridge

Dear Sir/Madam,

I wish to outline the reasons why I believe that the current Windsor Bridge should be retained.

Firstly, as a descendant of Thomas Gosper, one of the early convict settlers in Windsor in 1790, I feel driven to retain the history of the early Windsor settlement as much as possible.

“In spite of Thomas's hard beginnings, he worked hard in the new colony, and became a man of standing in the community. In November 1794, he was granted 30 acres of land on the western bank of the Hawkesbury River” (*"GOSPER CONNECTIONS"*, by *Don and Jill Mills*).

This land grant was very close to where the current bridge is positioned. As mentioned in one of the documents “*14020 Windsor Bridge Replacement Project: Archaeological Research Design FINAL*”, prepared for the Roads and Maritime Services with regard to the “Bridge Replacement”, Thompson Square was the hub of Windsor and my ancestors would have used Thompson Square to sell the products that they grew on that land.

“3.4 Green Hills 1795 - 1810

3.4 1 The Changing Character of the Settlement

In 1795 at the invitation of Captain Paterson military officers came to the Hawkesbury to select land to farm although it is likely, at best, they were absentee landlords. However, the character and purpose of the settlement on the river changed significantly in the same year with the establishment of a store and small military garrison. These buildings and the men who were associated with them were located away from the established area of Mulgrave Place. This new settlement was located further to the west where a landing place could be established for boats. This was the genesis of Thompson Square and ultimately of the town of Windsor. The creation of the stores, wharf and small garrison provided the focus for an administrative settlement that became Windsor. (“*14020 Windsor Bridge Replacement Project: Archaeological Research Design FINAL*”)

Thompson Square is tangled up in the development plans for the new bridge. This is a square that my family would almost certainly have spent a great amount of time in. Whilst I am aware that much change has occurred to Thompson Square over the history of the town, at some point in time, change must stop and I believe that NOW is the time. Whilst white settlement and building history in the Hawkesbury is short, as some of the earliest white settlement took place in our town of Windsor, we need to look after the history of this town forever! My feelings when I am in Thompson Square now are one of stepping back in history and this feeling should be ongoing and experienced by travellers to our Historic town. The blankets of concrete and roadways that the replacement bridge would include around Thompson Square, do not fit into this area and would permanently change the relaxed nature and picturesque views of the Square and would substantially reduce the historic appeal. The replacement bridge for Windsor needs to be positioned away from

Windsor to enable the historic nature of Windsor and, in particular, Thompson Square to be maintained.

Another critical reason to save Windsor Bridge is because the funds will be wasted on replacing a two lane bridge with yet another two lane bridge. This is a pointless exercise. Any politician with sense and foresight can realise this and can see, daily, that a two lane bridge is currently insufficient to manage the traffic and of course, future traffic. A four lane bridge is required! I have heard many arguments that rearranging the approaches to the bridge from either side will enable the traffic to flow more freely. The traffic may travel a little more freely but the fact remains that with only 2 lanes it will not be able to move the traffic over it any quicker. Also the growth in this area and particularly on the Western side of the river requires better traffic management. A new four lane bridge is the way to do this. Traffic management should be considering long term requirements of the area and meeting those needs as well as the all too obvious current needs of the area.

The current traffic in Windsor reduces the town's capacity to manage tourism effectively. If a bypass were built, tourists could have more freedom to move safely in this town. If the tourist industry is given more support in Windsor, it could lead to more local employment in areas like accommodation, entertainment, food outlets, parks and gardens and so on. The Windsor Bridge could be given the maintenance it requires to continue as a bridge and could handle light traffic such as cars, motorbikes and push bikes. Perhaps a safe foot bridge to encourage tourist to enjoy the river could be developed to run alongside the bridge.

Further to the other reasons, this bridge should be left intact as it keeps the size of boats that move up the river to a minimum. This is important as erosion would be the likely result of larger vessels travelling further up the river. Mining of the river for sand would also be foolish. The Hawkesbury River is the lifeblood of the Hawkesbury and must be treated with care and this certainly does not include mining that could have serious consequences, both in the location of the mining and downstream as well. When in flood, the river will decide the path it will take and if mining was to occur, the course of the river during flood would be much more unpredictable.

Overall, the current bridge must stay and a bypass must be built! For the sake of retaining the historic feel of Windsor, effective traffic management, encourage tourism and maintaining a happy flowing river, build a bypass! The planned new bridge is a bad move for Windsor and **MUST BE STOPPED!**

Thank you CAWBIES for your continued relentless efforts to fight for the Windsor bridge.

Yours Sincerely,

Robyn Marriott

Pauline McKelvey

Kirrawee, NSW

18th February, 2016

In 1998 I became a resident of the Hawkesbury district at Kurrajong Heights. Before long I had moved down the hill to Richmond and lived there for a number of years.

During my time in Richmond I became intimately familiar with the district, spending a great deal of my leisure time exploring and getting to know it. I could say that I fell in love with the diverse physical beauty of the area - the mighty river and its floodplain, the green rolling pastureland, the historic townscapes, bushland, wetlands, stands of old trees, long established parks, historic houses and churches.

I discovered that Richmond and Windsor are unique in New South Wales in terms of their early dates and degree of preservation. Windsor evolved from the Greenhills settlement begun only a few years after the founding of the colony. The Richmond area was settled for farming very soon after.

I am a first generation Australian of English, Cornish and Scottish descent. It was in the Hawkesbury that, for the first time in my life, I was able to fully connect my British heritage with my Australian nationality. In those surroundings, full of the evidence and remnants of earlier settlers from the British Isles, I discovered a sense of historical continuity. It had the effect of removing a hardly-recognised feeling of dislocation that is inevitably a part of the migrant experience. This, I would say, greatly enhanced my life by increasing my sense of belonging in my own country.

This is part of the incalculable value of preserving cultural heritage rather than sweeping it aside in pursuit of materialist goals of any description.

In the town of Windsor, Thompson Square is the oldest town square on the Australian mainland. Surrounding it are original buildings that are amongst the earliest still standing. The Macquarie Arms Hotel was commissioned by Governor Macquarie when he officially gazetted the township in 1816. Today it is possible to sit at a window in the hotel's Governor Macquarie Dining Room looking out onto the town square that was decreed by the Governor at the same time as the original inn.

The strongly-felt presence of historical connection with the earliest period of European settlement is part of this and of other places in the Hawkesbury. Embedded in street layouts and streetscapes, river vistas, historic buildings, original civic spaces, churches, graveyards, long-established parks, centuries-old trees and important public memorials is a continuous narrative stretching back in time. Early colonial activity and experience become totally present to the contemporary imagination.

I revisit the Hawkesbury regularly to enjoy its beauty and savour its meaning for my life. I enjoy rejoining the community life that centres on Thompson Square in Windsor and walking along the river banks appreciating the unchanging river environment. The only thing that would enhance these pleasures would be the disappearance of heavy through-traffic adjacent to the Square and across the bridge.

A bypass to reroute this excess traffic, a solution adopted by so many forward-looking town planners, would give me personally the greatest joy. It would be deeply satisfying to know that current decision-makers had the perception and sense of responsibility not to destroy but to improve the treasured things that they are holding in trust for the nation.

Any disturbance to the topography, buildings, structures, etc. of the Thompson Square/Windsor Bridge complex would compromise forever its historical value. Road widening, with bridge replacement and increased traffic and noise, would utterly destroy the ambience of the area, as well as threatening the longer term survival of heritage buildings. It is completely unconscionable to propose it.

The whole of the Hawkesbury offers Australians of whatever heritage vital opportunities to develop an understanding of the history and origins of the society they are part of. It is their right to retain them, as well as other values, such as the social, environmental and aesthetic.

The built environment of Thompson Square, together with the 186....Windsor Bridge make up the centrepiece of the Hawkesbury. Forming an integrated urban precinct, they have both been classified by eminent historians amongst Australia's greatest historical treasures.

They must be safeguarded and preserved intact in perpetuity.

Cheryle-ann Mclean

Glenmore Park

This bridge belongs to the people of Australia.

Please save Windsor bridge I am in my sixties and all my life I have drove over that beautiful bridge. We are losing way too much of our heritage it's like some people don't care and only think of money. Please save our bridge it's the people of Australia's bridge. Not the RTA's.

I live in Glenmore Park, I have lived in the Penrith area most of my life. I hope that there will be good news soon, I have been over there and feel for all those people who give up their time and families to man the bridge.

The bridge does belong to the people of Australia.

Many suburbs don't fight for their Heritage when our government is taking and destroying it.

Thank you

Kind regards

Cheryle-ann Mclean

Dail Miller

Lower Portland.



I have lived in the Hawkesbury virtually my whole life. Whilst born outside the district when Dad was posted away with the RAAF and returning to the district when I was about 4 or 5, I consider myself a 5th generation Hawkesburyite with Mum's family on both sides going back to the 1810's and 1820's. Mum's descendants the Packers and the Cases being well known families from the East Kurrajong /Bull Ridge areas.

I attended Windsor South Primary and Windsor High and currently have my own small business in the area.

I originally became aware of the Windsor Bridge replacement project around 2009 where it was very much on the periphery of my consciousness as just another project that probably wouldn't see the light of day.

In around mid 2011 an article in the Hawkesbury Gazette caught my eye as it contained more detail of the proposed replacement bridge which would launch from the top of Thompson Square and comprise a large, modern, concrete structure and approach road. All of a sudden it dawned on me that this time this was something that was actually being seriously considered by the Government. It was a project that in my view would forever transform the character and essence of the town that I had grown up in and had come to love - Windsor. Windsor and the Hawkesbury then as now was coming under increasing pressure to transform it from what it had always been which was a rural to semi-rural district on the outskirts of Sydney and I saw this latest development as the last straw in that process. I felt and still feel that it would forever and permanently ruin the township of Windsor.

I further felt that on this occasion we couldn't just stand by and let the politicians and bureaucrats dictate our lives for us – who gave them the right to destroy what we held dear as a community without any real reference to us; that for once we had to stand up and have a say. After submitting comments online I was invited to attend an information session and subsequently to join the RMS community focus group that had been established for the project.

It soon became very apparent that the focus group was a tick the box exercise in the project protocols and not set up to achieve any real outcome but rather to simply railroad the project through and ensure that the “community consultation” box could continue to be ticked. The fact that someone like myself who felt passionately about the effect of the project had only become engaged at that point in time was illustration that all of the supposed previous “community consultation” process had simply been ineffectual in engaging the community in any meaningful way. But then again, that was the plan.

At those Focus Group meetings it was evident to all in attendance that the Community would not achieve anything positive by attending these sessions. There was a mood of angry opposition from a significant portion of attendees. At one of the final sessions I canvassed those who I thought were like minded for their contact details and to see whether they would be interested in forming an outside group that could oppose the project.

The reaction was positive and the next day I emailed those that I had canvassed with an invite to attend an initial meeting to be held at the Macquarie Arms hotel to establish a community group opposed to the project.

This was around Sep - Oct 2011 and a group was formed to formally oppose the project. I was elected the initial Chairperson for the group, a position I held until Nov 2014 when I decided that the organisation was best served by having others take the Group forward. From my recollection, as the original email is “lost in the ether”, those initial attendees were:

Myself; Harry Terry; Graham and Carol Edds; Eva and Rob Lewry; Chris Paine; Claire Paul; Justin O’Connell; Noel Butler; Jenny Butler; Herb and Sandy Weller.

Others who soon joined the fray included Pete Reynolds and Rod and Megan Storie. At a later date others came to join the group and add their unique and considerable talents including Kate Mackaness.

From that initial meeting Community Action for Windsor Bridge (CAWB)was formed with the name and acronym first being coined in internal emails between myself, Jenny Butler and Harry Terry on 12th Jan 2012.

From those early days CAWB has gone on to become one of the most effective community group ever established in NSW and the “Occupation” has set a record for community occupation in NSW. I am sure others will reflect in depth on the activities and story of CAWB itself.

My initial motivation for becoming involved was to preserve the character and identity of the town that I had grown up in and came to love and appreciate, however, once involved the huge and unique significance of Windsor and the precinct of Thompson Square and its meaning in the story of Australia’s European settlement and Aboriginal settlement before that became more and more evident.

From an early age most of us were aware that the Hawkesbury was part of very early European settlement and became known as the “breadbasket of the colony”, but few would have been aware of the extent of that significance including the idea of the “Fair Go” with the importance of Andrew Thompson himself as an emancipated convict elevated, the hanging of Cunningham from the Vinegar Hill rebellion, Macquarie’s proclamation in 1810 and the preservation of the original town plan and the Five Macquarie Towns. All of these things make the area unique and all which remain considerably reflected today in the “Square” itself with its montage of heritage buildings very largely intact to provide an ongoing monument to that significance. Much of this is due to the preserved “character” of the square including its social character which continues to provide a living reminder of that significance.

The failure of our politicians and bureaucrats to both recognise exactly what the significance of the precinct in its current form is and that the project will actually destroy this, is an absolute tragedy and travesty of the utmost magnitude. In a country whose modern history is little more than 220 years old we have such little heritage preserved and to effectively destroy such an important example in my view is criminal.

The other aspect of this project that simply compounds the problem and makes the decision totally farcical is that it offers no discernible benefit to the community.

The facts are that the project will:

- have no traffic mitigation benefit (the 2 lane bridge for a 2 lane bridge effect)
- in this day and age, cement heavy and arterial traffic through a town let alone one of such historical significance
- destroy heritage forever

- cost in excess of \$65m and represent a very poor use of the public purse,

conclusions all of which are supported by RMS and Dept Planning's own internal reports.

At the same time an alternative solution by way of a bypass is possible that will provide an additional crossing over the Hawkesbury River, represent a much better utilisation of public money and avoid the above objections .

The overriding factor that really took my attention with this project was the total lack of community control over a process that was driven by a bureaucracy and by political motivation. My overwhelming feeling was one of disempowerment as a people. Politicians and bureaucrats had arbitrarily decided how we were to live our lives with no input from the community; this is not how a community should function and operate.

The project process was designed to lead the Community down a canyon to a predetermined outcome. That's not so bad if the predetermined outcome is a logical, well thought out, beneficial one but disastrous when it is an ill-conceived political decision, supported by data and argument that are untrue and deceptive and by a process called "State Significant Infrastructure" that takes away any form of review on merit of even the most disastrous of decisions.

This protection against reasonable objection on merit is most notably illustrated where CAWB appealed to the Land and Environment Court in October 2014 not by appeal on Merit as that is not allowed but by way of Judicial Review of the decision. The Judgement of that appeal handed down by Justice Brereton said in part in paragraph 100 *"the correctness of the decision, the sufficiency of the evidence supporting it or the weight of the evidence against it, and the regularity or irregularity of the manner in which the decision maker has proceeded, is not pertinent"* and in paragraph 141 of that judgement *"That many, even most, might have decided the question differently would not make the decision unreasonable in the legal sense."*

In other words, although the decision may be the worst decision ever, it is still legal.....this needs to be changed.

At this stage my overwhelming feelings are of utter despondency that we the people have no effective say and that such a project and outcome could be supported by those who purport to represent us when all the intelligence indicates that this is just plain and simply the WRONG decision.

Today I live in hope that someone will see the light and have the courage and leadership to reverse this decision and justice will prevail....

Geoff Moxon

West Ryde

I have very little connection with Windsor, except as a person who goes through there every month or so. I like the place. I like the square and the river frontage. I think it is a forgotten gem of Australian history, and a tourist attraction.

Why does this government cut off our nose to spite our face? Anyone with half a brain can see many different sites for a new bypass and river crossing that would not have any effect on the square or the historical centre of Windsor and greatly facilitate traffic flow into the bargain. This is screamingly obvious to anyone but Duncan Gay and his department. I would expect a responsible Minister and his department to have more sense than so far has been displayed.

Why is this government being so bloody-minded about sticking to a plan which is plainly illogical? Whether rightly or wrongly, don't they see that this position brings with it the smell of corruption or looking after vested interests of one's mates? Haven't we had enough of that sort of thing in NSW? Profuse denial is not enough.

Dear NSW government, please come to your senses and prove us all wrong. Put the new bridge in a sensible place somewhere else and stop trying to rape Windsor.

Regards,

Geoff Moxon

West Ryde

Katherine Nicholson Elizabeth Nicholson Daniel Schembri.

I love Windsor. I love the country feel. I love the old pub the fish and chip shop that little patch of green I across the road for the pub the old church and the museum. I love the history of this place that fact that this place was part of the growing of our nation. The convict history when my mum was a little girl she used to go for Sunday drives with her family to Windsor. They used to go to The Macquarie Arms . When I was a child my mum brought us to Windsor to have lunch and explore the area. Now I have a little girl, we play in the park across the river we visit the old churches we go to Thompson Square and have lunch. A new bridge will destroy this, the heritage the look and feel of the area and all that history will be lost gone forever. Where will we go to enjoy an afternoon in Windsor? There will be a huge road roaring through Windsor no grass no history and no community. We need to save this not for us but for our future generations. They will ask us why was this destroyed who let this happen. The government has lied to the public about selling assets houses pubs being burnt down it's all about putting a huge road and bridge through the most historical part of Windsor we don't want that we want to have picnics on the grass with our families and marvel at our colonial history it should be there for future generations.

Robin Oxenbury

Cromer NSW

My name is Mrs Robin Oxenbury of Cromer, NSW

The above photo is my family at Windsor on the 200th anniversary of our ancestor James Rixon's death.

James Rixon lived in Windsor from 1792 and died at Windsor in 1811 and was buried at St Matthews,



Windsor.

He still has descendants living in the Windsor district some 200 years later

I want to be able to show the next generations where he lived and the buildings his children would have known, in their original position.

Once these buildings are gone so is the connection to our personal history.

There is such a great opposition to this bridge, common sense must tell the govt. to just move it a few hundred metres away from these precious buildings and save the fabric of the town.

You must call on the government to:

- not disregard the 35,000 signatures against this project,
- not ignore the possible damage to a heritage town,
- not allow the waste of public money,
- not support a blot on the Windsor landscape,
- not ignore the fact the new bridge will not solve any traffic problems nor ameliorate flood access to Windsor, and
- respect to the tourism value of Thompson Square and surrounds

Thanks for the opportunity to raise my concerns

Robin

Chris Paine

Growing up in Windsor in the 1950s

PLAYING in our large yard was always fun, tennis or cricket, climbing trees and riding bikes. We made billy carts from packing cases discarded by the green grocer, running them down the slope of the footpath in Fitzgerald Street or on Chainman's Hill (on the road of The Terrace). Tennis courts were common in Windsor, ours in Fitzgerald street, Armstrong's in George street, Anschau's in Ross street and one next to the Presbyterian church in George street near Dight street.

SWIMMING lessons were held in the river in Macquarie Park between 2 pontoons, the shallow side of the river. Swinging on the rope in Howe Park at the bottom of Kable Street was a great pastime. The rope was tied to a casuarina tree overhanging the river, this being the deep side of the river. Catching the rope after the swimmer let go was an art, with calls of "flick it" from the river bank to make it easier to catch. There were 2 ways of using the rope. One was to stand still high on the bank and lift your feet, going out in a straight line and letting go.. The other was to run with the rope along a contour of the bank, getting up speed and height as you left the ground, swinging in an arc to land in the water a long way from the bank. There was a second adjoining tree with 3 wooden bars nailed between the straight trunks about 2 metres apart, so you could climb the tree and walk out onto the bar and either jump or dive from there. Some older boys (one was John Blackman) would climb right to the top of the tree and jump, a drop of about 15 metres. There was a pecking order as to whose turn it was on the rope. Needless to say this was controlled by the older boys (or

Charlie Hunt would try to have his son Charles have a turn by shouting at everyone from the top of the bank, unsuccessfully)

ERRANDS

Doing errands for my mother before school, I would walk up George Street to the green grocer (Claude Wood). He would weigh the tomatoes (or beans etc) then place them in a brown paper bag. He would then take the 2 corners of the bag in his fingers and swing it backwards once or twice to secure the contents.

At the butcher (Dick Wood) had a pencil behind his ear to add up the order on the butcher's paper before wrapping it. Part of the order would be "a shillings worth of cat's meat" for our cat. He would cut up kidneys or off cuts of steak for this.

BONFIRES

Most years we had a bonfire in our paddock as we always had tree branches needing trimming. We would save our pocket money to buy firecrackers over several weeks leading up to the night held in May, mainly bungers, tom thumbs, jumping jacks and sky rockets. One memorable night Jim Gough, who ran a garage in Kable Street, retaliated when we were being bombarded with fire crackers by older boys from a car. Jim poured petrol across the road and as the car approached lit the petrol. The car screeched to a halt allowing us to throw many bungers including firing a sky rocket through the car window before the car could back up and escape.

FLOODS

During flood time the school would still be open as most pupils lived in the town. Some who could not reach the school lived in Berkshire Park or Pitt Town road. Only on one occasion do I remember that the Town water supply was unsafe to drink due to the filtration system being unable to cope with the water being drawn from the flooded river. During a big flood people would help others to remove their furniture (in Ross Street) and take it to the Church hall on the back of farmers' trucks. The townspeople would gather in Thompson Square overlooking the flooded bridge and discuss how long the bridge would be "out". In February and March 1956 we had 5 floods in 6 weeks. It was during the 1950s that much damage was done due to flooding, mainly on the farms. All farms had fences to keep out cattle that strayed. The floods severely damaged the fences and piled debris on fence lines. This led to farmers demolishing the fences altogether as very few carried any livestock. The crops grown then were mostly potatoes and cauliflowers, but frequent flooding caused total crop failure. Nowadays, mostly turf is grown which can survive a few days under water. The mud left by the receding floodwater caused a bad odour which took many days to clear. Damage was caused to the river banks. In Windsor a large collapse of the river bank came as far as the Terrace 100 metres up from the bridge, with adjoining houses at risk. At Freemans Reach a huge washaway occurred metres deep and hundreds of metres across, (hence the name The Breakaway) cutting the road. This resulted in one farm losing most of its soil. The problem was solved by the Council buying the land and restoring the bank and land to be used for the Cricket club. The biggest floods last century reaching over 14 metres were in November 1961, June 1964 and March 1978. There was a flood boat operated by Mr McKie and Mr Hall which could take supplies to those flood bound and bring people to town, including those who worked in town, leaving their cars just to the north side of the bridge if the flood was not a major one.

Regards

Chris

James Parbery

Windsor NSW



How ridiculous that we, the conscientious citizens of the Hawkesbury are compelled to spend precious time protesting against our own government. A government with no regard for the wishes of the people, the heritage and aesthetics of **Australia's oldest town**, the potential for tourism nor even regard for a sensible traffic solution for now and the future.

It has been almost a thousand days and nights of protesting at the Tent Embassy at Thompson Square. That is **48,000 man hours**, time that we feel compelled to spend to save Windsor from destruction.

It's a noble and worthwhile cause but one that should not be necessary had we a transparent government that cared for the voice of the people. What other contributions to society could these wonderful 'CAWBies' be doing if not compelled to sit at a tent week after week for three years?!

It's not all about the bridge, but it is foolish to knock down a perfectly constructed span which still serves its purpose, which has withstood scores of floods for one hundred and forty years and which is part of Windsor's significant history. More important is Thompson's Square itself, the oldest public square in Australia, the heart of this village, a potentially charming place to visit and with great potential for tourism.

I say potential because it is spoilt with gaudy computer-generated shop signs and the current state of traffic; cars and trucks roaring and pumping smoke into the atmosphere. It will be worse still with modern concrete works, traffic lights and the steady increase of vehicles. Some people call this 'progress' but the question must be asked; what are we progressing towards?

To allow traffic to progress east and west and to allow the people of Windsor to create a liveable future for themselves the answer is obvious. **Build a bypass** and keep the old bridge for local traffic.



My Story

I take a shift at the tent embassy when I can and I have contributed to the meetings and celebrations, such as the 140th Anniversary of Windsor Bridge. I arranged four historic vessels to visit Windsor, two which we sailed on the river. For a bit of sport and to raise money for CAWB I led a 'pirate raid' against the passengers of The Hawkesbury Paddlewheeler (with the owner's permission), kidnapped a passenger and held her for ransom (with her permission) and gave her a joy ride in the boat. We also kidnapped the 'Acting Lord Major' with the same objective and raised nearly \$1000 for the cause that day. Hundreds of people turned out to celebrate our history and quite a number were happy to pay a 'ransom' of \$20 or \$50 to support the cause for a bypass.

My ancestors sailed here in the 1840s and their story is an inspiration to me. I sailed in the bi-centennial First Fleet Re-enactment 1987-88, which gave me a deeper understanding of Australia's history and helped me see what is important for the future. I am appalled at the lack of vision, sensitivity and understanding our government has in terms of seeing the significance of history, beauty, harmony between nature and the built environment. It is these things that help build community, it nurtures the nobility in people, saves us from madness and helps make life worth living.

In 2010 I purchased a cottage in Windsor and I now call this home. I work for a tall ship company on Sydney Harbour and it is worth my while commuting two or three hours per day through the soulless suburbs and bright orange-lined motorways in order to escape to Green Hills. I purchased here because of the history, the remnants of beauty, the surrounding countryside and the potential I could see in a town which had not quite woken up to its history but had the potential to do so.

If Thompson's Square is carved up by RMS for a new bridge and eternal traffic I will consider selling up and moving to a civilised country. If, however, the heart of Windsor is saved and a bypass is built to the north of the town, my hope in the power of human spirit, common sense and the workings of Australian democracy will be saved.

I would like to see Windsor transformed into a sanctuary away from the sign-spattered gaudiness of shopping centres and the mind-numbing blandness of brick housed suburbia dissected by concrete motorways. Windsor could be an oasis for Western Sydney and an international tourist destination, an escape from modern madness. There is great economic as well as social sense in CAWB's fight to save Thompson Square and it is a fight that we will win.



“If you don't know history then you don't know anything. You are a leaf that doesn't know it is part of a tree”

Michael Crichton

John and Gae Parmenter

Lower Portland



Sometimes you just have to make a statement about something that you believe in – that can be from sharing your thoughts with friends and acquaintances, to writing letters, attending rallies or just spending four hours every week for nearly 2 and half years at “the tent”.

Who would have thought that we would still be here after all this time - we didn't when we first joined CAWB but it's a small price to pay for something that is important to us. We do it because we believe that the Government has made the wrong decision to replace a two lane bridge with

a two lane bridge and in the process destroy an area of local significant European history. We do it to keep the idea alive in the minds of locals especially those that have to use the bridge daily or even weekly to access Windsor - to remind them that we need a bypass to alleviate the already heavy and increasing traffic congestion that won't be resolved simply by replacing the existing bridge with a similar structure, that we need to get all the heavy trucks that simply pass through Windsor out of the town centre and in the process retain the heritage of the area as it should be kept. It amazes us that even after all this time that we have locals still coming up asking us what we are doing but in reality we guess unless you use the bridge, more so in peak hour, you are not aware of the traffic situation let alone the proposed destruction of local heritage.

We do a regular shift on Friday nights from 10pm until 2am and have got to see a different side of Windsor - its Friday nightlife – from the many “happy” travellers as they make their way back to the Motel, to a minority of young people who have just got their licences and their new utes that “hurl” cowardly statements and sometimes the odd egg at you as they scurry past going down the hill to cross the bridge to go home after a night out with mates. By far in the majority, it is the locals and the truck drivers who “beep” their horns at you all through the four hours in recognition and support of what you are doing for them that gives you the most satisfaction that you are doing the right thing.

Although you may never meet many of the other “tent ambassadors” as we are affectionately known you still have a very strong bond with them through reading the anecdotes in the daily diary or posts on Facebook, through being able to acknowledge them on their shift with a friendly wave and a toot of your car horn as you pass by or through some of the many “community” events that have been held by CAWB. Sometimes to us, it feels that CAWB has built more community spirit in Windsor over this short time than the Council has been able to do in a lifetime. It was not until we became involved did we realise just how many people come to Windsor as a destination for a variety of reasons, and also make return visits as they share their anecdotes with us that “you were here when we visited last time”, and just how many people use the square for a variety of reasons at all times of the day and night and all from what we have seen in a positive manner. Just on our Friday night shift we have provided many times a safe space for people waiting to be picked up, been a minding service for people with pushbikes who just needed us to keep an eye on their bike while they went to freshen up, and as a place to get warm by the heater in winter when you have nowhere else to go. We have also got to know and see many of the local services – the taxi drivers, the courtesy buses, the police, the ambulance, the street sweepers and garbage collectors that all go

The Battle for Windsor Bridge- Personal Stories

about their business during this time...and we have shared many stories, had great laughs and seen some amazing things from “tired and emotional” pub patrons...and we can’t possibly tell you the stories about the neighbours coming and goings as that wouldn’t be fair on them. It is this unintended sense of “community” that the tent has provided that we feel will be missed once it’s gone. Did you also know that it rarely rains on a Friday night from 10am until 2pm and that the traffic, especially the trucks, never stop coming through even in the wee small hours.



Joan Peats

Eagleheights Queensland 4272

12th February 2016

22 Eaglebrook, 5 Cook Rd.

EAGLE HEIGHTS Qld 4272

No where it may concern.

My name is Joan Rosemary Peats - nee Haggerty born in 1941 at Windsor - grew up in Pitt Town.

As a child I have special memories of Windsor Bridge in the late 1940's and 1950's.

My father Jack Haggerty was a carpenter/joiner - my mother Doris Grace Cox a secretary at the Windsor Mills factory in the 1930's until her marriage in 1940. We lived on the Cox property at No 24 Bellvue St. Pitt Town which had a very old barn on it.

I recall my father, with the help of the boat owners building Clinton style speed boats in this barn - all with V8 motors.

On Sundays these and other boats raced near Windsor Bridge on the downstream side. The race ended with the boats diving under the bridge between the pylons.

A very special day - many people attended these races.

Also there was an annual "Bridge to Bridge" race - Brooklyn Bridge to Windsor Bridge. A very large audience enjoyed this special day out. My father did not own a boat but as a passenger it was one of the best days of his year for him.

Also my grandmother Mary Cox - nee Sowden grew up in the Museum in Thompson Square - Her father John Sowden was an engineer managing the water pumping station on the river. He was employed by Windsor Council. Her husband George Cox's father Samuel Cox was a councillor, founding member of the Race Club and the Hawkesbury Show Committee.

(2)

As you are aware this is one of the 5 Macquarie Towns. With so much history we hope all of it of any importance will remain to be enjoyed by other generations - The Hawkesbury has such a history - including the floods that were devastating. Perhaps in your lifetime you have never seen one - therefore not understanding just how special the Windsor Bridge is - it survived them all - undamaged.

John Teals.

I have six ancestors who arrived on the First Fleet in 1788 - all of them settling in the Hawkesbury. Owen Cavanough - Sailor on the "Sirius" married Margaret Darnell "Princess of Wales" - Ebenezer church the oldest in Australia built on their land.

William Dring "Alexander" m
Ann Forbes "Princess of Wales"
Anthony Rope "Alexander" m
Elizabeth Pulley "Friendship"

The Hawkesbury is very Special.

Sue Pitt

Bowen Mountain

Save our history



The proposed solution to Windsor's traffic problems is absurd. The Council is not listening to the people of the Hawkesbury who know and use the roads every day. There is something really dodgy about the whole thing and I suspect it has to do with economic skulduggery. There is no sense in replacing a two lane bridge with a two lane bridge slightly higher unless it is the height of the bridge that is the important factor. And why might that be? The million dollar question. But with a little thought one realises that the height is the key. No sand dredging can be done at present with the bridge height. Raise it and there is a solution to benefit the sand dredging business down the track. Build a bypass high up and flood free will solve traffic problems and congestion at 7am and 5pm plus provide a flood escape in those times. But... It won't allow for sand

companies to have business in the Hawkesbury when the Nepean is thoroughly exhausted upstream. Our present bridge is just too low. So... Get rid of this and sand dredging in the future is secured.

So we have the destruction of our historic and only remaining Square in Australia, plus damage to the historic centre of Windsor, providing no solution to traffic congestion for the local community, or flood problems of the area in the future. Get real, Liberal Party. This is an outrage. And this comes from a traditional Liberal supporter!

Joe Portelli

Riverstone

My Reasons

Why I am against the Proposal to build a new bridge at Windsor



Joe pictured with his *Oncidium Harrisonianum* orchid

I've now been with CAWB for approximately two and-a-half years. However I still clearly remember the reason why I joined the group (Tks John Jose!). The reason was guilt! I knew, there and then, that I would feel very guilty if I did nothing and Thompson Square was changed, as per the RTA's (now RMS) proposal, to accommodate a new bridge over the Hawkesbury river at Windsor. When I first heard about this proposal from John I could not believe it. I did not know the full history of the place but I knew enough (from looking at the buildings and knowing that

Windsor was an early settlement location) and considered the proposal outrageous.

With so little visible history of early European settlement remaining why would anyone want to diminish what's left? Also that visible history adds character to a place which is partly what makes it such a nice people's place - people hang around in the square for relaxation, have a family lunch, listen to live bands, ... why would you want to spoil that?

Since my initial contact with CAWB I grew aware of other factors which strengthened my initial resolve:-

- o It makes no long-term traffic sense. Arterial traffic is still being threaded through the same bottlenecks (the same restrictive road system with the same flooding vulnerabilities),
- o A deeper historical appreciation of the place. Governor Macquarrie displayed enlightenment principles when he named a public place after Andrew Thompson - a convict who redeemed himself. Macquarie displayed what really matters in a person - their contributions to society not their original social standing or which family they are descended from. These are now recognised as key Australian values.
- o It made me believe again that a community can influence a political system driven by donations not by foresight or by peoples' best interests or by their wishes.

Being part of CAWB is also a pleasure not just because I'm serving a cause I believe in but also because I've met some of the most motivated, socially responsible and all-round nice people I've come across so far.

Joe Portelli

March 2016



Peter Reynolds

Windsor, NSW



Reasons:

1. In 2009 the current Government lambasted the then Labor Government for replacing the 2 lane Tourle St Bridge near Newcastle with another 2 lane bridge. The current Government is now building a duplicate Tourle St Bridge to provide the necessary capacity for traffic, and blaming for former Govt for the added cost.

Yet here they are in Windsor, repeating the exact same mistake of 2009. It is a complete failure of strategic planning and waste of taxpayer dollars in the order of hundreds of millions.

2. I always knew Thompson Square was a very historic place. Nearly 50 years ago we did school excursions there to learn about it. Seeing this heritage value basically destroyed for a bridge that achieves nothing is frustrating. Actually it is infuriating.

Since joining this campaign in 2011 I have learnt of my own family's connection to Thompson Square. My direct ancestors were married in the first St Matthews Church (located near the existing School of Arts building) after being granted permission to marry by Governor Macquarie as they were convicts. Ancestors' names are on the plaque of the memorial located in the park.

Issues:

1. Our nation's heritage is irreplaceable and needs to be protected. A new bridge can be built somewhere else.
2. The Hawkesbury desperately needs a third river crossing. Now is the time to achieve this. To destroy a functioning bridge for a "like for like" replacement is stupidity beyond belief. Or, if it is not stupid then it must be corrupt. It is one or the other.

How will I be affected if it goes ahead?:

A good question. The sheer disappointment in the planning processes of this State will be enormous. The lack of just "good old common sense" in our public officials will cause a complete loss of faith in the system. Their complete and utter disrespect of Australia's Heritage in the face of so much community opposition will bring a bitterness I don't want to contemplate.

NOTE – I just want to say that although this has been a long campaign and at times quite stressful, it is by far the best thing I have been involved in. I have met and become associated with a group of people so wonderful, so dedicated to a common cause and so diverse that I can think of no other circumstances in which this might have occurred. It is a real honour to be associated with these people. They have taught me so much.

Even if we do lose the battle, this campaign will have been one of the best things I have done or will ever do.

Tony and Margaret Reynolds

Windsor



My own family history in Australia begins in Victoria where my mother's grandfather who was a Congregational minister arrived in 1854 and took up a position as pastor at the newly established Independent Congregational Church at Forest Creek (later named Chewton) on the Victorian gold fields. In 1857 a stone chapel was erected in Chewton and is still standing today. In 1877 he moved to Yarrawonga and

was the first pioneering minister in the area. In 1880 a permanent church was built in Yarrawonga (the first church to be built in the area), unfortunately it no longer stands but its position is marked by a plaque alongside the footpath in Tom Street, Yarrawonga.

I was born in Albury on the New South Wales – Victorian border in mid-1939.

Following the outbreak of war in 1939 my father was called up into the Air Force and my family moved to Richmond at the end of that year, we have lived in the area ever since.

My wife Margaret comes from an old Hawkesbury family. Her great-great-grandfather, Joseph Davis arrived in the colony as a convict in 1807 on the Duke of Portland. Her great-great-grandmother Mary Ann Rogers arrived on the Spek in 1808. In 1810, with the permission of Governor Macquarie Joseph Davis married Mary Ann Rogers in St. Mathews church that stood at that time where the old School of Arts now stands in Thompson Square. They had nine children, of those children George, established Margaret's line and his sister Sarah, married William Bligh Turnbull and were the ancestors of the present Prime Minister Malcolm Turnbull. Joseph Davis' name stands among others on the monument in Thompson Square.

Margaret's maternal great-grandfather Thomas Barter settled at Windsor 1854 where he farmed at the Peninsular before moving to Cumnock and became a successful farmer and grazier. After thirty years he moved back to the Peninsula, where he lived until his death in 1911. Both he and his wife are buried at St. Mathews Church of England, Windsor.

There wasn't a lot of Australian history being taught in schools when I was growing up and I don't think it was often spoken about. I well remember hearing conversations where a particular person's name would be raised and there would be frowns and "tut-tuts" and the remark "Of course you know his grandfather was a convict!". Having a convict in the family tree was the proverbial skeleton in the closet, now it is a badge of honour. I don't think many people placed any historical significance in the older buildings in the area especially those we now call 'worker's cottages'. I don't remember any attempt at preservation. If a building was old it was knocked down.

Anybody who attended what is now Richmond Primary School before the mid 1950's would remember "Kamilaroi", the beautiful old building that stood in the school grounds and was used as classrooms. "Kamilaroi" was demolished around 1955, and that part of Richmond's history is lost forever.

During our teen years rarely a weekend went by in summer without a visit to the river at Windsor, to swim or train with the local rowing club but always to buy ice-creams from Mrs. Armstrong's

shop outside No10 Bridge Street and then sit in the park. At that time we had no idea we were sitting in a very special place.

Fortunately times have changed, people have become interested in family history and learning the roles their ancestors played in the development of the colony, and with that knowledge buildings and places have become significant. They are a physical link to our past and a constant reminder of ours and Australia's history. They promote curiosity and that causes more knowledge and awareness of how far we have come as a nation.

After Margaret and I were married we lived for twenty years at South Windsor and then a further thirty years at Lower Portland during which rarely a day went by without us driving over Windsor Bridge at least twice, often more, like hundreds are doing today. Six weeks ago we moved back to Windsor and now live in Thompson Square.

In tracking our own family history we have learned the history and importance of Thompson Square and Windsor Bridge, not only as they relate to our own family but also to Windsor and the wider community and we have been involved with the CAWB protest to protect them both for the past three years.

We know Windsor Bridge is sound, a marvellous example of nineteenth century bridge building and a heritage item in its own right.

The area now known as Thompson Square has been in existence since 1795. At weekends it is a crowded gathering place where people and their families come from the greater Sydney area, interstate, and overseas to visit, see the historical buildings and enjoy the atmosphere.

We believe, like the government appointed consultants that a new high level bridge and arterial road through Thompson Square will have “an irrevocable long term negative impact on Thompson Square and the township of Windsor” and make no appreciable difference to traffic flow. The fact that heavy vehicle movements through the Square and over Windsor Bridge now exceed the projected levels for 2021 makes the need for a bypass patently obvious.

A classic example of unsympathetic infrastructure can be seen where the Fitzroy Bridge over South Creek was replaced and turned the old Toll House into a derelict shell and a haven for vandals.

I dread the possibility that someday Thompson Square will be reduced to something ugly and there will be, as was the case with my great-grandfather's church, a plaque alongside the footpath saying “This plaque marks the site of”

Both Margaret and I do shifts at the CAWB tent in Thompson Square. On day and early evening shifts it's pleasant to meet people making enquiries. Many local residents like me, were unaware of the Square's history, now they often say “I should have done this before, where do I sign?”.

I do a couple of 2:00am to 6:00am shifts. There is a small window of quiet between 1:00am and 3:00am before the trucks start rolling through when the beauty of the place can be really seen and appreciated. If anyone happens to be in the Square at that time I would encourage them to stop and sit a while.

Tony and Margaret Reynolds.

Senator Lee Rhiannon

Bondi Junction, NSW



Q. What are your reasons for supporting the campaign to retain Windsor Bridge and build a bypass?

If we retain Windsor Bridge we retain Thompson Square, this nation's oldest public square. We can deliver better transport solutions by constructing a bypass. This is a common-sense solution that should be adopted.

Q. What are the issues that are most important for you and why?

Two big reasons have inspired me to support this campaign. To help stop the destruction of a place significant to Australian history and to fight for the democratic right of communities to have their say and to be heard.

Q. How you think you will be affected if the Government's plan to remove the current bridge and build a new bridge goes ahead?

Personally I will be very sad if the Baird government disregards public opinion and builds a new bridge. This public space is special. It will be insulting and an act of vandalism if this plan goes ahead.

I did an all-night shift in 2013, around day 450, with the Hawkesbury Greens, including Convenor Danielle Wheeler, Councillor Leigh Williams, Chris Ahrens, Laurie Fraser and others. We spent the entire night at the tent embassy to demonstrate our support of CAWB's stand against the planned destruction of Windsor's historic Thompson Square by the RMS. The Square is beautiful at night, although it was very cold! We started the evening with an Indigenous art exhibition at Purple Noon Gallery, with a group of extraordinary Aboriginal Women from the Western Desert. Then on to Thompson Square for dinner. Being a Saturday night, it was quite busy. The occupation of Thompson Square has really revitalised that part of Windsor. Around midnight, a young man turned up to tent seeking refuge. I think he thought we were a bunch of boring oldies, till he asked what we were doing there. He ended up staying all night listening to Leigh, Laurie and I tell our protest war-stories, which go back to the 1960s.



I've visited Thompson Square many times included the celebration of 100 days of occupation and the rally to save Thompson Square in August 2013 and spoke about the need to safeguard our heritage from destruction (picture attached). I have seen many community protests over the years. This one is extraordinary. Almost 1000 days of continuous occupation and still going. Along with the Hawkesbury Greens, I am very proud to be involved with CAWB's battle to save this unique and precious part of Australia's history.

My mum and her brothers, with their parents, had a holiday at the big hotel on the edge of the Square. I remember she spoke fondly of her time at Windsor, swimming in the river and hanging out with relatives.

Robyne Ridge

Medlow Bath 2780

The Battle for Windsor Bridge, or What Windsor Bridge and Thompson Square mean to me



When I was about eight years old we had an old Morris Cowley car. We had to push it to start it most days. Any trip was an adventure. And Dad loved his Sunday drives – most were at least 25 miles, to take advantage of the “country” pubs.

When we went to Windsor he would point to Howe House and tell us, “My great great grandfather knew the bloke who built that. He used to visit him on a Sunday, just like we do. He probably had a beer in the pub, too.”

We all laughed, as Dad’s stories were legend. He lived in Strathfield and Coogee, Enfield and Stanmore. Manilla and Tamworth were also on the list. He used to call our grandmother, his mother, a fly-by-night, which she hated.

Years later, Grandma and Dad are both dead and I’ve retired and started my family history. And what do I learn? Dad’s stories that we thought were invented to keep us kids entertained in the car are all true (or at least based on fact).

My grandfather worked throughout the Depression. He was a train driver. My grandmother really enjoyed moving. Summers she liked to live near the beach and Coogee was her favourite spot. Winters she preferred the inner west. So they moved from rented premises to rented premises as Pop could always pay the rent. This continued throughout the thirties. So one part of the puzzle is solved.

But Howe House? Even easier. My research revealed that Dad is a direct descendant of George and Mary Smith Hall, through Matthew Hall (not Ben Hall, as he’d always claimed, again to upset his mother). George and Mary travelled to Australia on the Coromandel in 1802. So did John Howe. With the other Coromandel settlers, they banded together to build the church at Ebenezer. Thompson Square IS not only a part of Australian history, it is a part of my personal history.

In a couple of years’ time, I want to be able to take my granddaughter and my grandson to Thompson Square and tell them that their great, great, great grandfather played there sometimes when his father was on business in Windsor or visiting friends, and that their grandmother played there too, when she was their age.

I cannot do that if the Square is not there.

Robyne Ridge

Currently living in Medlow Bath, NSW, 2780

Lynette Robinson

North Nowra NSW

My third x great grandfather Edward William Alexander Robinson was born 1805 in the Hawkesbury district at Wilberforce, the son of convicts Edward Robinson and Mary Ann Harrison. Edward died on 7 July 1874 at his residence, "Oaklands" on the Freemans Reach Road. The punt was not working on the day of his funeral, and the new bridge was yet to be completed. The contractor for the bridge, Mr. Dixon, mustered his men and they temporarily planked the bridge to enable the funeral procession to cross.



Part of Edward's Obituary reads:

We must again revert to the exertions of Mr. Dixon and his men in having the Bridge rendered available, the approaches at both ends had to be temporarily made; a large space on the Bridge had to be planked and secured, and all was done so that no hitch or accident occurred. If this work had not been done a great amount of inconvenience would have been occasioned in consequence of the non-working punt, and the muddy state of the approaches there-to on each side of the river.

There is another family story of Edward Robinson's daughter crossing the Windsor Bridge on her wedding day and the local people decorating the bridge with flowers and streamers and cheering as she passed in her carriage.

I would particularly like to say to Mr. Gay that I am not one of the so-called "community anarchists". I have never lived in the area and have only visited on occasion. It is my belief that the Windsor Bridge and surrounding environment should be left as part of our National heritage and for the enjoyment of future generations. We have very little of it left and surely now is the time to treasure and preserve what we do have.

For the last 18 Months I have been following with interest the tireless efforts of the dedicated and passionate people of the Hawkesbury community, trying to stop the damage that will ultimately be done, to not only their community, but the wider community of our nation.. As a staunch voter of Mr. Gay's political party for over 40 years I feel that his disrespect and total disregard for the 35,000 signatures is abhorrent arrogance and perhaps my vote will go elsewhere in the future. I have not seen any substantial evidence that the proposed works will make any difference to the traffic flow, nor lessen the flood access. It appears to be a total waste of money and that money would be well-spent elsewhere.

The Windsor/Hawkesbury district, and more particularly the Windsor Bridge, is a very special structure and of great significance to me and my very large extended Robinson family. It is where, in the 1790s, my family settled and toiled and ultimately "did good" despite the adversity of being sent to a new strange land. I have no Aboriginal heritage but I now know what it means to have a feeling of "place" and "Country".

I think it would be absolute historical carnage to carry out the works proposed and hope you will reconsider your decision and put a stop to the damage that you are contemplating.

Bert Romijn

Oakville NSW

To whom it may concern,

*It's rather sad to learn that yet another of our historic places is under attack. But equally incomprehensible that the proposal to demolish a perfectly solid and safe bridge by another, **two lane**, crossing is needed.*

Windsor is one of the cities that places it as a historic monument in NSW and even Australia as a whole. Preserving it will be a landmark that will be appreciated by not only by foreign visitors but also by future generations of Australians.

Lets make a stand against this sort of thoughtless vandalism, build a second bypass away from Windsor which will be a win for all, as this will provide four lanes of crossings and preserve our national heritage.

Yours very concerned,

Bert Romijn

David Shoebridge MP

NSW Parliament House, Macquarie Street Sydney

David Shoebridge is a Greens NSW MP.

Thompson Square is the oldest public square in Australia; it is the first gazetted public square in a beautiful historic setting in Windsor. It is the first instance of genuine town planning by a government at the time with genuine foresight that set out a beautiful public square that has been used as a public square for more than two centuries. No other place in Australia has that history.



The proposed Windsor Bridge replacement project would destroy Australia's oldest public square, and irremediably damage existing Aboriginal heritage without any social, economic or political justification.

In November 2013 our office successfully moved a motion in Parliament calling for the Department of Planning, the Minister for Planning and the Premier to produce a range of papers and communications relating to the Windsor Bridge Replacement Project. Through this call for papers, it was hoped that the documents produced would shed some light on how and why the Government

has been pushing this project given that the Windsor community have been asking these questions since day one.

Documents produced revealed a high level of political interference in the planning approval process, uncovering that within a month of pressure from Coalition backbenchers the Department of Planning changed from a position of opposing the replacement to one of supporting it. This was despite none of the Department's external consultants supporting the application.

All the independent reports, whether heritage, engineering or traffic, recommend against building a new bridge. They all agree that the public interest, our heritage and the budget are best served by repairing the existing bridge and fixing the approaches. We will continue to support the Windsor community in their campaign to protect this precious piece of heritage.

Jan Sparkes

South Windsor

Being born and bred in the Hawkesbury my memories surrounding Thompson Square and Windsor Bridge are long and pleasurable ones.

I moved away from the Hawkesbury in 2004 and returned to live again in 2014. During my time away it became apparent that the RMS and government of the day wanted to demolish our 2 lane bridge and parts of Thompson Square and replace a perfectly good historical bridge with another 2 lane bridge solving absolutely nothing in the way of traffic congestion for the residents west of the river.

I was told by my family and friends that there was to be a big protest and occupation of Thompson Square in June of 2012. I decided to fly down and be part of history, after all I am a local.

My memories of the bridge are many. Firstly anyone who has lived through the many floods knows the attraction when the bridge is about to be inundated with water.

We, as a community would gather at the bottom of Thompson Square on the bend next to the old Doctor's House to watch the last cars cross before it was closed for several days due to rising flood waters.

Firstly we would watch the SES take down the sides of the bridge and patiently wait till they were told to shut it off.

It was always a frantic time because shops would begin to close and staff would leave work so they could get across the bridge or risk being stranded in Windsor. If they missed out on crossing the bridge they faced staying with friends or the long drive via Penrith and up to down the Bells Line Road from Mt Victoria.

Whilst it was super inconvenient it was also an exciting time for the kids of the district. We would continually be driven to the Square and wander around talking to everyone, because we ALL knew each other. We would then wander down to the Jolly Frog to watch it be inundated with water knowing the poor folk faced loses and eventually a disgusting clean up. However the bridge was always the focus and the meeting place to watch the water rise.

During the 60s and 70s we witnessed many floods both big and small.

The bridge and Thompson Square have always been linked due to their close proximity and the fact the park overlooks the bridge. Thompson

Square is like the big brother watching over the bridge that brings people to Windsor and surrounds.

During the late 60s and into the 70s the Square was meeting place for the netball clubs in the Hawkesbury to begin their yearly march to the courts at South Windsor to begin the netball season. Hundreds of us lined up in our newly pressed tunics and tassel belts to march the long march to Sth Windsor. Again as we assembled we overlooked the river and bridge and stood where our town began. History right there.

Years later I would catch my afternoon bus from Windsor High School with a bunch of friends to swim in the river and jump off the bridge. A ridiculously dangerous pastime but back in the 70s there was no real concern for our safety. Plus we all know boys are fearless and never think of consequences and of course the girls were more than willing to show off and jump with the boys. Plus it was so much clearer back in the 70s so you could see the person under the water from our vantage point on the bridge.

The drivers were less than impressed and would yell from their cars and toot at us, but kids will be kids and we loved having that bridge to jump from. After we swam we'd all go and slide around in the mud on the banks in its shadow.

Summers in the river and jumping from the bridge are great memories.

It was and still is a very dangerous place to swim but I don't think we actually asked our parents anyway. We figured if they didn't know it was ok!!

So here we are in 2016 trying desperately to save this bridge from the RMS and government. I have since moved back from Qld. and live locally and to think we could lose this part of our history is disgraceful.

Along with the CAWB tent sitters you will see a bunch of us, who are regularly on the bridge and surrounding streets with signs to try to get more support for a Bypass and an end to this traffic nightmare.

Whoever thought that replacing a 2 lane bridge with a 2 lane bridge is a good idea? Whoever thought that destroying part of our unique history is a good idea?

The bottom line, we deserve a bypass and we deserve to keep our bridge and not have Thompson Square and chopped up as a consequence.

Jan Sparkes

Judi Sullivan

Bligh Park

I have always loved coming to Windsor because of the history. No matter what suburb I was living in in Sydney, my friends and I would come out to Windsor over the weekend. We loved having our morning tea, Lunch, afternoon tea, in Thompson Square. There was and is always a family atmosphere in Thompson Square. It is great when all the businesses around Thompson Square pay to have a band playing over the weekend. It would lose this great atmosphere if Thompson Square is destroyed by the RMS. I have been lucky to be able to go on numerous trips overseas, and have enjoyed visiting numerous historic sites. My friends in Europe, Great Britain, USA, and Canada, are

shocked, gobsmacked, upset that this is happening!!!! There were 6 options,6 options, to choose,
and the most destructive one was picked. My friends from Overseas and I say shame on RMS and
the Governments of Australia for trying to destroy what little history we have. THANK GOD
THESE GOVERNMENT DEPARTMENTS ARE NOT OVERSEA, THE COLLUSEUM WOULD
HAVE BEEN PULLED DOWN, FOR A BLOCK OF UNITS TO BE
BUILT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! SHAME, SHAME,
SHAME!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Pat Schwartz

Glenorie

The Struggle to Preserve the Historic Heart of Windsor



The occupation of Thompson Square is a grass roots community movement. My time spent sitting in Thompsons Square for a number of hours each week has made me feel like part of the community of Thompson Square.

Over the years, I have experienced people coming to us for help, for a chat about the square, for tourist information or just to have someone to talk with. To have reliable people in the Square seems to provide a community service that is appreciated. In fact the occupation of the Square seems to create a sense of security in the Square that is reminiscent of the days when people knew their neighbours and policemen walked the beat.

The reason for my involvement in the campaign to save the integrity of historic Thompson Square is to promote the value of Thompson Square, to lobby for a bypass for through traffic and to keep the present Windsor Bridge for local traffic. I cannot understand why a government would choose to plan to keep large volumes of traffic going through an area that is part of Australia's earliest European history. The infrastructure that is planned for the construction of a new bridge and road would destroy the ambience of the Square without providing a traffic solution for the future. The sense of being connected to our history through direct links with the past is important for all people.

One of the greatest gifts of the campaign to save the historic Square is the friends I have made during our long hours of shared occupation. These are people from different backgrounds who share the bond of being prepared to selflessly give time to a cause because they think it is the right thing to do.

Harry Terry

Freemans Reach



I was born at Craignish Maternity Hospital so long ago I can remember when the Dead Sea was still alive. My wife was born at Craignish and so were our two daughters but not at the same time. I attended Windsor Primary School and Richmond High School but not at the same time. I learnt to swim in the Hawkesbury River, jumped off the rope at Howes Park and also off the bridge but again, not at the same time.

I played cricket and tennis around the district and was a scout. I became a teacher and taught in many local schools as casual relief but was mainly based at Riverstone & Windsor South Primary Schools whilst teaching in the Hawkesbury. I have lived for all but three years of my life in the Hawkesbury.

The Hawkesbury is in my blood and I am part of the Hawkesbury community. The RMS may build roads and bridges but it certainly does not build communities.

I am fighting for a better future - a better future for my family, for all those who cross the Hawkesbury at Windsor and a better future for Windsor and its commercial survival and development. It appears to me Windsor is being sacrificed for yet to be revealed reasons.

My main question about the Windsor Bridge Replacement Project is WHY?

Why are they so determined to destroy Windsor's historic two lane bridge - a functioning two lane bridge, one lane either way and replacing it with another bridge one lane either way? This is bad asset management.

Why are they so determined to replace the two lane bridge with a two lane bridge - one lane either way and put traffic lights at George and Bridge Streets with pedestrian crossings on the four intersecting streets? This is bad planning for the future as the project is not aimed to improve traffic flow. It is as the name says: Windsor Bridge Replacement Project. The greatest opportunity to build another crossing of the river in my lifetime is available now i.e. renovate the current bridge for less than \$15m and spend the rest of the project costs on planning for and building a bypass.

Why are they so determined to remove the current bridge when all the independent engineers state the bridge could be renovated for a relatively modest sum?

Why are they so determined to build a replacement bridge through the oldest civic square in Australia? The more the history and heritage is removed from Windsor the less it will remain a viable commercial centre.

Why, even though the projected cost of Option 1 has increased from \$23m to a reported cost of \$100m it is still deemed to be the best cost/benefit option?

Why did the RMS at the same time as it was fervently stating no heritage buildings will be damaged it was placing a Land Reservation Acquisition order on the 1856 heritage listed building in Thompson Square? The RMS now says it does not need the land and building but it has not removed the order from the HCC Local Environment Plan nor stopped it being placed on the Department of Planning and Environment website in February 2016.

Why have they chosen to believe the RMS rather than take the advice of the three independent consultants hired by the Department of Planning: heritage, bridge condition and traffic who all three

recommended restoring the current bridge and spending the money saved to plan for an additional crossing of the Hawkesbury?

Why isn't the RMS held responsible and accountable as I was as a teacher and a principal?

To me this project has a considerable element of the Emperor's New Clothes about it.

I am the current roster clerk for the occupation of Thompson Square. Our High Commission is staffed by two Ambassadors on each four hourly shift, twenty-four hours a day, seven days a week. That means our High Commission requires 84 Ambassadors staffing the 42 shifts per week. At the time of writing the High Commission has been operating continuously for 951 days. This is arguably the longest running protest occupation ever in Australia.

The roster has to cater for those who suffer sickness, family commitments, holidays, baby sitting and all the normal life demands that occur. It is truly amazing there are Ambassadors who are so determined and dedicated to step in sometimes at the very last minute to cover any and all of the opportunities that arise. Since the inception of the High Commission over 160 Ambassadors have been on the roster.

I have met and worked with so many fabulous, delightful and talented people who have enriched my life accordingly. They all have some things in common - a passion for heritage, for planning for the future and a love of community.

To paraphrase one of our Ambassadors, if we win it will have been the best thing I have done for the community in my life. If we lose, it will have been the best thing I have done for the community in my life.



Colleen Turnbull

Grose Vale



When I first heard about the proposed bridge I thought - good idea, we need another bridge, I didn't even think about losing such a precious part of our short history BUT then I found out the truth. The RMS Environmental Impact Statement (EIS) stated that it wouldn't improve traffic flow and that we would need a bypass anyway and that it would basically be a like for like bridge - how stupid !! So why are they persevering with such a ridiculous plan that will cost millions and still not meet our needs

now or in the future? The RMS, Michael Baird and Duncan Gay have not explained this, why the secrecy? If it is all above board then surely all the information should be made public. My rant, sorry had to get it out!!

My husband and I attended the first rally and put our names down for a shift - we did a shift with Kerrie Wilson 10-2 pm - what a magical time in the square!! Since then I have done at least 2 shifts a week, I have met so many interesting people from all over the world , from places with millennia of history compared to our own short period of western society , who love what they see, except for all the traffic through the square and they can't understand why the govt wants to destroy our small remnant of our history. We act as tour guides and even report accidents to the police but the best thing of all is the lovely CAWBies!! It is a pleasure and honour to be protecting our past and our future with such great people. They make me proud to be an Aussie and most of all to call the Hawkesbury home.

See you at the square !!

Ralph Warren

Glenhaven NSW 2156

I am a retired company director and moved to the Hawkesbury in 2005.

I have been involved in heritage preservation including the monument for the convict insurrection of the Vinegar Hill Battle of 1804 and sailing ship restoration.

When I found that the option for locating a new Windsor bridge was to pass through Thompson Square I felt that there was inappropriate respect for the heritage of the area. Many tourists come here just for the heritage, (as would be seen from the many thousands of letters signed by members of the public and many stop to encourage us).

In a letter sent from the RMS to CAWB they stated that the traffic flow after the new Option 1 bridge was built would be neutral. I found this response to be disrespectful of the people of the Hawkesbury who are held up in the morning and afternoon traffic flows and it is also inappropriate use of tax payers' money.

My concern for this issue therefore has become personal.

In my business career I found that as many people have very full lives, there is little time to take a stand about something that is irreplaceable. I found that many people in the community have come forward and participated on the roster or provided other material support.

I am proud to stand with these people from all political parties and backgrounds to try to protect this historic site.

Leigh Williams Hawkesbury Councillor Sackville



Danielle Wheeler, David Shoebridge and me visiting the tent, with ambassadors Kate and Mick, day 678.

When it first came to council it was presented as an urgent replacement of the old "shaky" bridge. Urgent, because allegedly the old bridge was structurally failing; was supposedly too dangerous to continue using. Essentially, we were told it needed to be replaced and then demolished as soon as possible. No-one opposed the item at council, no councillor or member of the community. No-one lobbied me to oppose it. With my mind diverted to other matters creating more concern, and no fuss being made, I just went along with it, swallowing it hook, line and sinker. And, for that first and only time, I voted to support its replacement.

Within a week or so I was doing a job in Thompson Square at Rod Storie solicitors and Megan Storie asked me to come outside and see something. I followed Megan out into the Square (I feel now as if I was, quite justifiably, "led by the ear!") and Megan shouted above the din and roar of trucks how could I vote to continue this disaster of heavy main road traffic through Australia's oldest square? The realisation of what a mistake I'd made hit me right between the eyes and I resolved there and then to oppose such a disastrous plan. So, as the vote at council had been reported in the Gazette as unanimous, I went home and wrote the following to the paper:

345 West Portland Road
Sackville 2756

4 May 2009

The Editor
Hawkesbury Gazette

Dear Sir

I had initially been supportive of having a new Windsor bridge located just downstream of the old bridge, albeit with some serious concerns with the proposal. But then I spent half an hour in Thompson Square last Friday and left there firmly convinced that I cannot support a new bridge which would continue to feed horrendous traffic through that historic precinct. There was an almost continuous procession of heavy vehicles – low-loaders, semi-trailers, large tippers with trailers and B-double trucks, mixed in with light traffic negotiating the roundabout. Pedestrians attempting to cross Bridge Street literally took their lives in their hands and the noise was such that normal conversation was impossible. This happening within the oldest intact town square in the nation.

The current Windsor bridge has been in place for about 130 years and now we have a unique opportunity in history to have a say on a bridge which will impact greatly on Windsor for probably more than a century again. In the last 100 years we have gone from horses and buggies to huge B-double trucks. We don't know what the next 100 years will bring but we do know the already unacceptable traffic through the Square will only get worse if the new bridge goes there. I can't condemn Windsor to that.

I agree that the old bridge is unsafe and inadequate for current traffic and we urgently need an alternative. It was put to me on Friday that we should build that alternative elsewhere and impose a load limit on the old bridge so that heavy vehicles can no longer use it. That idea seems eminently sensible: heavy vehicles would be relegated to the new bridge and, if sited in a convenient location, light vehicles not needing to visit Windsor would use it by choice. That leaves only light vehicles using the old bridge to access Windsor, which would bring considerable calm to the Square instead of the current calamity and allow the old bridge to remain for possibly another 100 plus years.

It would eliminate the visual impact of a freeway-style concrete bridge of questionable architectural merit projecting into the historical precinct almost to the roundabout. There was much vocal opposition to the design of the new museum and its apparent lack of sympathy with the surrounding historic buildings – such a bridge imposed on our historic Square would be much worse.

Jan Barkley-Jack has highlighted the historical importance of Thompson Square and makes the important point that the archaeological impact will be enormous (read “enormously expensive”). Building the bridge in a different site will eliminate that expense.

*Windsor, being constrained by the river on one side and South Creek on the other, has its future largely in its unique heritage and Thompson Square is the very centre of that heritage. In Council's Draft Community Strategic Plan currently on exhibition, under “Looking after people and place” the claimed direction is **“be a place where we value the historical, social, cultural and environmental character of Hawkesbury's towns, villages and rural landscapes”**. If we truly value the town of Windsor we have to protect it for future generations and that can happen largely by constructing a new bridge elsewhere and removing heavy traffic from Thompson Square.*

*Yours sincerely
Leigh Williams
Councillor*

Within weeks there were five of us councillors opposed to the new 'Option 1' bridge, with seven councillors sticking doggedly to the terribly flawed option 1 plan. And that's really why the NSW Government believes it has a mandate to go ahead with option 1, that is, because the council wants it!

CAWB was formed and the occupation demonstrating against the government's plans has continued non-stop for almost 1000 days. Thousands of protest letters have been sent to the premier by people from all over the country. Many rallies have been held, many politicians have pledged their support. The CAWB team are such that almost anything can be organised. Many rallies have been held. What better place for that than Australia's oldest square. Speakers are booked. Bands donate their talent. Food, tables and chairs arrive. A ute becomes the stage. A PA system is provided. Electrical power comes from somewhere. The show goes on. CAWB does a class act.

Since I wrote the above letter, traffic studies and an engineer's report have been done. It was found that 80% of the traffic using the bridge does not stop in Windsor, and that includes almost all of the heavy vehicles. There is nothing structurally wrong with the old bridge and, if a light load limit was

applied the old bridge would last another century or more. So a bypass combined with a restricted load rating on the old bridge would remove all the heavy vehicles and about 80% of the light traffic from Thompson Square. With the bulk of the traffic diverted to a bypass, Windsor's true worth, its heritage assets, would be able to be appreciated by thousands more residents and visitors from Sydney and the wider community. I sent the following to the paper:

13th July 2012

*The Editor
Maryann Jenkins
Hawkesbury Gazette*

Dear Maryann,

With the NSW government about to bulldoze their controversial arterial road through Thompson Square, Australia's oldest (1795) town square, Greens MLC David Shoebridge put questions to Minister Duncan Gay in Parliament seeking reassurances that the project will not unduly impact on its heritage and history. (Questions on Notice 1600 – Roads and Ports – Windsor Bridge replacement project)

With the traffic through the square already at intolerable levels of noise, danger and pollution, the Minister's responses will, unfortunately, do nothing to alleviate community concerns. The Minister's assurance that his Department has been working to minimise impacts to the Square "wherever possible" only serves to illustrate that there are impacts which are not possible to minimise. With the new bridge and road, traffic can only get worse. That's more danger, more noise, and more pollution. How can residents and visitors ever enjoy the square's full potential?

The Minister is being just as disingenuous as other proponents of this stupid plan when he parrots the claims that "the overall road footprint will be reduced"; it "will restore green space and reunify Thompson Sq" and "the two parts currently segregated by the existing roadway will be unified".

Thompson sq, as the name implies, is a public "square". It includes the park, roadways and all the buildings that face onto the park, all the way to their rear boundaries.

So what if the two grassed areas in the square will be unified? One road will close and another bigger, wider road with more, faster, noisier traffic will take its place, forever dividing the square in two and making it even more intolerable.

Thompson Square should be a place for people, not traffic. Where the square, as a whole, undivided by roads and traffic, can be utilized and enjoyed to its full potential. We have been given a gift to cherish – let's not allow it to be ruined by short-sighted planning. The only realistic solution is to abandon this plan and build a bypass.

*Leigh Williams
Councillor
Hawkesbury Council*

If only more of the councillors and residents were aware of the significant history Thompson Square holds. It is not just Australia's oldest town square in Australia's oldest town; not just an important space surrounded by elegant Georgian buildings. It is Governor Macquarie's memorial to the beginning of a great social experiment. His vision for a classless, egalitarian society based on democracy, equal rights and a fair go for all. It is the foundation stone of our free and fair multi-cultural society. It is where our democracy had its real beginnings when an emancipated man, an

ex-convict, famously took a free man, a military man of significant rank, to court and won, and in so doing legally established the equal rights we have in our country.

So Thompson Square stands today as a symbol of all that is good in Australia. It is a terrible irony that men with big egos and little appreciation of the true significance of Thompson Square have changed the law so that all of what Thompson Square means to this country can be literally bulldozed away to make room for more, faster, bigger and noisier vehicles displacing the rightful inhabitants, the citizens of Australia who would wish to quietly dwell on the good and great virtues of a very special place.

The whole issue can be brought down to this: we know bypasses are good for towns, especially those with heritage values to be exploited. Old places and heavy traffic don't mix well. If Windsor is to survive and prosper, we have to remove the traffic onto a bypass.

So, what's stopping it happening? Seven councillors. Just seven councillors standing between a dying town and the means of saving it. But, while ever those councillors support the Option 1 bridge, the government will continue their plans to build it because it's the cheapest option. If council resolved to not accept Option 1 as a solution, it would take a particularly stubborn government to try and impose it on a hostile community.

Leigh Williams

11 March 2016



Kerrie [REDACTED] and Sarah [REDACTED] - Chalk board Artists

Hawkesbury NSW



There is no better time to test your resilience than sitting in Thompson Square, on a cold foggy morning before the sun rises, in the middle of winter. Yet many like us have and continue to do so. People determined to fight for a precious piece of land, the memories of the past, and some of the earliest remnants of the founding of our nation.

Since July 2013 we have done regular 4 hour nightly shifts at the tent together, and have

dedicated one wall of the tent to chalk messages that relate to CAWB's ongoing campaign.

The chalk messages are often humorous, sometimes thought provoking, but always truthful. This plan by the government is a bad one. It is that simple. A poorly designed new bridge, that fails to address the needs of a growing community. A destructive new bridge, eradicating the heritage values of Australia's oldest civic square.

As daily bridge users, we believe that the RMS has an obligation to look at other options for a third river crossing that do not impact on our local, state and national heritage. We believe the RMS and Government should be taking the advice of heritage, traffic and engineering experts who all strongly advised against proceeding with this project.

The Hawkesbury needs a more sustainable, long term traffic fix. To retain the current Windsor Bridge for light and local traffic and plan for a much needed third river crossing will not only bring relief to frustrated road users, but will also strengthen the functionality of Thompson Square as a public resource.

Windsor is unique, and Thompson Square is a precious part of that. The stories of the men and women of the Square deserve to be remembered and respected. It is these stories that are part of the fabric of our nation.

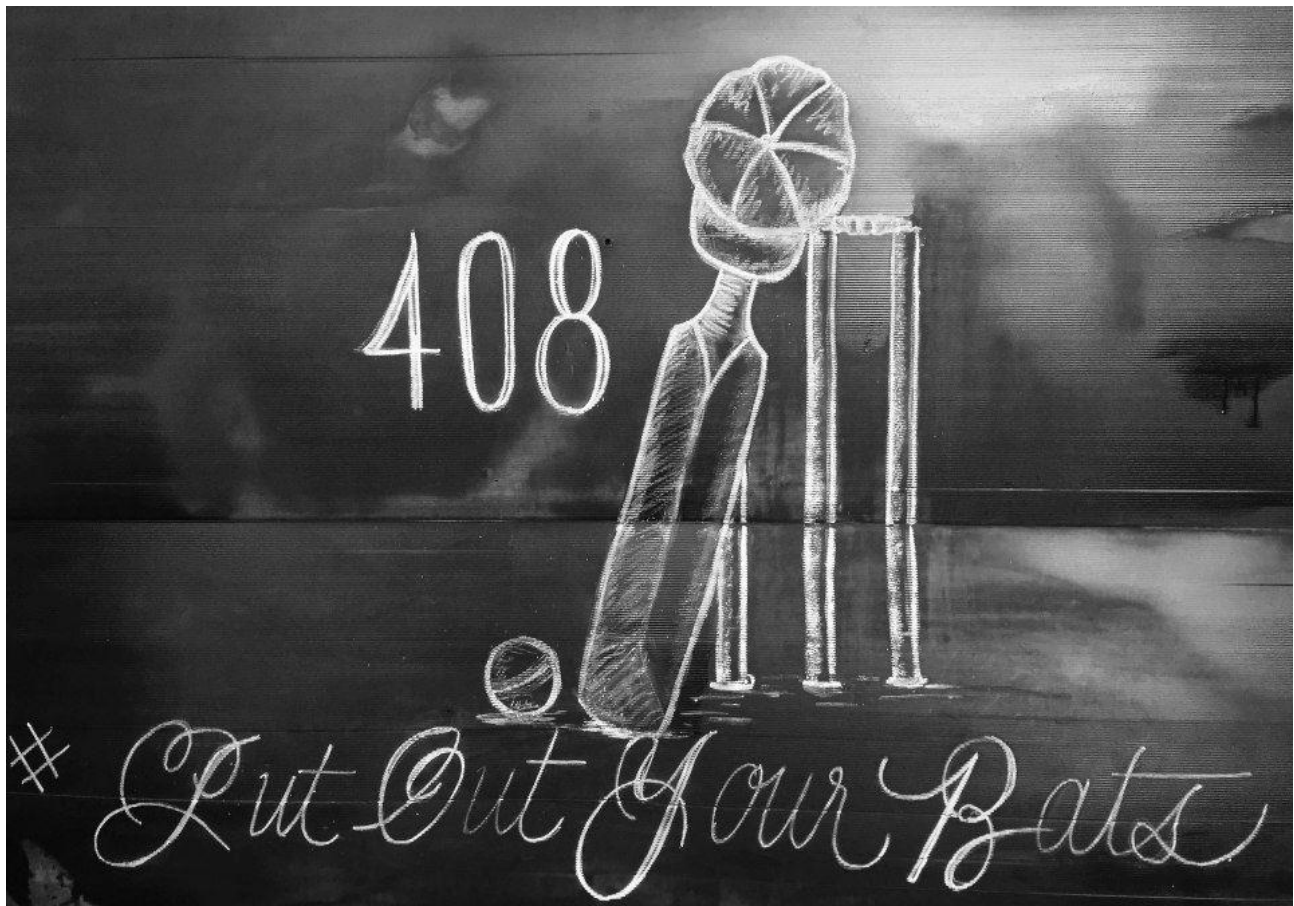
We now are part of the story of the square. Those of us who add our voices to this battle may not have shed the sweat and blood that our forebears did, but our determination and passion is as strong. We are not the arrogant and apathetic. We will leave that to the decision makers who in the face of overwhelming evidence and logic are pushing on with this unbelievably flawed plan.

To borrow the words of one of our fellow campaigners, if we win, this will have been the best thing we have ever done in our lives. If we lose, this will be the best thing we have ever done in our lives.

Editors' Note:

The CAWB chalkboards are always topical and informative and sometimes provocative and amusing. They have entertained passing motorists for the last 1,000 days. Some examples are included below.









Do not go gentle into that good
night but rage, rage against the
dying of the light.

Dylan Thomas



Anecdotes

Inside each of us is a natural born storyteller just waiting to be released. - Robin Moore

Anecdote: Lady with the bucket and saw

It was Christmas Day morning 2014, Lesley and Eve were the rostered on tenters for the 6-10am shift. I had gone to the tent to join them about 7am and Michael Greentree came a bit later.

At about 7.30am a Highway Patrol Police car stopped opposite the tent and the policeman called to us "Have you seen a lady with a bucket and saw, if you do call 000?". This instilled a sense of alarm in the camp, what is this lady doing with the bucket and saw? What is she cutting up and putting in the bucket?



I could sense this deep concern that Eve and Lesley had and I had a thought. Saying I was tired as I had done the earlier shift, I returned to Lesley's house. I rummaged through her wardrobe and found a colourful dressing gown and a big pink floppy hat, from the shed I procured a yellow bucket and a carpenter's saw. All were put in a chaff bag and I snuck back to Thompson Square.

I crossed Bridge St. well down the hill from the roundabout and clambered up the bank to the back of the tent. Whereupon I changed into the "lady with the saw" garb, then rolled up chaff bag, stuffed it in my front to serve as boobs - and I was ready to go. I walked in a slow hunched up manner, holding the bucket with my left hand and the saw in my right hand, doing a sawing action.

I walked passed the tent, expecting to hear "John, stop being silly" but no, there was silence. Were they like 'stunned mullets' or perhaps they didn't see me. I continued to go past the Anchor and come back on the other side.

Lesley Hayes to continue the story.....

Christmas morning was peaceful at the tent until that Police car pulled up. The image of a "woman with a bucket and a saw" consumed our thoughts and conversation. The time passed and I remember so clearly when Eve tapped my arm and whispered loudly "the woman". There she was walking around the Anchor monument with a strange rolling gait, holding her head down and moving the saw she had in her hand in a menacing fashion. Eve and I moved in unison to the other side of the table keeping our eyes locked on this crazy woman and at the same time fumbling in our handbags for our mobile phones so that we could call 000. Michael had fallen asleep in a chair just beside the Anchor and we could see that he was directly in the pathway of this mad woman.

Instinctively we knew not to do anything to startle her so we tried to get Michael's attention without revealing our alarm in our voices "Michael...Michael" but he just slept on. The crazy woman was getting closer and closer to him and our voices were getting louder and then she paused, slowly lifted her hand to her head and then pulled off her hat to reveal JOHN. The relief was so great that we both just burst out laughing which woke Michael up wondering what all the fuss was about.

John Jose and Lesley Hayes

Anecdote: The Goat Story

Here's my version of the goat story.

I was on the 10pm -2am shift and it was between 1.00 am-1.30 am when a car approached the roundabout from George Street (east).

The car had no lights on and there was a strange noise, it was dragging something on a rope behind, it was black and it looked like a large black pig around the roundabout.

The car continued around the roundabout and towards the bridge.

It was then that we became engulfed in an awful stench of what I thought then was a rotting pigs carcass.

It was during this period that the tenters and the tent were targeted with eggs thrown from passing cars so it seemed to me at the time, that this was another stage in the opposition's attack.

I thought that this dreadful stench was emitting from a carcass which had been dumped on the embankment below the tent.

I went to investigate, I could find no carcass although the stench lingered on and on although by now the car had long passed over the bridge.

I back tracked the path of the car and found a trail of intestines and flesh as far back as Arndell Street.

It was now 2am and the end of our shift. Rob Lewry took over from us and we briefed him of the events.

I later learnt from Rob that the bloke driving the car called at the tent on his return. Apparently it was a dead goat and his ground was too dry and too hard to dig a hole so he disposed??? of the carcass but we know not where.

Cheers John Jose

UPDATE

I went home that morning at 2am in the belief that it was a dead pig that was towed. However the following day Rob informed me that the bloke later called by the tent.

Rob said that he could smell him coming before he actually sighted him.

He offered to shake hands, Rob was reluctant.

He said the goat had been dead for a while and the ground was too dry and hard to dig a hole.

Initially he tried to get the goat on the back seat of the car but that proved too difficult so he resorted to towing the carcass but to where, we know not.

Anecdote: The Dead Goat

Late one night in the Square a car approached the roundabout from the north, towing something along the ground wrapped in a blanket. There was a terrible smell coming from it. The car proceeded across the bridge but a few minutes later returned, but not towing anything. He stopped, got out of the car and came over to talk to us. He said, "I suppose you would like to know what I was doing towing something"

He then explained that his goat had died and to get rid of it he tried to put it in the back seat of his car but it would not fit ! So he decided to wrap it and just tow it along the ground.

One can only imagine how the saga began and why he had to get rid of the goat in the middle of the night.

Regards

Chris Paine

Anecdote: Baby Princess

The 2am to 6am shift on the tent is usually pretty quiet and it is a time when you get to really appreciate the beauty of Thompson Square without the constant flow of traffic. There are exceptions however. I remember an occasion when I was on shift with John Jose, it must have been about 2:30 in the morning, when we heard the approach of someone yelling loudly to themselves. As the noise got closer we realised that the source was a young man that I will call David, on a bicycle pedalling and cursing. He paused beside us and with a little encouragement he began to tell us his story.

David's young girlfriend had just given birth to his daughter, we will call her Princess Vera, she was born on the same day as Prince George, and he was having problems with the girlfriend's parents. He had had a confrontation with them and they were trying to stop him from seeing his girlfriend and baby. He was very angry with them and it seemed as though his anger was making matters worse for him.

John had a chat with him and told him some "home truths". He told David that he was a Dad now and he had to find a way to show the parents that he could care for his girlfriend and baby. He told him he needed to stop reacting badly to the parents and try to find a way to get on with them if he wanted a future with his family. John talked to him for some time and David seemed to take it in and he went on his way much calmer.

In the days, weeks and months that followed we saw David many times as we bumped into him in Windsor in company with his partner and their darling little girl, and he always waved when he passed the tent on his way to work. We saw the gradual improvement in his circumstances. He got himself a steady job and then he bought an old car. He found accommodation for his family and things seem to be going very well for them.

These are life's dramas that you see unfold if you sit long enough in a park on the corner of a street.

Lesley Hayes

Section Two: The Significance of Windsor Bridge and Thompson Square

There is nothing wrong with change, if it is in the right direction. - Winston Churchill

The Significance of Windsor Bridge

Source: CAWB Website: <http://www.cawb.com.au/windsor-bridge-history-and-significance.html>

Key Issues

“The Windsor Bridge has a high level of historic, technical, aesthetic and social significance as an important historical and physical landmark in one of the State's pre-eminent historic towns, and in the wider Sydney region.” NSW RMS Heritage and Conservation register.

Under Option One, this “... important historical and physical landmark in one of the State's pre-eminent historic towns” will be demolished. By these words alone the project is condemned.

Windsor Bridge is unique. It is historically significant. It is technically significant. Its contribution to the visual narrative of “one of the State's pre-eminent historic towns” is recognised and well documented. It is a bridge of outstanding significance.

Indeed, it is robustly contended the current Windsor Bridge, in addition to its status as an item of State heritage significance, is an item of National historic and engineering significance.

Discussion

In 1874, as the outcome of extensive local political agitation and significant community action, the opening of the Windsor Bridge was greeted by the wider Hawkesbury community with a jubilant series of celebrations.

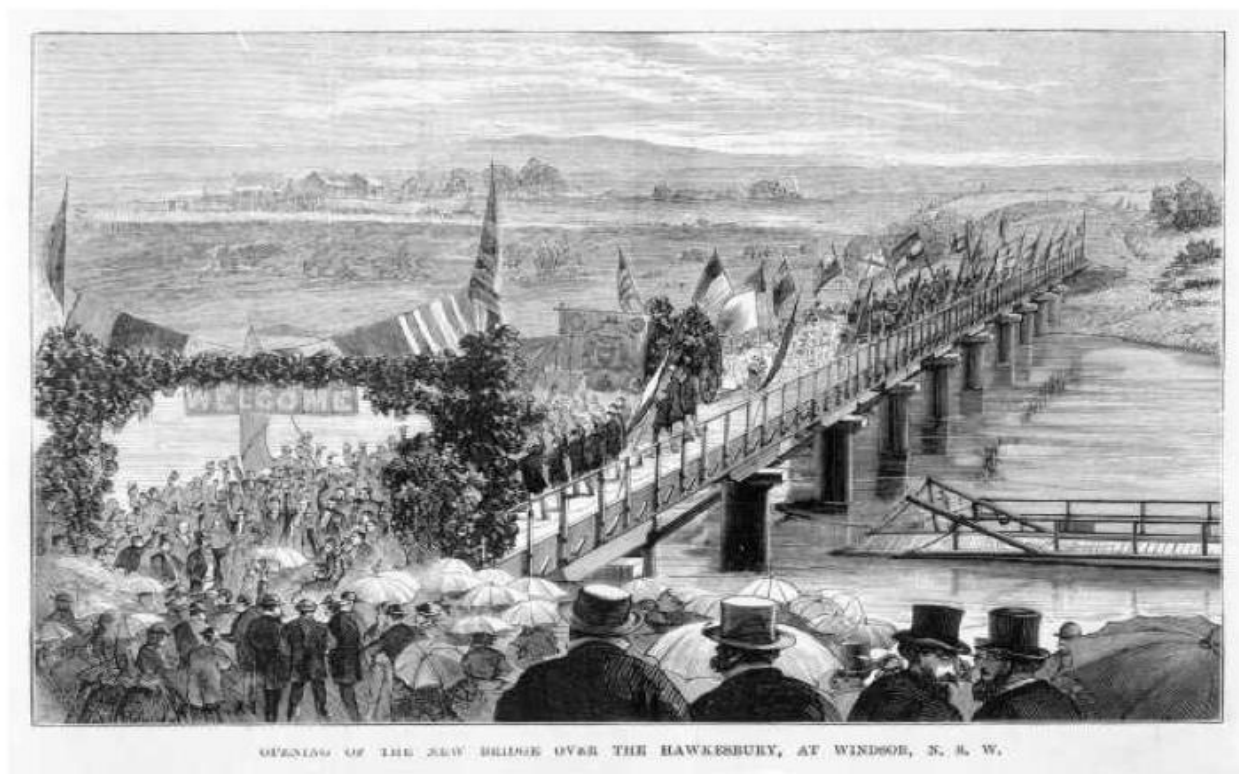
In the report published in the Town and Country Journal, August 22, 1874* the excitement is clear, “The concourse of people was far larger than ever before gathered together in the town, and was variously estimated at 6000 to 7000”.

The article goes on to say that a train from Sydney delivered the numerous visitors, and a procession of dignitaries, clubs, organisations and school children formed up at the Town Hall with bands and banners to march to the Bridge, across it and back.

After the Bridge was declared open the school children were “regaled with cakes, buns, and sweets. In various parts of the grounds were also erected Punch and Judy shows, and other diversions for the amusement of the children.” Celebrations included roasting a bullock in the Square, a formal luncheon held in the School of Arts and a public ball, held in the evening in the old barrack room.

There were cheers, laughter and applause and “the town of Windsor was gaily decorated – flags flying from nearly all of the houses in the principal streets; and on the bridge were festoons, floral arches, and the flags of all nations.”

* <http://trove.nla.gov.au/ndp/del/article/70484364?searchTerm=%22windsor%20bridge%22&searchLimits=1-decade=187>



Wood engraving print by Ebenezer and David Syme. State Library of Victoria

Today the significance of Windsor Bridge is recognised with its inclusion on the RTA Heritage Register (Section 170). It is the oldest surviving crossing over the Hawkesbury section of the Hawkesbury-Nepean River and is only the second method of crossing, (the first being the punt that had serviced the town since 1794), the opening in 1874 celebrated the completion of a major piece of public infrastructure which was to contribute to the development of the historic Windsor township.

I. History

The design of the bridge came from the NSW Department of Public Works and construction was the work of William King Dixon and Andrew Turnbull, both notable engineers in the colony. Dixon came to the colony to work on the first railway in NSW and Andrew Turnbull was an experienced bridge builder who became business partners with Dixon before his (Dixon's) death. Andrew Turnbull went on to build many other bridges in the state including over Cattai Creek and Wisemans Ferry Road.

In 1897 the bridge deck was raised by 2.4 metres (approx). This project, like the original construction, was considered a substantial Public Works project for its time. Further work in 1922, replacing the timber beam structure and deck with precast reinforced concrete, was acknowledged at its opening as 'unique'. (Edds)

Recent research (Wedgewood and Brassil) has revealed it is the earliest use of precast concrete girders in NSW bridge construction, some 30 years before the technology of pre-stressing was sufficiently advanced to allow the general use of precast structural beams.

This early timeframe is relevant when considering the establishment by the Department of Public Works (PWD) of the State Monier Pipe and reinforced Concrete Works in NSW in 1915. It is thought the PWD engineers of the day may have been pushing the envelope with the use of precast beams in order to explore, test and demonstrate the potential of the Monier Works. (Wedgewood)

Today the site adjacent to the bridge retains its potential to reveal important archaeological evidence that predates the bridge and is relevant to the former punt crossing, the first wharf of 1795 and the much grander later wharf of 1815. (Edds)



James Mills Photograph 1888. ML At Work and Play Image 04405.

II. Technical Significance

Engineering Australia, in their EIS response, attribute the bridge with substantial heritage value, making specific reference to the cast iron piers.

The RMS Heritage and Conservation register acknowledges this element, saying, “The iron cylinders, each three-foot-six-inches long, were filled with concrete and bolted into the rock, penetrating twelve feet of water, twenty-six feet of sand and twelve feet of loose rock to reach a solid footing” going on to say, “The bridge represents a major engineering project in the State for its time, the piers penetrating 15-20 metres below the water surface, and its construction proceeding through flood conditions.”

In fact, Windsor Bridge exemplifies and demonstrates two distinct historical phases in bridge building: the technologies employed in NSW in the later nineteenth century and then the technical innovations of the first quarter of the twentieth century. (Read '[A Bridge To The Past](#)')

- The late nineteenth century:

The 1874 bridge has piers made of cast iron cylinders more usually associated with railway bridges but here designed to resist the severe flooding experienced by the Hawkesbury. The simpler timber structure and deck of the upper construction was more usually employed in the construction of road bridges.

Whilst neither construction method is, in itself, unusual, the amalgamation of these two separate technologies in a bridge constructed in the 1870s, is however, extremely rare.

- Early twentieth century:

Furthermore, the 1922 precast reinforced concrete girders with a concrete deck above, replaced the timber superstructure, which is unique for its time, the first documented use (in NSW and possibly

in Australia) of this technology for bridge construction by some 30 years. This replacement of the timber components with precast reinforced concrete girders and reinforced concrete deck introduces the twentieth century technology previously mentioned. No other bridge compares to it elsewhere in NSW.

On the subject of this the EIS is misleading in its description of the bridge's new concrete elements. It says: "A cast-in-place reinforced concrete road deck is tied to the beams via the hook ends of the reinforcing bars. The girders and deck were cast in situ by the State Monier Pipe and Reinforced Concrete Works in 1922." (Historic-Heritage Working paper, part 3, Page 141.)

This is not true. Most recent research, undertaken by Ray Wedgwood, retired bridge engineer, in conjunction with Tony Brassil, industrial archaeologist, confirms the concrete girders were precast and then lifted into position. This was arguably the first time this technology was used on a bridge in NSW and most likely Australia.

The Wedgwood-Brassil findings are confirmed in Windsor and Richmond Gazette 20 January 1922, (Windsor Bridge – Reconstructed with Reinforced Concrete, pages 1, 2 & 5) which reports the precast concrete girder system as structurally 'unique'.

This early use of precast concrete for Windsor Bridge has strong associations with Mr Percy Allan, chief engineer of the NSW Public Works Department who over his distinguished career was responsible for the design of 583 bridges; this is the same 'Allan' after whom the Allan Timber Truss was named. It also relates to Mr G.W. Mitchell, manager of the State Monier Pipe and Reinforced Concrete Works who would have arranged for the precasting of the reinforced concrete girders and to Mr G Humphreys foreman of the 1922 bridge structure and deck replacement. Using this advanced technology enabled part of the bridge to remain trafficable whilst the other part was being replaced.

Indeed, the ongoing development of the bridge testifies to its significance over time as engineers upgraded and maintained the Bridge to ensure its viable and continued use. The raising of the original timber deck bridge in 1897 by approx 2.4 metres is typical of this approach.

In summary, Windsor Bridge since the 1920's can be regarded as an unusual amalgam of technologies, the cast iron piers are a response to environmental conditions of flooding and the pier web strengthening with concrete together with the use of the precast girder structure spanning to each set of piers being a way of maintaining the trafficability of the bridge during a major overhaul of its structure. Yet, importantly, despite the alterations and refurbishment in 1922, the form of the bridge closely resembles its original form of 1874. (Edds)

As such, Windsor Bridge has the potential to increase current knowledge regarding nineteenth century building practice and very particular aspects of it, for example, the methods used to sink the cast iron cylinders into the riverbed. The Bridge also has the potential to increase knowledge and understanding of twentieth century technology used in pre-casting the reinforced girders that span the cast iron piers.

III. Aesthetics

The Bridge is a visually modest structure: its scale and proportions consistent with its location and historic context. There is an honesty and lack of pretention in its design. It is functional and reflects the technologies of its construction without unnecessary decoration.



The deck and road are purposeful and uncompromising. It is the river vistas that reveal the Bridge's real charm. The simplicity and proportions of the piers and the engineering of the cross bracing speak of technical resolution to the challenges of its location

The approach road, which has evolved over time is equally harmonious with the immediate heritage landscape comprising Colonial, Georgian and Victorian structures.



Whilst newspaper sources reflect the controversy that accompanied the cost and the location of the bridge, the descending approach from the south has an intimate feel, due to the framing provided by the cutting itself and the modest scale of the approach road, consistent with the broader agricultural landscape and the immediate heritage precinct.

The bridge reinforces and encourages the traveller to witness the relationship of Thompson Square with the river itself.

Whilst no real effort has been made by local, or State authorities, to provide interpretive information, the Bridge makes a significant contribution to the waterfront aesthetic and defines the northern boundary of the Square. In descending from the George Street level to the bridge deck the traveller may gain an appreciation of the role of this public space fronting the River and the changing use of the Square from an early destination port for produce and services to a vibrant community space.

Windsor Bridge also makes a major contribution to the broader views and vistas of Thompson Square. It has been included in this cultural landscape in photographs and works of art for well over a century and continues to do so. It is a substantial element in the mature cultural landscape and it contributes to the picturesque qualities of the Thompson Square river forecourt; its built heritage and township landscape. The bridge is an extension of the visual curtilage of Thompson Square with the eye sweeping along it from the Doctors House to the west, to the George Street facade of commercial buildings to the south and the enclosure formed by the buildings to the east. (Edds)



Indeed, the River, this crossing and the associated public Square have defined the life of generations of local inhabitants on both sides of the River. The community's relationship with the River is at times ambivalent, their lives having been interrupted by its flooding. However, as the anodyne outskirts of suburban Sydney approach the still-distinct and distinctive Macquarie Towns, the rich history of the area and its physical remains become increasingly important to the community's sense of identity. Windsor Bridge has been an inseparable part of the township and community for almost 140 years. It remains a landmark feature of the Windsor township and particularly Thompson Square.

iv. Symbolism And Role

Today, Windsor Bridge physically demonstrates, in an built form and language respectful of its venerable context, the historic connection between the northern and southern banks of the Hawkesbury River and by inference, the relationship between the surrounding agricultural areas and Thompson Square itself, which is undisputedly Australia's earliest and remaining civic square.

Indeed, the bridge is a visual element that reinforces the role Windsor, by any name, has played in the region since 1794. However the significance of Windsor Bridge is not limited to its immediate vicinity. Like the Hinton Bridge over the Paterson River, Windsor Bridge is historically significant

in the development of the NSW road network, and more specifically in the development of the road network in the Hawkesbury Region, forming a critical link between routes that have existed since the very early nineteenth century.

For almost 140 years the bridge has functioned as an all-important connection between communities on either side of the Hawkesbury River and as an essential component in a route important in the development of the Sydney region. A series of major upgrades to the bridge since its construction further enhance its historical importance. These upgrades also acknowledge the importance of the bridge as a crossing of this major waterway with its frequent floods which have historically been such a significant, and to some extent defining, influence on the lives of the community on both sides of the River.

Conclusion

- Windsor Bridge has demonstrable heritage significance far beyond the current level of recognition.
- The proposed demolition of historic Windsor Bridge represents an unconscionable assault of Australian engineering history.
- The demolition of the bridge is also an irreversible and hostile assault on a heritage landscape icon, one that arguably contributes to the economic wellbeing of Windsor business.
- There is more-than sufficient heritage justification for the current bridge to be restored and to remain in situ.
- Restored, Windsor Bridge provides a charming and ideal access point for light and local traffic access to Windsor.
- Restoration of Windsor Bridge would make a genuine and positive contribution to local economic conditions.

This passage above is an excerpt from the CAWB EIS Response, and was prepared with information sourced from:

1. The Windsor Bridge replacement project – EIS Volume 2 November 2012 (pp251-252)
2. Hawkesbury Heritage Inventory SHI 1741878 – prepared by Graham Edds and Associates 2012
3. Recent research by Ray Wedgewood and Tony Brassil regarding the Windsor Bridge structure 2012

A Bridge To The Past In Many Ways

Source: CAWB Website: <http://www.cawb.com.au/a-bridge-to-the-past.html>



Clearing the bedrock during caisson construction

The dismissive way the Windsor Bridge is to be eliminated shows a fundamental disrespect for the dangers and endurance of those who built it and the innovative skills of those who planned it.

Today with our heightened safety systems and powerful tools we can only imagine what it was like to construct this landmark engineering structure 140 years ago. It took two and a half years as work progressed through a series of floods. The work men that built it by hand are unknown.

It's opening was a landmark affair with Sydney papers producing a special addition to celebrate the linking of Sydney to the interior. The bridge was totally festooned under flowers, fruit and flags as bands played, kids marched and people came from even Sydney to walk across it. Others looked forward to the planned train tracks to be laid over it which never eventuated.

It stands on a series of 10 pairs of massive piers each sunk – “.....through 12 foot of water, 26 foot of sand and 12 foot of loose rock to stand and be bolted into

bedrock.....”. They average the height of a 5 story building below water. The later raised additions were also of cast iron outer shell but concrete filled.

Caisson construction is very dangerous and our appreciation goes out to those brave souls that went down below the water in iron tubes to dig out 100's of tons of river bed to reach the bottom. One can only imagine what it was like in that dank dark candle lit gloom looking up 17 m to a small ring of light knowing the forces of mud and water wished to entomb you.

With no dam upstream to mitigate river rises the prospect of a watery death was real. The caissons were continually topped by water and needed to be emptied out as they were pile driven ever further down. The massive pressure grew as they excavated deeper and water and silt oozed in ensured one was continually wet and cold. The real prospect of a catastrophic failure meant death.

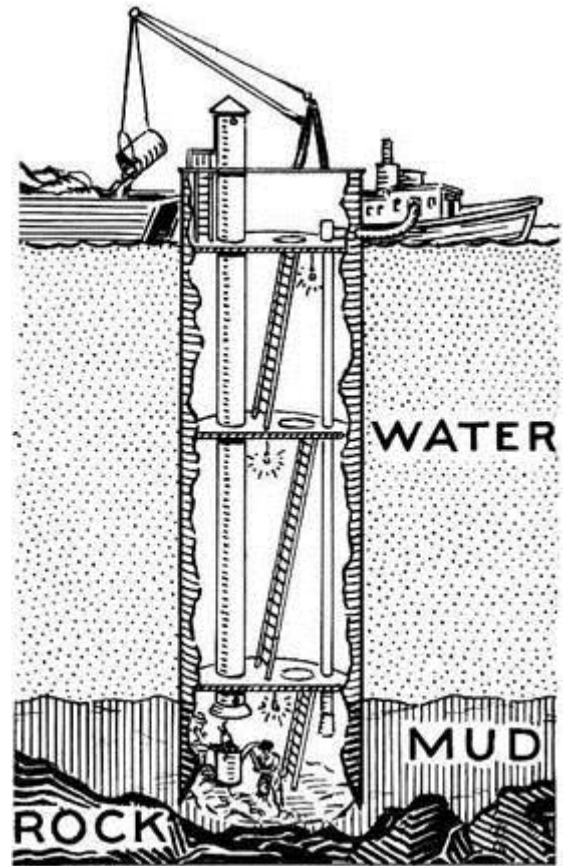
They dealt with huge weights with limited mechanical or medical assistance as they laid the 1000's of specially shaped bricks to fill the tubes so they would not buckle under flood pressure. Unlike stationary water, this was done with the ever present horizontal force of a river.

No photos of it being constructed exist but images of the building of Pyrmont Bridge 30 years later gives us an idea, even though it was shallower and more open. Earlier drawings of river caisson building show how claustrophobic it was and indeed how up with the times we were as Jules Trigger's system was only 24 years behind the planning for our bridge.

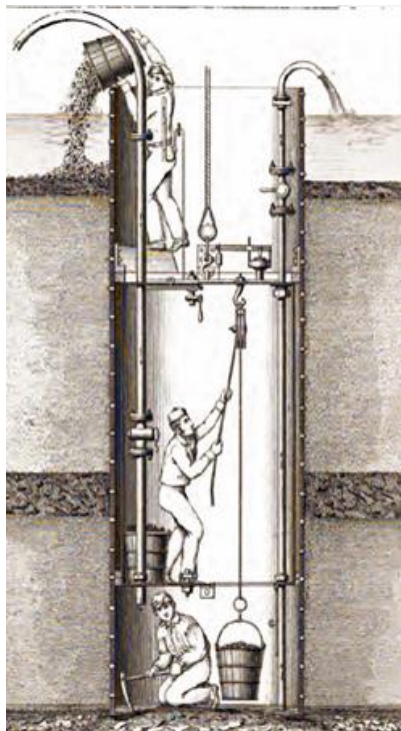
The bridge deserves more respect both for its engineering innovation and the toil of our ancestors. I am sure none of us would like to descend into that world and I am sure they would like to know their efforts live on to enhance the town and give pleasure.



Pymont Bridge Caisson



Open Caisson; devised 1846, Jules Triger



Caisso

Windsor Bridge – The Facts

Source: CAWB fact sheet

There are two equally significant issues associated with the proposed development (known as Option 1):

1. Fixing the serious traffic problem in and around Windsor in peak times and
2. Protecting the significant heritage of the development site. The following facts support a call for a moratorium on the proposed project until there can be an independent review of option sand of the process to date:

1. Replacing a two-lane bridge with a new two-lane bridge will NOT fix the traffic problems.

The proposal to replace the current bridge with a wider¹ and marginally higher two-lane bridge provides no effective relief form traffic congestion. The current bottlenecks at Thompson square and Macquarie Street will not be remedied in any meaningful way by this development.

2. The Windsor Bridge is in reasonable condition and should not be demolished. It is wrong to say it is unsafe or too old². It should be renovated and used as part of a more comprehensive solution to the overriding traffic problem.

The bridge can be renovated at a reasonable cost and therefore, combined with a new bridge, will double the capacity to address current traffic issues. Independent bridge engineers hired by the Government have verified this fact.

3. The proposed new bridge will not provide flood-free access.

The planned new bridge is rated to cover a less than 1 in 3 year flood. This does not justify the significant public expenditure required for this new bridge option. Additionally, the road on one side of the bridge is much lower and a slightly higher bridge level will not provide better access. An effective flood mitigation solution which includes a bypass is required.

4. Combining a new bridge which bypasses Windsor with a renovated Windsor bridge provides twice the capacity to manage local and through traffic in Windsor. It is the best and most effective solution.

The renovation costs would be a small part of an overall plan which would include a new bridge what would bypass Windsor allowing local traffic to use the current bridge.

5. Thompson Square is the oldest public square in Australia and Windsor Bridge is an important historic structure. The new bridge project will significantly and permanently destroy these heritage sites. Once damaged the Square can never be returned to its current state and the historic bridge will be destroyed.

Windsor is an historic town. It holds the remnants of the early years of the colony of Sydney and or our nation's beginning and so is critical to our national identity. Heritage experts have consistently and strongly opposed the proposed development because it will destroy the historical integrity of these important historic sites. The heritage aspects of Winsor are also critical to its economy and future development.

6. The process to propose, consult and develop the project was seriously flawed and riddled with inconsistencies and failure to properly consider all relevant information or community concerns.

7. There is very strong community opposition to the option being pursued by the RMS resulting in a continuous 24/7 occupation of Thompson Square of over 1000 days.

During the occupation period over 25,000 people have signed letters opposing the proposed option. In 2012 14,000 people signed petitions to register their opposition to the planned project .

¹ Plans do include the possibility in the future of adding a further lane for East bound traffic into Windsor via remarking the bridge although this is not considered to provide significant relief to traffic congestion.

² Department of Planning Independent Engineers Report



Chronology

1795	Bell Post Square was used as a commercial centre. It was also known as Punt Hill and later Thompson Square. It is the oldest square in Australia and retains its shape and purpose.
1811	Governor Lachlan Macquarie marked out the town of Windsor and named Thompson Square in honour of Andrew Thompson, magistrate and former convict. In this very act, Macquarie established Windsor as the home of the “fair go”.
1867 June	The highest recorded flood at Windsor with a peak of 19.7m AHD (Australian Height Datum). The last recorded flood was in 1992 with a peak of 11.1m.
1874 20 August	Windsor Bridge was opened.
1897/8	The bridge was raised by 2.4 metres by extending the cast iron piers.
1921/22	The wooden deck of the bridge was replaced with pre-stressed concrete beams. The abutments and pier 10 were replaced with reinforced concrete.
1932	The road cutting was opened through Thompson Square.
1968	The current footway was constructed.
1988	A refurbishment of the square was completed to celebrate the bicentenary of the European settlement at Sydney Cove.
1999 April	Thompson Square Conservation Area was placed on the State Heritage Register.
2008	The Government announced it would replace the Windsor Bridge.
2009	The Roads Transit Authority (RTA) undertook community consultation which considered nine options.
2011	The current Government approved the RTA to develop an Environmental Impact Statement (EIS) for Option 1.
2011 01 October	Changes to the State Significant Infrastructure legislation were enacted which precluded court challenges on the grounds of merit and heritage. Hence heritage & merit safeguards were removed.
2011 04 October	The RTA applied to have the Windsor Bridge Replacement Project placed under the above legislation due to the project causing significant impact on heritage.

The Battle for Windsor Bridge- Personal Stories

2011 02 November	The RTA held the first Windsor Bridge replacement project design and heritage community focus group in the Stan Stevens Room, Deerubbin Centre.
2011 23 November	A group of concerned individuals met at the Macquarie Arms to discuss the community's concern over the Government's plan.
2011 14 December	Community Action for Windsor Bridge (CAWB) was officially named.
2012 31 January	CAWB's Facebook page was launched.
2012 5 March	Community Action for Windsor Bridge Incorporated (CAWB Inc.) was registered.
2012 3 June	CAWB held its first public rally with Jack Munday as the principal speaker. Jack Munday is CAWB's Patron.
2012 29 July	CAWB opened a "war office" at 62 George Street, Windsor and raised the Eureka Flag in Thompson Square. The flag was carried over the bridge by a drove of horse riders.
2012 08 September	The Roads and Maritime Services Department (RMS) held a display in Windsor Marketplace.
2012 08 September	Hawkesbury City Council elections.
2012 14 November	A petition of over 13 000 signatures was delivered to NSW Parliament House in protest against the Government's plan. "Governor Macquarie" delivered the petition by horse and carriage and led by a drove of horse riders, followed by Marines and colonial citizens.
2012 14 November	The RMS released its Environmental Impact statement for the Windsor Bridge Replacement Project.
2012 24 November	The RMS had its Community Display at the Windsor Riverview Shopping Centre promoting Option. 1
2013, 31 January	CAWB submitted its report, "Defended by the People", in response to the EIS.
2013 14 March	There was debate in state parliament regarding CAWB's petition.
2013 14 April	CAWB led a community rally.
2013 21 July	CAWB led a rally to occupy Thompson Square and the occupation commenced.
2013 30 August	CAWB hosted the opening of the Diamonds & Pearls Wool Bombing and screened the film, The Castle in Thompson Square.
2013 21 September	CAWB hosted a picnic in Thompson Square.

The Battle for Windsor Bridge- Personal Stories

2013 13 November	Call For Papers. The NSW Government was instructed to hand over documents relating to the Windsor Bridge Replacement Project.
2013 20 December	On Friday, the last working day before Christmas, the Minister for Planning and Infrastructure, Brad Hazzard granted approval to the State Significant Infrastructure application from the RMS to adopt “Option 1” and replace the historic Windsor Bridge.
2013 25 December	CAWB hosted a Christmas in the Square party.
2014 26 January	CAWB hosted the Macquarie Muster in Thompson Square, including a cup cake competition, of which Wendy Harmer was the judge.
2014 January	Local band Woodford wrote the song Two Lane Bridge.
2014 2 March	CAWB held a concert in Thompson Square and the protest song, Two Lane Bridge by Woodford was launched.
2014 24 March	CAWB lodged a case in the Land and Environment Court. Under the legislation there could not be a court challenge on heritage or merit. The challenge was on judicial process. i.e. did the Minister follow the required process?
2014 14 April	CAWB received a Heritage Council Award for its work in preserving heritage.
2014 27 May	The Hawkesbury Gazette reported that the Construction, Forestry, Mining, Electrical Union (CFMEU) had imposed a Green Ban on any work to replace Windsor Bridge.
2014 20 July	CAWB supporters celebrated the first anniversary of the occupation of Thompson Square.
2014 24 August	CAWB and the Windsor community celebrated the 140th anniversary of the Windsor bridge opening with a procession across the bridge and a party at Thompson Square.
2014 04 October	Film Night: The Castle (second showing)
2014 22-23 October	Justice Brereton presided over the hearing in the Land and Environment Court.
2015 08 March	Don’t Tear It Down Rally
2015 28 March	NSW State Election. Dominic Perrottet, MP, Minister for Finance, Services and Property, was elected Member for Hawkesbury.
2015 13 May	The National Trust presented a Heritage Volunteer Award to CAWB for its advocacy campaign in recognition of “The Battle to Save Thompson Square.”

The Battle for Windsor Bridge- Personal Stories

2015 25 July	CAWB supporters celebrated the second anniversary of the occupation of Thompson Square, Light the Night.
2015 27 October	The Land and Environment Court handed down its decision confirming that the Windsor Bridge replacement project had valid planning approval, thereby dismissing the CAWB case. The Minister for Roads and Transport, Duncan Gay alleged in the media that those who occupy Thompson Square are “community anarchists”.
2015 December	In his Christmas Community Update, Dominic Perrottet, Minister for Finance, Services and Property, stated: there is some certainty that the upgrade will go ahead and I look forward to the project delivering improved safety and travel for both locals and visitors, while minimizing impact on the heritage and character of the area.
2016 March	RMS distributed information leaflets to local businesses outlining the plan and stating that construction would begin in 2017.
2016 March-April	Cheryl Ballantyne and Michael Campbell, two volunteers at the Thompson Square occupation tent compiled The Battle for Windsor Bridge – Personal Stories, including contributions from over 70 supporters of the campaign.
2016 15 April	More than 20,300 protest letters have been delivered to the Premier of NSW, comprising of approximately 22% from residents of the Hawkesbury, 40% from residents from the Sydney metropolitan area, 17% from residents of country NSW, 16% from residents of other Australian states, and 5% from overseas visitors.
2016 16 April	The Thompson Square occupation numbers 1,000 days and continues.

Editors’ note:

We acknowledge the generous contributions of Dail Miller, Chris Paine and Harry Terry in the compilation of this timeline. Without their assistance we could not have included such a detailed chronology. The information included is to the best of our collective knowledge and research. We have included what we consider key events in the history of Windsor Bridge and Thompson Square, including the 1,000-day campaign to save them. Some particulars, such as dates Members of State and Federal Parliament, visited the Square are not included.

CAWB



CAWB, a grassroots community organisation, is a diverse group attracting supporters from all walks of life and from across the political spectrum. CAWB started on 23 November, 2011 born out of the series of forums organised by the then RTA to discuss the implementation of details started to emerge a number of

Option 1. When the finer participants were so concerned a meeting was called to ascertain how deep and wide were the concerns and as they say, the rest is history. CAWB quickly developed into a genuine protest group. It initially did what protest groups do: it had banners made, developed a petition, made its concerns known at the RTA forums, endeavoured to meet with the three local politicians, set up a Facebook page and Webpage and held its first rally.

Over time it became more and more obvious the RTA had planned its campaign for Option 1 very skilfully and its plans had been in place for some considerable time.

- From about 1994 the RTA had stopped meaningfully maintaining Windsor Bridge. The RTA conceded it had spent a total of \$57 000 on maintenance over 19 years up to 2013. This works out to be \$3 000 per year or \$8.20 per day.
- In October, 2012 in Parliament the then Member for Londonderry said, "...the Labor Government planned for the replacement (bridge) between 2000 and 2008."
- Early in the 2000s agitation for a replacement bridge emerged from within the Hawkesbury City Council.
- In 2003/4 a draft Master Plan for Windsor was developed. It showed a replacement bridge basically as per Option 1. It has been reported the reason was the RTA had told the planners that is where the bridge will go.
- In March 2004 the then Member for Hawkesbury presented a petition to Parliament for a replacement bridge from Freemans Reach Road into Windsor.
- Members of the Floodplain Risk Management Advisory Committee of the Council began agitating for a replacement bridge.
- The agitation increased with the election to the Council of additional supporters of the replacement project.
- Council records show the replacement project gradually gained greater momentum with more pressure being applied by Council.
- In October, 2007 the FRMAC requested Federal funds to replace the bridge which was unusual as the bridge is an RTA/RMS bridge.
- A councillor aiming to become a State Member of Parliament very actively supported the cause.

- In 2008 a councillor organised a Hawkesbury Gazette article showing a truck and bus passing on the bridge. The claim was the bridge was dangerously narrow. An RTA representative noted the vehicles passed safely and the bridge was in sound condition.
- Later that year the RTA indicated the bridge was in poor condition.
- In October, 2008 two representatives of the RTA visited the then Member for Hawkesbury arguing for Option 1. It is to be noted Windsor Bridge was not in that electorate at the time and it is at best very improper for such representatives to visit an opposition member without official approval by the Minister.
- In 2008 Mr Roozendaal, a member of the Government at the time announced a replacement bridge, Option 1, would be built immediately and the replacement bridge would be opened by 2009.
- The then Member for Riverstone endorsed that announcement
- In 2008 RTA representatives visited two local owners of businesses in Thompson Square. The owners were told of the RTA's plan to build Option 1.
- In 2008 a local councillor agitated for and was successful in having signs erected on the approaches to the bridge indicating that only a truck and a car should pass on the bridge.
- A page for Windsor Bridge was established on Wikipedia. It said in part, "The bridge was built in 1874 for horse-drawn vehicles and foot traffic and now carries road traffic." (This page was last changed on 03 November, 2015 and is significantly far more balanced than the original entry.)
- HCC voted to support Option 1. This was before the public consultation process had begun.
- In 2009 community consultation began. The option process provided very bizarre options. It is obvious the intention was to not provide reasonable alternate options to Option 1. This was commented upon by two of the independent consultants hired by the Department of Planning & Infrastructure.
- In 2010 a group of councillors met with the Minister for Roads agitating for a replacement bridge - Option 1.
- When CAWB was formed it faced the reality the three local State MPs, the Government and the Council fervently supported Option 1. This defined where CAWB could engender support.
- Originally the Department of Planning did not approve the application from the RMS but one month later it reversed its decision after pressure from the then Premier's Department.

It could be argued the RTA, The Government and the Hawkesbury City Council had built a fortress, dug a moat, filled it with water and crocodiles and raised the drawbridge thus believing their position to be impregnable. Since then they place their hands over their ears and chant la, la, la, la, la, la whenever they do not want to hear and place their hands over their eyes when they do not wish to see.

CAWB had to play the cards with which it had been dealt.

CAWB is a protest organisation. It is made up of activists but it is significantly different to the typical protest group. It is also a proactive group.

- Yes it does strongly defend heritage - the heritage of the bridge and the heritage of Thompson Square and thus the resultant economic benefits that heritage provides.
- It argues for good asset management and good planning for the future.
- It prides itself on thorough research and well documented and referenced arguments.
- It produced a thoroughly researched and carefully referenced response titled, "Defended by the People" to the RMS's EIS.
- It is able to get many questions of the Government asked in Parliament.
- It received good coverage from local papers and the Sydney press, local and Sydney radio and Sydney television.
- It collected a total of over 16 000 signatures on two hard copy petitions and one on line petition.
- Gov & Mrs Macquarie presented CAWB's war chest of petitions with nearly 13 000 signatures to non-Government MPs. The Governor and his wife arrived in a coach, with a drove of horse riders, red coated Marines and colonials marching along Macquarie Street, Sydney. This is seldom seen in Sydney. The logistics of getting a horse and coach and horses unloaded in Sydney was a challenge. It was great theatre.
- CAWB's presence in a small corner of Thompson Square was one of those spur of the moment decisions. Due to the War Office being about to be leased it was suggested CAWB move into the park. Enthusiasm overruled prudent sense. It was thought to be a symbolic action and we would be there no longer than a fortnight. No one could have imagined we would be maintaining our presence 24/7 currently approaching three years. It turned out to be one of the best decisions made. The longer we are there the more the general public understand the issues and the more support we get. One of the main objectives was to win the battle of public opinion. The High Commission is certainly achieving that aim.
- So far there have been approximately 19 000 signed letters sent to the Premier.
- CAWB has hosted many events in Thompson Square to demonstrate what can be done to bring entertainment to the area.
- There have been rallies, film nights (The Castle, FernGully, The Dish), concerts, parties (Christmas, anniversaries), celebration of 140th anniversary of the bridge, parades across the bridge and flying flags in The Square (the Southern Cross & the Jolly Roger).
- Some of the parties/rallies had well-dressed tables including candelabras, stalls, games for children and an enormous gazebo.
- A local group Woodford, wrote and performed CAWB's theme song, "A Two Lane Bridge".
- Jack Munday became CAWB's patron.
- The High Commission has been visited by many politicians both State & Federal including a Prime Minister.
- CAWB has established a state of the art Facebook page that has at the time of writing 7376 likes. It is the envy of other protest groups.
- CAWB has established a Webpage that again is the envy of other protest groups.

Given the situation to which CAWB had to confront, the chosen basic overarching strategies were:

- provide well researched and referenced arguments countering the proposal that would stand up to scrutiny
- win the battle of public opinion which would put pressure on the decision makers
- have pressure applied to the decision makers through the Parliamentary system
- get the Legislative Council to utilise the Call For Papers process. (this was a major achievement)
- mount a legal challenge (this was another major achievement even though CAWB's case was not upheld.
- get the Legislative Council to hold an inquiry into the project. This could have been the silver bullet to stop the project. Unfortunately the Christian Democrats' leader chose to support the Government.

It has been argued the Windsor Bridge Replacement Project was a Government's test case i.e. if it could override heritage at Windsor & Thompson Square it could override heritage anywhere. It was a deliberate decision of the Government to have the project placed under the revised State Significant Infrastructure legislation three days after the legislation was enacted.

Ambassadors are often asked, "Are we winning?" The answer is obvious. The High Commission is still here and they are not. Will common sense prevail? Time will tell but we are not giving up!

CAWB Ambassadors' Notes

Source: CAWB Ambassadors' Notes 2015

Option 1 – The Government's Plan

The Process

- The RMS applied for and 20 December, 2013 was granted permission (with conditions) to replace the current two-lane Windsor Bridge with a modern, concrete two-lane bridge through the oldest civic square in Australia.
- The conditions imposed have the potential to change significant aspects of the project.

The History

- Bell Post Square, subsequently named Thompson Square in 1811, was used as a community present as early as 1795.
- The current bridge was built in 1874 making it the oldest bridge across the Hawkesbury.

The Impacts

- Under the Government's plan the proposed access road and pavements adjacent to the current roundabout would be 20.5 metres wide.
- The proposed road and bridge move out into the parkland from the current roundabout before angling back to Freemans Reach Road. The red coloured bin in the lower park indicates the approximate extent of the structure at that point. The disabled parking spaces below the bin, indicate the width at the point as the structure widens to accommodate the stairs from the Terrace to the bridge deck.
- There would be a very large four-lane roundabout at the Freemans Reach Road intersection.
- There would be traffic light sat Thompson Square including pedestrian lights on each of the four corners.
- The bridge could be re-line marked in the future to make it three lanes but this is not intended to be a traffic solution.
- In the future, the RMS could ban right hand turns from the bridge into George Street before 9:00am and after 5:00pm.
- The RMS says no buildings would be knocked down. However some RMS images show the 1813 Hawkesbury Stores (Shipley Crosier building) missing.

The noise

- All heritage buildings would definitely be impacted by vibration and noise, some at extreme levels.
- Noise levels ranging from 72 dB(A) to about 64 dB(A) in Thompson Square will be 3 times louder than recommended in the RNP and nearly twice as loud as noise that European experts regard as detrimental to health.

The Floods

- The current bridge road height is 7.00 metres. Option 1, as proposed, would be 9.8 metres high on the northern (Wilberforce) side.

The flood plain floods at a height of somewhere around 8.5 metres, marginally improving flood immunity for future floods between 7 and 8.5 metres.

The Traffic

- Option 1 was never claimed to be a traffic solution. It was always to be a ‘like-for-like’ replacement project.

The Condition of the Bridge

- The independent bridge engineer commissioned by the Department of Planning said “Due to the very slow rate of deterioration it would not warrant demolition of the bridge for some considerable time” and “...with a relatively modest expenditure (approx. \$14.5M the bridge can be serviceable for the next 50 years.”

The Cost

- In 2013 the anticipated cost of Option 1 was \$65M. This does not include the cost of conditions imposed in the 2013 approval.
- The RMS claims the bridge is too expensive to maintain.
- From about 1993 to 2003 the RMS had spent a total of \$57,000 on maintenance i.e. about \$8 per day.
- The current bridge can be renovated for \$15M (RMS figures). Independent estimates are \$2.5M and \$5M.

The Independent Advice

- Each of the three independent consultants (heritage, traffic & bridge condition) hired by the Department of Planning recommended the current bridge be renovated and planning be commenced for a bypass.

The Court Case

- CAWB has taken the RMS and the Minister for Planning to court. Under current legislation the court case cannot be fought on the grounds of heritage or merit, only judicial process – an administrative appeal (i.e. did the RMS follow its own rules and did the Minister make his decision without consideration of the required information). We are waiting for the judge’s decision.

Note:

CAWB does not have a preferred bypass option although in the EIS response it supported an alternative, designed by two ex-RMS bridge engineers, which demonstrated the possibility of far more appropriate solutions than any of the designs put forward by the RMS to date.

Dr Clive Lucas OBE, President National Trust Australia (NSW)

'TRASHING THE STATE'S HERITAGE DOES

NOT

MAKE A STATE BETTER'

THOMPSON SQUARE RALLY

SUNDAY 8TH MARCH 2015

Used with permission of the author



200 years ago my great-great grandfather came to NSW with the 46th Regiment. He came to Windsor just as the Macquarie Arms was being built.

The regiment took him to Van Diemen's Land , to India and back to England. He married and, in 1828, with his wife and two children, returned to NSW and to Windsor. The younger child, a son, John, was baptised in Greenway's church then just ten years old. Generations of the family are buried at St Peter's Richmond.

The buildings of Thompson Square have been admired as long as we, as a nation, have taken an interest in our past.

Hardy Wilson measured the Hotel and the Terrace before the First World War and the buildings were measured by out of work architects during the Great Depression. The National Trust and the Institute of Architects listed the buildings on their earliest registers of historic buildings and in the early 1970s, when the National Trust started listing groups, as distinct from individual buildings, it listed Thompson Square. It was amongst the first such listings in Australia. This lead the Wran Government to see Thompson Square as important and in 1976 the State Planning Authority acquired the cottage (at No. 5) on the western side of the square and as architects we restored it.

In the 1980's a Permanent Conservation order was placed on the Square and we were commissioned to do a survey and prepared schedules and drawings for what needed to be done to repair and restore the facades of all the buildings in the Square, and, in Bridge Street.

The Greiner Government paid for this and, in 1988 Premier Nick Greiner unveiled a plaque, in George Street, when the work was completed.

Governments of both persuasions brought the Square to the condition you see it in today.

I have to say, when the present Baird Government came to office, I had high hopes. A young well educated, civilised premier and a young well-educated heritage minister Rob Stokes augured well. But none of it, they have acted like vandals, philistines who want to tear the very heart out of this historic town, this most precious of Australian places.

And they have done this by introducing 'State Significant Infrastructure' legislation which makes the road more important than 200 years of Australian history and puts paid to 100 years of preservation effort, interest, awareness, listing, legislation, Heritage councils and civilised behaviour. And it is not only Thompson Square that is being trashed, there is a terrible footbridge recently pushed across Anzac Parade in Moore Park in the very year we are celebrating the centenary of ANZAC. There is as well the unbelievably bad proposal to pepper the park-like Parramatta Asylum/gaol site with high rise flats, and also the removal of the railway from the historic heart of Newcastle, and now, the idea of also destroying the Powerhouse Museum for development.

We are outraged by the recent destruction by Isis of the Assyrian buildings at Nimrod and Hatra in Iraq, but what about NSW Mr Premier.

'You don't make a great state greater' by destroying its history.

Well there is an election coming up and you, the caring people of the Hawkesbury, should show your displeasure at the Ballot Box and remember you are a part of everything you see. DON'T GIVE UP!!

Thank you.

Clive Lucas

Brian Powyer, Deputy President National Trust Australia (NSW)

The Importance of Place

Place Reinforces Our Sense of Self and Anchors Our Sense of Community



To each of us a *sense of place* is central to our identity and well-being. We develop this sense through our experience and knowledge of a particular location. It emerges through, visitation, visual imagery, its geographical features and its history as captured in story and study.

Memories of personal and cultural experiences over time make a place special. Through time, shared experiences and stories help to connect place and people and to transmit feelings of place from generation to generation. Therefore developing a sense of place is complex, blending the physical characteristics of the land with memory, imagery, story and the inexplicable feel that places leave in the mind.

Places also create and capture our sense of belonging to a community. Some might say that you can't hold a sense of community without anchoring it to places. The quality of a community is largely defined by the spaces where people meet, walk, talk and play. These places connect the neighbourhood and as such are critical to the health and tone of communities. Many would argue that much of the uneasiness, anxiety and moral uncertainty of modern urban societies can be traced to our loss of a strong sense of continuous connection with places that help to define us.

As a member of the National Trust, Thompson Square, Windsor, represents to me an outstanding example of the importance of place. Located near and above the magnificence of the Hawkesbury river, strongly linked to Aboriginal and colonial history it provides both a personal and communal *sense of place* as it has an identity and character recognized immediately by the visitor and valued deeply by permanent residents. It has required an investment of labour, time, energy and feelings by earlier generations to create this unique space, a space that anchors its community. I believe its loss would further erode our connection to place and weaken our sense of personal and national identity.

It is place, permanent position in both the social and topographical sense, that gives us our identity.

J.B. Jackson

Brian Powyer

Deputy President

National Trust Australia (NSW)

Dr Kate Grenville – Author of “The Secret River”

Reproduced with permission of Dr Kate Grenville



I am writing in support of the protection of Thompson Square, Windsor, from the proposed new road development there.

From other submissions (especially that of Professor Ian Jack) you'll be familiar with the unique historical significance of the site within the story of Sydney development. It is a site of amazing richness, both in the built environment and in the significant events that took place there.

As a novelist who's written extensively about colonial Australia, I'd like to place this precinct and its local history within the larger national story. In that context Thompson Square is that rare bird: a place that records and celebrates the lives of ordinary working Australians - rather than the grander sites of the gentry.

The story of non-indigenous Australian history has always been mostly the story of the upper layers of society, in large part because only the gentry were literate and could therefore leave a written record of themselves. As a nation we're reasonably well supplied with a sense of what the gentry did and how they lived. Our histories of those early days are based on what they wrote; our museums are full of the evidence of their lives – their precious fabrics and expensive china; and most buildings still standing from those early days are their grand houses or the sites of government.

But when you go looking – as I've spent the last ten years doing – for the people from more humble origins, you realise how much they've vanished. They left very few written accounts of themselves because few of them could read and write; most of their humble houses and shops have long since turned back into the earth and wood they were made from; their modest clothes and domestic items were hardly ever valued enough to be kept for posterity; and their stories, and the stories of their communities, are often lost.

Windsor in colonial times was a place where those people lived, not the wealthy or powerful. It was a place for small-scale farmers, many of them ex-convicts, and small-scale businesses. The built environment that remains there tells us about their lives, their aspirations and what sort of community theirs was. These were not people who left much of a written record, so the townscape - the design of the square, the buildings around it, its relationship to the river and the rest of the landscape - is a rare window into lives about which we know little.

Yet these were the vast majority of the people who created our nation. For every educated lady and gentleman in Australia there were dozens of men and women like my own forebears: illiterate people in humble walks of life. The thrust of modern historical method is to recognise the power and importance of telling that other story: of “history from below”. It's this that makes Thompson Square of such unique value.

No one would dream of running a road through Old Government House in Parramatta, or even of Elizabeth Farm where John and Elizabeth Macarthur developed the merino. These places give reality to important aspects of our past: the beginnings of our government, the beginnings of our international economy. Being able to walk on the actual places gives us a sense of connection to those abstractions. It makes the past real in a way nothing else does. Rightly, we protect those places.

Thompson Square in Windsor is one of the very few places that gives the same acknowledgment to the “ordinary people” who, although less visible, are just as important. The humble shops and inns of the square, and its identity as a meeting-place for the community, make their lives suddenly real to us. Standing there is one of the few ways we can feel their lives and understand the social fabric they were part of. Keeping that place as intact as we can gives us a way to honour, those forgotten people.

As one who has gone looking for such places, I can vouch for the fact that they’re thin on the ground. Their small scale and humble character has meant they’ve often been regarded as unimportant, even shabby. There’s even been pride in replacing them with something more impressive in the name of progress. As a result they are now largely gone, and with them our ability to walk in the shoes of those men and women of the past who lived their small unrecorded lives.

Losing so many places that mark that aspect of our past has been a national tragedy. It’s left us with many stately homes and grand public buildings but very little that tells about how ordinary people lived. That makes our picture of the past a skewed one, emphasising only one part of the society that created it.

This is truly a national story: all over Australia, the rich and powerful got on with the business of shaping the country from the top, while at the same time, ordinary working people got on with the business of shaping it from the ground up, as they were doing in Thompson Square from the earliest days of the colony. That story begins in Sydney for the obvious reason that that’s where the earliest white settlement began. But the significance of a place like Thompson Square goes far beyond the local, in the same way that the significance of the Glenrowan Hotel in Ned Kelly country does. It tells a story that’s part of the heritage of all Australians.

I’m old enough to remember the orgy of demolition in the 60s and 70s that erased so much of our history. We’re a more mature nation now and know that a community is enriched by sense of continuity with its past. Thompson Square – as shown in Professor Jack’s submission – is extraordinarily rich in that past, especially in the way it represents an often-overlooked aspect of our history, the lives of ordinary men and women. We’re lucky to have Thompson Square. There are precious few places like it in Australia. We must protect it intact for the future.

Section Three: History Stories

The real difference between telling what happened and telling a story about what happened is that instead of being a victim of our past, we become master of it. - Donald Davis

Why Thompson Square Is Important

Helen Mackay

Archaeology Beneath the square is an intact Aeolian sand dune formed 10,000 years ago.

Investigations have revealed evidence of Aboriginal stone tools making. This is very rare within the Sydney basin. The first people fished for mullet and harvested river yams. Archaeological potential beneath the square exists for the earliest slab buildings on the site e.g. store houses, granaries, barracks...all of which were ordered to be cleared by Macquarie around 1810 to create an open space. Archaeological potential also exists on first property on Old Bridge Street as this was site of Andrew Thompson's house and store. Convict made brick retaining walls dating from @1813 still visible. No 6 and No 10 Bridge Street sites also have highly significant archaeological potential dating back to time 1791-1840s.

Bridge. Stands at the point of the very first crossing of the Hawkesbury River by a punt. It is the oldest existing crossing and indeed was the only one until the railway bridge was built at Brooklyn. It took 2 ½ years to build, being completed in 1874, was engineered to carry heavy steam locomotives, has survived decades of flooding and in the last 5 years an amazing increase in traffic consisting of heavy and articulated vehicles. It was a triumph of 19th century engineering. When the wooden deck was replaced in 1922 it was the first time pre cast concrete was used and this technique was not readily available in NSW for another 30 years. It was also then a triumph of 20th century engineering. The supports penetrated 12 feet of water, 26 feet of sand and then it was bolted to the bedrock. The lane width is 3m. Sydney Harbour bridge has lane widths of 2.8m and the proposed bridge will have 3.3m. If it was in danger of collapse, it should have been closed to heavy vehicles years ago. As it is, it has an unrestricted load limit.

Colonial Era Buildings . The Square and its curtilage originally was a government precinct with government stores, wharves, barracks in the vicinity. It was a civic space much needed by such an isolated community. Gradually it evolved into the commercial and business heart of the Hawkesbury and gentlemen of means desired to build elegant residences overlooking the centre of the town. The Macquarie Arms finished in 1815 is the most sophisticated and intact commercial building in Australia built prior to 1820. It is a Georgian landmark and was constructed on the highest point of the ridge, giving it commanding 360deg views of the area. 6 Old Bridge Street was finished in 1860 with original slab barn on the right. 10 Old Bridge Street was built in 1856 and is a fine example of Regency architecture, The School of Arts building 1861 was built on the site of the Government Commissariat store and was to provide for social and educational opportunities for the community, the Hawkesbury Stores, originally three single storey houses, are a fine example of Georgian terrace buildings from the 1830s, Howe's house built in the 1820s is one of the earliest existing colonial buildings, 5 Thompson Square built in 1852 is in almost original condition and the

Doctor's house completed in 1844, again a fine example of terrace housing in Australia. None of these buildings deserve the visual, acoustic or vibration intrusions associated with Option 1.

D rains. Either one or two exist beneath the square. These are the earliest examples of these structures in NSW, having been built between 1814-1820 to improve the sanitation and drainage of the settlement. Archaeologist Ted Higginbotham noted the next comparative examples were at Royal Botanic Gardens (1816) and Brick Barrel Drain Parramatta (1822-24). The Parramatta drains have been conserved and are on display, unlike those in Thompson Square. One was partially exposed during the building of the road cutting in the 1930s. A boat club house was built on brick piers in the lower part of the Thompson square in the 1950s and demolished in the 1960s. It may have impacted part of the drain but local anecdotes suggest that some parts still survive and indeed were accessible by local children in the 1970s. Local legend has it that these were "Smuggler's tunnels" for sly grog. The original contractors for the work were John Howe and James McGrath. The first contract was paid for with £350 and 350 gallons of Bengal Rum or other spirits "of the best kind" and the second was paid at £600. They were allowed the use of bullocks and carts and for the sewer they were allowed to make between 120,000 to 150,000 bricks on the new government brickfields at Windsor and they could purchase spikes from the store. They were contracted to complete the first contract in six months and the second in twelve months. The drain opened to the river under the wharf and was still visible in 1986 as photographed by Ted Higginbotham. However, Council works along the bank in the early 1990s and subsequent neglect of the site, mean the drain is no longer visible.

E ngland. When Thompson Square was developing, there was no other outpost of Empire further away from England than Windsor. The first settlers and administrators had spirit of optimism, courage and foresight; all sadly lacking in today's governments.

F arming Successful farming on the Hawkesbury allowed the Sydney settlement to survive. "Green Hills" became the third settlement in European Australia from 1793, the first farmers being James Ruse and Charles Williams (both ex-convicts from the Parramatta settlement). In 1794, 22 ex-convicts had 30 acres each, mostly on river frontage for easy access to water and alluvial soil. Produce was brought to Thompson Square to the wharf, for transportation to Sydney Cove. Thus the Square has been linked to river activity since the earliest days. Corn was an early crop, followed by wheat and maize. The grain awaiting transport was stored in and around Thompson Square, where it could be guarded; it being such a precious commodity. Grain prices were read out in the Square, Government orders were heard, and government musters were held. All government activities centred on the unloading place for goods, the only road and the roughly cleared space which would become known as "Bell Post" Square. The cleared timber from the square provided the first timber slabs for building and for making the boats so badly needed for transport. Many descendants of the early farming families still live in the Hawkesbury, their names being listed in the plinth next to the embassy.

G overnor Macquarie named the Square after Andrew Thompson, changing its name from Bell Post Square. Macquarie wanted to commemorate the contribution Andrew Thompson, an emancipist, had made both the Hawkesbury Community and the Sydney Colony. He was a symbol of the successful outcome of giving a person a second chance and a fair go. Macquarie also named and ordered the layout of the five towns of Pitt Town, Windsor, Richmond, Wilberforce and

Castlereagh. In deciding on their locations he relied heavily on Andrew Thompson's advice. Macquarie would have preferred the centre of Windsor to be more towards the location of St Matthews but he quickly recognised the importance and significance of Thompson square to the people of the Hawkesbury and encouraged its formalisation as the commercial and civic heart of Windsor. He organised for a number of the older structures that were haphazardly erected in the square to be demolished and set out the boundaries as they exist today.

History and Heritage. Australia's British history began in 1788. Governor Phillip first saw the site of Windsor in 1789. By 1794 there was a settlement well established here. Other than Farm Cove itself and Parramatta, there is no older European History than in the Hawkesbury and Thompson square is the oldest civic square still in existence. The colonial era infrastructure both in remnant form and intact is amongst the oldest in Australia. This is our heritage from the earliest days which can never be "restored" if destroyed.



The “Vinegar Hill” rebellion/ uprising of 1804

Helen Mackay

BACKGROUND

1804 was the 4th year of Governor King’s administration. During which, upwards of 200 Irish prisoners were at Castle Hill. They had been sent to the colony for “seditious practices” in Ireland, the worse being during the year of 1798 at Vinegar Hill in County Wexford. Effectively they were exiled without trial to NSW from 1799. Many Irish men and women were sentenced to transportation for their role in the uprising. In Australia they remained desperate to fight against British injustice, return home and continue to support the Irish cause. Because of this, unrest in penal settlements was rife. Between 1800 and 1804, many small rallies and uprisings were planned in the Sydney region, but were thwarted before they began.

The presence of these political prisoners roused some uneasiness among the small group of officers who administered the colony (and their wives). They referred to these men as “Croppies” or “Cropy’s”, as the Irishmen adopted the close hair cut style of the French revolutionaries.

Governor King had founded the settlement at Castle Hill in 1801 in an effort to revive Government agriculture and reduce the burden of government payments to private producers. Between 1801 and 1804 there had been a number of attempted escapes. The first attempt at break out was in February 1803. 15 convicts escaped from the government farm and raided the property of the Frenchman Monsieur de Clambe nearby, stealing firearms, liquor and clothes. They raided farms at Baulkham Hills and terrorised the Hills District until they made for the Hawkesbury. **Andrew Thompson** assisted in the capture of the escapees and the remainder were captured between the Hawkesbury River and the Mountains. Two of them were hanged at Castle Hill. They declared their intention was to return to their families in Britain via China!!

Governor King granted conditional pardons to a number of the political prisoners at the Castle Hill farm, including a Catholic priest, Father Dixon, and would have liked for them to return home, but they were not allowed to do so: they had been effectively exiled.

THE PLAN

The second outbreak was better planned and more terrifying. On Saturday, 3rd March, the officials received a number of warnings through informants, about an intended uprising, but they did not appear to take them seriously.

The First Stage: On Sunday 4th March, in the evening @ 8pm a small hut at Castle Hill farm was deliberately set alight and a bell rung, by John Cavenagh, signalling the beginning of the uprising. In the confusion, a mob led by Irishman Phillip Cunningham (a veteran of the 1798 rebellion as well as a mutiny on the convict ship “Anne”) and William Johnston, broke into houses and took firearms and ammunition. Duggan, the goverment flagellator was beaten badly. Once again, the French Colonel, Verincourt de Clambe’s farm was stripped of alcohol and firearms. The fire was supposed to alert the sympathisers at Green Hills but they failed to see the flames. The rebels aimed to overtake Parramatta and Port Jackson (Sydney), establish Irish rule and return willing convicts to Ireland. The plan involved joining with around 1000 other convicts planning to escape from the Hawkesbury region before moving on the settlements. ‘Death or Liberty’ was adopted by the rebels as their rallying call.

THE UPRISING

The Second Stage: The rebels broke into two groups with the intention of seizing arms, ammunition and recruits from the districts of Baulkham Hills and Seven Hills and then to advance on Parramatta to arrive at day break. The plan was then for the rebel raiding parties to rally on Constitution Hill, west of Parramatta (Toongabbie) with their armoury and recruits. However, between 9pm and 10pm an alarm was sounded. Governor King in Sydney received an express message at 11.30pm and took steps to secure the town, he himself riding quickly to Parramatta rousing Major George Johnston at his farm at Annandale at about midnight. Back at Parramatta, Rev. Marsden, his wife and Mrs Macarthur went to Sydney by boat at about 11pm, arriving at 3 in the morning. It was feared the rebels would burn buildings in Parramatta as had been done in Castle Hill and Seven Hills and so began a night of terror and panic for the inhabitants of Parramatta.

The rebel plan was to have supporters set fire to the Elizabeth Farm homestead and other buildings in Parramatta which would draw the garrison to the east, leaving Parramatta unprotected.

The Third Stage: The whole force would then march on the Hawkesbury, collecting more recruits and arms on the way. They would return to Parramatta on Tuesday, proceed to Sydney, commandeer boats in the harbour and return to Ireland after proclaiming the Republic of New Ireland on St Patrick's Day two weeks later. Marsden was the one who spread this tale, adding to the original rebel cry of "Death or Liberty" the phrase "and a boat to take us home". However, Marsden cannot be considered very reliable as he had fled to Sydney earlier in the night and would have not witnessed any of these events.

FAILURE:

The plan failed as the confederates in Parramatta never lit the fires and Parramatta remained under the control of the authorities. The supporters at Green Hills never saw the signal fires, and those in Sydney did not receive a call out message. Farms were raided from Ryde to Prospect and a large number of weapons (about a third of the armoury belonging to the non-military) were collected but were never brought together.

From Constitution Hill Cunningham decided not to wait for reinforcements but to hasten for the Hawkesbury with between 230-250 men, all very tired after an exciting night and the drinking of a keg of spirits seized from Monsieur de Clambe. He hoped to collect more fresh recruits on the way.

THE AUTHORITIES:

Governor King declared martial law (the first time in Australia).

At 5am in Parramatta, Major Johnson's men had arrived after about a 4 hour forced march, and were given a "dram and a half and a loaf" and ordered to go in pursuit of the rebels via Toongabbie and a smaller division went via Castle Hill. Some rebels tried to enter Parramatta, but about 30 were killed at the Western gate of the Governor's Domain by government forces. The rest either "defected" or withdrew.



Convict uprising at Castle Hill, March 1804, unknown artist. National Library of Australia

THE BATTLE

Eventually Major Johnston, trooper Thomas Anlezark and Father Dixon and a small party rode ahead while the main group continued on foot. They caught up with the rebels at Vinegar Hill. (This is supposedly located next to present day Schofields Road and prior to the old Rouse Hill school: the actual site is somewhat debated. In fact, some believe it was on the Rouse Hill Estate, subsequently granted to Richard Rouse a staunch loyalist, to prevent it becoming “hallowed ground” to the Irish).

Major George Johnston called on the rebel leaders to come forward and that if they surrendered under the white flag being flown, he would make positive representations to the Governor. Cunningham and Johnston came forward to speak to Major Johnston and to the Catholic priest Father Dixon. Both Johnston and Dixon appealed to them to parley with them. Cunningham and Johnston approached, declaring they wanted “Death or Liberty”. When Major Johnston approached the convict leaders a second time, Major Johnston and Trooper Anlezark took advantage of the surprise caused by the sudden appearance of government troops and captured Cunningham and William Johnston. Major Johnston clapped a pistol to William Johnston’s (the rebel leader) head while Trooper Anlezark did the same to Cunningham (some accounts give the reverse information) and they were forcibly removed from the rebel gang. While retreating with Cunningham, Major Johnston ordered government forces to fire on the convicts: 15 were killed, the others scattering into the bush. Firing lasted for about 15 minutes from both sides and the rebels fled in all directions. Major Johnston gave pursuit and ultimately found at least 15 rebels dead, 6/7 wounded and took 26 prisoners. The majority surrendered or were recaptured (about 300 in total over the next few days).

Major Johnston had to temper his troop's enthusiasm for killing by threatening them with his own pistol. Major Johnston also reported that he was pleased that the rebels had been caught up with before they had reached the Hawkesbury as they could have been joined by 300-400 more and "would have ruined the colony". Lt Davies with the Castle Hill detachment, turned up at the Hawkesbury that evening.

Considering the heat of the day, the fact that the soldiers had foot marched from Sydney to Parramatta and then to the Hawkesbury (about 45 miles) with barely a drink of water, Johnston himself marching 28 miles before he got on horseback, it was quite a feat. Major Johnston was intensely proud of the performance of his men (he had 73 in his group, 20 of whom were civilians and about 48 were armed).

The "Sydney Gazette" reported that Cunningham was brought alive but wounded to the Hawkesbury, and was "made an example of, by virtue of martial law,.....(by being) publically executed on the Stair Case of the Public Store, which he had boasted in his march he was going to plunder". Joseph Holt's memoirs state: "that Johnstone made no attempt to molest him (Cunningham) but Quartermaster Sergeant Thomas Laycock, who stood 6'6"...came up, and with one blow (from his cutlass) killed Cunningham on the spot... Cunningham's body, although he was dead, was brought to the Hawkesbury, and hanged as an example to the rest". The above painting supports this version. Holt had been one of the leaders of the original Vinegar Hill revolt in Ireland but did not appear to take part in the one in NSW. As a precaution, King sent him to Norfolk Island anyway.

AFTERMATH

While the Castle Hill rebellion was ultimately unsuccessful, it did serve as inspiration for another famous uprising. Identifying with the ideals of liberty, justice and freedom espoused by the Irish rebels both in Australia and in Ireland, the participants in the Eureka Stockade in 1854 used the secret password 'Vinegar Hill'.

On the 8th March a court martial sat at HQ Parramatta. 9 of the rebels were charged with "the intent of overturning His Majesty's Government in this territory" and some were further "charged with resisting, opposing and attacking His Majesty's Forces in opposition to His authority". The verdict was death for all, with Samuel Humes and William Johnston to be executed and hung in chains. In the end, three were executed at Parramatta on March 8th, 3 executed at Castle Hill on the 9th, 2 in Sydney on the 10th and of course Cunningham had already been executed at Green Hills, 2 received the governor's pardon. It is estimated that 39 convicts died. Seven convicts were sentenced to between 200 and 500 lashes received but none were given the full amount ordered by the court. Another 30 were shipped to coal mines on the Hunter River, others put on good behaviour bonds and others pardoned having been judged to have been coerced into joining the rebels.

On the 10th March, martial law was repealed.

There were no casualties or deaths among the government forces.

Governor King also expelled from the colony one of two of the Frenchmen who had come to the colony to cultivate grape vines in the Castle Hill area, for "aiding, abetting and encouraging" the revolt. 4 of the "Scottish Martyrs" and one Irish baronet, were also under suspicion and ultimately were dispersed in 1805 to other settlements, although no proof was found of their complicity in this revolt.

Governor King believed that the real inspirers of the revolt had kept out of sight and Irish plots continued to bubble along and government officials remained vigilant.

****Acknowledgement to Hills District Historical Society for some of this information.**

The Greenway/Macquarie Wharf

Helen Mackay

Did you know that next to the present bridge (downstream side), beneath the noxious weeds proscribed by the D.P.I. and gabions placed there by the Council in the 1990s, are the remains of what is probably the **oldest existing wharf in Australia?** Further, that wharf was commissioned by **Lachlan Macquarie, designed by Francis Greenway, built by John Howe** (Howe's house) and **James McGrath** (McGrath's Hill). Did you know that it **predates** Port Arthur (a gazetted heritage site) by 30 years and was built in the same year as the oldest surviving house in Sydney, Cadman's Cottage? How would you feel if other Greenway designed structures were to be destroyed without attempts at salvation or preservation??

"Option One" will be built directly over the Greenway Wharf and indeed, much of the construction infrastructure will be located on exactly where the surviving archaeological remains currently exist. Heritage vandalism I hear you cry?? Surely not? The remains are probably of the oldest **surviving evidence of the importance of the maritime trade in European Australia in general, and more specifically, evidence of the importance of the river trade in the Hawkesbury District, supplying food stuffs to the starving colony** until passable roads could be constructed. This wharf served a very busy river trade of quite large cargo boats until the river silted up in the 1870s (following severe flooding) that made it unnavigable to larger vessels. The wharf remained in service to smaller vessels until the 1930s/40s.

(There were certainly earlier wharf structures at Farm Cove and Darling Harbour but these have been built over/ destroyed by subsequent land reclamation). The wharf at Windsor still exists, albeit in remnant form, thanks to vandalism and neglect by successive Hawkesbury Councils it has largely been obscured. As late as the 1920s the Fruit growers Association petitioned Council to improve the wharf so that their produce could be transported to Sydney more quickly. They were prepared to pay wharfage fess or support some of the costs. The Council voted against the motion.

The Early History:

In the earliest days of the Green Hills settlement, there was a sandy beach near 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 the Punt road to 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 that:

“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”.



The contract was undertaken by John Howe and James McGrath. 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 (again!) So he commissioned the govt. 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 more grand 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 (and indeed destroyed) 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. They should not fall victim to the infrastructure planned for the construction site of “Option One”. The Windsor Macquarie/Greenway Wharf should not be yet another victim of heritage vandalism.



Andrew Thompson (1773 to 1810)

Source: CAWB Website: <http://www.cawb.com.au/andrew-thompson.html>

CONVICT, ENTREPRENEUR, ADMINISTRATOR, CONSTABLE, FARMER, SHIP BUILDER, BREWER, PUBLICAN, INVENTOR, SMUGGLER, FLOOD HERO, BRIDGE BUILDER, SALT MANUFACTURER, MAGISTRATE & PHILANTHROPIST



A quote from J. Abbott's book – THE GOVERNOR'S MAN gives a glimpse into Andrew Thompson's mind and accent:

"The corporal walked along beside me till we came to Andrew Thompson's house—not the fine two-storied one he built during the government of General Macquarie (at McGraths Hill called Red House) but the little cottage above the river which was the first dwelling-place of this remarkable man, after he had begun to carve out his fortune (Bell Post Square now Thompson Square).

Andrew Thompson greeted us and said.

'Ye'll be John Carnford, I'm thinkin'? I've hearl of ye, ma mon, an' I bid ye welcome, wen jist give the mare—a likely animal she is—a drink of water an' a bite of hay, and then ye'll tak' a bite wi' me y'sel'. I mis- doubt ye'll have a fine appetite after y'r ride from Parramatta, where no doubt ye slept last nicht.'

His accent was North Country, but not very broad, and I found something likable in his honest, shrewd face. I was always on good terms with Andrew Thompson, and count it an honour to have known him."

In February 1810, in the colony of New South Wales, Australia two Scotsmen met for the first time and were to set in motion the egalitarian principles upon which a whole new society and culture would be formed. They only knew each other ten months.

One of those men was Lachlan Macquarie, newly appointed Governor to the fledgling colony. He came in worrying times. The previous governor (Captain Bligh of "Mutiny on the Bounty" renown) had been overthrown in a military coup and Macquarie had been sent to restore order. He and his wife, Elizabeth were friends of William Wilberforce and were sympathetic to Wilberforce's cause. Governor Macquarie saw the convicts as slaves, who were deserving of being given the opportunity to seek and gain redemption for their convictions through honest work which would benefit the colony as well as themselves.

The other Scotsman was Andrew Thompson, who was not only an emancipist (a freed convict) but one of the wealthiest men in the colony. Thompson was born in 1773 in Yetholm to John Thompson and Agnes Hillson (for whom Agnes Banks is named). He was the youngest of six or seven children.

In 1791 Thompson was convicted of stealing £10 worth of cloth and was sentenced to 14 years transportation. He sailed with over 400 other convicts on the vessel 'Pitt' arriving in Sydney in February 1792 aged 19.

By 1810, through diligence and entrepreneurial zeal; Thompson had already won the favour and confidence of two Governors; King and Bligh. Thompson had been a policeman and then Chief Constable of Windsor, was a successful farmer; holding many farms either by land grant or purchase, owned a brewery and a pub, as well as Scotland Island where he manufactured salt. He also owned four boats and traded the 'Hawkesbury' to Sydney and New Zealand and owned a tannery, brewery and a store in Windsor. He built ocean going vessels carrying up to 100 tons at Windsor.

Thompson was also something of a hero, having saved the lives of some 109 settlers during the Hawkesbury floods of 1806 and 1809. It was due to being immersed in the flood waters for three days and nights that he contracted an illness of the lungs, which saw his health deteriorate over his final years.

Of his personal life little is known. He loved his dog Bumper and literature. If he had a partner or children in Australia, it is unrecorded. It seems he tried to reconcile himself with his Scottish family but to no avail even with his will.

Within two weeks of arriving; Macquarie unexpectedly appointed Thompson a Magistrate. To Macquarie, Thompson was the perfect example of the freed convict and was deserving of being conferred Justice of the Peace and Chief Magistrate of Windsor.

Andrew died of his illness of the lungs on the 22nd of October 1810 in his Red House Farm, Windsor; which was his primary residence. He was attended by Mr. Redfern, who was Macquarie's choice for Chief Surgeon of the Colony (also an emancipist) and was the first person to be buried in what is now the grounds of St. Matthews Church; now famous for ex-convict Francis Greenway's St Matthews Church, built years later.

Macquarie wrote a long epitaph for Andrew which was beautifully carved into his grave marker. He was about 37 years old when he died and his achievements in the colony in just 18 years were amazing. It reads:

"SACRED to the memory of ANDREW THOMPSON ESQUIRE Justice of the Peace and chief Magistrate of the District of the Hawkesbury, a Native of Scotland, Who at the age of 17 Years; was sent to this Country where from the time of his arrival he distinguished himself by the most persevering industry and diligent attention to the commands of his Superiors. By these means he raised himself to a state of respectability and affluence which enabled him to indulge the generosity of his nature in assisting his Fellow Creatures in distress more particularly in the Calamitous Floods of the river Hawkesbury in the Years 1806 ,and 1809 where at the immediate risque of his life and perminant injury, of his health he exerted himself each time (unremittingly) during three successive Days and Nights in saving the lives and Properties of numbers who but for him must have Perished. In- consequence of Mr. Thompson's good Conduct, governor Macquarie appointed him a Justice of the Peace. This act, which restored him to that rank in Society which he had lost, made so deep an impression on his grateful Heart as to induce him to bequeath to the governor one-fourth of his Fortune. This most useful and valuable Man closed his Earthly career on the 22nd Day of October 1810, at His House at Windsor of which he was the principal Founder in the 37th Year of , his age, with (in) the Hope of Eternal Life. '

From respect and esteem for the Memory of the deceased, this Monument is erected by LACHLAN MACQUARIE, GOVERNOR of New South Wales.”

Andrew Thompson went from a convict, the lowest rank in society, to being one of the wealthiest and influential of men in the Colony. Andrew left half his fortune to Macquarie, who used much of it in building amenities for the people of the Colony. Andrew's own family refused the part of his fortune which he had left to them. His funeral was attended by Macquarie and many prominent people as well as a very large contingent of settlers from Windsor and the surrounding district.

Windsor had saved the Colony by its production of food and Andrew had played a key role in this activity by his diligent approach to creating and running model farms.

In January 1811 Gov. Macquarie and his Lady engaged in a tour of inspection of the Hawkesbury. When they came to Windsor (which was then known as Green Hills) they made a special visit to Andrew's grave to honour the memory of their good and true friend. Macquarie then visited the township and when he reached the town square he made the following important announcements - that Green Hills would now be known as Windsor and that the square, known as Bell Post Square would be called Thompson Square, in honour of Andrew Thompson, the Father and Founder of Windsor.

There are only two physical reminders of Andrew left in Australia - his grave with its inscription and Thompson Square, the oldest town square created in this country and still intact. As a man and symbol Andrew Thompson was both loved and respected and loathed and hated in the colony.

As the Yetholm Family History Society Scotland site says “famous in Australia, infamous in Yetholm.”

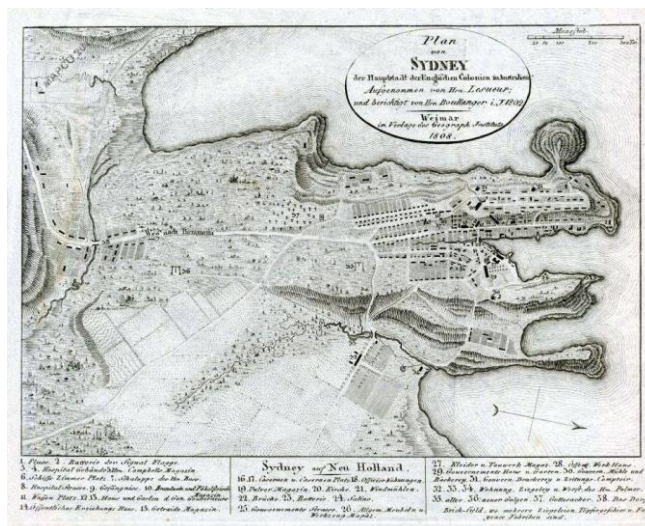


Napoleon's Intention to Capture Thompson Square

Source CAWB Website: <http://www.cawb.com.au/napoleons-intention-to-capture-the-square.html>

The most amazing story related to Thompson Square is the proposed attempt of the French to capture the Hawkesbury by force of arms and thus seize the colony of Australia. Though regarded as unsupported speculation in the past recent research into French archives suggest indeed it was true.

The Napoleonic wars ranged from Ireland to Egypt and the West Indies to Russia over 23 years and killed at least 3,000,000 soldiers in 114 major battles. For one year, 1802, there was a truce between England and France and Napoleon sent ships to Australia ostensibly as a friendly scientific expedition. Though greeted well, suspicions were high. Whilst here, they secretly produced extremely detailed surveys and maps with attention to military strong points and geological elevations required by artillery officers. Indeed the map of Sydney is the most detailed one produced at that time.



French Spy Map of Sydney



Francois Peron later claimed to be the principal agent sent to spy on this British outpost and proposed it be seized giving elaborate plans for its easy capture with the aid of Irish convicts. Napoleon was incensed at the establishment of this colony as it gave England the Western Pacific and commanding access to Asia.

These initial plans were not activated at that time. However French intentions to establish an outpost in Bass Strait on King Island were thwarted by a peremptory display of force by Governor King

In 1813 Earl Bathurst (Sec of War & Colonies) wrote a confidential letter to the newly appointed Gov.

Macquarie outlining reports of a very detailed plan to put this desire into action, as revealed by agents friendly to Britain, at this point the crisis was largely over though the threat remained. It claimed a combined French and American fleet of 5 war ships and a supply vessel would sail across the Pacific and assemble in Two Fold Bay at Eden NSW with 1300 soldiers plus sailors, cavalry and artillery. The aim was to come up the Hawkesbury River and



seize Windsor and its garrison thus controlling the food bowl of Sydney. Sydney would then quickly fall to such a large and professional army assisted by Irish convicts.

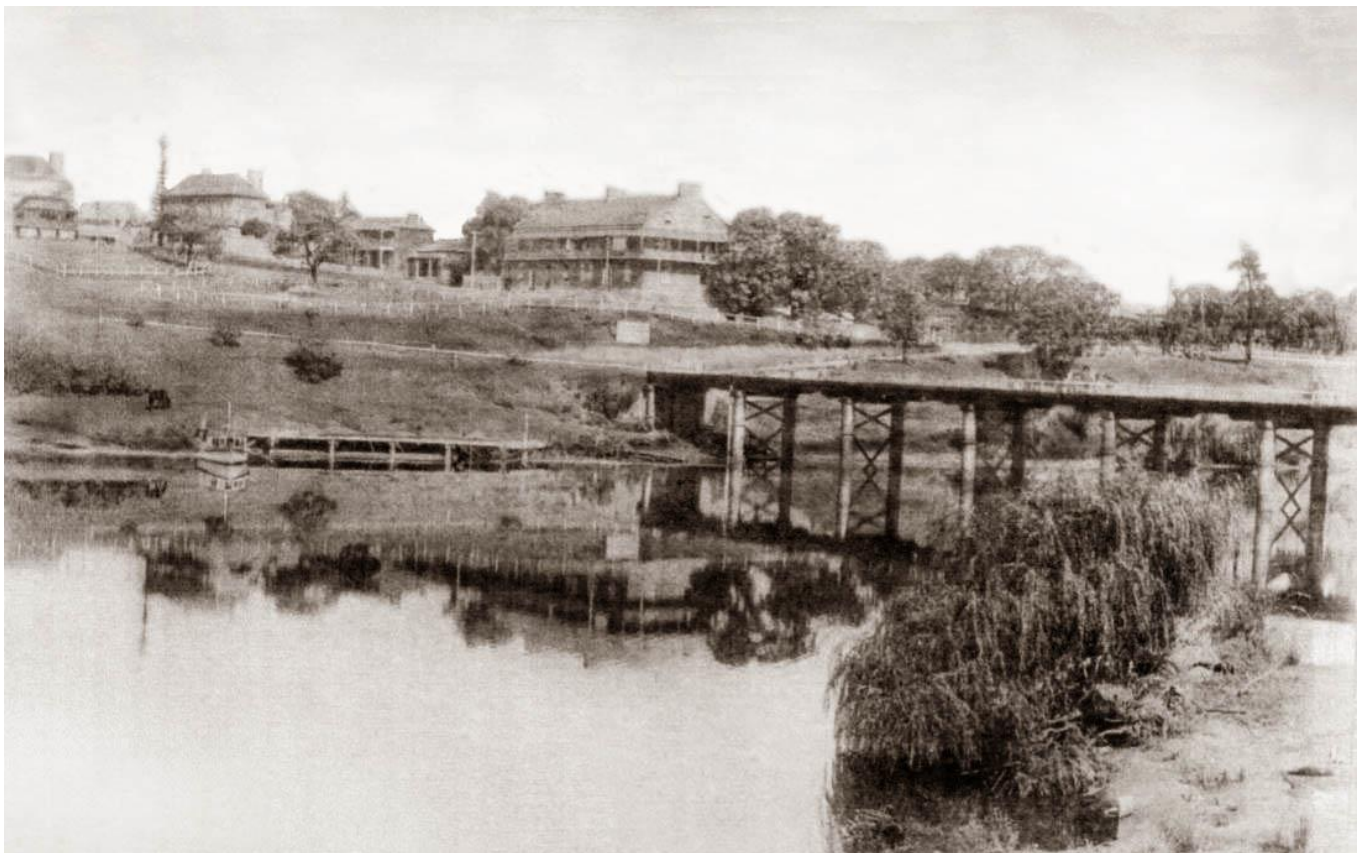
In 1812 both France and America were at war with England with their fleets blockaded and such a diversion seemed tactically wise to draw off the English fleet at minimal cost. The “Grande Armee” loss of 500,000 men in the snows of Russia in 1812 and American problems early in the 1812/15 war resulted in the plan not being implemented at that time.

Never the less it remained a real threat and pointed out the concerns and desires this little colony was causing in other countries. It also showed again the strategic importance of Windsor as demonstrated earlier in the Vinegar Hill Uprising of 1804 and its attempt to capture it.

Further, it helps explain Macquarie’s preoccupation with Windsor during his reign with extensive civic building, populating it with free or freed settlers, town planning and construction of permanent barracks in the Domain and the ordering of a large two story military support structure (Macquarie Arms) on the highest point giving commanding views over the area.

It is sobering to think Windsor and Thompson Square were important to President Madison in the USA and Emperor Napoleon of France. With different outcomes elsewhere in the world part of the Napoleonic Wars could have been fought out in our little park and our history changed forever.

Thompson Square is a key component in our early history but unknown to our own politicians it seems.



Was There a Doctor in the Square?

Source: CAWB Website: <http://www.cawb.com.au/was-there-a-dr-in-the-square-dr-fiaschi.html>



You bet there was.... Dr Thomas Fiaschi came all the way from Florence to share a part of his life with the folk of Windsor.

Our story begins in 1876 when our Dr Fiaschi was a house surgeon at St Vincent's Hospital, Sydney. He had only been working there a few weeks when his employment ceased abruptly. One night, a young nun ran through St Vincent's Convent gate, which was guarded by the mother superior, who thundered forth "This woman is married to God!". But the pretty nun kept running till she leapt right into the sulky (and the arms!) belonging to her suitor, the dashing Italian doctor – Thomas Fiaschi. The pair had worked together at St Vincent's. The very next morning Katherine Ann Reynolds, known as Sister Mary Regis an Irish Catholic Nurse, and Dr Thomas Henry Fiaschi

were married on Feb. 19 at Bethnel House, George Street North, Sydney by the Rev Thomas Gainford with Congregational forms. Notice of the marriage appears six times in the Sydney papers....it seems they wanted to make sure everyone knew.

"Tall and handsome, with an erect military figure, quick step, keen searching eyes, he looked every inch a man – a fellow surgeon at Sydney Hospital, Dr Archie Aspinall said – As he entered the ward his personality seemed to pervade everyone and everything."

"Kate was an Irish sister with a powerful personality" recalled Jim Ellis, retired surgeon from Sydney Hospital. They married, raised a family and were very faithful. But Dr Fiaschi was excluded from St Vincent's like a pip from an orange."

The couple would cause a scandal, found a dynasty and leave Australia an extraordinary legacy.

Kate was the only nun to have ever left the Sisters of Charity and now excommunicated from the Church the young couple made their way to Windsor, a place which afforded them enough anonymity to begin their married life and to start a Practice which they set up first of all in the Macquarie Arms Inn, Thompson Square, then moved a little down the hill into what was become known as the Doctor's House, still in Thompson Square.

In November.1876, The Australian, Windsor, Richmond and Hawkesbury Advertiser reports that an argument at the Royal Hotel between two men resulted in one falling and breaking his arm. Dr Fiaschi set the arm. (Remember George Louis Asher Davies, who owned "The Australian"in 1876 he bought Howe House and moved to it from what was to become known as the Doctor's House....leaving it available for Dr Fiaschi to move in).

When next we hear of the good doctor, August 1877, the leading families of Windsor have held a testimonial for Dr Fiaschi "because of the medical services he had rendered to the inhabitants of that locality." It was held previous to his departure for Europe.

So, Thomas and Kate return to Italy and whilst there, they are married again in a special ceremony (probably for Thomas's family), Kate gives birth to their first child, a son, and Thomas completes

his medical studies at Pisa University where he studied the breakthrough discoveries of Louis Pasteur, neurologist Hughlings Jackson and ophthalmologist Jonathon Hutchinson.

Returning to Australia in 1877, the Fiaschi head back to Windsor and we learn from the Gov. Gazette that he is to be an additional Vaccinator for the district of Windsor.

Fiaschi brought back the latest advances in aseptic and abdominal surgery. Australian doctors did not even know they had to clean their instruments until Fiaschi introduced listerian surgery to Hawkesbury Hospital in the 1880's thus preventing deaths from infected wounds.

Dr Fiaschi was a gift to the folk of Windsor and the Hawkesbury. They rejoiced in his return. He gave evidence at many inquests, carried out numerous autopsies, treated all types of wounds and illnesses, deliberated on the sanity of some who came before the courts, gave papers at the NSW Branch of the British Medical Association and became involved in many local issues which involved public health, like the quality of the water supply.

Many Hawkesbury folk benefited from his advanced medical knowledge, and this included the poor who could in no way recompense the good doctor for his services, freely given.

He worked day and night, receiving patients at his door or leaving at the drop of a hat to attend them if they needed him immediately...a typical example...Oct. 1882...a messenger arrives from Newtown, Windsor telling of the need of Mr Wilkins for the doctor's services....Dr Fiaschi, who had just arrived home, sprung onto the messenger's horse and was soon in attendance, but was unable to save the unfortunate Mr Wilkins from a series of fainting fits.

Many injuries resulted from accidents with horses....a lad, Cassidy....took a corner too sharply on horseback...fell off and hit his head badly. He was brought to to Windsor and Dr Fiaschi attended him in hospital. For some time his case appeared hopeless as he was suffering from severe concussion of the brain...but he recovered.

There are many stories like these to tell but now is not the time.

Kate Fiaschi was every inch a doctor's wife. She intruded little in public life but was at her husband's side as second in command. Her training as a nurse, of course, was invaluable. She made all appointments and saw every waiting patient, offering a good meal to those who had come from a far-off farm or town. She gave freely of her time in public services for the good of the district.

She gave birth to two sons in Windsor – Piero (1879) and Carlo (1880).

When Dr Fiaschi decided to make Sydney the headquarters of his work at the end of 1883 the Hawkesbury people were dumbfounded at their loss. The "Doctor's House" had been a centre of attraction not only to the sick but to hundreds who had owed their lives and those dear to them to the united attentions of those two clever people.

A second goodbye testimonial was held at the School of Arts in December, 1883.

The story of Dr Fiaschi is A BIG STORY and cannot possibly be told in a few paragraphs. This part of the story has concentrated on his time in Windsor.

He took his medical knowledge to the Boer War (where he worked with a doctor from Windsor), the Italian/Abyssinian War and WW1 where he worked for his adopted country and for his birth country, Italy. As a result he received numerous promotions and won many prestigious medals and awards. Whilst overseas during the Italian/Abyssinian War he made time to visit with a former patient from The Square in 1896 – Stanley Moses, who was in Brussels studying music and who suffered with pleurisy.

The Fiaschis always had a fond place in their hearts for Windsor, returning to the Winery on many occasions. Dr Fiaschi was never one to put profits before patients and he led the way for today's Medicare System by setting up a sick ward for the poor of Windsor. He worked for free, using stretchers left over from convict days.

And Kate, on her visits to the Winery when Thomas was away overseas, taught music to the Darug families living at Freeman's Reach. They learnt violin, piano and singing.

TIZZANA WINERY – In 1882, Dr Fiaschi bought 230 acres at Sackville Reach. He had always believed in the medicinal qualities of wine and turned 54 acres of the property to vines. By 1889 he was producing 9,000 gallons and took out 1st, 2nd and 3rd places at the Melbourne Centennial Exhibition. He had the first Wine Bar in Australia where Australia Square now stands. He is considered to be the “father” of the modern wine industry and an expert vigneron.

MEMORIALS - The Hawkesbury Hospital has honoured his memory and contribution to medicine by naming the **THOMAS FIASCHI DAY SURGERY UNIT** after him.

- A replica of the famous “Porcellino” sculpture from Florence was donated by Dr Fiaschi's daughter, Clarissa Torrigani, in memory of her father, Thomas and her brother Dr Piero Fiaschi. It collects money for the Sydney Hospital, for which they both worked. “This wild boar has come from Florence to Sydney as a link of friendship between Italy and Australia in memory of Brigadier General Thomas Fiaschi who loved and served so gallantly for both countries.



Appendices

Invitation to individuals

Dear friend of Windsor Bridge,

We need your help. We are producing a document intended to have a strong influence on decision makers regarding the fight to keep Windsor Bridge and build a bypass.

We need your individual viewpoints and reflections, or story, to produce this document. Your contribution won't require much of your time and we are asking you to respond via email, to a small number of questions which will provide your personal viewpoint. We are also asking some of you to provide additional personal contributions if you wish. The attached document provides a clear description of the project, including its purpose, intended outcome, questions we'd like you to answer and guidelines for your responses. We have a dedicated email address (battleforwindsorbridge@eftel.net.au) to receive your responses between 1 February and 11 March 2016.

Please feel free to forward this email to other supporters who you think may wish to contribute to this project.

We heartily thank you in anticipation of your support!

Warm regards

Cheryl Ballantyne and Michael Campbell

The Battle for Windsor Bridge– Personal Stories project

battleforwindsorbridge@eftel.net.au

Invitation to organisations

Dear [Name(s) of contact for organisation], we understand you are the contact person(s) for [Name of organisation]

We need your help. We are producing a document intended to have a strong influence on decision makers regarding the campaign to keep Windsor Bridge and build a bypass.

We are seeking your organisation's input to help us produce this document. The attached document provides a clear description of the project, including its purpose, intended outcome, questions we'd like you to answer and guidelines for your response. Your organisation may wish to provide further contributions to the project by providing information relating to the history or heritage of Windsor Bridge or Windsor in general. Again, the attached document provides further details.

We are predominately seeking the viewpoints of individuals for this project but we consider your organisation's input to be particularly relevant and we would value your input highly.

We have a dedicated email address (battleforwindsorbridge@eftel.net.au) to receive your responses between 1 February and 11 March 2016.

Please feel free to forward this email to other supporters you think may wish to contribute to this project be they individuals or organisations.

If you have queries associated with this project, please respond by email (and provide a contact phone number if you wish) and one of us will contact you.

We heartily thank you in anticipation of your support!

Warm regards

Cheryl Ballantyne and Michael Campbell

The Battle for Windsor Bridge -Personal Stories project

battleforwindsorbridge@eftel.net.au

The Battle for Windsor Bridge- Personal Stories overview

The Battle for Windsor Bridge – Personal Stories

battleforwindsorbridge@eftel.com.au

The Purpose of the Project

Core purpose:

- To personalise the campaign to retain the Windsor Bridge and build a bypass by collecting, recording, compiling and documenting the personal views and reflections or “stories” of individuals and organisations who support the campaign, including their reasons for doing so.

Related purposes include:

- to demonstrate the depth of community feeling about the campaign that signed letters to the premier alone cannot
- to respond directly to Duncan Gay’s allegations that those campaigning to save Windsor Bridge and build a bypass are “community anarchists”
- to document in pictures and words some of the anecdotes associated with the campaign
- to provide a tool to influence decision makers
- to provide a communication resource that could be used by media and community organisations
- to provide an historical document associated with the campaign to save Windsor Bridge and build a bypass.

The Outcome

The outcome will be a compilation of these individual stories, viewpoints and histories, in PDF format, for distribution to a broad audience including State Government (Premier, local members, Minister for Roads and Transport), State Opposition leader, Greens Party Leaders, media organisations (local and state), CAWB, community groups such as Hawkesbury Historical Society, the National Trust, Hawkesbury Library and (possibly) the CFMEU.

Stories

We are asking each supporter to provide:

- your name and photograph or, if an organisation, your logo
- your locality/suburb or /state/country if not from NSW
- your reasons for supporting the campaign to retain Windsor Bridge and build a bypass

- the issues that are most important for you and why
- how you think you will be affected if the Government's plan to remove the current bridge and build a new bridge goes ahead
- any other interesting factual information and personal reflections, including amusing incidents or anecdotes you have experienced during the life of the campaign. Accompanying photographs are most welcome.
- any related historical or family accounts or personal reflections. For example, if you have access to historical information about Thompson Square, Windsor Bridge or Windsor in general, we invite you to share it. This may include not only personal or family anecdotes or stories, including photographs, but also information from other sources such as Hawkesbury Historical Society, the CAWB Facebook page, CAWB document or any other relevant source.

NOTE: Before embarking on a possibly time consuming task of gathering and presenting information for the project, check with us first that no one else is doing so. If they are, we can put you in touch with them and you can discuss whether you want to share the task.

Guidelines

We ask that each contribution comply with the following guidelines:

- i. What the project is:
 - a. An opportunity and forum for people and organisations to express and communicate their views and stories in support of the campaign to save Windsor Bridge and build a bypass.
 - b. An opportunity to record and document factual information and personal reflections related to the campaign to save Windsor Bridge and build a bypass.
- ii. What the project isn't:
 - a. It is not a forum to attack individuals, political parties or organisations.
- iii. Stories without a photograph will be accepted, but a photograph will help to show you as a real person who cares and whose viewpoint matters.
- iv. We ask that contributions be made via the email address: battleforwindsorbridge@eftel.net.au
If you know supporters who do not have access to a computer and email please provide us with their contact details through the dedicated email address and we will arrange to receive their written or oral contributions.
- v. We will not include any contributions in the final product which do not comply with these guidelines.
- vi. We (Cheryl and Michael as joint editors) will exercise final editorial approval on contributions and have the right to undertake minor edits of accounts to maintain compliance with these guidelines.
- vii. There will be no hierarchy in the presentation of the contributions. We will present contributions alphabetically by surname and/or by locality.

- viii. We will place contributions relating to personal reflections, anecdotes, amusing incidents, factual or historical information throughout the document in such a manner as to enhance the look and feel of the final product. We will acknowledge the source of each contribution, whether by an individual or organisation.

- ix. Opening and closing dates for contributions are:

Opening date: 1 February 2016

Closing Date: 11 March 2016

The Battle for Windsor Bridge –Personal Stories Project reminder 1

The Battle for Windsor Bridge – Personal Stories

battleforwindsorbridge@eftel.com.au

Dear supporter of the campaign to save Windsor Bridge and build a bypass

We need your story. Why?

- To personalise the campaign to retain the Windsor Bridge and build a bypass by documenting why you support the campaign. We hope this will influence decision makers.

We want to:

- to demonstrate the depth of community feeling about the campaign that signed letters to the premier alone cannot
- to provide a tool to influence decision makers
- to respond directly to Duncan Gay's allegations that those campaigning to save Windsor Bridge and build a bypass are "community anarchists"
- to provide a communication resource that could be used by media and community organisations
- to provide an historical document associated with the campaign to save Windsor Bridge and build a bypass.

Your story:

We need you to provide:

1. your name and photograph or, if an organisation, your logo
2. your locality/suburb or /state/country if not from NSW
3. your reasons for supporting the campaign to retain Windsor Bridge and build a bypass
4. the issues that are most important for you and why
5. how you think you will be affected if the Government's plan to remove the current bridge and build a new bridge goes ahead

We have some guidelines:

Guidelines

- ✓ Do not attack individuals, political parties or organisations.
- ✓ Feel free to criticize the democratic process, the disregard to the 20,000 signed letters, the damage to heritage, the waste of public money, the blot on the Windsor landscape, that the new

bridge will not solve any traffic problems, will not ameliorate flood access to Windsor, pays no respect to the tourism attraction of Thompson Square etc.

- ✓ We will not include any contributions in the final product which do not comply with these guidelines.
- ✓ We (Cheryl and Michael as joint editors) will exercise final editorial approval on contributions and have the right to undertake minor edits of accounts to maintain compliance with these guidelines.
- ✓ Send your story in the body of an email or in a Word document to:
battleforwindsorbridge@eftel.net.au
- ✓ Opening and closing dates for contributions are:

Opening date: 1 February 2016

Closing Date: 11 March 2016

The Battle for Windsor Bridge-Personal Stories FINAL Reminder 2

Dear supporter,

Just 10 more days to submit your story.

Thank you to those who have written their heartfelt stories.

Now it's YOUR turn.

JUST DO IT! from your heart.

Remember, this project is being undertaken on behalf of all people who believe the historic Windsor Bridge and Thompson Square should be preserved for future generations.

In hope,

Cheryl Ballantyne and Michael Campbell

The Battle for Windsor Bridge - Personal Stories project

battleforwindsorbridge@eftel.net.au

The Battle for Windsor Bridge – Personal Stories

battleforwindsorbridge@eftel.com.au

Final Reminder

Dear supporter,

Closing date: Friday 11 March.

Send your story in the body of an email or in a Word document to:
battleforwindsorbridge@eftel.net.au

We want you to:

- personalise the campaign to keep the old Windsor Bridge and build a bypass.
- demonstrate the depth of your feeling about the campaign that signed letters to the premier alone cannot
- provide a tool to influence decision makers
- respond directly to Duncan Gay's allegations that those campaigning to save Windsor Bridge and build a bypass are "community anarchists"
- provide a communication resource that will be used by media and community organisations
- provide an historical document associated with the campaign to save Windsor Bridge and build a bypass.

Your story:

We need you to provide:

1. your name and photograph
2. your locality/suburb or /state/country if not from NSW
3. your reasons for supporting the campaign to retain Windsor Bridge and build a bypass
4. the issues that are most important for you and why
5. how you think you will be affected if the Government's plan to remove the current bridge and build a new bridge goes ahead

We have some guidelines:

Guidelines

- ✓ Do not attack individuals, political parties or organisations.
- ✓ Feel free to criticize the democratic process, the disregard to the 20,000 signed letters, the damage to heritage, the waste of public money, the blot on the Windsor landscape, that the new bridge will not solve any traffic problems, will not ameliorate flood access to Windsor, pays no respect to the tourism attraction of Thompson Square etc.
- ✓ We will not include any contributions in the final product which do not comply with these guidelines.

- ✓ We (Cheryl and Michael as joint editors) will exercise final editorial approval on contributions and have the right to undertake minor edits of accounts to maintain compliance with these guidelines.

Thank you



We're all stories, in the end. — Steven Moffat