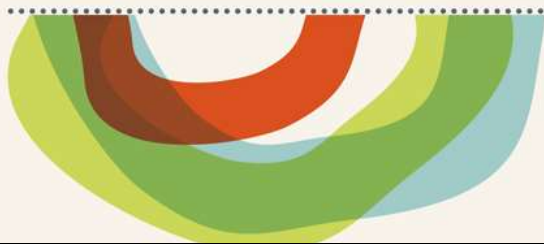




Vineyard Precinct – Stage 1:
Non-Indigenous Heritage Assessment
For
Department of Planning and Environment
October 2016

AHMS
ARCHAEOLOGICAL & HERITAGE
MANAGEMENT SOLUTIONS



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EXECUTIVE SUMMARY

The Vineyard Precinct is located within the North West Priority Growth Area, and is within the Hawkesbury Local Government Area. It comprises approximately 590 hectares, and is located on Windsor Road, between Brennans Dam Road in the north and Boundary Road in the south. The Precinct was released for planning in August 2013. The Department of Planning and Environment (DPE) is in the process of preparing the relevant Precinct Plan, which includes Urban Form Analysis that will result in identification of the future development footprint. The Analysis is informed by a number of technical studies addressing various matters, including non-Indigenous heritage. The present report addresses the non-Indigenous heritage of Stage 1 of the Vineyard Precinct.

History

Stage 1 of the Vineyard Precinct includes a stretch of the original alignment of the Old Hawkesbury Road, as laid out in 1794, and the amended alignment of Windsor Road, as laid out in the early 1800s. It includes part of Portion 95 of the Parish of St Matthew; granted to Maurice Charles O'Connell, and part of the Pitt Town Common, including Portions 47 and 139 to 148 that were created by the subdivision of the Common. .

Portion 95

This grant to O'Connell was named 'Riverston', after which the suburb takes its name. It does not appear that the O'Connells ever lived on the estate, although a house and outbuildings had been constructed by the 1840s. This group of structures was not located within the study area. Subdivision plans for various parts of the estate were drawn up in 1859 and 1864, although it appears that few lots sold. In 1877, the private Riverstone township subdivision was made, adjacent to the train station. Further subdivisions were offered for sale in the 1880s.

By the mid-1880s, that part of Portion 95 that is included in the study area had been divided into four lots, small areas were under cultivation, and two small structures had been built. By the 1890s, there was also a slaughterhouse and yard in the southern part of this area. Occupation of the area in the twentieth century included horse tracks and orchards, and a picnic ground with a miniature railway. More recent development includes extensive works for the construction and extension of the Vineyard Hotel and Motel.

Pitt Town Common

The Common was gazetted in 1804, and remained in existence through to 1890. Creation of the Common was intended to assist smaller settlers with their stock, and it was also used as a source of firewood, timber and stone, and for public gatherings. A house had been built on the Common by 1887. Subdivision of the Common in the 1890s resulted in the creation of 11 lots within the study area, and the creation of the present roads in this area. Houses were built on most of the lots in the late nineteenth and early twentieth century, and the properties were used largely for pasture and some cultivation. In the mid and late twentieth century, further subdivision and development took place, although the area remains semi-rural, and market gardening was introduced.

Non-Indigenous Heritage Values

Historical occupation of Stage 1 of the Vineyard Precinct has involved substantial changes to the landscape, particularly with regard to clearance of the native vegetation; modifications such as dams along drainage lines; and construction of roads, in particular Windsor Road. However, in general, development has been relatively dispersed and discrete, with earlier features being retained alongside the new.

The overall landscape and extant material culture, therefore, is evidence of the post-contact history of the Precinct. This evidence supplements the documentary information that is available. This type of

material evidence is easily accessible and understandable, and is likely to be of particular significance to the local community. In addition to the general heritage of Stage 1 of the Vineyard Precinct, four specific items of non-Indigenous heritage significance have been identified within and adjacent to the Precinct (**Figure 51**):

Item	Address	Real property description
Pitt Town Common House	52 Chapman Road	Lot 47 DP 752050
Pitt Town Common	Bounded by Old Hawkesbury Road and former alignment of Old Hawkesbury Road, Commercial Road, Menin Road and Boundary Road	Various
Old Hawkesbury Road	Former alignment of Old Hawkesbury Road from Chapman Road to Boundary Road	-
Windsor Road	Windsor Road road reserve, from Chapman Road to Boundary Road	-

Recommendations

General

- A program should be developed to record the history and heritage of the area. This should incorporate an archival record of a sample of properties and structures, demonstrating the history and development of the area. The program should also include an oral history recording.
- The records made during the above program should be made publicly accessible (with due regard for considerations of confidentiality). Copies should be lodged with the local library and historical society.
- The results of the above program should inform an overall heritage interpretation strategy, developed to guide interpretation to be incorporated into individual developments that take place throughout the precinct.
- The roads and cadastral boundaries representing significant historical property divisions should be retained (see **Figure 6**).

Pitt Town Common House

- The house on Lot 47 DP 752050 should be nominated for listing as an item of environmental heritage in the Hawkesbury LEP, and should be listed as a heritage item in SEPP (Sydney Region Growth Centres) 2006. The listed curtilage should consist of the present property Lot 47 DP 752050.
- The potential heritage impact of any development proposed for the property itself and surrounding roads and properties should be considered in the design and assessment stages, with the intention being to avoid and/or minimise impact where possible.

Pitt Town Common

- The heritage of the Common should be recognised in the creation of substantial public land and public access ways in this area.
- The cadastral boundaries and roads established by the subdivision of the Common in the late 19th and early 20th centuries should be retained in a form that is recognisable in the landscape, such as property boundaries, paths and roads.

- Zoning and development controls should preserve the open, relatively undeveloped nature of the area.

Old Hawkesbury Road and Windsor Road

- The former alignment of Old Hawkesbury Road between Chapman and Boundary Roads should be retained as a minor road or other thoroughfare (such as footpath or cycleway),. Any development proposed for this alignment should be subject to historical archaeological assessment.
- The long view lines along the former Old Hawkesbury Road alignment should be retained, and development adjacent to this alignment should retain a rural character.
- Zoning and development controls for land alongside Windsor Road should preserve the open character of and views along the corridor, so far as they have been retained to the present.

1 INTRODUCTION

1.1 Background

The North West and South West Priority Growth Areas were established by the New South Wales Government in 2005. It is intended that the Priority Growth Area will be planned, rezoned and developed in stages over the next 25 to 30 years, to allow for the growth of Sydney.

The Vineyard Precinct is part of the North West Priority Growth Area, and was released for planning in August 2013 (Figure 1). The Department of Planning and Environment (DPE) is in the process of preparing the relevant Precinct Plan, which includes Urban Form Analysis which will result in the identification of the development footprint. The Analysis is informed by a number of technical studies addressing various matters, including Indigenous and non-Indigenous heritage.

DPE has commissioned Archaeological and Heritage Management Solutions Pty Ltd (AHMS) (now Extent Heritage Pty Ltd) to prepare the Indigenous and non-Indigenous heritage assessments.

This report addresses the non-Indigenous (or historic) heritage of the Vineyard Precinct Stage 1 area. Indigenous heritage is addressed in a separate report, also prepared by AHMS (now Extent Heritage).

1.2 Study Area

The Vineyard Precinct is located within the North West Priority Growth Area, and is within the Hawkesbury Local Government Area. It is bounded by Park Road, Commercial Road, Menin Road, Boundary Road, Windsor Road and Bandon Road, and comprises approximately 590 hectares.

The Vineyard Precinct Stage 1 includes the eastern portion of the Vineyard Precinct and is bounded by Chapman Road to the west, Menin Road to the north, Boundary Road to the east and Windsor Road to the south-southwest (Figure 2).

1.3 Report Objectives and Limitations

The report has the following objectives:

- Identify and map items and places of non-Indigenous heritage significance, including potential archaeological deposits and recorded sites.
- Provide recommendations for the management of the identified non-Indigenous heritage items and places in the precinct planning process, with regard to their heritage significance and the relevant legislative requirements.
- Review the Indicative Layout Plan (ILP), with regard to the identified heritage values.
- Prepare draft heritage inventory sheets for the inclusion of items on the relevant sections of the resulting statutory planning instruments and the State Heritage Register, if relevant.

The report has been prepared in accordance with the following principal documents:

- Department of Planning and Infrastructure, n.d., 'Part C - Scope of Works - PROC-1000270: Indigenous and Non-Indigenous Heritage Assessment: Riverstone East Precinct and Vineyard Precinct'.
- Updated set of ILPs, NWPGA map and data related to dwelling yields and areas and population estimates and assumptions.

- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS Incorporated, 2013.
- *Assessing Heritage Significance*, Heritage Office, 2001.
- *Assessing Significance for Historical Archaeological Sites and Relics*, Heritage Branch, 2009.
- *Heritage Curtilages*, Heritage Office and Department of Urban Affairs and Planning, 1996.

The research undertaken for the report was based largely on secondary sources, with some limited primary research. The field investigation consisted of a survey, which was conducted on foot along public thoroughfares, and involved only limited access to private properties. No subsurface investigation, to confirm archaeological potential, was undertaken.

1.4 Authorship and Acknowledgements

This report was written by Fenella Atkinson, Billy Griffiths, Nadia Iacono and Anita Yousif, with mapping undertaken by Sebastian Curry-Bowran and Tom Sapienza. It was reviewed by Dr Susan McIntyre-Tamwoy (Associate Director).

The assistance of the following individuals is gratefully acknowledged:

- Evelyn Ivinson and Sarah Waterworth, Department of Planning and Environment.
- Rebecca Ward, Librarian, Heritage Division, Office of Environment and Heritage.

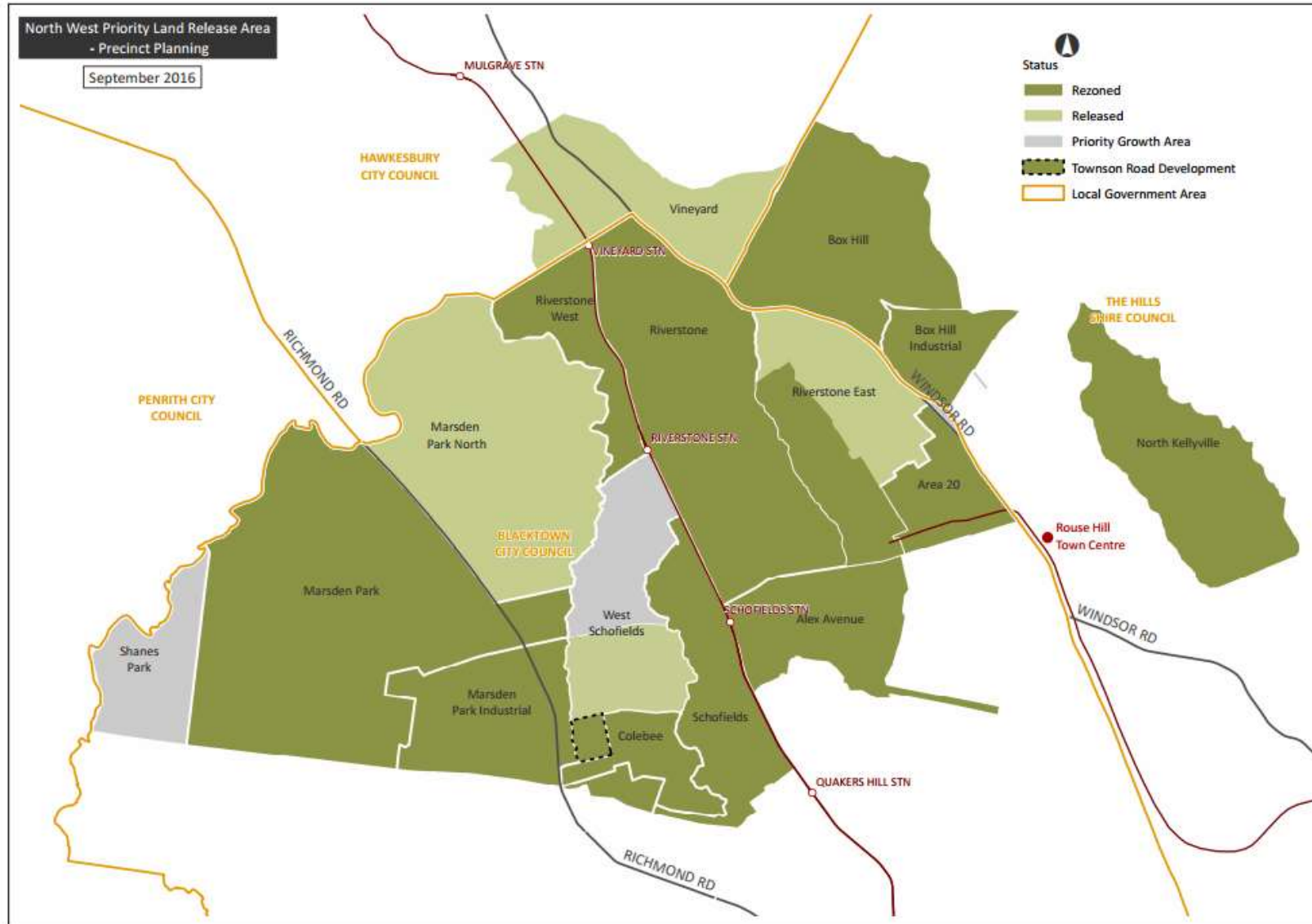


Figure 1 The North West Priority Land Release Area.

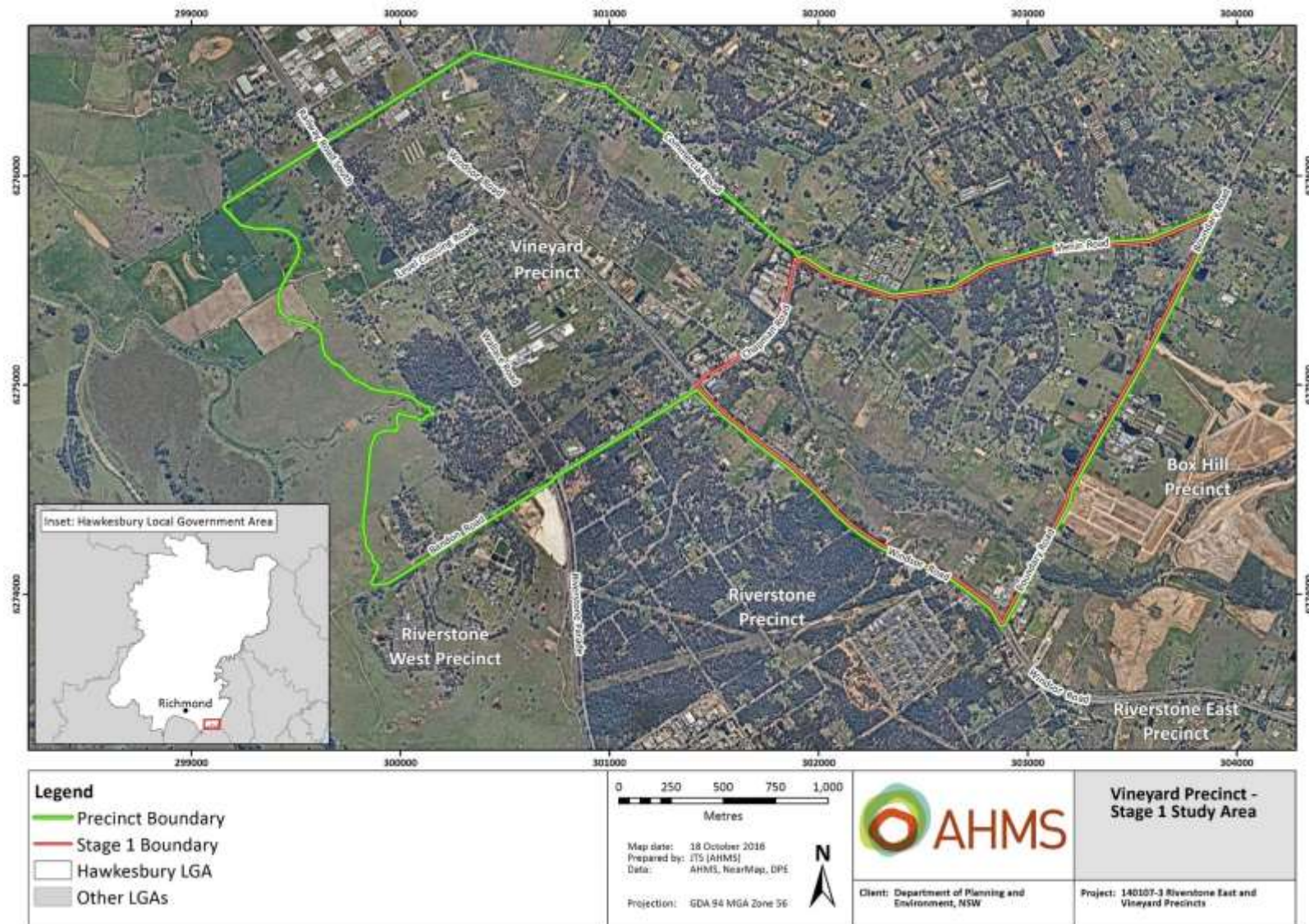


Figure 2 The Vineyard Precinct showing Stage 1, the study area.

2 HERITAGE LISTINGS AND PREVIOUS STUDIES

An initial review of relevant statutory and non-statutory heritage listings, and readily available reports was undertaken to identify known heritage items within and in the vicinity of the study area.

2.1 Heritage Listings

2.1.1 Statutory Listings

A number of heritage lists have been established by Commonwealth, State and local legislation. The New South Wales State Heritage Inventory (SHI) comprises a list of heritage items that include Aboriginal Places, State Heritage register (SHR), Interim Heritage Orders, State Agencies Registers and Local Environmental Plans (LEPs). Items on these lists are protected by the relevant legislation (see **Section 6.1** for further detail). The following statutory heritage lists were reviewed for items within and in the vicinity of the study area:

- World Heritage List.
- National Heritage List.
- Commonwealth Heritage List.
- State Heritage Register.
- Section 170 (*Heritage Act 1977*) Heritage and Conservation Registers (as incorporated into the State Heritage Inventory).
- *Hawkesbury Local Environmental Plan 2012*.
- *Blacktown Local Environmental Plan 2015*.
- *The Hills Local Environmental Plan 2012*.

The results are summarised in **Table 1** and shown in **Figure 5**. There is one listed item within the study area, and two in the vicinity.

Table 1 Statutory heritage listings within and in the vicinity of the study area.

Register	Items within the study area	Items in the vicinity of the study area
World Heritage List	-	-
National Heritage List	-	-
Commonwealth Heritage List	-	-
State Heritage Register	-	-
Roads and Maritime Services S170 Heritage and Conservation Register	Item 4301011 Old Windsor Road and Windsor Road Heritage Precincts: Precinct WR6: Vineyard Alignment	Item 4301011 Old Windsor Road and Windsor Road Heritage Precincts: Precinct WR4: Old Hawkesbury Road
Hawkesbury LEP 2012	-	I459: Rosemont, 87 Level Crossing Road, Vineyard (Lot 1 DP 59145) Local significance
Blacktown LEP 2015	-	-

The Hills LEP 2012

-

I28: Windsor Road from Baulkham
Hills to Box Hill
Local significance

2.1.2 Non-Statutory Listings

There are a number of non-statutory heritage lists which are relevant to the study area. Some include places and items that are otherwise also included in statutory registers. Items on these lists are not protected by legislation unless they are also included in statutory registers. The non-statutory heritage lists that have been searched are:

- Register of the National Estate (RNE).
- Register of the National Trust of Australia (NSW).
- Development Control Plans.

None of the heritage lists above include sites in the study area or its vicinity.

2.2 Previous Heritage Investigations

A number of non-Indigenous heritage studies have been completed as part of previous consultancy projects which relate to the study area or locations in close proximity. The following section contains a review of relevant reports that are publicly available.

Windsor Road and Old Windsor Road Corridors (Heritage Concepts, December 2004)

This report was a strategic plan for the management of the non-Indigenous heritage items and values of the Old Windsor Road and Windsor Road corridors, completed in advance of a proposed upgrade of the roads. The report included that stretch of Windsor Road that runs through and alongside the present study area, and addressed a corridor 60 m in width. A number of heritage items were identified within the Windsor Road corridor that runs adjacent to and through the present study area. These consist principally of the road itself and associated alignment stones and they are listed in **Table 2**. The items do not appear to have been mapped in the report, but are shown with the same numbering in a report prepared the following year by Clive Lucas Stapleton and Partners (see Error! Reference source not found. to **Figure 4**).

Table 2 *Heritage items within the Windsor Road corridor (Heritage Concepts, December 2004).*

No.	Name / Description	Level of significance
	Windsor Road from Pitt Town Road to Chapman Road	high State
2298	alignment stone	high State
2299	alignment stone	high State
2300	alignment stone	high State
2301	alignment stone	high State
2302	alignment stone	high State
2303	alignment stone	high State
2304	alignment stone	high State
2305	alignment stone	high State
2306	alignment stone	high State
2307	alignment stone	high State
2308	alignment stone	high State

	Windsor Road from Chapman Road to Boundary Road	high State
34	vacant land / archaeological potential	
2309	alignment stone	high State
2310	alignment stone	high State
2311	alignment stone	high State
2312	alignment stone	high State
2313	alignment stone	high State
2314	alignment stone	high State
2315	alignment stone	high State

Windsor Rd and Old Windsor Road Conservation Management Plan (Clive Lucas Stapleton and Partners, 2005)

Clive Lucas Stapleton and Partners (CLSP) prepared a conservation management plan for Windsor and Old Windsor Road in advance of a major program of widening and upgrading to be undertaken by the Roads and Traffic Authority (now Roads and Maritime Services). The report provides recommendations and policies relating to the non-indigenous cultural significance of the two roads and associated heritage elements to assist in retaining their significance and interpretation during and after the works program.

The report includes that stretch of Windsor Road that runs adjacent to and through the present study area. A number of heritage items are identified within and in close proximity to this stretch of the road corridor; listed in **Table 3** and shown in Error! Reference source not found. to **Figure 4**.

Table 3 *Heritage items within the Windsor Road corridor (Clive Lucas Stapleton and Partners, 2005). Co-ordinates are given in AGD66 Zone 56.*

No.	Name / Description	Location
2309	alignment stone	E301456 N6274665
2310	alignment stone	E301630 N6274532
2311	alignment stone	E301860 N6274357
2312	alignment stone	E302026 N6274158
2313	alignment stone	E302089 N6274109
	Vineyard alignment precinct, surviving section of the old alignment of Windsor Road. Includes nos. 30, 2314-2318	
30	Boundary Road alignment; old alignment of Windsor Road	At intersection with Boundary Road, Vineyard
2314	alignment stone	E302743 N6273733
2315	alignment stone	E302751 N6273743
2316	alignment stone	E302796 N6273700
2317	alignment stone	E302786 N6273692
2318	alignment stone	E302806 N6273662

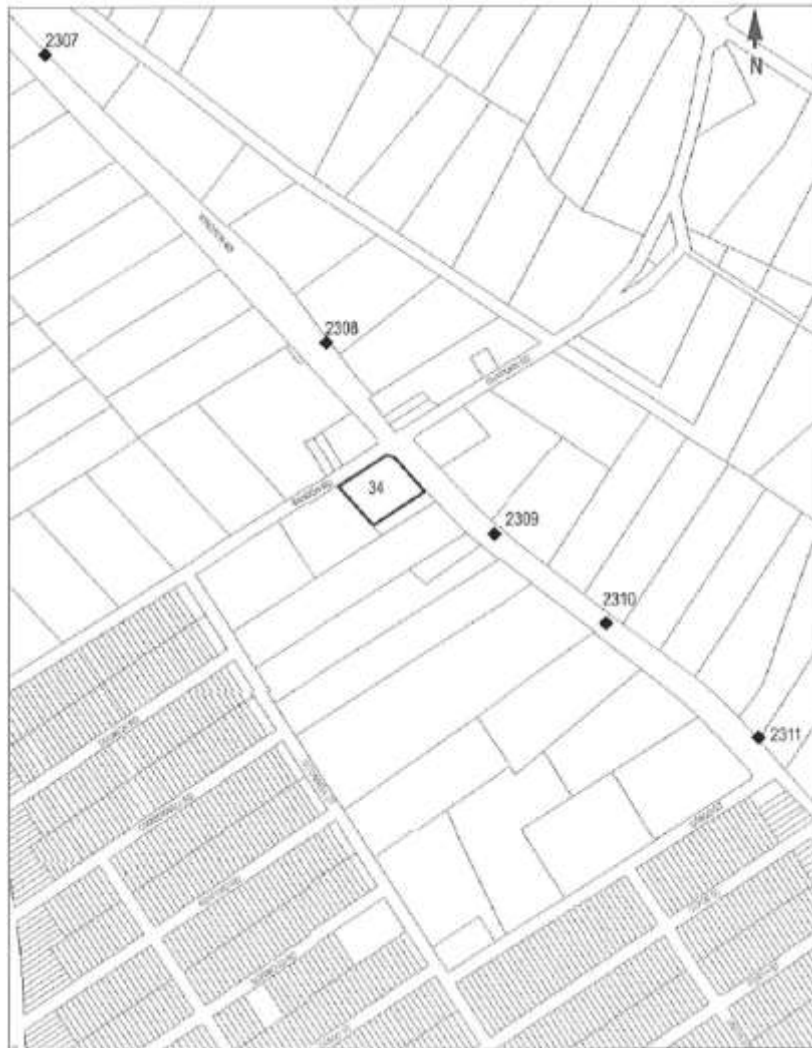


Figure 3 Heritage items identified along Windsor Road (Clive Lucas Stapleton and Partners 2005: WR 5).

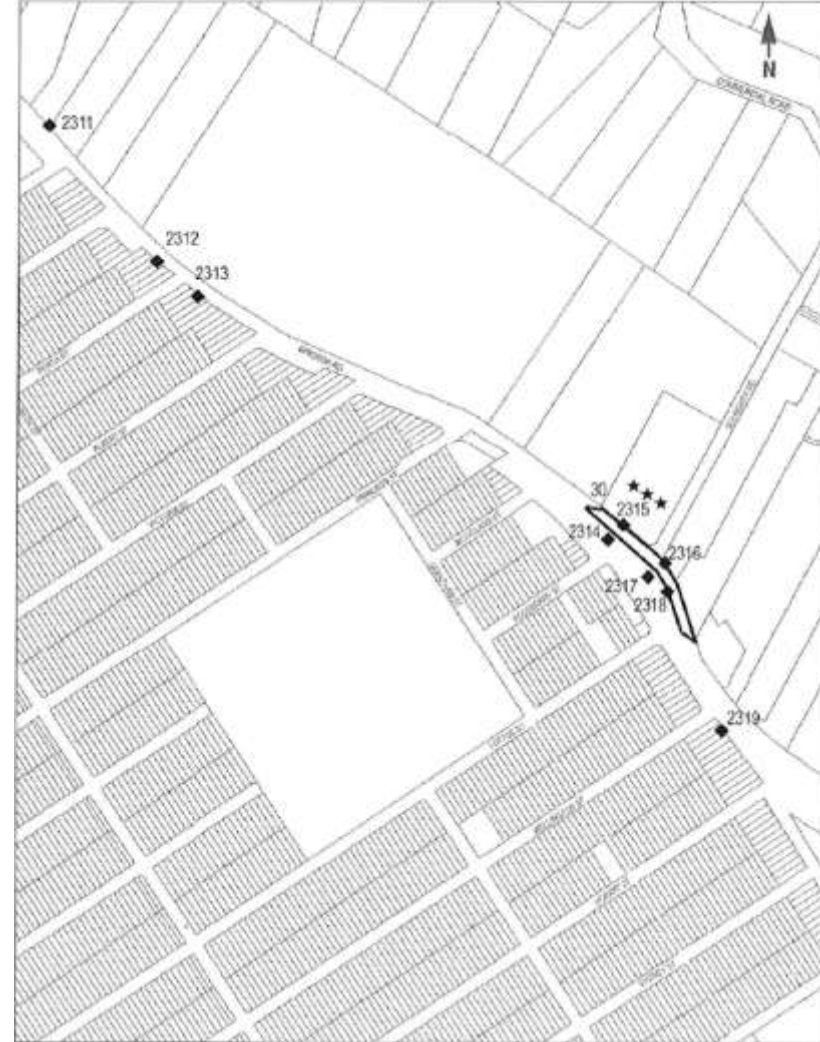


Figure 4 Heritage items identified along Windsor Road (Clive Lucas Stapleton and Partners 2005: WR 6).

Riverstone and Alex Avenue Precincts (ENSR / AECOM, October 2008)

This study addressed the historical heritage of the Riverstone and Alex Avenue Precincts, the first of which is located immediately to the south of the present study area. No heritage items were identified in proximity to the present study area.

Riverstone West Precinct (Urbis, November 2008)

This study addressed the historical heritage of the Riverstone West Precinct, which is adjacent to part of the southern boundary of the present study area. The report focussed on the former Riverstone Meatworks, two groups of cottages and a butcher's shop, along with landscape elements. No heritage items were identified in proximity to the present study area.

Quakers Hill to Vineyard Duplication (Heritage Concepts, 2009)

This study addressed the historical heritage of a route, approximately 10 km in length, between Quakers Hill and Vineyard, prior to proposed duplication of the rail track. The study identified the existing heritage listing of the Riverstone Railway Station Complex, which is not located within or in proximity to the present study area.

Mile Markers and Boundary Stones within the Hawkesbury LGA (Hawkesbury City Council, 2014)

On behalf of Hawkesbury City Council, Altstadt Heritage Consultants undertook an inspection of historical mile markers and boundary stones located within the Hawkesbury Local Government Area. Five items were inspected, including one within the Vineyard Precinct, but none are located within or in proximity to Stage 1.

2.3 Summary of Known Heritage Items

The review of relevant heritage registers and previous reports has resulted in the identification of 12 heritage items within the study area, and 15 in the vicinity (**Table 4** and **Figure 5**). These are discussed below.

2.3.1 Within or Extending into the Study Area

The heritage items which have been identified within or extending into the study area are described in the following sections.

2.3.1.1 Windsor Road and Associated Items

The majority of the identified heritage items relate to Windsor Road, and consist of alignment stones and two sections of former alignment:

- Old Hawkesbury Road.
- Vineyard / Boundary Road Alignment.

Regarding the alignment stones, the Windsor Road and Old Windsor Road CMP notes the following:

The use of stone markers to fix the extent and alignment of a road is a practice that is known to exist in New South Wales only on the Windsor Road and Old Windsor Road. These road marker stones therefore possess great historic and technical interest and are the most important physical evidence we have of the line of these early roads. (CLSP 2005: 15).

The alignment stones were used to mark the carriageway (42 feet wide) within the road reserve (66 feet wide). They were placed in pairs at points where the road changed direction (CLSP 2005: 15).

The installation date is not known, but it is thought that the stones were placed in the period 1839-1847 (CLSP 2005: 16).

The CMP was drawn up during a program of major upgrading of Windsor Road and Old Windsor Road being undertaken by the RTA (now RMS) (CLSP 2005: 61). It was recommended that the alignment stones be retained in situ where possible; lowered and reburied at the same co-ordinates if it was not possible to avoid excavation in the location; or removed to a nearby location if reburial was not possible (CLSP 2005: 68). No record of these works has been located. However, it is assumed that all identified alignment stones within and in close proximity to the study area were affected by the road upgrade. As the identified locations are within the road corridor, they are unlikely to be affected by works within the study area.

Regarding Old Hawkesbury Road, the CMP states the following:

The longest stretch of old road is the Old Hawkesbury Road which runs parallel to the Windsor Road at Vineyard but diverges to the north-east as it approaches South Creek. This is part of the original 1794 road to the Hawkesbury. It led to a punt crossing of South Creek but when the bridge was built in 1802 the road was repositioned on its current alignment further to the west.

The Old Hawkesbury Road survives in use partly as a sealed minor suburban road and partly as an unsealed rural lane giving access to adjacent properties. These two different characters are witnessed at its closest point to the Windsor Road at Latona Avenue, Vineyard. (CLSP 2005: 13)

It is also noted that the re-alignment of this section allowed the road to avoid the low-lying land along Killarney Chain of Ponds (CLSP 2005: 8). The above discussion indicates that the alignment was in use as part of the Hawkesbury Road from 1794 to 1802. However, the land grants made after this time continued to respect the old line of the road. Portion 58, granted in 1803; Portion 95, granted in 1810; and the Pitt Town Common, set aside in 1804, all incorporated the line of Old Hawkesbury Road into their boundary (see **Figure 6**).

The section of the Old Hawkesbury Road alignment discussed in the CMP is located between Brennans Dam and Chapman Roads, to the north of the study area. However, the former alignment continued through the study area, between Chapman and Boundary Roads.

Regarding the Vineyard / Boundary Road alignment, this is one of a further three old alignments of Windsor Road identified by the CMP:

All three are short sealed sections of road close to the present road and serving semi-suburban functions. Their archaeological value is yet to be determined but the Boundary Road alignment is known to contain five alignment stones. (CLSP 2005: 14)

The date of the realignment in this location is not known.

2.3.2 In the Vicinity of the Study Area

There are a number of heritage items that are located in proximity to the study area and these are described in the following sections.

2.3.2.1 Former Vineyard Primary School

This property is located immediately outside the study area, on the south-west corner of Bandon and Windsor Roads, and is presently identified as Lot 61 in DP 1070588. It is the location of the current Vineyard Primary School. The property has been identified as having historical archaeological potential, related to the former school building (CLSP 2005). Historical maps of the Parish of St

Matthew, available through the LPI website, indicate that 2 acres was purchased in this location in 1880 for the construction of the School. The School was built by 1885, when it is shown in a surveyor's fieldbook (CLSP 2005: 24). The structure is also shown in the 1893 plan (**Figure 13**).

The identified property is located outside the study area, although in close proximity. The heritage values are associated with the archaeological remains of a former structure that will be entirely contained within Lot 61 DP 1070588. Works within the study area are therefore unlikely to have an impact on this identified heritage item.

Table 4 *Previously identified heritage items within and in the vicinity of the study area.*

Register / Report	Items within the road reserve of the study area	Items in the vicinity of the study area
Heritage Concepts Dec 2004	Windsor Road from Chapman Road to Boundary Road: high State significance	
Heritage Concepts Dec 2004	2309: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2309: alignment stone: E301456 N6274665	
Heritage Concepts Dec 2004	2310: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2310: alignment stone: E301630 N6274532	
Heritage Concepts Dec 2004	2311: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2311: alignment stone: E301860 N6274357	
Heritage Concepts Dec 2004	2312: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2312: alignment stone: E302026 N6274158	
Heritage Concepts Dec 2004	2313: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2313: alignment stone: E302089 N6274109	
Heritage Concepts Dec 2004	2314: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2314: alignment stone: E302743 N6273733	
Heritage Concepts Dec 2004	2315: alignment stone: high State significance	
Clive Lucas Stapleton & Partners 2005	2315: alignment stone: E302751 N6273743	
Heritage Concepts Dec 2004		2316: alignment stone: high State significance
Clive Lucas Stapleton & Partners 2005		2316: alignment stone: E302796 N6273700
Heritage Concepts Dec 2004		2317: alignment stone: high State significance
Clive Lucas Stapleton & Partners 2005		2317: alignment stone: E302786 N6273692
Heritage Concepts Dec 2004		2318: alignment stone: high State significance
Clive Lucas Stapleton & Partners 2005		2318: alignment stone: E302806 N6273662
RMS s170 Heritage & Conservation Register	Item 4301011 Old Windsor Road and Windsor Road Heritage Precincts: Precinct WR6: Vineyard Alignment	
Clive Lucas Stapleton & Partners 2005	Vineyard alignment precinct, surviving section of the old alignment of Windsor Road. Includes nos. 30, 2314-2318	

Register / Report	Items within the road reserve of the study area	Items in the vicinity of the study area
Clive Lucas Stapleton & Partners 2005	30: Boundary Road alignment; old alignment of Windsor Road: At intersection with Boundary Road, Vineyard	
The Hills Local Environmental Plan 2012		Windsor Road from Baulkham Hills to Box Hill, I28, local significance
Heritage Concepts Dec 2004		34: vacant land / archaeological potential
Clive Lucas Stapleton & Partners 2005		34: site of Vineyard Primary School, archaeological potential: south-west corner of Bandon and Windsor Roads

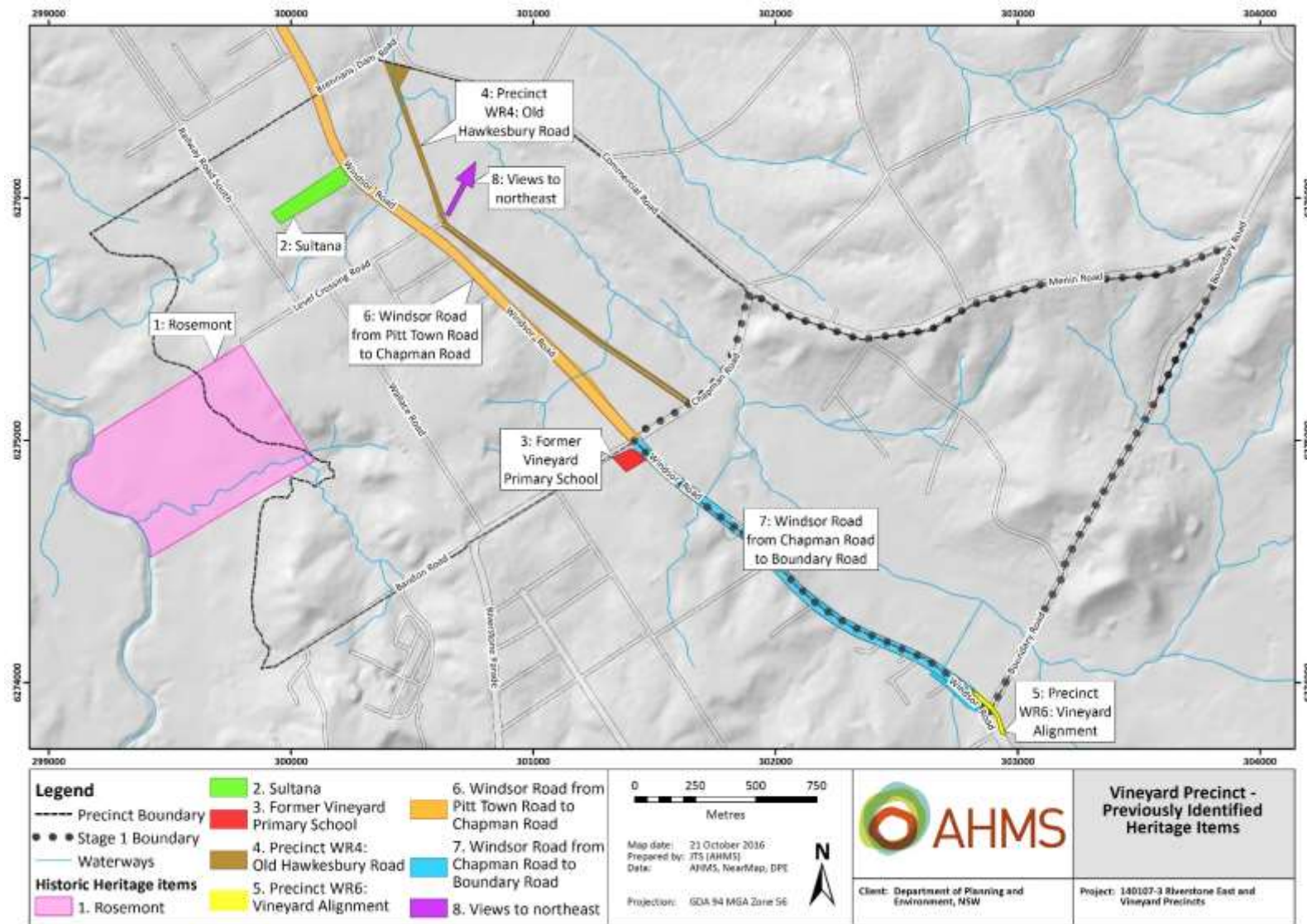


Figure 5 Previously listed heritage items within and in the vicinity of the study area. Note that the individual alignment stones are not shown.

3 HISTORY

The following general history section refers to the entire Vineyard Precinct.

3.1 General

The first European incursion into the Vineyard and Riverstone East precincts was an expedition led by Governor Arthur Phillip to find out whether the Hawkesbury River linked with the Nepean River. His party consisted of Lieutenant Tench, Lieutenant Dawes, Surgeon White, Mr. Collins, a servant, three convicts, eight Marine privates, two sergeants, one captain, and two Aboriginal guides: Colbee and Boladeree. On their return, on 16 April 1791, the party traversed the study area noting the recently burnt landscape and describing the land, in Phillip's words, as 'poor soil but finely formed and covered with the stately white gum tree' (Phillip, 16 April 1791).

During the course of 1794 seventy-two families, almost all headed by an ex-convict, took up residence on the Hawkesbury River, South Creek and McKenzies Creek (Department of Environment and Climate Change 2009: 13). These early settlers cleared the land of trees and scrub and sowed crops of wheat and maize in the fertile river soils. In some seasons they grew 'from fifteen to twenty thousand bushels of wheat' (Hunter 1799: 354-355). But many of these settlers had built on flood plains and, despite warnings by local Aboriginal people, were unprepared for the devastating flood that engulfed the early settlement in 1799. John Hunter described the event in vivid detail in a letter to the Duke of Portland:

The river swell'd to more than fifty feet perpendicular height above its common level, and the torrent was so powerful it carried all before it. Many of the people were taken from the ridges of their houses by a few boats they had amongst them just in time to save their lives, for most of the dwellings were cover'd, and the whole country here appear'd like an immense ocean. Many hogs, other live stock, poultry, with much of the produce of the last unfortunate harvest, and the domestic effects of the people, were hurried away before the torrent. Fortunately, we lost but one man (Hunter 1799: 354-355).

The history of the Vineyard precinct is marked by such floods. In 1867 the Hawkesbury rose to a height of 19.2 metres, the greatest flood on record. And in 1961, the worst flood of the twentieth century surged into residences and overflowed onto the railway line, forcing sixty houses to be evacuated (Seale 2009).

The construction in 1794 of Hawkesbury Road, later renamed Windsor Road, traversed the study area and established an important route of trade and communication between the farms on the Hawkesbury River and the settlement at Parramatta (Casey & Lowe Associates Sept 1993: 4). The road was altered and improved over time, usually in a piecemeal fashion. In 1797, orders were made for the widening of the road to twenty feet, although it is not clear whether this was consistently carried out, as it was made the responsibility of local landholders. After the dramatic uprising at Castle Hill prison in 1804 – later known as 'The Battle of Vinegar Hill' – convicts trying to make their escape to the Hawkesbury would have crossed the lands of the Riverstone district on or near Hawkesbury road (Barry et al. 1980). The road was expanded and improved from 1810-1813 with the construction of a new alignment between Parramatta and Kellyville and seventy new bridges, the installation of alignment stones and the widening of the road to thirty-two feet (CLSP Aug 2005: 6). These developments underline the significance of this route to the new colony.

Despite early success growing wheat and maize, the colony was chronically short of livestock. Much of the livestock that arrived with the settlers in 1788 had either died or disappeared, forcing the administration to import cattle and sheep from India and South Africa. In 1800 a Government Stock Yard was established on the western side of the Hawkesbury road, to the north of Meurants Lane

(Casey & Lowe Associates Sept 1993: 4). But small farmers found it difficult to both afford the new livestock and find the land on which to run them. This led Governor King in 1802 to initiate a policy of loaning government cattle, sheep and pigs to small settlers to build up their own herds and flocks (DECC 2009: 13). In 1804 King also laid aside substantial areas of Crown land for use as pasturage, creating the Nelson Common (later known as Pitt Town Common, Richmond Common and, briefly, as Mulgrave Place Common) (ENSR 2008: 10).

The first land grants were made along the Hawkesbury Road around this time and, in 1805, John Hillas, a free settler, opened the first inn on the road, the Stanhope Arms (Casey & Lowe Associates Sept 1993: 4). Coach services also commenced along the road in 1805, mostly transporting goods, and by 1824 a regular passenger service between Parramatta and Windsor had been established (CLSP Aug 2005: 6). In 1833, the road was proclaimed a Main Road and as such would be managed at public expense (CLSP Aug 2005: 6). It was maintained through the 1830s and 1840s by a group of convicts – Number 12 Road Gang – acting under Governor Darling’s instructions. These convicts stopped the road from falling into disrepair, but their work was marked by complaints about shortages of labour and the ineptitude of the overseer (CLSP Aug 2005: 7).

The colonial administrators encouraged occupation of the land along the Hawkesbury Road, and from 1810 large plots of land were granted to a series of prominent individuals. In May 1810, for example, Governor Macquarie granted Maurice Charles O’Connell 2,500 acres of the land that is now Riverstone to mark his marriage to Mary Putland, widowed daughter of deposed Governor Bligh (ADB 1967). The grant was all the land now bounded by the Windsor Road, Bandon Road Vineyard, Eastern Creek and Kensington Park Road Schofields. O’Connell named the land ‘Riverston Farm’ after his birthplace in Ireland and built a homestead close to the main road. Whilst the O’Connells did not live at ‘Riverston’, the farm was put to immediate use. Governor Macquarie visited the farm on 8th December, noting its ‘dairy and stock yards’, but it appears the O’Connell’s were absent as he only stayed ‘for about a quarter of an hour’ (Macquarie 1810).

In 1813 Walter Lang was granted 700 acres on South Creek, which he named ‘Clydesdale’ (now in the Berkshire Park end of Marsden Park). Two years later, in 1815, Reverend Samuel Marsden was granted 1,000 acres (now Marsden Park) on which he ran sheep (ERM 2012). Other early land grants in the area included 450 acres for Richard Rouse at Vinegar Hill in 1816, John Palmer’s 1818 grant of 1,500 acres in the area later known as Rouse Hill, and James Ruse’s 1819 grant of 100 acres on Eastern Creek. John Schofield arrived in Sydney as a convict in 1821. Four years later he was granted a ticket of leave and by 1845 he had accumulated enough wealth to purchase a 600-acre property known as Argown, which gives present day Schofields its name. It appears that many of these early landholders did not live on their estates and instead employed managers to run cattle, sheep and horses on their land (ENSR 2008: 11-12). Schofield was a notable exception.

In the 1850s a railway was proposed to link the Hawkesbury River settlements with Parramatta and Sydney. A route from Blacktown to Richmond was surveyed in 1862 and construction continued throughout 1863-64. The line opened on 1 December 1864. (ENSR AECOM Oct 2008: 13) The advent of the railway was a critical point in the history of Riverstone and Vineyard. It enabled a burst of activity in the area including the subdivision of farms, the development of industry and the emergence of the villages of Schofields and Riverstone, each centred on the new railway line. The railway timetable also officially gave ‘Riverston’ the name ‘Riverstone’. (ENSR AECOM Oct 2008: 14).

The Riverstone station was a timber platform with a brick building that housed the waiting room, ticket office and residence for the stationmaster. It quickly became a hub of local activity and a vital commercial link with Sydney and Parramatta. The social and economic impact of the railway was immense (Urbis Nov 2008: 24). New schools opened on Old Pitt Town Road in 1866, in Vineyard in 1872 and in Rouse Hill in 1875. A Post Office was established at Riverstone Railway Station in 1877, joined soon after by a Telegraph Station and, in 1914, a telephone exchange (Lewis 2009). The Riverstone community expanded with the opening of Christ Church Rouse Hill in 1863, St. John’s

Catholic Church in 1882, and St. Andrew's Church of England, 'The Vineyard', in 1884 (AHMS 2006). The cemeteries attached to these churches contain the graves of many of the pioneers of the area (Phillis and Phillis 1998).

The railway also attracted entrepreneurs such as Benjamin Richards, a grazier and butcher from Richmond who established the Riverstone Meatworks in 1878 (Phillis 2004). Richards recognised Riverstone as an ideal location between country and city, with plentiful creek water and, importantly, a rail link to Sydney and Parramatta. In 1878 he purchased the first land of what was to become a 1092ha site, erected a beef slaughterhouse and began his operation with his two sons, James and Robert, and four other butchers. The next year, in 1879, he opened a mutton house, employed thirty butchers and arranged for a siding at the railway station known as Richards Siding to service his abattoirs. The killing took place at night, due to the lack of refrigeration facilities. The butchered carcasses were sent by rail to freezing works in Sydney for export to England (Kass 2005: 54). In 1893 the local population of Riverstone was 527 with 74 houses in the Township, but an average of 2,000 sheep and 100 bullocks were being processed at the meatworks daily (Hazard 2010).

Richards died in 1898, but the Riverstone Meatworks stayed in his family until 1919 when it was sold to the Angliss Group. William Angliss expanded the business, making the meatworks the chief employer in the Riverstone District. It would remain so up until it closed in 1994 (Phillis 2004). In 1934 the Vestey group took over the works and during World War II the plant produced thousands of tonnes of frozen and canned meats and dehydrated eggs for the use of servicemen overseas. The supply was so important that key staff were banned from enlisting.

The story of the meatworks reflects the growth and transformation of the Vineyard precincts. The plant created a local focus of employment, allowing urban subdivisions in the Riverstone area to be used for housing and for small business (ENSR AECOM Oct 2008: 15). Many local families' lives were shaped by the operation of the meatworks. Six men died in a fire at the meatworks while trying to rescue animals trapped inside in 1970 (Phillis 2004). All were posthumously awarded medals for courage by the RSPCA; the tragedy is still mourned in the local community. Three years later, in 1973, a new meatworks complex was constructed, making Riverstone Meatworks one of the most modern and technologically advanced meat processing plants of the day. By 1978 it employed 2,000 people, but this success would not last. The United Kingdom's decision to join the European Community had a profound impact locally. (ENSR AECOM Oct 2008: 15) The market was lost and the plant faltered, closing temporarily in the mid-1980s and, under the ownership of Smorgon Consolidated Industries, closing permanently in 1994.

But it was not the only industry to benefit from the railway. Timber milling was an important early industry and sawmills were established by Andrew McCulloch and John Schofield at Riverstone and Schofields stations (ENSR AECOM Oct 2008: 15; GML 2011: 11).

Orchards lined either side of the railway, but they appear not to have been as big a part of the economy as in Kellyville or Seven Hills. There were five orchardists in the district c.1885 and eleven by 1900 (ENSR AECOM Oct 2008: 16). Vineyards were also prevalent in the region, giving Vineyard its name. O'Connell had a vineyard on his estate at least until the 1870s and there was another large vineyard on Garfield Road West in the 1880s. But these and the grape crops at The Vineyards suffered from a plague of phylloxera insects that swept through the region in 1892. Overall, farming in the study area seems to be low-scale until the 1900s, when there was a significant increase in market gardening and poultry farming. In 1900 there was only one poultry farmer in the district and a handful of market gardeners; by 1930 there were twenty-six market gardeners at Riverstone and twenty-nine poultry farms (ENSR AECOM Oct 2008: 16). Post-World War II migration spurred on a further intensification in both these industries. The changing agricultural practices are reflected in the produce stores that emerged in Riverstone. Throughout the late 1800s and early 1900s, produce was sold at a range of general stores throughout the region. But from 1914, specialised stores emerged to

cater for a wide variety of farm and garden needs, selling tools, stock feeds, poultry feed, seeds, fertilisers, etc (Neal 2006).

Riverstone's population in 1911 was 981. World War I had a profound impact on such a small community. As Shirley Seale lamented (2004), 'One in two families at that time had someone who went to war.' Twenty-two men from the area died in World War I and their names are etched in a memorial at Riverstone Station. But the community's involvement in the overseas conflict is reflected in their broader contribution. 'You wouldn't call Riverstone a rich community,' reflected local historian Rosemary Phillis, 'but it did a lot of fund-raising during the war and when soldiers came home ... It showed how much a little community could give' (Stevens 2014b).

The increasing use of motor cars after the war necessitated further works to the Old Windsor Road. A bitumen coating was laid down in 1925-6 and renewed in 1928-9 (CLSP Aug 2005: 7). However, residents remained unhappy with the lack of services in the area, levelling their dissatisfaction at Windsor Council and its inability to provide the district with electricity and water. In 1928, the community voted to come under the administration of Blacktown Shire (Sharpe 2000: 92). Riverstone was connected to the Metropolitan Water Supply in 1933 and electrical services in 1934. The community celebrated with the 'Back to Riverstone' carnival. The residents of Riverstone and Vineyard pulled through the grim years of the Depression comparatively smoothly due to the diversity of industries in the district and generous owners of surrounding orchards and farms (Sharpe 2000: 92). In 1933 the population in Riverstone was 1,319, which was a slow and steady growth of approximately 300 people in 20 years (Blacktown City Council 2008).

The post-war period saw a boom of new homes in the precinct and a range of new accents sounding in the streets (Sharpe 2000: 92; Gillespie & Gillespie 2006). The County of Cumberland Plan was adopted in 1947-48 in an attempt to create a 'green belt' around Sydney (Barry et al. 1980: 15). The new guidelines restricted building on sites of less than five acres, helping the area to retain its rural character and encouraging the establishment of small intensive farms. Many of the new migrants channelled their energy and labour into market gardens and poultry farms. Some residents became involved in the Korean War.

Riverstone remained a semi-rural community in the 1960s and bread was still delivered by horse and cart. The 1970s brought many changes. Blacktown City Council opened the Riverstone Olympic Swimming Pool in 1976 and Riverstone Marketown and the Riverstone Branch Library in 1978. In May 1975 the Richmond railway line was electrified from Blacktown to Riverstone. This made Riverstone a changing point where the passengers got off electric 'red rattlers' and onto two-car diesel trains. Electrification was completed in 1991.

In the census of 1996 Riverstone's population had grown to 5,497; Vineyard's population was 288. But the area has not lost its rural roots. Even today, the annual Riverstone Festival celebrates the district as the 'best little country town in Sydney' (Stevens 2014a). The region's rich vein of local culture is captured in these community events. It is also historicised in the pages of the Riverstone and District Historical Society, with residents recording episodes from the district's past, from memories of tennis games, golf clubs, bushfires and poultry farms to famous Christmas pudding recipes and 'The Schofields Santa Tradition'.

3.2 Vineyard Precinct

Stage 1 of the Vineyard Precinct Stage 1 includes parts of Portion 95 of the Parish of St Matthew; granted to Maurice Charles O'Connell (**Table 5** and **Figure 6**). That part of the Precinct on the eastern side of Windsor Road was originally part of the Nelson Common, later called the Pitt Town Common, within the Parish of Pitt Town. The Precinct includes Portions 47 and 139 to 148, created at the subdivision of the Common.

Table 5 *Detail of the portions comprising the study area.*

Portion	Grant	Area	Date
Parish of St Matthew			
95	Maurice Charles O'Connell	2500	1810
Parish of Pitt Town			
47	Catherine Johnson	2 acres	11.8.1894
139	CO Latham	30.0.10	
140	Bridget Laggan	40.1.10	
141	Patrick McKeever	27.1.20	
142	Bridget Moran	38.0.20	
143	Samuel Harkness	41.3.0	
144	Samuel Harkness	41.3.30	
145	GT Suttor	42.3.30	
146	HJ Simms	41.2.0	
147	JE Stockwell	38.1.0	
148	WH & FH Pilon	42.2.10	

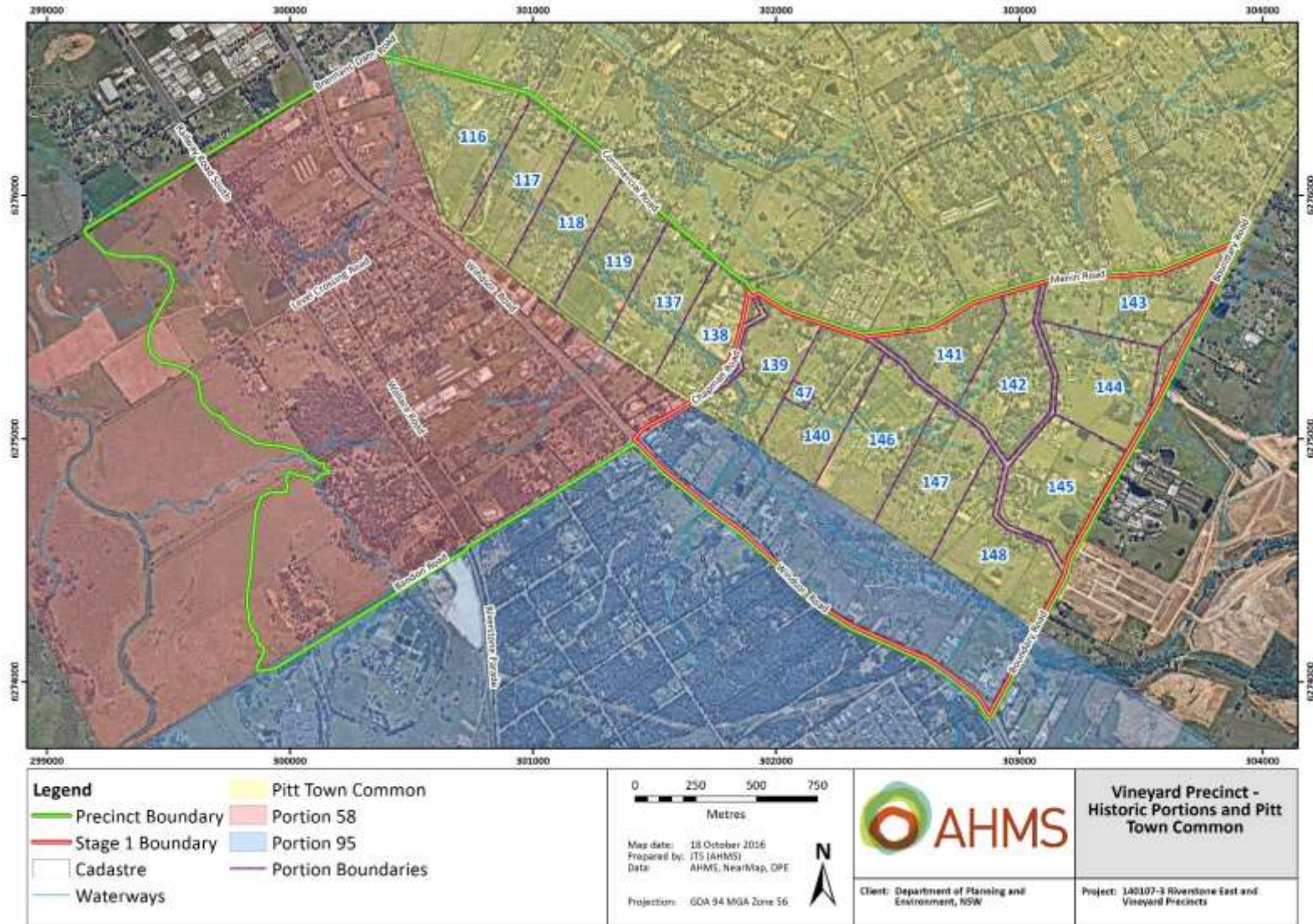


Figure 6 The grants comprising the study area.

3.2.1 Portion 95 (O'Connell)

The part of the study area bounded by Chapman Road to the north, Windsor Road to the south, and approximately by Killarney Chain of Ponds Creek to the east (the former Old Hawkesbury Road alignment), is part of Portion 95, which was granted to Maurice Charles O'Connell in 1810. O'Connell (1768-1848) arrived in the colony in 1809 as a member of the 1st battalion of the 73rd Regiment, accompanying the new Governor, Lachlan Macquarie ('O'Connell' 1967). O'Connell held various official positions, until he left the colony in 1814, not returning until 1838. On his return he was appointed to the Executive and Legislative Councils.

In 1810, O'Connell married Mary, a daughter of the former Governor William Bligh. Portion 95, consisting of 2500 acres, was granted by Macquarie to O'Connell on the day before the marriage, and was named Riverston after O'Connell's homeland in Ireland (GML Jan 2011: 7). Portion 1 to the south was granted to O'Connell in 1814; this consisted of 1000 acres and was known as Mount Macquarie. The 1813 plan shows O'Connell's 2500 acres, between Eastern Creek and the Old Hawkesbury Road (**Figure 7**).

It does not appear that the O'Connells ever lived on the Riverstone / Mount Macquarie properties, however there was some development on the estate, as outlined in lease advertisements:

To Let, on Lease for three Years, and possession given the 1st May next, the Estate of Riverston, consisting of 4000 Acres of Land, commonly known by the Name of the Race Course Farm, 4 Miles from Windsor. These lands are well adapted for the grazing of sheep or horned cattle, being nearly fenced round, and abundantly supplied with excellent water. There is a shingled cottage and out-offices on the farm, with a good garden, and 10 acres of cleared land.

(*The Sydney Gazette and New South Wales Advertiser*, 2 April 1829, p. 3).

To let on lease for three or five years

The Estates of Riverston and Mount Macquarie, the property of Gen. O'Connell. These grounds are well adapted for the depasturing of horned cattle, sheep, or breeding mares, being constantly supplied with good water in the driest of seasons; they join and consist of 4,000 Acres of very fine grass land, and is situated in the immediate neighbourhood of the town of Windsor; there is a brick Cottage and out-offices on the Riverston Farm, and can be made a comfortable residence for a small family, at a moderate expense; the tenant will be placed in immediate possession and commence rent on the 1st January, 1833. - Terms will be made known on application at Mount Druitt.

(*The Sydney Gazette and New South Wales Advertiser*, 30 October 1832, p. 4).

The 1842 plan shows an area of cleared ground and some cultivation in the north-western part of Portion 95, and another cleared area with a group of structures closer to Windsor Road (**Figure 8**). The remainder of the property appears not to have been cleared, although there are tracks running through it. Both of the cleared areas fall outside the study area.

Following O'Connell's death in 1848, the Riverstone and Mount Macquarie Estates were bought by Andrew Hardie McCulloch in 1855 (GML Jan 2011: 9). McCulloch was a solicitor and pastoralist. He practised in Sydney from 1864 until 1904. He was the Member for Central Cumberland in the Legislative Assembly from 1877 to 1888. ('Mr Andrew Hardie McCulloch'). Again, McCulloch does not appear to have lived on the estate. The primary application, drawn up in 1864, indicates that parts of the property were leased, at that time to Sheffield, Mangold and McKenzie (LPI PA 515).

Subdivision plans for various parts of the estate were drawn up in 1859 and 1864, although it appears that few lots sold. In 1877, the private Riverstone township subdivision was made, adjacent to the train station. Further subdivisions were offered for sale in the 1880s. These do not appear to have

included that part of Portion 95 that is included in the study area, between the former alignment of Old Hawkesbury Road and Windsor Road.

However, the 1885 plan shows that this section had in fact been divided into four lots (**Figure 10**). From the north to the south, these were in the ownership of James Huff, Edward McNamara, Thomas Cunneen and Thomas Sheffield. The lots in general were described as 'bush paddock' and 'cleared paddocks', although there were also small areas under cultivation, and an orchard. A structure is shown on McNamara's lot, and another on Sheffield's together with a garden. Both of the structures are adjacent to Windsor Road. The 1887 plan is similar, although not as detailed, and describes this part of the study area as open forest land, cultivated land, forest land and pasture land, also showing a number of fence lines (**Figure 10**).

A plan from 1893 shows James Huff's lot now in the ownership of Mrs Hough (presumably related), and the remaining three lots in the ownership of Thomas Sheffield (**Figure 11**). A second plan from 1893 shows Mrs James Hough's lot in the occupation of George Jeffery, and describes it as a 'grass paddock' (**Figure 13**). A third plan from the same year shows the southern part of Sheffield's property, with an orchard, vineyard and slaughterhouse and yard (**Figure 14**). By 1911 the Hough lot was now in the ownership and occupation of J. Nelson. Part of the Sheffield property was owned by W. Plummer and occupied by J. Begg (**Figure 16**).

The 1925 plan shows five or six structures in this part of the study area, all but one of which are adjacent to Windsor Road (**Figure 17**). The 1947 aerial photograph shows a horse track to the south of Chapman Road (**Figure 18**). Although the photograph is not clear, it appears to show four groups of structures fronting Windsor Road; these are in approximately the same locations as the structures shown in the 1925 plan. There are orchards in proximity to the second and third groups. The remainder of the area is almost entirely cleared of vegetation, with the exception of some patches along Killarney Chain of Ponds.

The 1956 aerial photograph shows a very small amount of additional development, when compared to the 1947 photograph (**Figure 19**). The horse track to the south of Chapman Road remains, and a building has been constructed on the south-east corner of Chapman and Windsor Roads. A second new structure, or group of structures, is present on Windsor Road to the south of the horse track. The remaining four groups of structures fronting Windsor Road, are in approximately the same locations as shown in the 1947 photograph. The smaller, northern orchard remains, but the southern one has been removed. A horse track has been laid out on the property immediately to the north of Boundary Road.

A series of plans were drawn up in 1958, for the proposed widening and realignment of Windsor Road, and shows that part of Portion 95 that is adjacent to the road (**Figure 20** and **Figure 21**). The plans show a number of structures along the eastern side of Windsor Road, providing additional detail regarding the structures shown in the earlier aerial photographs.

On the stretch between Chapman Road (then called Bandon Road) and Perth Street (**Figure 20**), from north to south, were a timber and fibro dwelling; the 'Jack and Jill Picnic Ground', with several huts, a shed, a miniature railway and swing boats; a group of three buildings, including a timber and fibro dwelling and a galvanised iron shed; a dwelling of mixed construction; a sign advertising 'Ampol Kerosene'; a brick cottage; and finally a galvanised iron water supply tank. The timber and fibro dwelling, on the corner of Chapman and Windsor Roads, and the group of three buildings to the south, are the structures that were added between 1947 and 1956. The next two structures (dwelling of mixed construction, brick cottage) are in approximately the same locations as groups shown in the 1947 and 1956 photographs.

On the stretch between Perth Street and Boundary Road (then called Forrester Road) (**Figure 21**), there was only one building; a fibro and iron dwelling with a stall on the roadside. The plan also shows a waterhole, a sign advertising 'Ferguson tractors' and a second sign advertising 'Jantzen'.

The dwelling is in approximately the same location as a group of structures shown in the 1947 and 1956 photographs.

The 1965 aerial photograph shows nine structures, or groups of structures, along Windsor Road, along with the horse tracks at the northern and southern ends of the area (**Figure 23**). Cultivation is in evidence in some locations, and a small orchard. The 1986 photographs shows some limited additional development, expansion of the cultivated area, and removal of the northern horse track (**Figure 24**). The southernmost property has been extensively redeveloped, with the construction of the main parts of the present Vineyard Hotel and Motel, and a large paved car parking area. The horse track to the rear has been reshaped.

3.2.2 Nelson or Pitt Town Common

The part of the study area bounded by Menin Road to the east, Boundary Road to the south, and the former alignment of Old Hawkesbury Road to the west is part of the Nelson Common (later called the Pitt Town Common). This was one of six commons gazetted by Governor King in 1804, in recognition of the difficulty that smaller settlers were having grazing their stock on small lots (GML Jan 2011: 7).

Notification of the creation of the six commons was as follows:

Whereas it is necessary, for the Preservation and Increase of the Breeding Stock, that Portions of Land should be reserved adjoining those Districts where a number of Settlers have been fixed in small Allotments bounded by others: And it being impracticable to locate larger Allotments to all who now possess, or may hereafter possess Stock; In order to secure to their Use Pasturage for Rearing and Maintaining Cattle and Sheep, HIS EXCELLENCY has deemed it expedient to allot by Grant, under HIS MAJESTY, certain Portions of Grazing Lands hereunder stated: such Lands to be held and used by the Inhabitants of the respective Districts as Common Lands are held and used in that part of Great Britain called England.

The Leases will be made out in the name of Three Persons resident in each District, who are named by the rest, and approved by the GOVERNOR.

The Boundaries and Distribution of the said Common Lands are as follows:

Nelson District, in Mulgrave Place - From the S E. corner of Mr Thomas Arndell's farm on Caddi Creek in a S 8° W line to the Hawkesbury Road: the other boundaries limited and defined by the East side of the Hawkesbury road, and farms on the South side of the Hawkesbury River to Caddi Creek, which have been granted up to this date, containing 5650 Acres, more or less.

(The Sydney Gazette and New South Wales Advertiser, 12 August 1804, p. 1).

The 1813 plan shows the Common in two parts, with a total area of 8950 acres (**Figure 7**). From the above description, it is likely that the northern part was the original Common of 5650 acres, while the southern part was a later addition of 3300 acres.

Settlers with smaller landholdings were able to use the commons for grazing and getting firewood (Karskens 2009: 88). The support provided to smaller landowners in this way may also have been intended to prevent wealthier individuals from buying up the smallholders' properties (Baskerville 2006).

A system of trustees was established to manage the Commons; the first three trustees of the Nelson Common were Andrew Thompson, Thomas Biggers and Thomas Tyler (Baskerville 2006). The management of the Commons was regulated by the *Epitome of the existing Laws respecting Commons*, for the information of all concerned, published by the Judge Advocate. In 1847, the *Epitome* was superseded by the *Commons Regulation Act*.

The trustees wrote a set of regulations for each Common. The regulations were 'designed to ensure that the resources of the commons, usually firewood and pasture grasses, were conserved by regulating times, numbers and places of grazing, and the removal of wood, timber, soil and other materials' (Baskerville 2006). In the 1850s and 1860s, the income from Pitt Town Common was derived from fees for loads of wheelwrights stuff, slabs, shingles, palings, rails, posts, firewood licences and stone, and from rents for paddocks on the Common. Between 1853 and 1855, the main use of the Common changed from sheep grazing to timber and firewood taking.

During the 1870s, there were revisions to the Commons laws, and the Pitt Town Common was resumed and rededicated (Baskerville 2006). However, the Common remained in existence until the late nineteenth century. An 1887 plan showing the western boundary of the Common describes it as 'open pasture land' and 'open forest country' and shows a waterhole (and **Figure 10**). However, a house is also shown; it is possible that this house was occupied by the family of the caretaker or ranger of the Common.

However, an 1890 report of a meeting of the Pitt Town Commoners outlines a number of issues with the management of the Common, including reference to construction of a stone house by a Mr. J. B. Johnstone (*Windsor and Richmond Gazette*, 25 January 1890, p.3). If this reference relates to the house shown in the 1887 plan, it indicates that the house had been constructed relatively recently, for private purposes.

The Pitt Town Common was revoked in 1890 (Karskens 2009: 92). The enclosure of the Common began in 1893, with land dedicated as a Labour Settlement Area for the Co-operative Labour Scheme (now incorporated into Scheyville National Park) (Baskerville 2006). Baskerville suggests that the enclosure of the remaining commons in the Hawkesbury district, including Pitt Town Common, was in part a response to the expansion of small-scale agriculture. Dairying, market gardening, orcharding and vineyarding were more intensive forms of agriculture and required smaller areas.

The study area includes 10 of the lots created in the subdivision of the north-western edge of Pitt Town Common, being Portions 139-148. It also includes a smaller seventeenth lot; Portion 47, contained within Portion 140. An 1893 plan shows Portions 137-148, created from the subdivision of an area of the Common (**Figure 11**). The land alongside Old Hawkesbury Road is described as frequently inundated, and the remainder of the land variously as cleared, timbered with box and ironbark, clayey and undulating. The plan shows Boundary, Menin, Commercial, Harkness and Chapman Roads, and Old Hawkesbury Road to the north of Chapman Road.

The plan lists the conditional purchasers of the Portions, and the dates of purchase and confirmation. Most of the portions were bought in 1894 and 1895, although in a couple of cases the portions changed hands again in the early 20th century; Portion 137 was bought by Angus McMillan in 1925, and Portion 148 was bought by William Henry Pilon and Florence Helen Pilon in 1933. The lots were about 30 to 42 acres in size.

A second plan from 1893 shows Portion 47, a small lot within Portion 140, which was sold to Catherine Johnson on 11 August 1894 (**Figure 12**). On the property is a house with a fenced yard. This is presumably the house shown in the 1887 plan of the Common (see **Figure 10**). A reserved road leads off Chapman Road through Portion 139 to give access to Portion 47.

Public use of the Common continued into the 1890s, prior to development of the new subdivision, as indicated in an 1894 article in the *Windsor and Richmond Gazette* (6 January 1894, p. 5):

Monday was a gala day for the Village Settlers on the Pitt Town Common, who ushered in the new year with a day's athletic sports. Twelve months ago, few people would have thought to see such a gay throng assembled beneath the genial shade of the giant eucalyti which here abounds, or to hear the welkin ring and reverberate to the shout of five hundred voices. Strange things come to pass in the whirligig of time in this busy bustling world, and men who in the halcyon of youth knew every

blade of grass on this Common, would now scarcely recognise the former dreary waste, and which, pray God, will ere long become the permanent home of a hundred happy and contented families.

However, the whirligig of time moved slowly across the former Common, and the ensuing development was sparse and gradual. An 1898 plan shows the resumption of part of Samuel Harkness' Portion 144 for the realignment of Boundary Road, along the southern boundary of the study area, to the east of Commercial Road (**Figure 15**). The plan notes that the road goes to Rouse Hill to the west and to Cattai Creek to the east. It shows a track that is already in use along easy gradients, and this is the realignment proposed. The existing alignment is 'intersected by gullies'.

The 1911 plan shows Portion 140 in the ownership of B. McLaggan and the occupation of J. May; and Portion 146 in the ownership and occupation of the Simms Brothers (**Figure 16**). The 1925 plan shows approximately 18 structures in this part of the former Common (**Figure 17**). Most of these are located on the higher ground, along Commercial, Menin and Harkness Roads. The house on Portion 47 is shown, and the plan indicates structures on 12 of the remaining 16 Portions, with only Portions 119, 143, 147 and 148 remaining apparently undeveloped.

The 1947 aerial photograph similarly shows relatively sparse development, concentrated on Commercial, Menin and Harkness Roads (**Figure 18**). There are two structures fronting Old Hawkesbury Road, on Portions 119 and 138. Most of the area is cleared of vegetation, although sparse trees are present along the line of Killarney Chain of Ponds and on some of the Portions. Most of this vegetation appears to be regrowth, however the trees in the north-eastern area appear to be larger and may include remnant native vegetation. It appears that some small areas are under cultivation. However, for the most part, it appears likely that the properties were in use as pasture at this time.

The 1956 aerial photograph shows a very similar layout (**Figure 19**). Major changes include a horse track on Portion 148, and orchards on Portions 118 and 145. The 1960 plan shows the proposed realignment of that section of Chapman Road (at that time called Bandon Road) between Windsor and Commercial Roads (**Figure 22**). The plan indicates that Portion 138 has been subdivided, creating four lots fronting Chapman Road. The property is in the ownership of Sandor and Gizella Nemeth and Joseph Toth. One of the realigned sections crosses Killarney Chain of Ponds, and the realignment is therefore likely to have involved replacement of the crossing.

The 1965 aerial photograph shows the realigned Chapman Road, although the two sections of former alignment are also apparent (**Figure 23**). A number of additional structures are shown, particularly in the north-eastern area, indicating that further subdivision has occurred. Further development again is apparent in the 1986 aerial photograph, particularly along Commercial Road but also along Old Hawkesbury Road, Harkness Road and O'Dell Street. A market garden has been established on the Old Hawkesbury Road frontage of Portions 119 and 137 and on the Commercial Road frontage of Portion 146.

3.2.3 Windsor Road

Windsor Road

As outlined above, Windsor Road (originally Hawkesbury Road) was laid out in 1794. At this initial stage, the route was a track suitable for travel on horseback or by foot (CLSP Aug 2005: 5). In 1797, orders were made for the widening of the road to 20 feet. This was part of Governor Hunter's program to improve the roads of the colony, using the resources of local landholders. The inhabitants of the Hawkesbury district were responsible for improvements to the northern two-thirds of the Windsor Road, while the inhabitants of Parramatta were responsible for the remainder (Casey and Lowe Associates, Sept 1993: 4).

In 1802, a bridge was built over South Creek, to replace the punt crossing (CLSP Aug 2005: 13). Part of the road was then realigned to join the bridge, leaving the present line of Old Hawkesbury Road as the former alignment of this stretch (CLSP Aug 2005:13). It appears possible that the former alignment may have remained in use for at least a few years after 1802, as the grants made to Marsden and O'Connell in 1803 and 1810 respectively, use the former alignment as the eastern boundary.

A further program of works was undertaken in 1812-1813, including widening the road to 32 feet, installation of alignment stones, and construction of bridges (CLSP, Aug 2005: 6). The road was in poor condition by c.1830. Maintenance in the following two decades was undertaken by Number 12 Road Gang, a convict gang (CLSP Aug 2005: 7). In 1849, the Windsor Road Trust was formed, to oversee maintenance of the road between Vinegar Hill and Windsor (CLSP Aug 2005: 7).

The increasing use of motor cars necessitated further works to the road. In 1924, water-based macadam was used for the surface in the vicinity of Rouse Hill. A bitumen coating was laid down in 1925-6 and renewed in 1928-9 (CLSP Aug 2005: 7). It has been suggested that improvements to the road were made during the Second World War to prepare an evacuation route from Sydney; and included the cutting at Rouse Hill and also between Garfield and Guntawong Roads (Heritage Concepts Dec 2004: 7; Therin Archaeological Consulting Nov 2003: 8). However, investigation undertaken as part of the CMP did not result in the identification of any evidence supporting this theory (CLSP Aug 2005: 9-10). It is instead thought that the cutting at Rouse Hill was created between 1927 and 1937, and may have been a depression works program (CLSP Aug 2005: 9-10).

In 1948, the shoulders of Windsor Road were widened to 22 foot to allow for an anticipated increase in traffic (CLSP Aug 2005: 7). In 1958 a series of plans were drawn up for the widening and realignment of Windsor Road (to **Figure 21**). This work is thought to have taken place in 1962, and to have included sealing of the road surface (City Plan Heritage June 2013: 18). In the early 2000s, Windsor Road was subject to a major upgrade program, including the construction of a dual carriageway, and local realignments.

3.3 Summary

The study area includes stretches of the original alignment of the Old Hawkesbury Road, as laid out in 1794, and the amended alignment of Windsor Road, as laid out in the early 1800s. It includes part of Portion 95, granted O'Connell in 1810, and part of the Pitt Town Common, established in 1804.

Portion 95 was initially incorporated into a much larger estate. Through to at least the mid-nineteenth century, these parts of the study area appear to have remained under vegetation, although they were traversed by a number of tracks. Subdivision into large lots and sale occurred from c1840. It appears that the lots created on the eastern side of Windsor Road (within Portion 95) were smaller, the level of development was relatively high (although still very sparse), and a wider variety of activities were undertaken. These included operation of a slaughterhouse, the establishment of the Vineyard Hotel, a Sunday school, and horse tracks, one of which had an associated picnic ground.

The Common remained open space through to subdivision and sale in the late nineteenth / early twentieth centuries. Use of the Common in this period is likely to have included grazing of livestock, and extraction of resources such as timber and stone. Given the nature of these activities, and the subsequent development of the Common, it is not expected that substantial material evidence will survive. Use of the Common also included construction and occupation of a house, which was standing by the late nineteenth century, and which may have been occupied by the family of the caretaker or ranger. The documentary evidence indicates that the house may remain standing, and that the present cadastral boundaries (Lot 47 DP 752050) follow those of the associated Portion 47.

Following subdivision of the Common, most lots were developed with a house and associated outbuildings, and the land was used for small-scale agricultural pursuits, including pasture, orchards and market gardening. Further subdivision, and construction of additional houses, took place on most of the lots from the mid-twentieth century. Archaeological evidence of the twentieth century development of the Common is likely to survive in places, consisting for example of remains of earlier structures and fences.

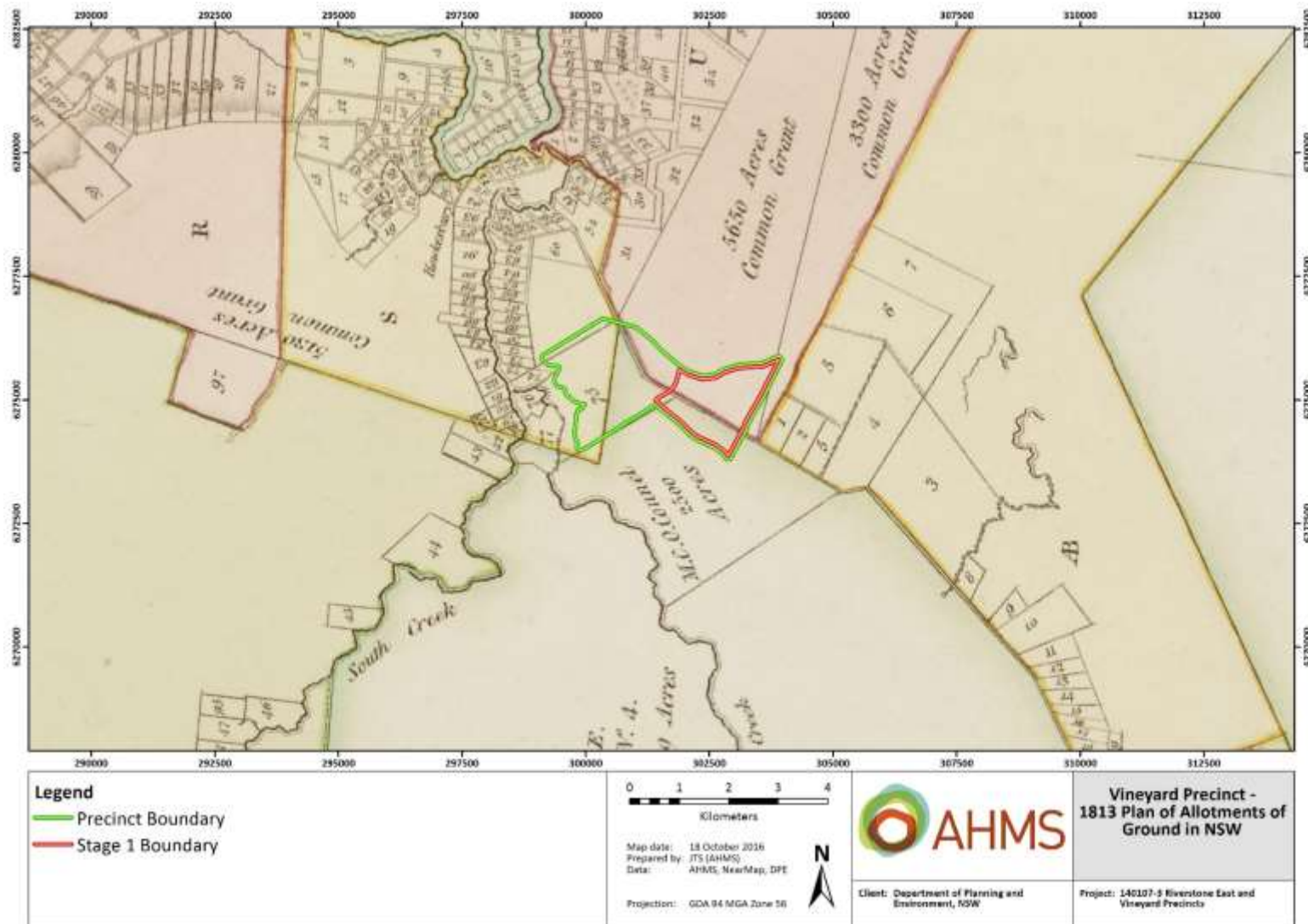


Figure 7 1813 (J.Burr and G.Ballisat, 'Plan of the allotments of ground, granted from the Crown in New South Wales, State Library NSW, <http://acms.sl.nsw.gov.au/album/albumview.aspx?itemID=903954&acmsid=0>).

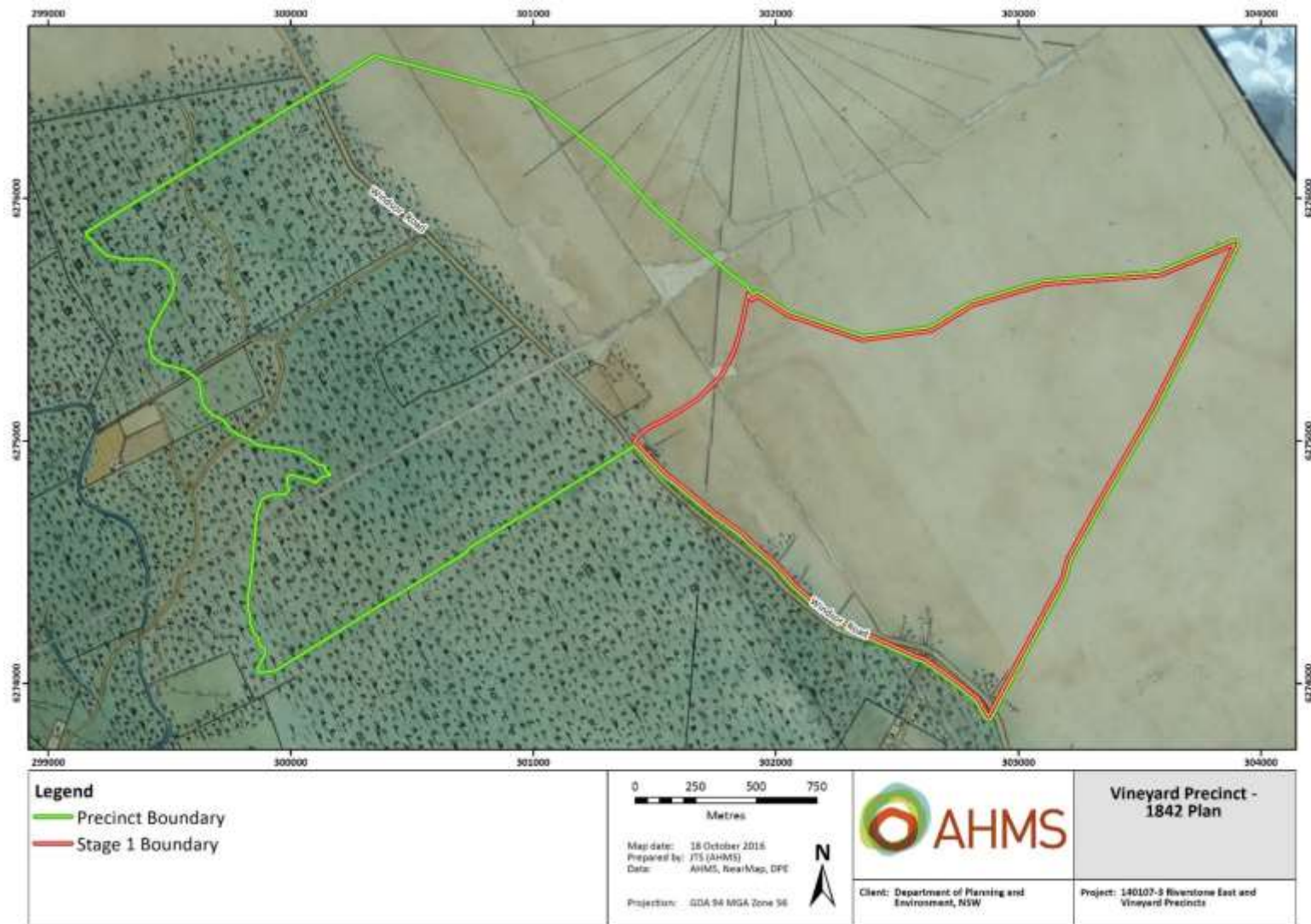


Figure 8 Detail of the 1842 plan with the study area approximately overlaid (J Musgrave, Plan of part of the Windsor District contained between the Old Richmond Road and the Road from Windsor, State Library NSW).

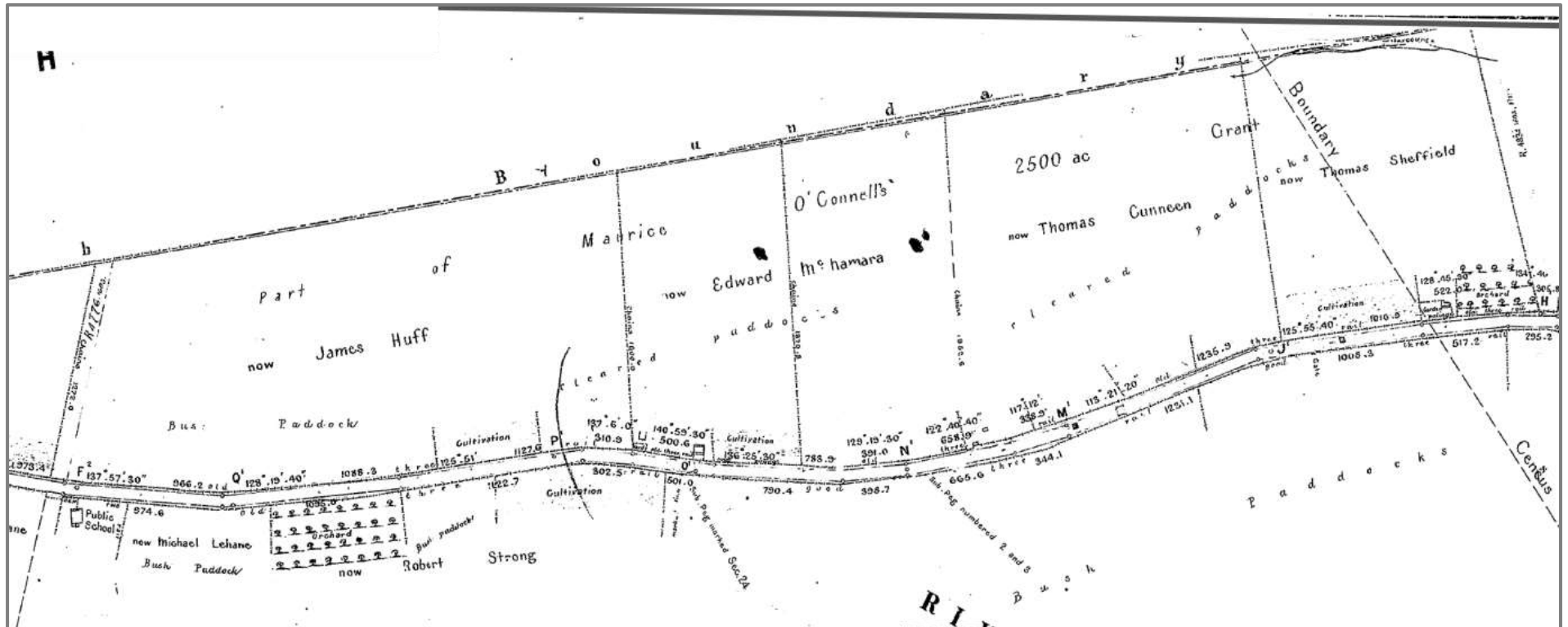


Figure 9 Detail of the 1885 plan of Windsor Road, showing the eastern part of Portion 95. Note that the plan is oriented with north to the left (LPI Crown Plan 3172.1603).

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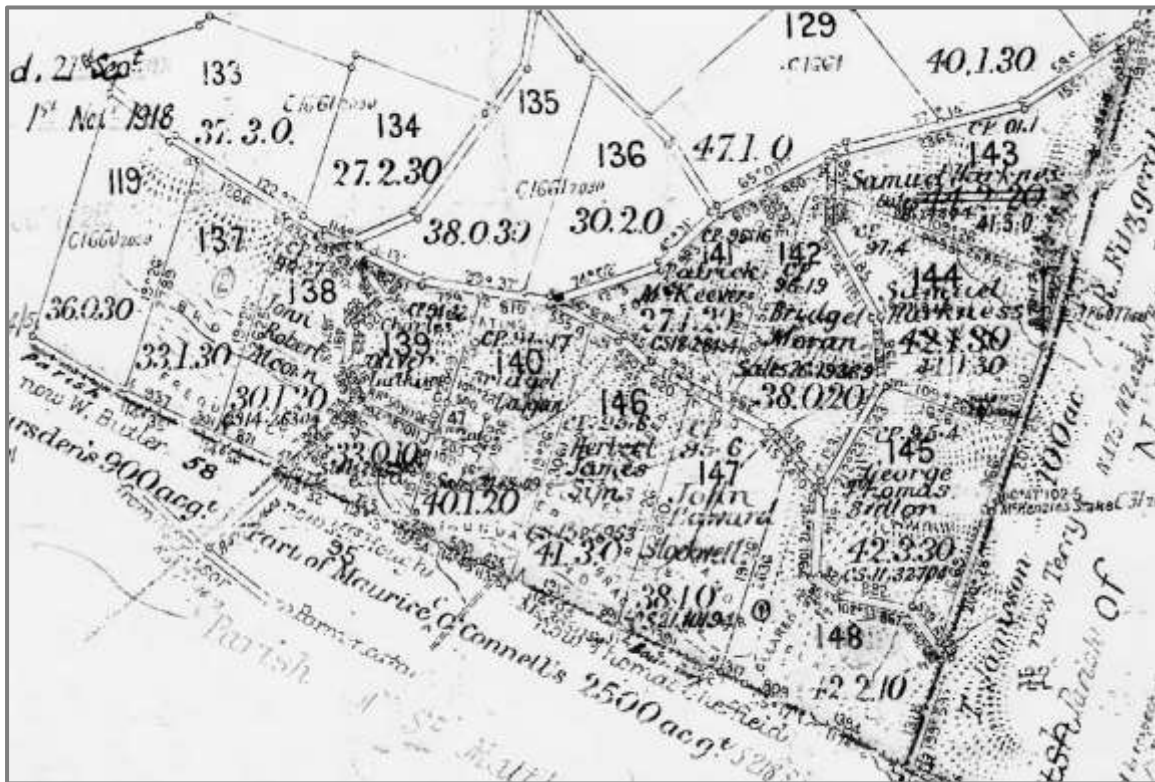


Figure 11 1893 plan of part of the subdivision of the Common (Plan of portions 137 to 148 incl., Parish of Pitt Town, County of Cumberland, Land District of Windsor, Sydney Land Board District, being part of Pitt Town Common resumed, LPI, Crown Plan 1662.2030).



Figure 12 1893 plan of the house on the Common (Plan of portion No. 47, Parish of Pitt Town, County of Cumberland, Land District of Windsor, Sydney Land Board District, LPI, Crown Plan 1664.2030).



Figure 13 1893 plan showing a section of Chapman Road (Plan of Road to be resumed out of Maurice C O'Connell's 2500 acres, LPI, Crown Plan 4776.1603).

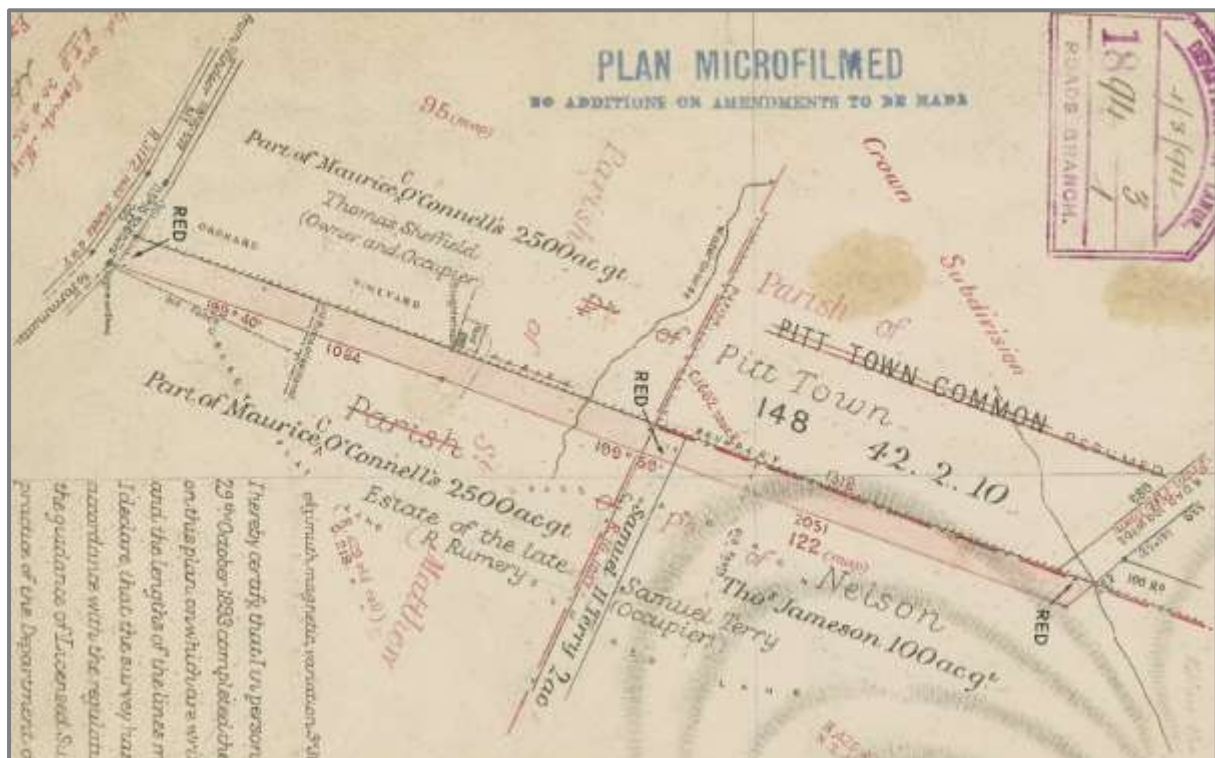


Figure 14 1893 plan showing the creation of Boundary Road between Windsor and Commercial Roads (Plan of road to be resumed out of Th Jameson's 100 ac gt, S.H Terry's 2 ac and M.C. O'Connell's 2500 ac, LPI Crown Plan 4834.1603).

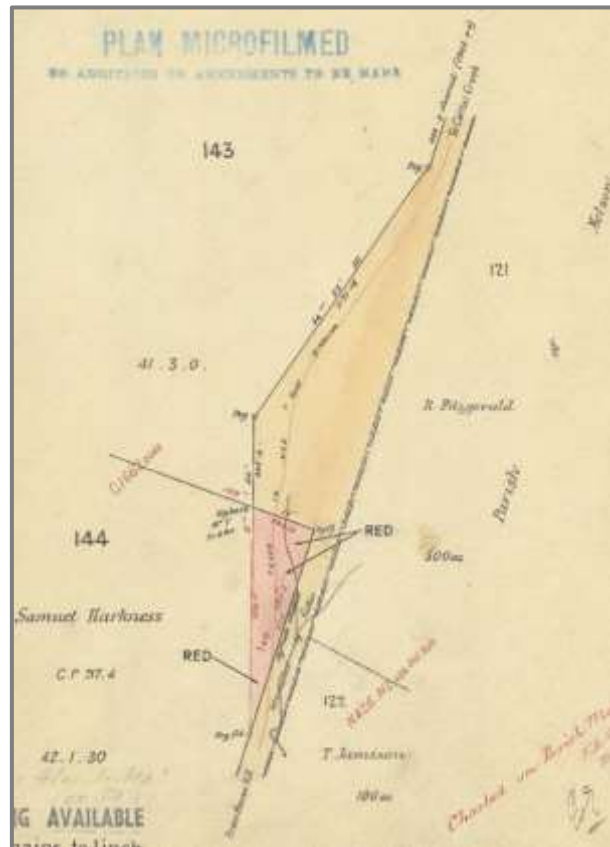


Figure 15 1898 plan showing creation or adjustment to the line of Boundary Road to the east of Commercial Road (Plan of land to be resumed for Road purposes out of Portion 144 containing 42ac 1r 30per belonging to Samuel Harkness, LPI Crown Plan 6077.1603).



Figure 16 1911 plan of an allotment between Windsor Road and the former Common (Land included in Application No.17327 edged red, Munny of Windsor, Ph of St Matthew, Co of Cumberland, LPI, Crown Plan 3680.3000).

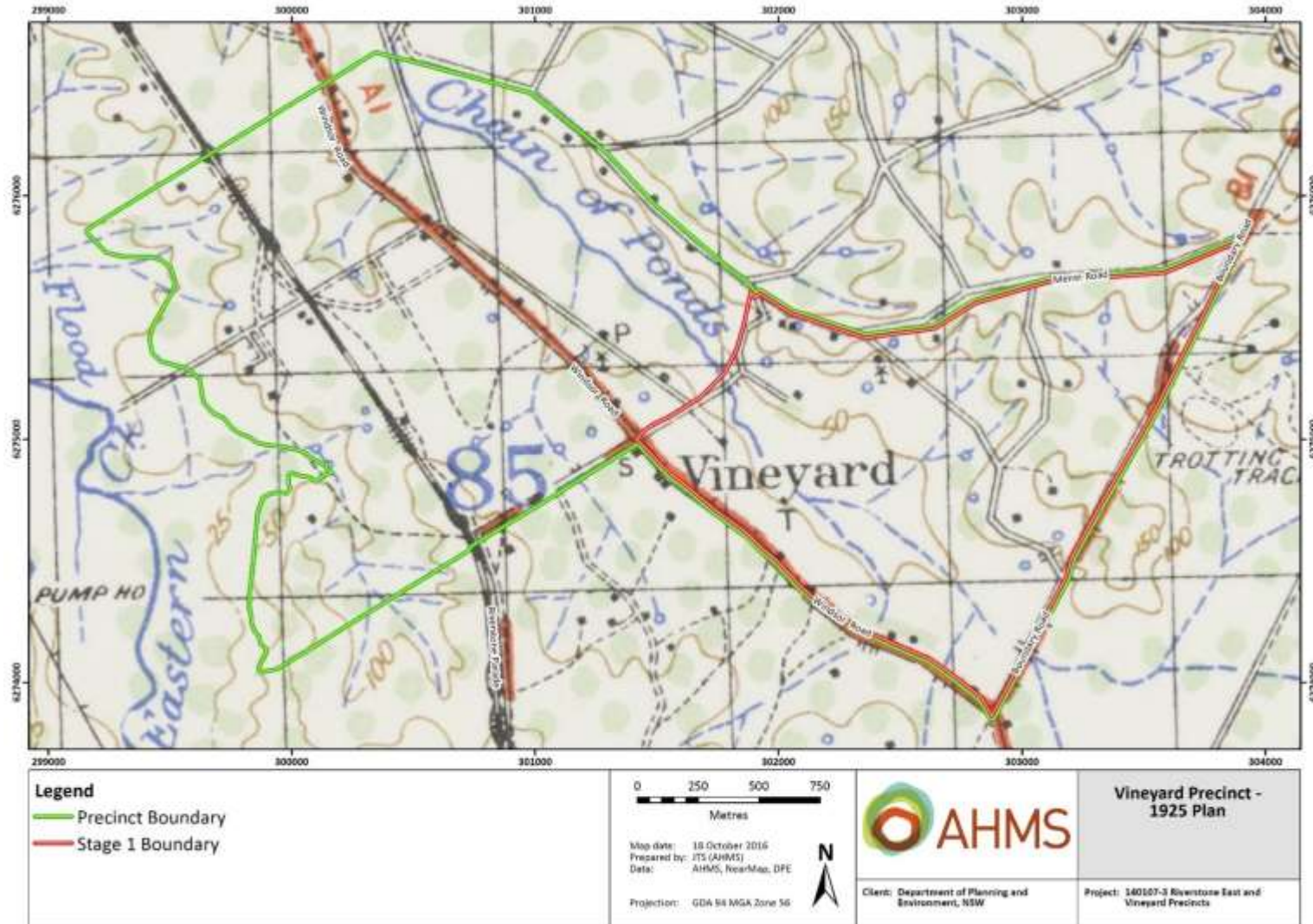


Figure 17 Detail of a 1925 plan showing the study area, with roads revised in 1942 (New South Wales, Windsor: no. 416 zone 8, prepared by Australian Section Imperial General Staff, State Library of NSW, <http://acms.sl.nsw.gov.au/album/albumView.aspx?itemID=917966&acmsid=0>).

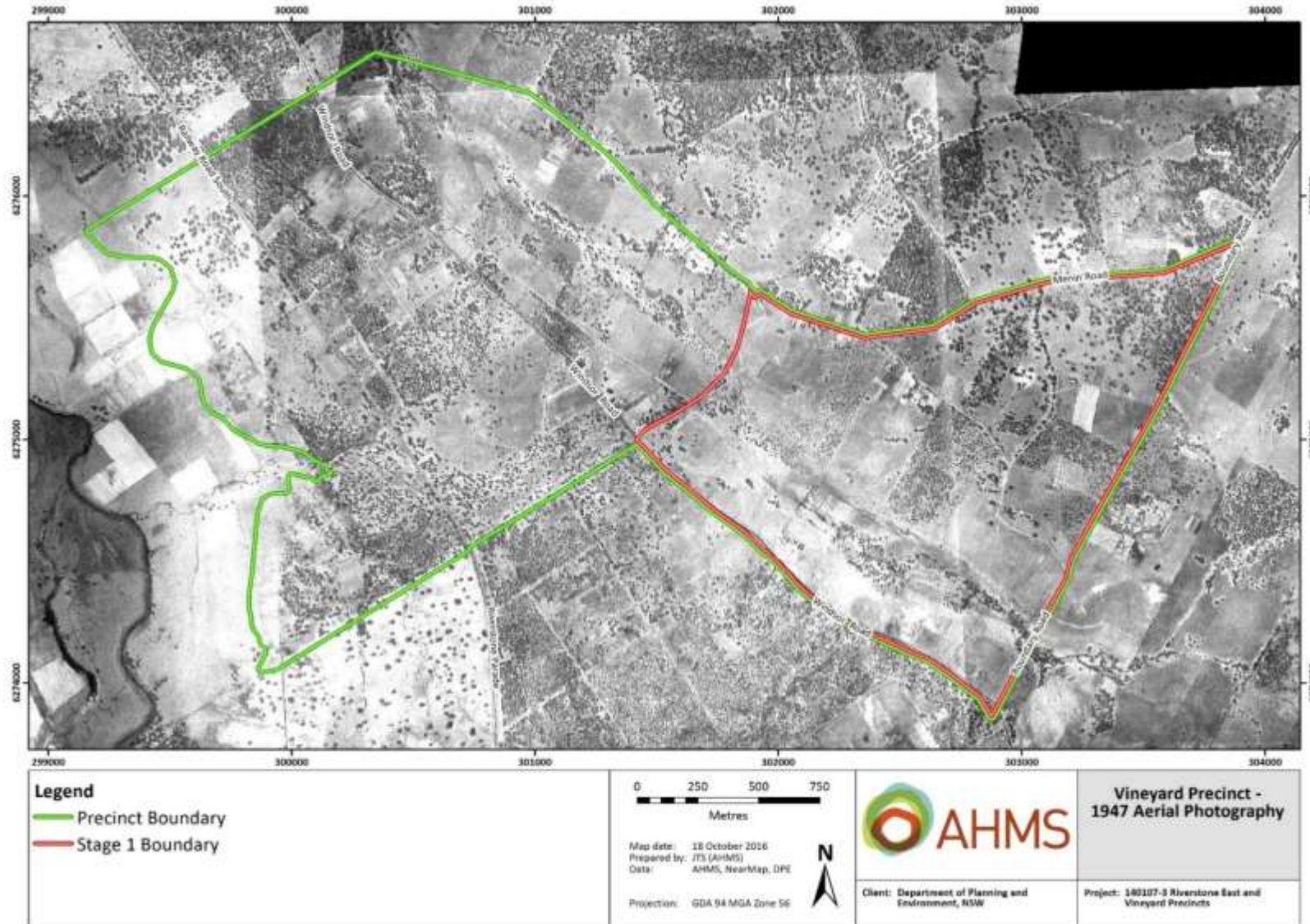


Figure 18 1947 aerial photograph.

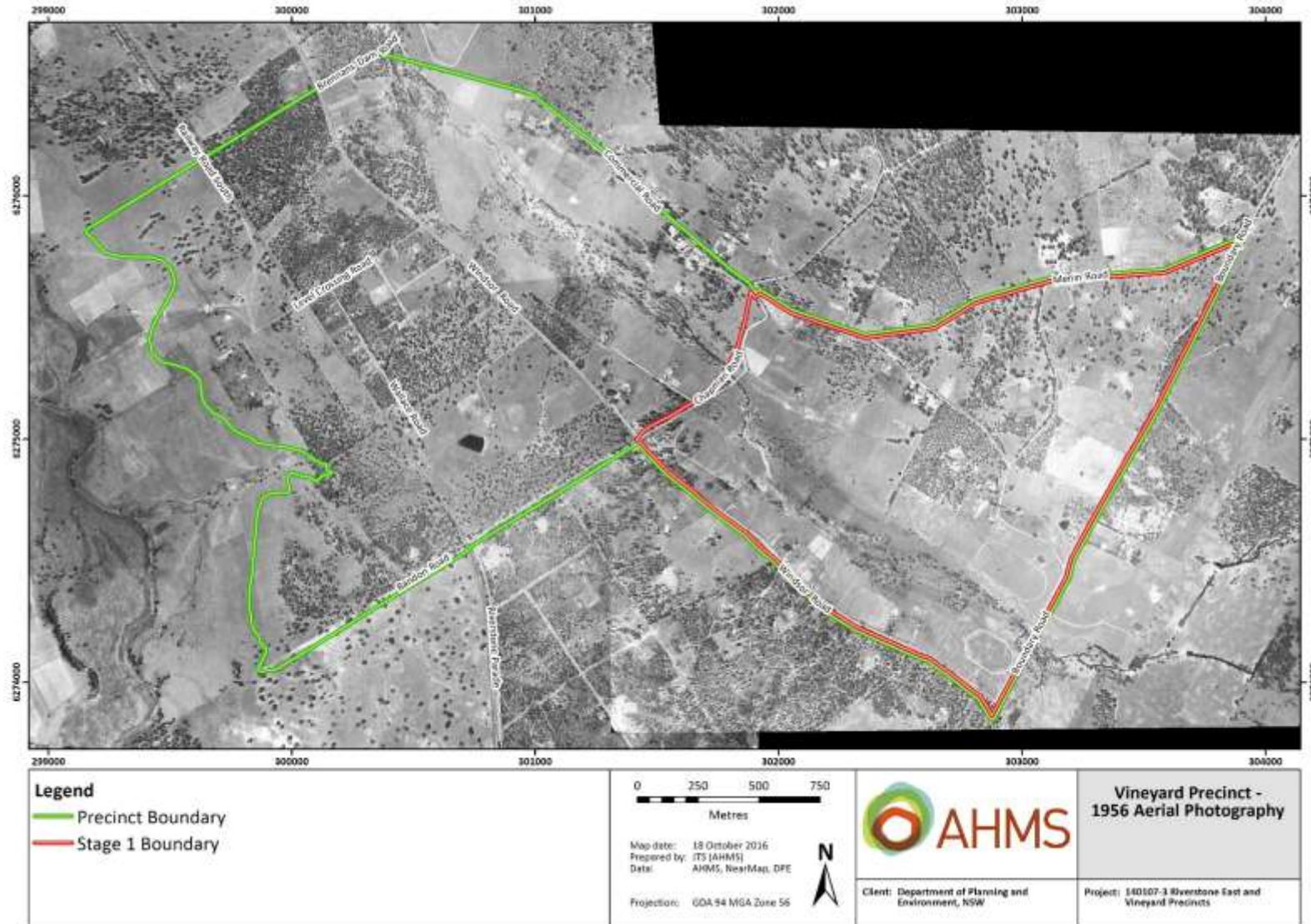


Figure 19 1956 aerial photograph.

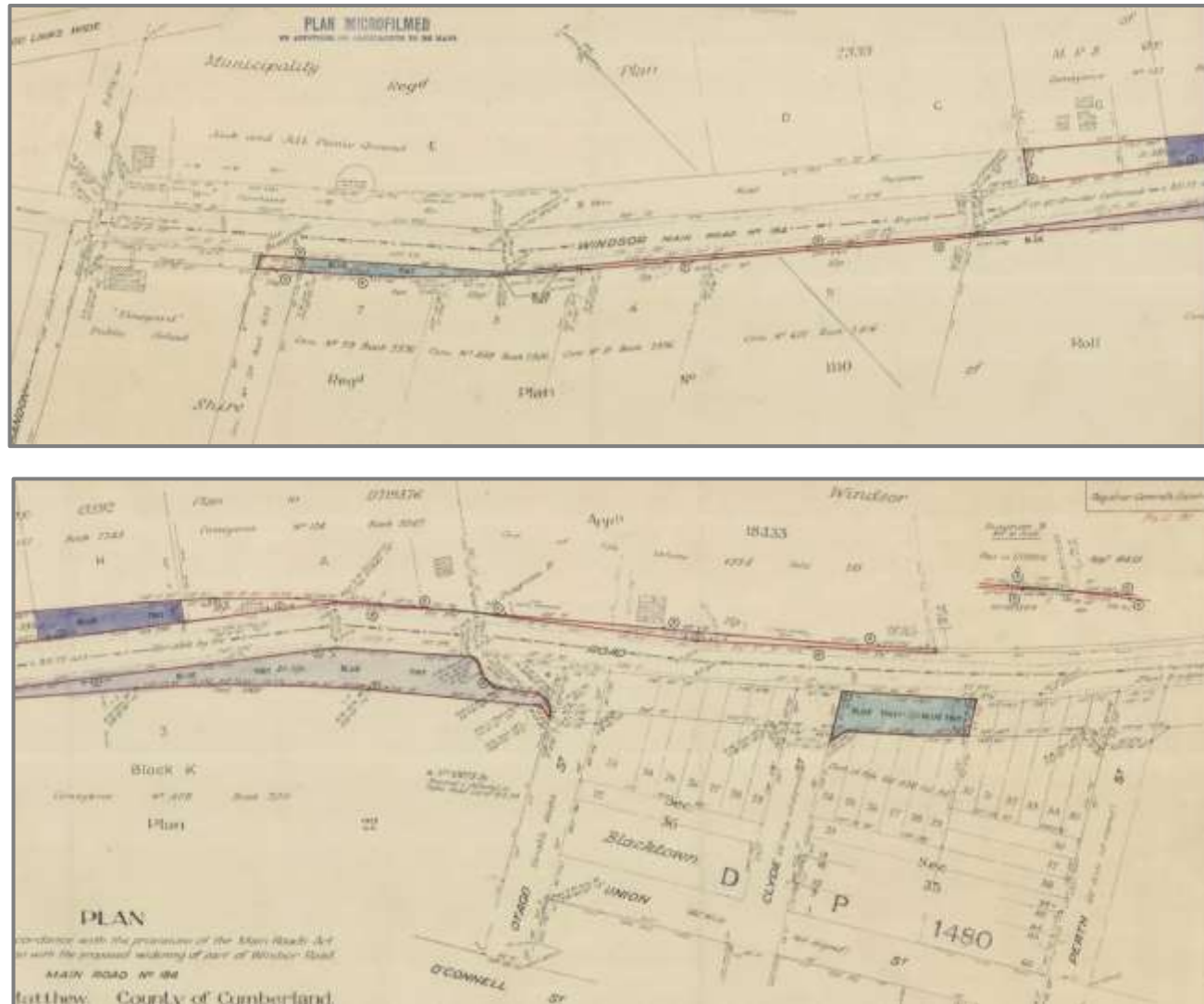


Figure 20 1958 plan of the proposed widening of Windsor Road between Chapman Road and Perth Street (Plan of realignment ... in connection with the proposed widening of part of Windsor Road, LPI Crown Plan 17900.3000).



Figure 21 1958 plan of the proposed widening of Windsor Road between Perth Street and Boundary Road (Plan of realignment ... in connection with the proposed widening of part of Windsor Road, LPI Crown Plan 17901.3000).

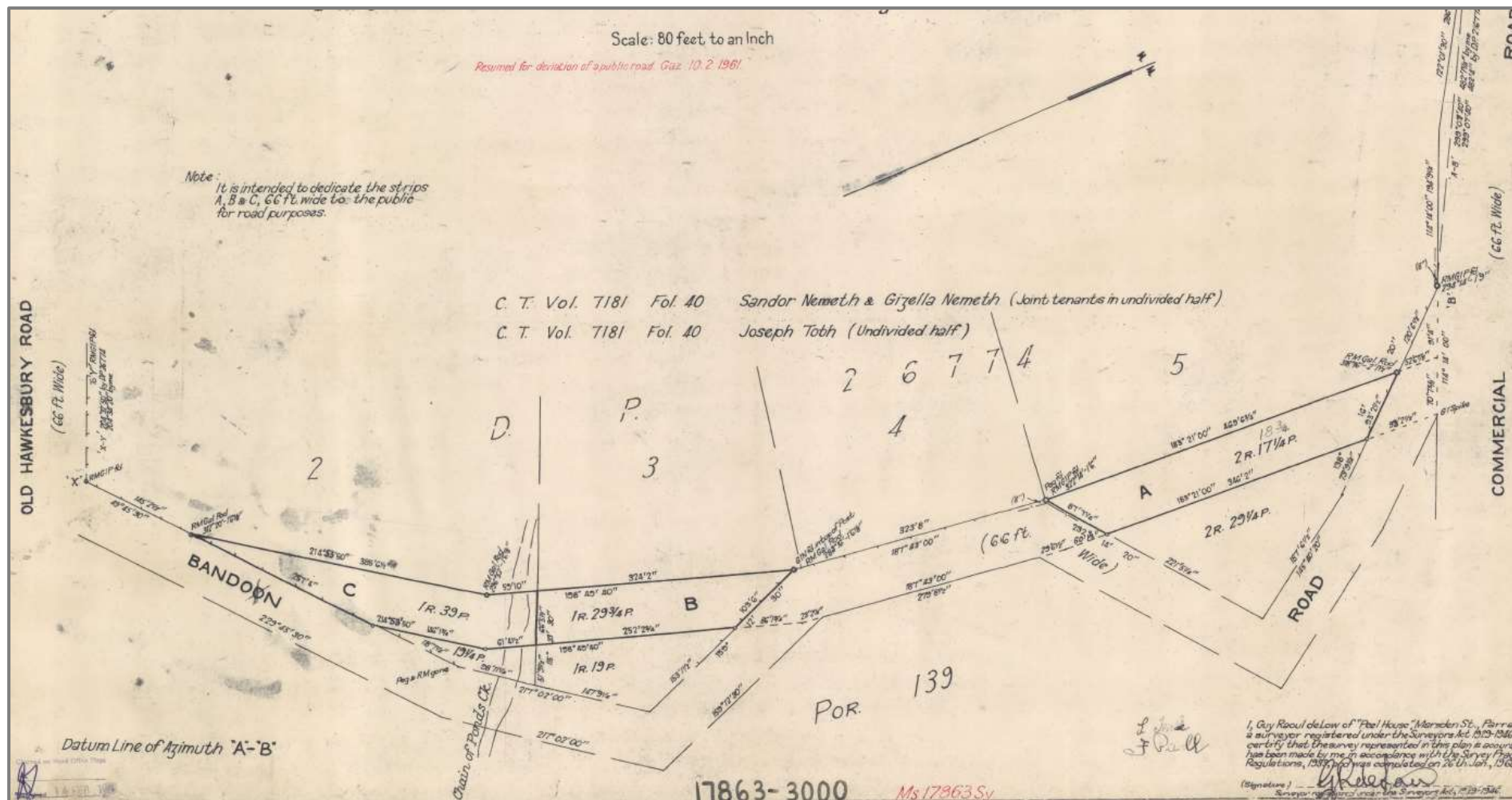


Figure 22 1960 plan showing the realignment of Chapman Road between Windsor and Commercial Roads (Plan showing land to be acquired for the deviation of part of Bandon Road at Vineyards, LPI Crown Plan 17863.3000).

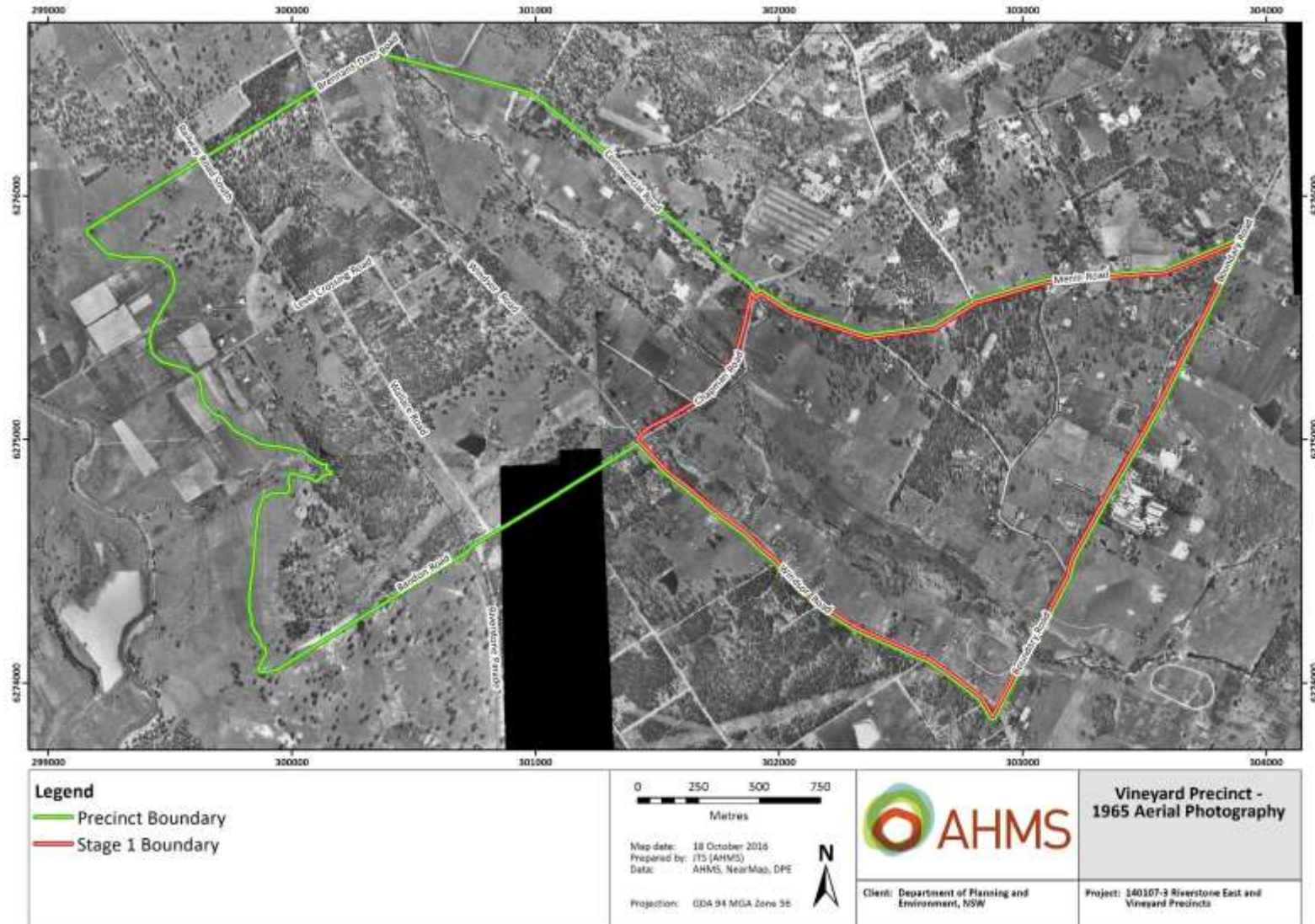


Figure 23 1965 aerial photograph.

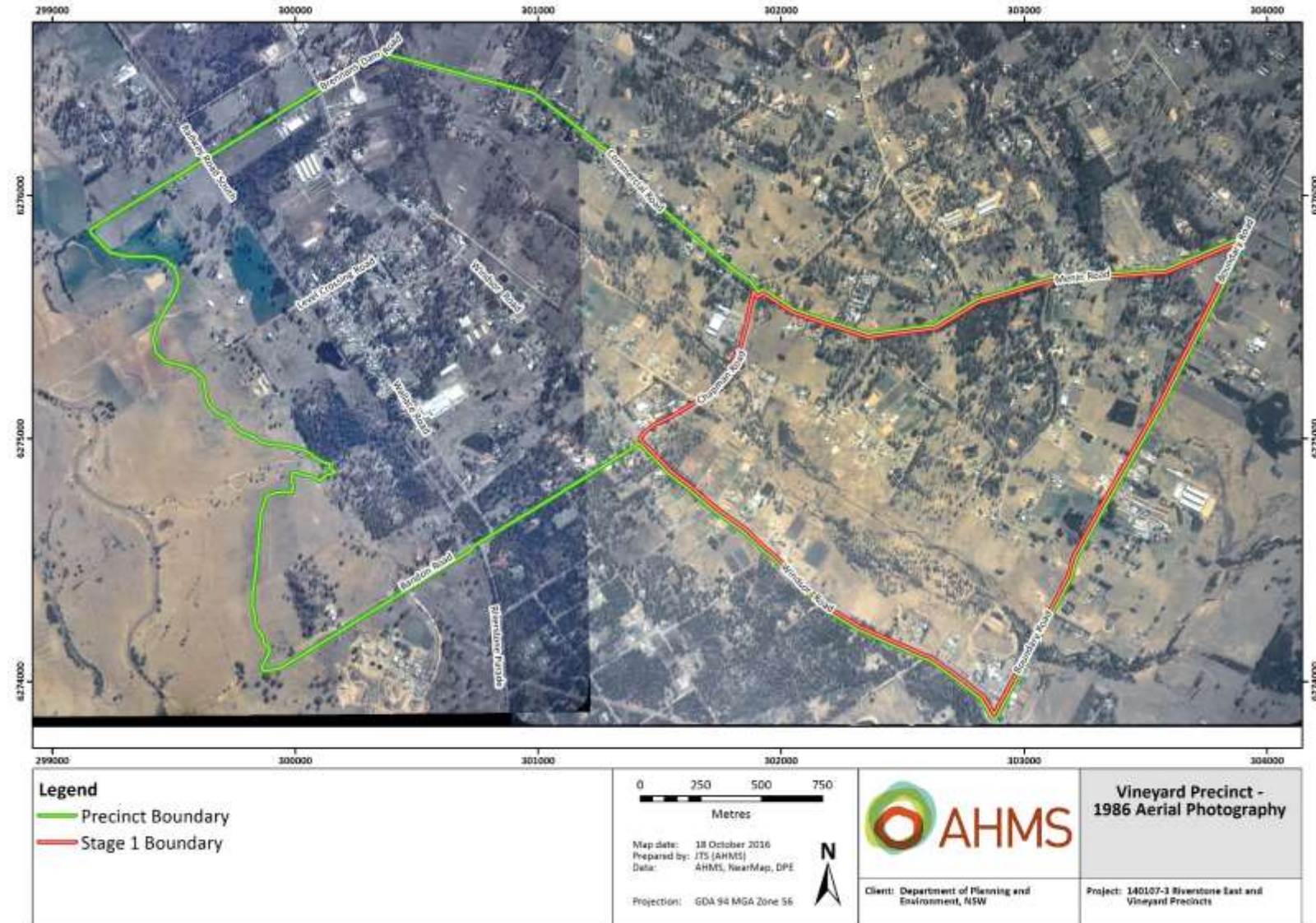


Figure 24 1986 aerial photograph.

4 SITE INSPECTION

4.1 Survey Details

The study area was inspected by Fenella Atkinson on 12 June and 23 October 2014. The site inspection was conducted on foot along public thoroughfares, and involved only limited access to private properties. It was not a comprehensive survey of the study area, but rather was intended to provide a broad overview, along with targeted inspection of heritage items and potential heritage items identified through the documentary research.

4.2 Site Description

4.2.1 Overview

Vineyard Precinct Stage 1 is bounded by Windsor Road and Boundary Road with Menin Road and Chapman Rad delineating the northern portion (**Figure 2**).

Most of the study area is within the Killarney Chain of Ponds catchment. It includes a stretch of this watercourse, running roughly southeast-northwest, on the eastern side of Windsor Road, at a distance of approximately 250-450m. The study area also includes a number of tributaries of Killarney Chain of Ponds, converging with the watercourse on both the eastern and western sides. Dams have been created along the line of most of the tributaries of Killarney Chain of Ponds.

Along the north-eastern boundary of the study area, Commercial Road largely follows a ridgeline. This, along with the remainder of the north-eastern part of the study area, is within the Blacktown Soil Landscape, with a topography of gently undulating rises (Bannerman & Hazelton 2011). It is subject to localised seasonal waterlogging. The ground then slopes down to the low-lying floodplain of Killarney Chain of Ponds, mapped as the South Creek Soil Landscape. This landscape is subject to seasonal waterlogging and localised permanently high water table.

The study area is presently divided, in the main, into small semi-rural lots, occupied as residences and for small-scale agricultural uses. Agriculture includes poultry farming, market gardening, and horticulture. Small numbers of livestock are kept on a number of properties, including goats, alpacas and horses.

A hotel is located on the north-east corner of Windsor and Boundary Roads. There are also some commercial and industrial establishments, including a pet care centre, veterinary hospital, saw manufactory, plant nursery, a swimming school and limited portions of public land.

The study area is discussed in three sections below; Portion 95, Pitt Town Common, and Old Hawkesbury and Windsor Roads.

4.2.2 Portion 95 (O'Connell)

This is the part of the study area bounded by Boundary Road, Windsor Road, Chapman Road and a section of the former Old Hawkesbury Road alignment (**Figure 25**). This is within an area of the Killarney Chain of Ponds floodplain, and includes a stretch of that watercourse, and is therefore flat low-lying land. Although most of the area is cleared, there is some relatively sparse vegetation along the line of Killarney Chain of Ponds, and on the properties to the south of Chapman Road.

This part of the study area is within Portion 95, which was granted to O'Connell in 1810 (see **Section 3.2.1**). It was cut off from the remainder of the Portion by the realignment of Windsor Road, and does

not appear to have been included in the subdivision of the Riverstone Estate. However, by the mid-1880s, it had been divided into four lots and sold. Development of the area has remained sparse through to the present. Uses of the land have included cultivation (including market gardens from about the 1960s), orchards, a slaughterhouse, and two horse tracks, one of which had an associated picnic ground.

At the northern end, on the south-eastern corner of Chapman and Windsor Roads, is a child care centre of recent construction. At the southern end, on the north-east corner of Windsor and Boundary Roads is occupied by the Vineyard Hotel and Motel (**Figure 26** and **Figure 27**). The main structure includes the hotel building and bottle shop, and there are motel buildings to the rear (on Boundary Road) and side (on Windsor Road). The three structures are surrounded by paved carparking areas. The complex is set slightly lower than Windsor Road, but on approximately the same level as Boundary Road.

The area includes a number of vacant lots, including one with regrowth vegetation (to the south of the child care centre); a number of lots with houses and associated outbuildings but no apparent additional development; market gardens; and a veterinary hospital. At the time of the site inspection, a service was being constructed along Killarney Chain of Ponds, and access tracks and site compounds had been created in this area (**Figure 28**). Although the former alignment of Old Hawkesbury Road is represented by property boundaries (see **Figure 25**), no material evidence of the former road was noted.

The stretch of Windsor Road along the western side of this area is a four-lane dual carriageway, with a planted median strip along most of the length. In general, the road level is above the level of the adjacent properties. Both Chapman and Boundary Roads are paved two-lane roads, with formed guttering only at the western ends, where they intersect with Windsor Road (**Figure 29**).

Two apparently earlier structures were noted, both likely to date to the early twentieth century:

- 615 Windsor Road (Lot 1 DP 601429).

An older style house with a hipped corrugated iron roof and an enclosed verandah (**Figure 30**). The 1925/1942 plan shows a structure in this general location, although it cannot be definitely identified as this same house. The house appears to be evident in the 1947 aerial photograph, and is definitely shown in the 1956, 1965 and 1986 photographs. It is likely to be the dwelling of mixed construction shown in the 1958 plan.

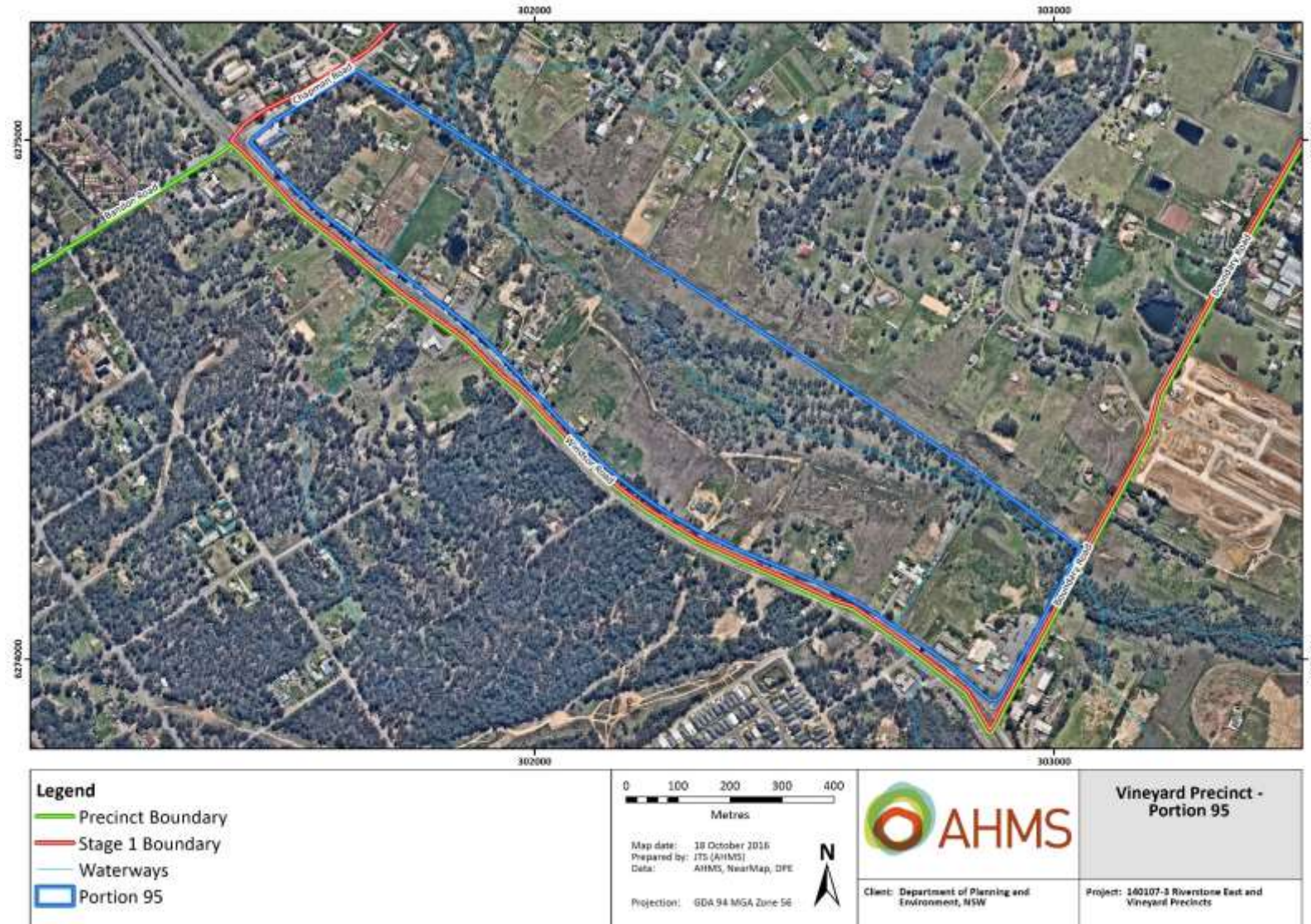


Figure 25 Portion 95 .



Figure 26 *The Vineyard Hotel and bottle shop.*



Figure 27 *The motel building to the rear of the Vineyard Hotel.*



Figure 28 *Killarney Chain of Ponds floodplain, with works fencing.*



Figure 29 *Boundary Road from Windsor Road.*



Figure 30 *615 Windsor Road.*

4.2.3 Pitt Town Common

This is the eastern part of the study area, to the east of Old Hawkesbury Road and the former alignment of the Old Hawkesbury Road (**Figure 31**). It is bounded by Boundary, Menin and Commercial Roads; and includes part or all of Chapman Road, Putland Place, O'Dell Street, Treedale

Drive, Commercial Road and Harkness Road. The northern stretch of Commercial Road runs along a ridgeline. The north-eastern area comprises gently undulating ground, with long and broad viewlines across valleys and west to the mountains (**Figure 32** and **Figure 33**). The south-western area comprises a section of the Killarney Chain of Ponds floodplain (**Figure 34**). Although most of the area has been cleared, there is relatively dense vegetation along most of the length of Killarney Chain of Ponds, comprising both native species such as eucalypts and weeds such as lantana (**Figure 35**).

This area was part of the Pitt Town Common from c.1804 through to subdivision and sale in the late nineteenth century (see **Section 3.2.2**). The only development known from the Common period is the construction of a house on the later Portion 47 (now Lot 47 DP 752050). It was at this time that most of the internal roads of this area were laid out (Putland Place and O'Dell Street came later, after 1965). The subdivision created large lots, suitable for small-scale agriculture. Initial development in general consisting of a single homestead on each Portion, together with associated outbuildings and any structures required for agriculture. The first houses were in general built on the higher ground, along Commercial, Menin and Harkness Roads. Development remained sparse through to the 1960s, after which time a substantial number of additional houses were built, particularly along Commercial Road but also along Old Hawkesbury Road, Harkness Road and O'Dell Street.

The internal roads are surfaced with asphalt, with no formed kerbing or guttering (**Figure 36**). In some cases, stormwater channels run along either side. Most of the principal structures in this area are houses, on large lots, with outbuildings related to small-scale agricultural use of the properties. Most of the houses appear to date to the 1970s and 1980s, reflecting the findings of the historical research. There are one or two that are later in date, and one in construction at the time of the site inspection.

A number of apparently earlier structures were also noted:

- 228 Commercial Road (Lot 2 DP 244901).

A fibro house, on the crest at the intersection of Commercial Road and Putland Place (**Figure 38**). A structure is shown in this location in the 1925 plan, and in the 1947-1986 series of aerial photographs. This property is part of Portion 140, which was initially bought in 1894, although the purchase was forfeited in 1906. The house may be the original homestead on the Portion. The style and fabric of the house suggest a date in the 1940s.

- 235 Commercial Road (Lot 3 DP 1180840).

A weatherboard house, located just below the crest. This appears to be shown in the 1925 plan, and also the 1947-1986 series of aerial photographs. It may be the original homestead on Portion 141, which was purchased in 1895.

- 260 Commercial Road (Lot 10 DP 248509).

The structures on this property include a corrugated iron shed, in the style of a Nissen or Quonset hut (**Figure 39**). This appears to be shown in the 1956, 1965 and 1986 aerial photographs. It is likely that the shed was moved to this location following the Second World War.

- 284 Commercial Road (Lot 7 DP 285689).

This property is named 'Treedale', and the house appears older in style, although it was not closely inspected (**Figure 40**). The house is not shown in the 1925 plan, and is not apparent in the 1947 aerial photograph, but is shown in the 1956, 1965 and 1986 photographs, indicating a construction date in the early 1950s. This property is part of Portion 147. As the documentary evidence indicates that there were no earlier structures on this Portion, it is likely that the present house is the original homestead.

- 32 Chapman Road (Lot 400 DP 1180386).

A weatherboard house, which appears to be Federation in style, and therefore early twentieth century in date (**Figure 41**). However, it is not apparent in the 1925 plan or 1947 aerial photograph. It may be shown in the 1956 and 1965 photographs, and is definitely present in the 1986 photograph. This property is part of Portion 139.

- 24 Boundary Road (Lot 103 DP 620750).

An older style house, although close inspection was not undertaken (**Figure 42**). A structure is shown in this location in the 1925 plan, with an access track from Harness Road also shown. A group of structures is shown in the location in the 1947-1986 series of photographs. The property is part of Portion 145, which was purchased in 1895. However, the plan and aerial photographs also show a second structure on this Portion, to the south-west, so it is not clear which was the original homestead.

- 48 Boundary Road (Lot 7 DP 25173).

A fibro house, located on a property with a more recent brick house on the frontage to the south (**Figure 43**). The structure is not shown in the 1925 plan or 1947 and 1956 aerial photographs, but is apparent in the 1965 photographs. The house is located on Portion 144, however the initial homestead on this Portion was located on the Harkness Road frontage. The house at 48 Boundary Road therefore represents an initial stage of subdivision of this Portion, in c.1960.

- 52 Chapman Road (Lot 47 DP 752050)

This property was not accessed for the site inspection. However, from the access track, it appeared that the house was an older style of construction, and it is considered likely that this is the structure shown in the 1887 plan and subsequent images (see **Section 3.2.2**).



Figure 31 Pitt Town Common.



Figure 32 View north along Commercial Road towards the crest on which 315 Commercial Road is located.



Figure 33 View south-west from Commercial Road, over the low ground of the Killarney Chain of Ponds floodplain.



Figure 34 View east from Old Hawkesbury Road, across the Killarney Chain of Ponds floodplain.



Figure 35 Vegetation along Killarney Chain of Ponds, from Chapman Road.



Figure 36 View along Menin Road from Commercial Road.



Figure 37 The Chapman Road bridge over Killarney Chain of Ponds.



Figure 38 228 Commercial Road.



Figure 39 260 Commercial Road.



Figure 40 284 Commercial Road.



Figure 41 32 Chapman Road.



Figure 42 24 Boundary Road



Figure 43 48 Boundary Road.

4.2.4 Windsor Road

The stretch of Windsor Road within this area is a four-lane dual carriageway, with a planted median strip along most of the length (**Figure 44** and **Figure 45**). In general, the road level is above the level of the adjacent properties, and this is likely to be the result of the introduction of fill. Additional evidence of substantial earthworks along the length of the road included drainage ditches, culverts and paths.

No fabric relating to earlier phases of the road was observed during the site inspection. The alignment stones recorded in the Windsor Road and Old Windsor Road CMP (CLSP 2005) were not evident. It is likely that these were moved and/or buried during the most recent works to upgrade the road. At the intersection of Windsor and Boundary Roads, the former alignment is evident only in the wider road reserve, which is occupied by turning lanes (**Figure 47**).

The Old Hawkesbury Road road reserve has been retained for that stretch from Brennans Dam Road in the north to Chapman Road in the south, to the north of Stage 1.

The Old Hawkesbury Road road reserve does not continue to the south of Chapman Road. However, the rear boundaries of the properties fronting Windsor Road continue the line of the former road, and it is considered likely that this line represents the former alignment. This line runs through the Killarney Chain of Ponds floodplain (**Figure 49**). No material evidence of the former road was noted during the site inspection.



Figure 44 Windsor Road, looking north from Boundary Road.



Figure 45 Windsor Road, looking south from Brennans Dam Road, slightly north of the study area.



Figure 46 Marker in the road reserve outside 504 Windsor Road.



Figure 47 Road reserve at the corner of Windsor and Boundary Roads.



Figure 48 View north along the Old Hawkesbury Road easement.



Figure 49 The Killarney Chain of Ponds floodplain, north of Boundary Road, in the vicinity of the former alignment of Old Hawkesbury Road.

5 NON-INDIGENOUS HERITAGE VALUES

5.1 General

Historical occupation of the Vineyard Precinct Stage 1 has involved substantial changes to the landscape, particularly with regard to clearance of the native vegetation; modifications such as dams along drainage lines; and construction of roads, in particular Windsor Road. However, in general, development has been relatively dispersed and discrete, with earlier features being retained alongside the new.

The overall landscape and extant material culture, therefore, is evidence of the post-contact history of the Precinct. This evidence supplements the documentary information that is available (see **Section 3**). This type of material evidence is easily accessible and understandable, and is likely to be of particular significance to the local community. In addition, several specific items of non-Indigenous heritage significance have been identified within and adjacent to the Vineyard Precinct Stage 1. These are discussed in **Section 5.3** below.

5.2 Significance

'Heritage significance' and 'cultural significance' are terms used to describe an item's value or importance to our society. The Australian ICOMOS Burra Charter defines cultural significance as:

Aesthetic, historic, scientific or social value for past, present or future generations.

This value may be contained in the fabric of the item, its setting and relationship to other items, the response that the item stimulates in those who value it now, or the meaning of that item to contemporary society.

Assessment of the cultural significance of sites, places and items is an essential component of the NSW heritage assessment and planning process. The Heritage Council of NSW specifies assessment using seven standard evaluation criteria:

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

The above criteria have been used in the following section to provide an initial assessment of significance for the identified heritage items. However, it should be noted that this assessment is preliminary only.

5.3 Heritage Items

Four specific items of non-Indigenous heritage significance (or potential significance) have been identified within the Vineyard Precinct, or in close proximity to the Precinct (**Table 6** and **Figure 51**). These are discussed individually below.

Table 6 *Heritage items within Stage 1 of the Vineyard Precinct.*

Item	Address	Real property description
Pitt Town Common House	52 Chapman Road	Lot 47 DP 752050
Pitt Town Common	Bounded by Old Hawkesbury Road and former alignment of Old Hawkesbury Road, Commercial Road, Menin Road and Boundary Road	Various
Old Hawkesbury Road	Former alignment from Chapman Road to Boundary Road	-
Windsor Road	Windsor Road road reserve, from Chapman Road to Boundary Road	-

5.3.1 Pitt Town Common House

This house is located at 52 Chapman Road, on the property described as Lot 47 in DP 752050. The exact date and purpose of construction is not presently known, and there is some possibility that the house was built for the Common caretaker or ranger. However, the evidence presently available indicates that the house was built in the 1880s, for the Johnstone or Johnson family. When the Common was later subdivided, a small lot was reserved around this house, and sold to the Johnsons. The extent of the present property is the same, and therefore forms a suitable curtilage (**Figure 50**).

The house is the first known to have been built in this part of the Common, as all the others post-date the 1890s subdivision. If the above interpretation is correct, the construction represents the beginning of the alienation of the Common, anticipating its official revocation. Given the probable age of the house, it is rare for the locality, where most extant development dates to the mid and late twentieth century.



Figure 50 The recommended curtilage of Pitt Town Common House .

5.3.2 Pitt Town Common

Vineyard Precinct includes a portion of the Pitt Town Common, which was gazetted in 1804 and revoked in 1890. Creation of the Common was intended to assist small settlers with their stock, and the land was also used for collecting firewood and timber, sourcing stone, and for public gatherings. The Common was managed by trustees, operating under specific legislation. The creation and use of the Common was of importance in the development of the local area, and the use of the Common appears to have changed with the nature of the surrounding occupation.

With the exception of roads, there does not appear to be any public land remaining within that portion of the Common that falls within the Precinct. However, the boundaries are apparent in the alignment of Old Hawkesbury Road and Boundary Road, and the sparse and semi-rural nature of development in this area allows some appreciation of the historical use.

The subdivision and sale of this part of the Common is likely to have reflected the changing nature of occupation and agriculture in the area, with an expansion of more intensive, small scale agriculture. Although further subdivision has taken place, the lines of the initial subdivision are visible to the present in the cadastral boundaries and roads, and several of the original houses appear to remain standing. Small-scale agricultural use of a number of the properties has continued, with the most evident being market gardening.

5.3.3 Old Hawkesbury Road and Windsor Road

The present alignment of Old Hawkesbury Road, and the extension of this alignment to the south as represented by present cadastral boundaries, is thought to represent the original alignment of the road, as laid out in 1794. This is likely to be of State heritage significance, due largely to its importance in the history of NSW, and its association with governors and government surveyors. The potential for the presence of material remains of this earliest alignment of the road is low; but if present, these would be of particular significance due to their rarity.

The results of the site inspection indicate that views along the Old Hawkesbury Road alignment are also of importance. Given the impacts to the setting of the current alignment of Windsor Road (see below) these views are of particular importance.

The present alignment of Windsor Road, as it passes through the study area, dates to the early 1800s and is also of heritage significance. In general, this significance is associated with the present alignment, possible material remains (such as alignment stones), and sections of former alignment (Precinct WR6: Vineyard alignment) that are contained within the present road reserve. It is not expected that planning and development of the Vineyard Precinct will affect the Windsor Road road reserve.

However, the rural setting of Windsor Road, and views along the Road, have been identified as contributing to its heritage significance, and this may relate to development within the study area. The available documentary evidence supports this interpretation, indicating that use of the properties along the road has been predominantly agricultural throughout the historical period of occupation. The recent major upgrade to Windsor Road has made it difficult to appreciate the thoroughfare in its setting. But the relatively sparse development along each side of the road, and the frequency of substantial setbacks, do continue to contribute to the setting of the Road.

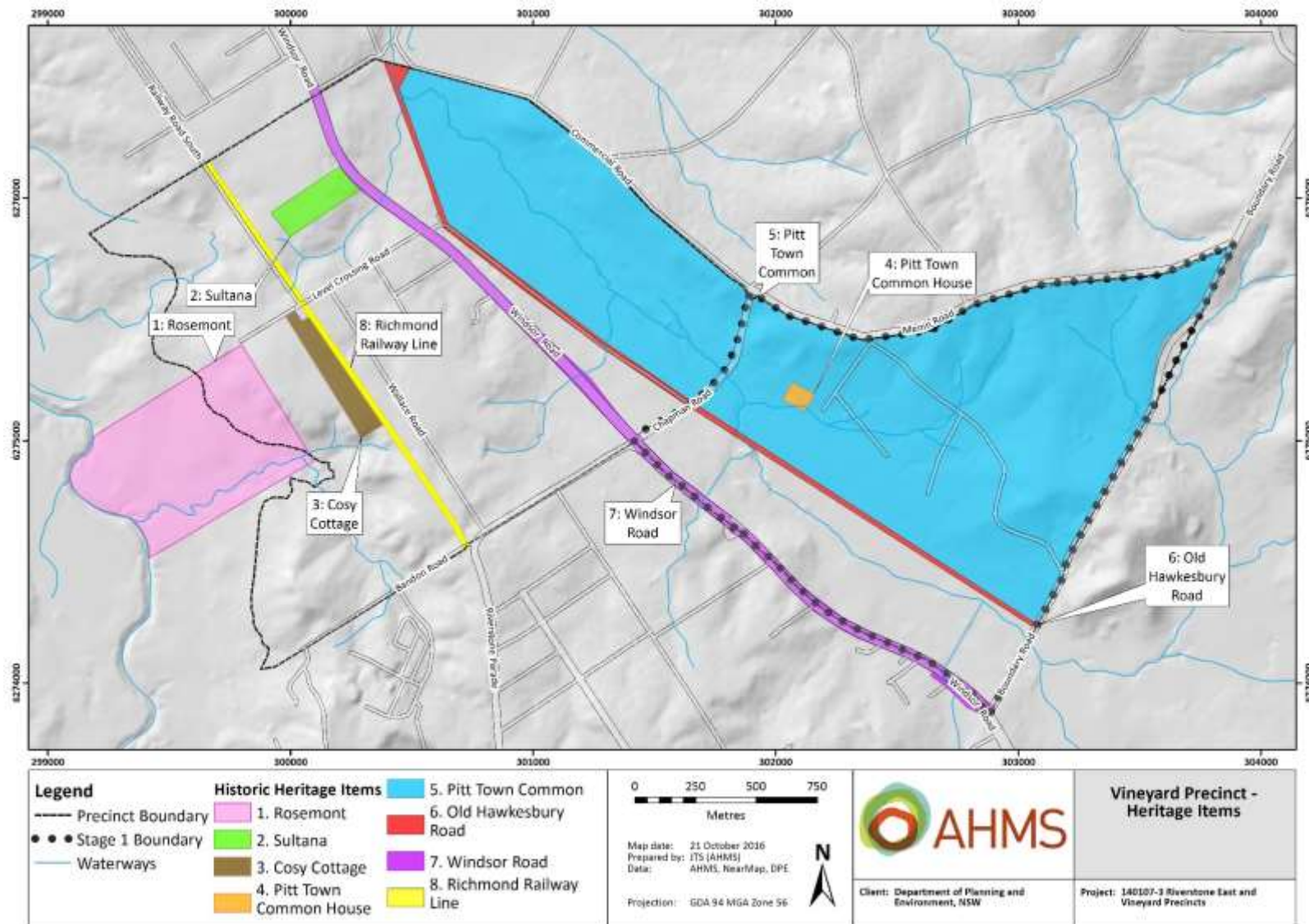


Figure 51 Heritage items within Vineyard Precinct.

6 RECOMMENDATIONS

6.1 Relevant Legislation and Guidelines

Development with the potential to affect the historical heritage significance of the study area is regulated by a number of statutory instruments. The principal relevant instruments are outlined below.

6.1.1 Heritage Act 1977

The *Heritage Act 1977* establishes the State Heritage Register (SHR) and protects items listed on the SHR, and also protects relics. A relic is defined as:

any deposit, artefact, object or material evidence that:

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

b) is of State or local heritage significance

It is an offence to harm an item listed on the SHR or a relic without a permit issued by the Heritage Division on behalf of the Heritage Council. For an item listed on the SHR, the permit is issued under Section 60 of the Act. Certain activities may be permitted under an Exemption Notification, which must be endorsed by the Heritage Division. For a relic, the permit is issued under Section 140 of the Act. Again, certain activities may be permitted under an Exception Notification, which must be endorsed by the Heritage Division.

6.1.2 Hawkesbury Local Environmental Plan 2012

The Hawkesbury LEP 2012 is an environmental planning instrument developed in accordance with the provisions of the *Environmental Planning and Assessment Act 1979*. The LEP provides for the protection of the cultural heritage of the Local Government Area through listing identified heritage items (Schedule 5) and specifying requirements for any development which may affect these items (Section 5.10).

In general, the following clauses apply to proposed development that may affect a heritage item:

(2) Requirement for consent

Development consent is required for any of the following:

- a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - (i) a heritage item,*
 - (ii) an Aboriginal object,*
 - (iii) a building, work, relic or tree within a heritage conservation area,*
- b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*

- c) *disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- d) *disturbing or excavating an Aboriginal place of heritage significance,*
- e) *erecting a building on land:*
 - (i) on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,*
- f) *subdividing land:*
 - (i) on which a heritage item is located or that is within a heritage conservation area, or*
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.*

(3) When consent not required

However, development consent under this clause is not required if:

- a) *the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:*
 - (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and*
 - (ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or*
- b) *the development is in a cemetery or burial ground and the proposed development:*
 - (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and*
 - (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or*
- c) *the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or*
- d) *the development is exempt development.*

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- a) *on land on which a heritage item is located, or*

- b) on land that is within a heritage conservation area, or
- c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) Heritage conservation management plans

The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

The LEP also includes provisions for the protection of historical archaeological sites, with reference to the *Heritage Act 1977* (see **Section 6.1.1**), and for the protection of Aboriginal places of heritage significance (see AHMS 2014).

6.1.3 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

SEPP (Sydney Region Growth Centres) 2006 has been developed to assist in the planning for the redevelopment of the Priority Growth Areas, including the present Vineyard Precinct, which falls within the North West Priority Growth Area. With regard to cultural heritage, the SEPP is intended 'to protect and enhance land with natural and cultural heritage value'.

The Vineyard Precinct Plan will be appended to the SEPP, and will contain a schedule of heritage items and provisions for the protection of the heritage values of these items.

6.2 Recommendations

The following recommendations have been developed with regard to the relevant statutory requirements, as outlined above, and the historical heritage values of the Vineyard Precinct Stage 1, as investigated in the body of this document. The recommendations are intended to allow the historical heritage values of the study area to be conserved, and the past occupation of the area to be respected and recognised in the new redevelopment.

General

- A program should be developed to record the history and heritage of the area. This should incorporate an archival record of a sample of properties and structures, demonstrating the history and development of the area. The program should also include an oral history recording.
- The records made during the above program should be made publicly accessible (with due regard for considerations of confidentiality). Copies should be lodged with the local library and historical society.
- The results of the above program should inform an overall heritage interpretation strategy, developed to guide interpretation to be incorporated into individual developments that take place throughout the precinct.
- The roads and cadastral boundaries representing significant historical property divisions should be retained (see Figure 6).

Pitt Town Common House

- The house on Lot 47 DP 752050 should be nominated for listing as an item of environmental heritage in the Hawkesbury LEP, and should be listed as a heritage item in SEPP (Sydney Region Growth Centres) 2006. The listed curtilage should consist of the present property Lot 47 DP 752050.
- The potential heritage impact of any development proposed for the property itself and surrounding roads and properties should be considered in the design and assessment stages, with the intention being to avoid and/or minimise impact where possible.

Pitt Town Common

- The heritage of the Common should be recognised in the creation of substantial public land and public access ways in this area.
- The cadastral boundaries and roads established by the subdivision of the Common in the late 19th and early 20th centuries should be retained in a form that is recognisable in the landscape, such as property boundaries, paths and roads.
- Zoning and development controls should consider the open, relatively undeveloped nature of the area, and adjust the levels of residential density accordingly.

Old Hawkesbury Road and Windsor Road

- The former alignment of Old Hawkesbury Road between Chapman and Boundary Roads should be retained as a minor road or other thoroughfare (such as footpath or cycleway). Any development proposed for this alignment should be subject to historical archaeological assessment.
- The long view lines along the former Old Hawkesbury Road alignment should be retained, and development adjacent to this alignment should retain a rural character.
- Zoning and development controls for land alongside Windsor Road should preserve the open character of and views along the corridor, so far as they have been retained to the present.

7 POTENTIAL NON-INDIGENOUS HERITAGE IMPACT

7.1 Indicative Layout Plan (Stage 1)

DPE has prepared an Indicative Layout Plan (ILP) showing the proposed zoning of Stage 1 of the Vineyard Precinct (**Figure 52**).

Stage 1 will provide low and medium density residential areas. It will also include a village centre with a mixed-use/social infrastructure provision, indicative school site, passive open space, active open space, and areas set aside for environmental living and water management.

Development within Stage 1 will be managed in accordance with conditions included in a Precinct-specific Development Control Plan and Appendix to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*. Details of these documents are not yet available.

7.2 Potential Impact

The potential historical heritage impact of the ILP for Stage 1, with regard to the identified items, is outlined in **Table 8**. A map showing identified historic heritage items overlaid on the ILP is presented in **Figure 53**. It should be noted that while the ILP itself will not result in heritage impact, as it is a planning instrument only and will not involve development, the projected developments as indicated in the ILP will, if implemented, involve impacts on the following identified heritage items:

- Pitt Town Common, and
- Old Hawkesbury Road.

Table 7 Potential heritage impact as a result of the ILP for Stage 1.

Item	Proposed rezoning	Potential heritage impact
Pitt Town Common House	The ILP for Stage 1 includes this item and the recommended curtilage as identified in Section 5.3.1 of this report. It is proposed to list the current property as an item of Environmental Heritage in the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>.	No impact is expected.
Pitt Town Common	The ILP for Stage 1 includes part of this item. The southeast portion of the Pitt Town Common is within areas that will be rezoned for Low and Medium Density Residential, Environmental Living, Water Management, Passive Open Space and Active Open Space, Indicative School Site, Major Roads, and a Village Centre.	The southern boundary of the Common, and the internal cadastral boundaries established by the subdivision of the Common in the late 19th and early 20th centuries, will be obscured by the proposed rezoning. Some open and relatively undeveloped areas in the vicinity of Killarney Chain of Ponds and a tributary will be retained within areas zoned for Water Management, Passive Open Space and Active Open Space.
Old Hawkesbury Road	The ILP for Stage 1 extends across the southern part of this item. The original road alignment is within areas that will be rezoned for Environmental Living, Water Management, Passive Open Space and Active Open Space.	The original road alignment to the southeast of Chapman Road, as represented by present cadastral boundaries, will be obscured by the construction of new sports fields, and development within the 'Environmental Living' zoning. The proposed development has the potential to impact any archaeological remains associated with the road, should they be present. Important views along the road alignment related to its rural setting will also be interrupted.
Windsor Road	The ILP boundary for Stage 1 follows the alignment of this item.	No impact is expected.

7.3 Recommendations

The following recommendations are intended to address the potential historical heritage impact of the ILP (Stage 1), as outlined above. They should be read in conjunction with the general recommendations (**Section 6.2**), which are considered still to apply, and should be referred to in the event that changes to the ILP are proposed. Responsibility for the broader requirements should be discussed between DPE and Hawkesbury City Council.

Pitt Town Common

Prior to the proposed Stage 1 rezoning, the area of the common should be subject to an interpretation plan/strategy. This report should outline the historical development of the common identify historic themes and media appropriate for the interpretation of that development and outline implementation processes to interpret the common.

Old Hawkesbury Road

Prior to the proposed Stage 1 rezoning, the alignment of Old Hawkesbury Road within the Vineyard Precinct should be subject to historical archaeological assessment. The assessment should include a survey and photographic recording, a report outlining the history of the road, and an assessment of the heritage significance and archaeological potential of the item. Depending on the results of this assessment, subsequent development may require a Statement of Heritage Impact.

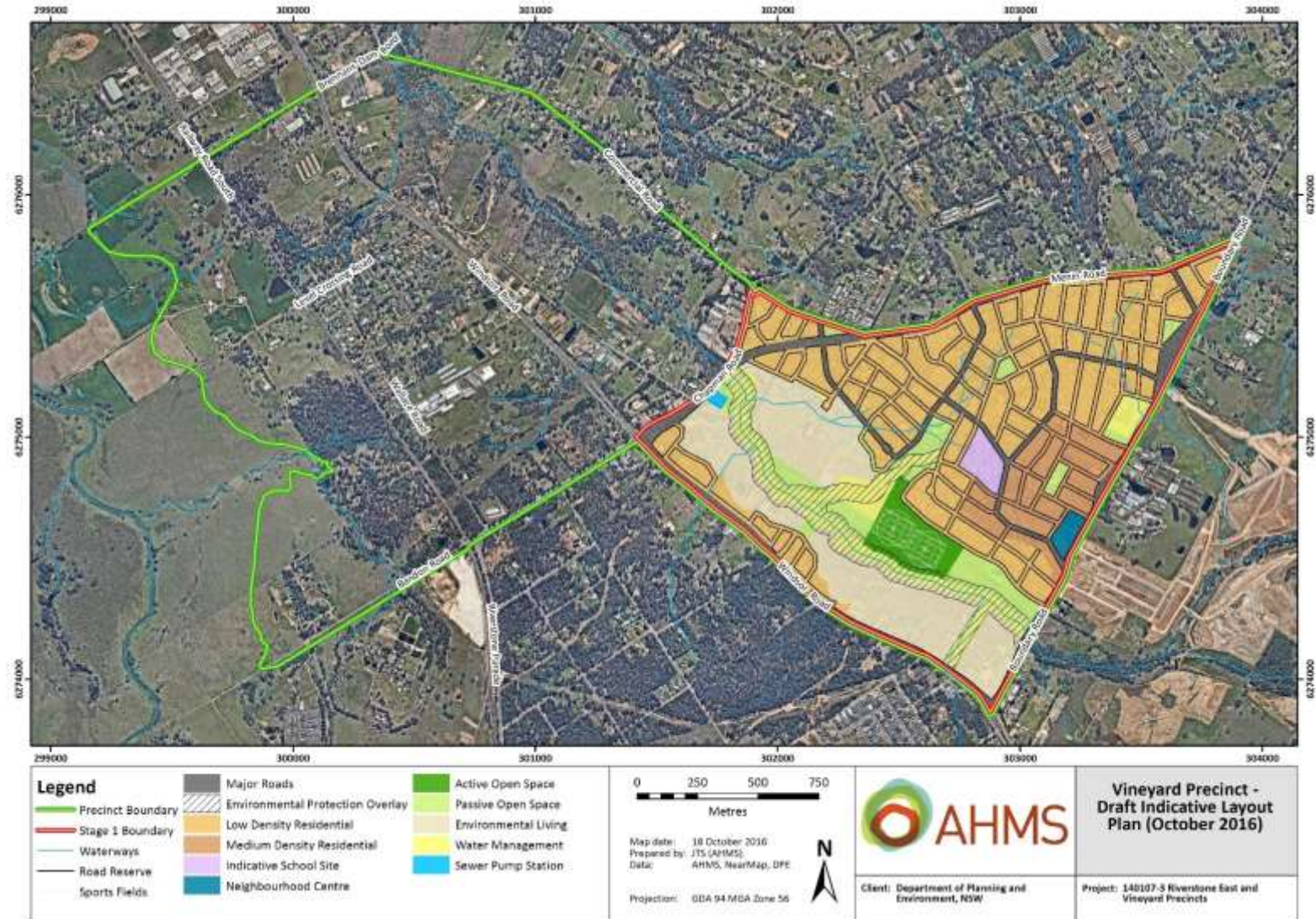


Figure 52 Indicative Layout Plan for Stage 1 of the Vineyard Precinct.

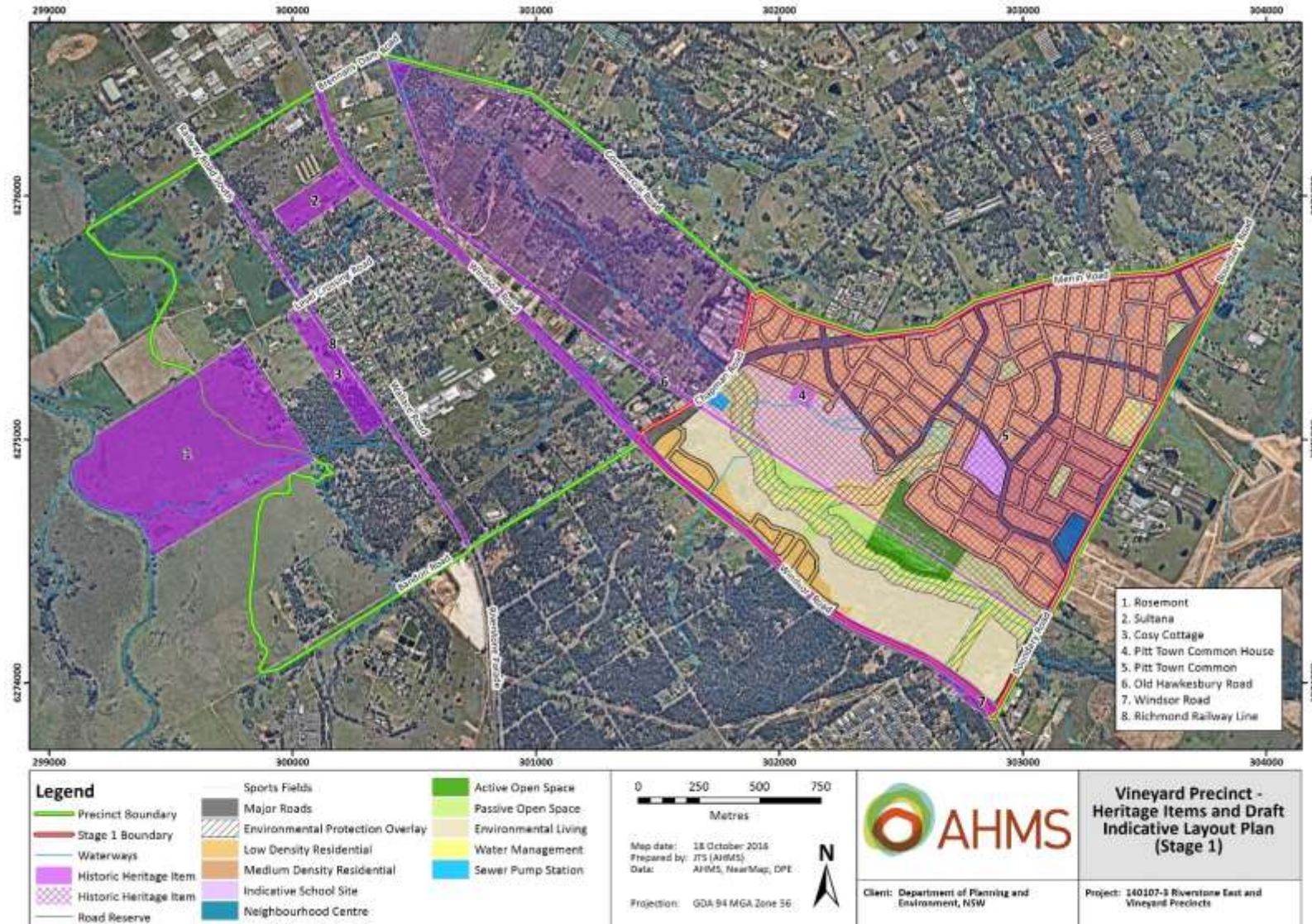


Figure 53 Historic heritage items overlaid on Indicative Layout Plan for Stage 1 of the Vineyard Precinct.

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