

1.5 Variation to Development Guidelines

The consent authority may consider variations to the requirements of the DCG in certain circumstances. Requests for variations are required to be in writing and shall clearly demonstrate the reason(s) why the variation sought would not adversely impact on the environment or local amenity and would not erode the relevant standard and requirement. Any such variations are to be justified in the circumstances of the case including an indication of how the objectives of the guidelines are met.

1.6 Relationship to other Plans and Documents

The provisions of these DCG are site-specific and reflect the planning and design objectives desired by the relevant stakeholder parties. In the event of any inconsistency between these DCG and Campbelltown (Sustainable City) Development Control Plan 2009), these DCG shall prevail to the extent of any inconsistency.

1.7 Project Background

The Claymore Urban Renewal Project seeks to improve the quality of the social and urban environment by creating conditions conducive to the establishment of a sustainable place to live. The project seeks to rationalise the existing built form pattern using a combination of existing and new roads, rationalised open spaces and new residential lots and dwellings. The existing urban structure and form will be redeveloped including new streets and subdivision pattern, new or improved open spaces, new lots for residential development enhanced community facilities and associated services and infrastructure.

In short, the development as outlined in the concept plan includes:

- The demolition of existing townhouses, poorly configured cottages and structures including roads and services;
- The HNSW cottages to be retained on site are planned to be upgraded;
- The construction of a new subdivision with works including:
 - new streets;
 - new stormwater management works;
 - utility services; and
 - bulk earthworks;
- Public domain improvements including landscaped reserves and new parks as part of a network of public open spaces and street trees;
- Provision of enhanced community facilities; and
- The use of land for housing and related purposes.

The Concept Plan is shown on Figure 2.

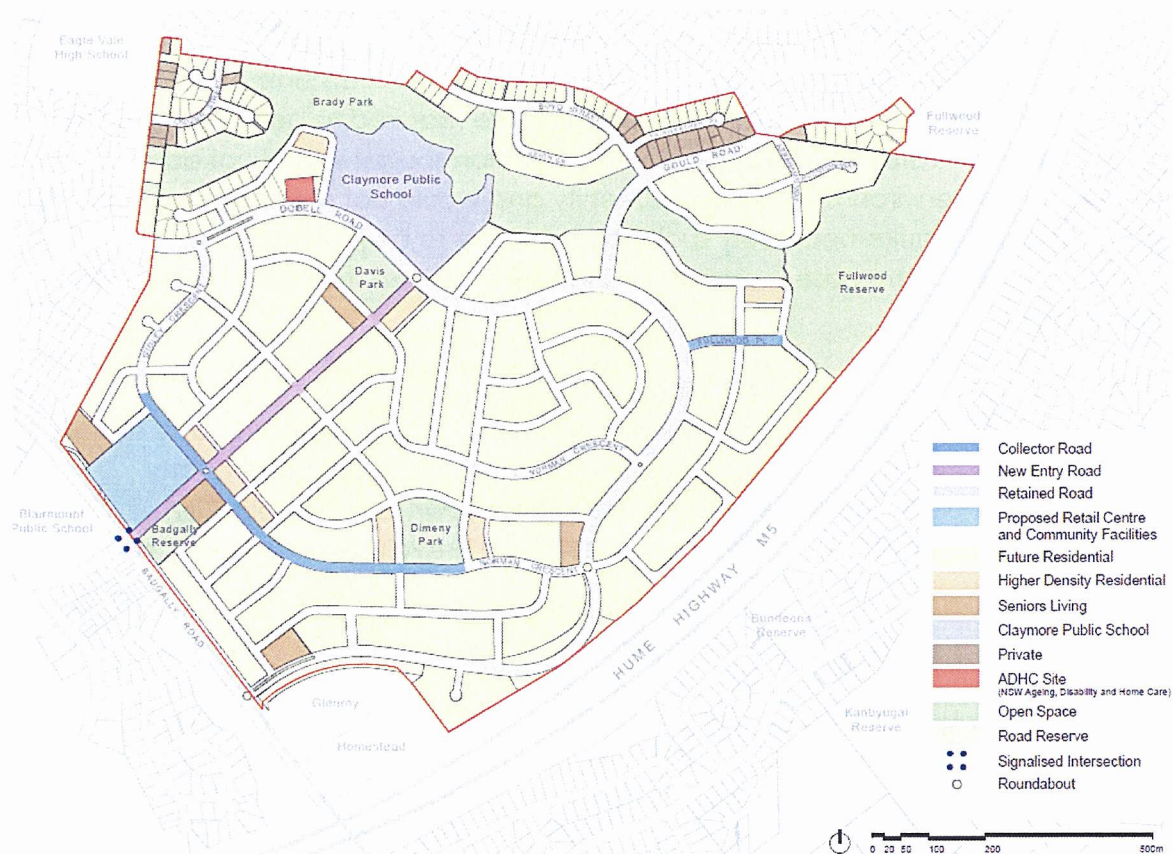


Figure 2: Claymore Concept Plan

1.8 Definitions

“Battleaxe Allotment” means an allotment that does not have primary frontage to a public road and is accessed via a driveway (handle) located between two adjoining allotments.

“Dwelling” means a room or suite of rooms occupied or used or so constructed, designed or adapted as to be capable of being occupied or used as a separate domicile.

“Dwelling House” means a building containing one dwelling and may contain a subordinate structure such as a studio apartment or outbuilding.

“Habitable Room” means a room used for normal domestic activities and includes a bedroom, living room, lounge room, music room, television room, rumpus room, sewing room, study, play room, family room, sunroom and the like.

It excludes a bathroom, laundry, water closet, pantry, walk in wardrobe, lobby, garage, internal stairwell, clothes drying room, and other spaces of a specialised nature that are not occupied frequently or for extended periods.

“Natural Ground Level” means the ground level at completion of the subdivision development.

"Primary Street Frontage" means the area between the building/structure and the road to which it is orientated.

"Primary Street Setback" means the distance between the building/ development and road upon which it faces and or the road from which the allotment is accessed.

"Secondary Street" in relation to a corner lot is the street adjacent to the longer side of the lot.

"Secondary Street Setback" means distance between the building/ development and the road upon which the building does not front.

"Storey" means that space within a building which is situated between one floor level and the floor level above or if there is no floor above, the ceiling or roof above.

"Studio Apartment" means a self contained dwelling constructed above a double garage fronting a laneway or car court. These dwellings shall not be subdivided from the main allotment into a separate title.

"Zero Lot Line" means the construction of a dwelling or garage wall on top of and/or along the side property boundary of an allotment.

2. SUBDIVISION GUIDELINES

2.1 Introduction

The Concept Plan provides an urban structure based on a more inter-connective street system focussing movement onto streets. It makes use of existing streets where practical and desirable and proposes new streets that respond to local conditions such as topography. Subdivision to create streets and lots within the blocks formed by the new streets will provide a range of lot sizes capable of accommodating dwelling houses that can be constructed in an affordable manner by a range of home builders.

The subdivision pattern provides a range of lot sizes with the more intensive development located closer to the town centre and adjacent to parks and along the main north south access street.

The formation of new lots is constrained in places by existing dwellings and lots. The development seeks to achieve an efficient lot layout within the context of these constraints.

2.2 Objectives:

- Provide a range of lot sizes with the more intensive development located closer to the town centre, around parks and along bus routes;
- Provide lot dimensions capable of accommodating a range of affordable house types;
- Create efficient layouts that respond to existing site conditions and context;
- Ensure that subdivision provides safe connections with an extension of existing street patterns, as well as any pedestrian, cycleway and public open space networks;
- Promote walking and cycling as the primary mode of travel within a residential neighbourhood;
- Provide a network of bus, pedestrian and cycle routes within the public domain which connect open space areas and community facilities and encourage alternative modes of transport.

2.3 Development Guidelines: Allotment Size and Design

1. Design of residential allotments shall have regard for the impact of orientation, slope, and aspect to facilitate solar access to future dwelling development.
2. All proposed allotments shall have a street frontage.

3. Battle axe lots shall only be permitted where a street frontage can not otherwise be provided because of existing conditions.
4. All allotments intended for residential housing will have a minimum site area of 200 square metres with a minimum width measured at the building line of 6 metres.
5. Any allotment with a width to the street frontage of less than 9 metres is to have the garage located to the rear of the property accessed from a rear lane or accessway.
6. Allotments are to have a minimum depth of 25 metres.

3. DWELLING CONTROLS

3.1 Development Guidelines

Objectives:

- Encourage diversity in housing types to that there is a choice of housing that is affordable and capable of meeting the needs of a range of household types;
- Encourage good house designs on a range of lot sizes including compact lots;
- Create attractive landscaped front gardens;
- Ensure an acceptable level of amenity for residents and neighbours;
- Encourage quality-designed dwelling houses that make a positive contribution to the streetscape and amenity of the neighbourhood;
- Encourage homes that achieve good environmental performance.

Key Guidelines

1. Dwellings shall comply with the Development Guidelines contained in Table 1.

Dwelling Development Criteria						
Item	Lot Size	200-250m ²	250-300m ²	300-450m ²	450-600m ²	600-900m ²
1	Maximum site coverage	70%	65%	60%	55%	55%
2	Primary street setback	3.0m	3.0m	4.0m	4.0m	4.0m
3	Secondary street setback	1.0m	1.0m	2.0m	2.0m	2.0m
4	Rear boundary setback	1.0m for rear access garage	1.0m for rear garage or 3.0m where no garage	3.0m	4.0m	4.0m
5	Side setbacks	refer Item 6	refer Item 6	0.9m	0.9m	0.9m
6	Built to boundary (zero lot line walls)	Lot width 6-8m: both sides Lot width 8-10m: one side and 0.9m other		n/a	n/a	n/a
7	Maximum length of zero lot line walls	66% of the lot depth		n/a	n/a	n/a
8	Garage setback	1.0m for rear access garage or 5.5m to primary street		5.5m	5.5m	5.5m
9	Garage dominance	Rear access garage (6.0m max door width) or single garage only to primary street		Garage door not wider than 50% of the total dwelling width		
10	Principal private open space area (directly accessible to living room)	16 square metres (provision of 4m x 4m square)		24 square metres (provision of 6m x 4m rectangle)		
11	Maximum building height	9.5m				
12	Maximum floor area for detached studio on laneway	45 square metres (not to be separately titled)		n/a		

Additional Guidelines

Dwelling Design

1. A site analysis shall be lodged with the development application for all development involving the construction of a building. The scope of the site analysis will depend on the scale and nature of the development and shall address:
 - i) levels, slope and north point;
 - ii) existing landscaping and vegetation;
 - iii) existing buildings and structures;
 - iv) roads, access points, parking, and traffic management devices and the like;
 - vi) easements, services, existing infrastructure and utilities;
 - vii) hydraulic features; drainage lines, water features, drainage constraints, and the like;
 - viii) natural hazards (e.g. flooding)
 - ix) solar orientation, overshadowing, prevailing winds, rainfall;
 - x) views and vistas to, from and within the site;
2. Dwellings are to be of contemporary architectural design.
3. Articulation elements of a dwelling such as entry porticos, verandahs, pergolas and other feature elements may extend beyond the front façade to a maximum distance of 1 metre.
4. Roofs are to have a maximum roof pitch of 36 degrees and are to include eaves up to 450mm (except on zero lot line or parapet walls).
5. Locate all services and bin storage areas behind the front building line out of public view.

Solar Access

1. Living areas shall generally have a northern orientation and be directly accessible to private open space areas¹.
2. Shadow diagrams are required for any development proposing two storeys.
3. Development shall have appropriate regard to the impact on solar access to usable private open space, solar collectors and clothes drying areas of adjoining residential development.

¹ In some cases, such as small cottage homes on the southern side of the street, it may not be possible to have a north facing living room that directly access private open space. The overarching principle is to design to orientate living rooms and private open spaces to the north.

4. New dwellings shall be designed to reduce the need for artificial lighting during daylight hours.
5. Materials selection and construction shall respond to orientation and potential for heat retention and protection including insulation.
6. An outdoor clothes line with adequate solar access shall be provided for every dwelling.
7. Windows and doors shall be arranged to encourage cross ventilation.
8. Consideration to be given to the use of deciduous trees at the north and west elevations to protect against hot summer temperature and to allow for solar penetration in winter, where it may otherwise be inappropriate to plant native trees.
9. A BASIX certificate is to be submitted with the development application for all residential dwelling development.

Garages

1. A minimum of 1 enclosed car space per dwelling is required;

Landscape and Fences

1. Front gardens are to include one tree that will reach a height of 5m to 8 metres on maturity;
2. Rear gardens are to include at least one tree that will reach a height of 10 to 15 metres on maturity
3. Retaining walls shall be stepped / terraced at a maximum height of 900mm and incorporate a minimum step of 900mm face to face.
4. For the purpose of creating a building platform, the sum of the maximum cut below natural ground level and the maximum depth of fill above natural ground level shall not exceed 1 metre.
5. Front fences are to be provided in accordance with the Fencing Strategy as approved by Campbelltown Council for each stage of development.

APPENDIX 8

Claymore Urban Renewal Project

Infrastructure Report

Executive Summary

This is a report by Mott MacDonald on the opportunities, constraints and infrastructure associated with the Claymore Estate Renewal Project which has been undertaken for and on behalf of Landcom.

This review of civil infrastructure requirements identifies the constraints, opportunities, risks and other issues associated with the current proposed development prepared by AECOM (April 2012) and staging plans prepared by Mott MacDonald. The staging for the development makes provision for retention of approximately 140 existing cottages and associated services. These services will need to be maintained, along with access at all times during the progress of the redevelopment works.

This report identifies development constraints and issues which are relevant to the project. The most significant of these include:

- Retention of existing dwellings to be occupied continuously throughout the renewal process will impact on safety, access and servicing arrangements;
- Protection or augmentation of existing trunk services to the estate, new infrastructure and temporary connections to service occupied dwellings;
- Removal and replacement of the majority of existing roads and services due to realignment of roads/lot layout and regrading of levels in accordance with Landcom and Council agreed road design standards and to create safe and desirable stormwater flow paths;
- Isolated areas of uncontrolled or potentially contaminated or unsuitable fill on the site may adversely affect civil/infrastructure works and impact on housing development;
- Sequential development taking into account the continuity of road and service connections and thus taking advantage of cost savings from the use of permanent gravity infrastructure rather than through construction of temporary works and lead-ins;
- Construction staging to provide consideration to the management of earthworks so as to minimise the need for double handling of excavated material or exporting surplus and importing deficit material thereby taking advantage of the cost savings which may be achieved by placing excavated material directly into required fill areas as controlled fill material;
- Assessment of the Broadband requirements for the area; and
- Discussions with all service authorities to determine any service issues within or surrounding the Claymore Estate.

Contents

Executive Summary	1
1. Introduction	3
1.1. Scope of Work	3
2. Existing Site Description	4
2.1. Existing Development	4
2.2. Topography and Geology	4
3. Proposed Works	5
3.1. Internal Works	5
3.2. Estate Major Works	5
3.3. Staging	6
3.4. Traffic and Transport	7
3.5. Water Cycle Management	7
3.6. Services	8
Appendix A: Existing Estate Layout	12
Appendix B: Concept Plans	13
Appendix C: Correspondence	14

1. Introduction

1.1. Scope of Work

The objective of this report is to provide comment on the opportunities, constraints and servicing requirements for the Claymore Urban Renewal Project (CURP) and assist Landcom and the Finance & Services, Land & Housing Corporation to determine the infrastructure constraints of re-developing the existing estate. The views expressed herein are advice only and should be treated as such.

Mott MacDonald (MM) was appointed by Landcom to undertake a review of the civil infrastructure, concepts and requirements for the redevelopment of the Finance & Services, Land & Housing Corporation (FSLHC) Claymore housing estate. The CURP consists of re-developing the existing Claymore Estate, which comprises 1,096 cottages and townhouses. The proposed development has been developed as part of a consultation process between the stakeholders, FSLHC, Landcom and appointed Consultants Aecom (Urban Designers) and Mott MacDonald (Infrastructure Consultants). The proposed development provides the following:

- Demolition and removal of 952 cottages;
- Retention of 140 cottages;
- Proposal of 1,250 new lots;
- A commercial/retail centre; and
- 100 seniors living units.

Following review of the limited and available documentation, MM has prepared a Constraints and Opportunities Report for the site which aims to:

- Provide comment on the proposed development layout;
- Identify relationship requirements for staging of the works;
- Identify constraints and issues for the total development and individual stages; and
- Identify potential development risk exposure.

2. Existing Site Description

2.1. Existing Development

The Claymore Estate area is a 125 hectare public housing estate in the Campbelltown LGA built during the period 1979-1981 and is located 2 km northwest of Campbelltown CBD. The Claymore Estate adjoins Eagle Vale to the north and west. The Hume Highway bounds the estate to the east. Badgally Road defines the southern side of the estate. The estate consists of approximately 1,100 cottages and townhouses that are part of a typical style Radburn subdivision layout. Throughout the estate there are a number of parks and reserves. These areas together with the extensive watercourse (currently designed as a series of detention basins) located across the northern part of the development provide approximately 29Ha of open space. Please see Appendix A for the existing estate layout.

2.2. Topography and Geology

The site generally grades from the south west to the north with most grades being below 10% however some areas exceed 18%, particularly opposite the intersection of Dobell Road and Gould Road. These areas of steep terrain, make it difficult to provide suitable accessibility without significant earthworks as part of the staged construction.

Existing geological maps outline the area to consist of Blacktown soils over weathered Ashfield shale of Triassic age, isolated pockets of Hawkesbury Sandstone within the creek valleys. Typical characteristics of the soils include low fertility, tendency towards strongly acidic properties and prone to shrinkage and swelling.

Additional on site geotechnical investigations have been undertaken by Geotechnique to confirm the site specific Geology. Findings from the site investigations are documented in the report titled Claymore Renewal Project Geotechnical Investigation Report.

3. Proposed Works

Landcom and the Finance & Services Land & Housing Corporation (FSLHC) aim to renew and upgrade the suburb of Claymore by replacing components of the public housing stock.

A review of these constraints and opportunities will better assist the stakeholders to understand the estate's development potential.

3.1. Internal Works

The CURP works relate to environmental, social, amenity and engineering aspects of modifying an existing social housing area to a revitalised residential estate.

The proposed development intends to demolish 952 existing cottages. In addition to the demolition of dwellings, it is proposed to refurbish a number of existing dwellings to assist in their long term retention. These cottage works shall enable a mix of retained dwellings across the proposed development.

Following the demolition of the dwellings undertaken as part of the subdivision works there would also be demolition and removal of the existing infrastructure, including road pavements, underground and overhead services / utilities where required, and vegetation that cannot be retained during the redevelopment process.

Temporary connections, contamination remediation and watercourse / detention basin embellishment will be required.

The road and drainage works along with the servicing facilities will require a thorough assessment of the potential opportunities for retention of services and the required lead-in works for subsequent stages. Based on the proposed development, it appears that retention of the road, drainage and services varies with each stage of the development, with some stages having no retained cottages allowing removal of all redundant services.

Some of the open space and dual use facilities (open space and stormwater management) will also require extensive works due to the need for relocation and embellishment.

3.2. Estate Major Works

The estate major works anticipated to be required during the renewal of the Claymore Estate include a number of new parks and reserves and existing parks requiring embellishment. The below list is not exhaustive, however it is intended to provide an indication of the works opportunity. The facilities to be provided are:

- Provision of new parks and reserves;
- Embellishment of parks and open space;
- Embellishment of the riparian corridor along the northern boundary of the site (pending DECCW advice regarding the retention of the existing watercourse and its current function as online existing storage detention);
- Upgrade of intersections with Badgally Road;

-
- Provision of retail and commercial land fronting Badgally Road; and
 - Provision of a sound wall/bund along the M5.

3.3. Staging

It is proposed to develop the site over a series of stages. The proposed development has been broken up into 11 stages. Stage 3 within the development being further divided in two sub-stages (3a and 3b).

The stages have been developed with consideration to marketing, physical, economic and tenant relocation constraints. The present staging generally reflects the requirement for construction of lower staging prior to upper catchment staging. Priority is given to the need to relocate existing tenants, where the first two stages have been chosen to reduce the number of relocations and provide an enhanced entrance to the development (with the stages fronting Badgally Rd being built upfront). A number of the constraints relating to the present sequencing of the stages and potential issues are listed below:

- Staging of the relocation of residents and the demolition of FSLHC estate;
- Minimising the disruption to the existing services and thus the residents, within the precincts with cottages/ townhouses being retained;
- Service provisions and the reduction of lead-ins and temporary connections;
- The management of increased or concentrated stormwater flows upon downstream stages have been considered. The development has existing detention basins within the watercourse that traverses Brady Park and Fullwood Reserve. Details of the water cycle process are discussed in the Mott MacDonald Claymore Water Cycle Report;
- The management of the earthworks between stages that require substantial cut and/or fill will be required to be identified and areas within other stages identified for stockpiling during construction. The sequence of staging may need to be adjusted based on identification of this information as part of the future detailed grading and levels design. A preliminary design has been undertaken for the site to determine the required earthworks and retaining walls for the stages to achieve acceptable road grades (at no greater than Campbelltown City Council's absolute maximum grade of 16%) and generally provide building pads on lots with a 2% crossfall and 4% longitudinal fall;
- Potential impacts of contaminated material being located during a Detailed Contamination Site Assessment or during construction;
- Marketing and sales of the redeveloped housing estate and the future residential and commercial lots; and
- Relocation of existing tenants capped at approximately 100 per stage to provide an achievable decanting goal for FSLHC.

3.4. Traffic and Transport

A comprehensive Traffic and Transport assessment has been undertaken by Traffic Solutions to analyse the proposed road system for suitability and safety. Components that are addressed include:

- Existing road network capacity;
- Traffic related environmental implications;
- Traffic flows and speeds to inform the detailed design (including the use of traffic calming devices such);
- Site access and servicing, particularly in relation to the future commercial areas adjacent to Badgally Road;
- Pedestrian and cyclists provisions on and off road;
- Bus services; and
- On street parking.

3.5. Water Cycle Management

A report has been undertaken by MM to determine the development's water cycle management opportunities and constraints. The assessment evaluates all levels of storm intensity from low flows created during minor storm events through to the Probable Maximum Flood (PMF). Similarly, impacts on water cycle management from the individual dwelling to the entire estate have been considered. Other aspects considered as part of the report include:

- Opportunity for rainwater re-use. Typical BASIX certificates should be incorporated into the water cycle management for future individual dwellings.
- The water cycle management proposal will incorporate a number of detention basins and overland flow paths. RAFTS modelling demonstrates that the developed scenario's peak flows for Council's flood planning level do not exceed those of the existing situation. Detention opportunities within the northern water course and proposed new reserves will be investigated with embellishment provided if required.
- Water quality has been assessed through the use of the MUSIC water quality model. The use of vegetative filter strips, infiltration swales and Gross Pollutant Traps have been incorporated into the proposed open space facilities. The proposed "treatment train" have been designed to ensure that the pollutant removal rate meet current statutory requirements.

3.6. Services

3.6.1. Potable Water

A 600mm diameter trunk main at the intersection of Gould Road and Boyd Street and a 375mm diameter pipe that lies within Badgally Road, service the existing development. Smaller diameter mains traverse the site which will be retained where possible.

It is intended to retain as much of the major external mains network as possible, these however may require adjustment and/or protection particularly where proposed roads bisect them, where existing roads are re-aligned or where proposed lots are placed over them. The majority of the water mains along retained roads such as Dobell Rd, Gidley Cres and Norman Cres may be retained. Additional protection measures may be required to protect existing services. Assessment of any supplementary works would be assessed as part of the Section 73 application for each Development Application.

Following a feasibility application, Sydney Water (SWC) has indicated that the existing trunk system has adequate capacity to service the proposed development. At this stage no additional lead in works have been requested however, this is dependent on regional water demand and detailed design assessment / modelling by SWC.

3.6.2. Sewer

A 300mm diameter sewerage trunk main crosses the Hume Highway from the suburb of Woodbine. The sewer trunk main lies within a concrete encased crossing and enters on the eastern boundary of the Claymore Estate. This existing main drains through the Eastern portion of the site through varying pipe diameters before discharging into the main trunk sewer (450mm dia.) located in the Northern Watercourse.

In addition, a 225mm diameter sewer trunk main drains the western portion of the site which lies within stage 3b of the development and connects into the existing 400mm diameter main within the northern watercourse (which develops into a 525mm diameter main downstream of the site; within Eaglevale).

The trunk main within the watercourse also services portions of Eaglevale to the east and north of the site. It is recommended that this trunk line remain in operation given the amount of external dwellings to the site that must remain serviced throughout the development of Claymore.

A large portion of the existing sewer reticulation network does not suit the proposed layout and may require augmentation, with consideration given to the retained cottages to maintain uninterrupted service.

There is an existing 300mm diameter main downstream of a 400mm diameter main in Stage 8, it is likely that this will have to be upgraded as part of the development (to be confirmed within Section 73 application).

SWC has indicated that the existing trunk system has adequate capacity to service the proposed development. At this stage no additional lead in work has been requested but this is dependent on future Sydney Water modelling.

Lengths of the existing main may require concrete encasement when in close proximity to the proposed dwellings or under roads with limited cover. Adjustments of internal reticulation will

be required to suit the proposed layout, which may require temporary connections for the retained cottages onsite.

3.6.3. Electrical

The existing Claymore Estate is predominantly serviced by underground electrical reticulation. Where possible existing ducts and cable routes will be maintained within roads that are to be retained. It is anticipated that all other existing ducting, cabling and pillars through proposed lots will be removed. Kiosk sub-stations may be able to be retained and upgraded dependant on location.

A significant amount of underground high voltage reticulation is incorporated along Dobell Rd and Gidley Cres, which the majority of these roads are being retained. Relocation of the high voltage cabling will be required within stage 3a, beneath the retail zone (to align with the new Gidley Cres intersection with Badgally Rd) and to match the new alignment of Gidley Cres (to become Glenroy Rd) in the north-east corner of stage 3a. In addition there is an existing underground high voltage line traversing from south to north between Norman Cres in Stage 7 and between Dobell Rd and Norman Cres in Stage 1, it is likely that the cable will be adjusted to suit the proposed layout (an approximately 115m segment of the line in Stage 7 will be located within the existing Dimeny Park which is to be retained).

Additional kiosks will be required to service the additional lots generated, seniors living and retail centre. A demand analysis of the existing capacity will need to be undertaken during the detailed design phase of each stage. A number of kiosks have been identified as having possible retention with the proposed layout, however some existing kiosks, for example those within the existing retail zone may need relocating to suit the proposed layout.

Lodgement of an application with Endeavour Energy (EE) with development population and loadings has been established to determine the suitability of Integral Energy's Regional capacity. It is anticipated that no additional lead in works will be required to service the site.

Lodgement of an application with EE with development population and loadings has been established to determine the suitability of EE's Regional capacity. EE have indicated at *"present there is no capacity in the existing 11kV network to make 11kV supply available to any additional load within the CURP area."*

To make supply available to the assessed load of the CURP:

- *A new 11kV underground feeder will be required to be established and energised from Endeavour Energy's Campbelltown Zone Substation (located in Narellan Road, Campbelltown – approximately 250m west of Blaxland Road) prior to supply being available for the lots & senior super lots being established under stage 1.*
- *New distribution padmount substations and underground high voltage and low voltage network will be required to be established.*

The existing distribution reticulation high voltage and underground network within the CURP area is underground.

There is overhead distribution network located on the boundaries of the CURP adjacent the Hume Highway and Badgally Road. This network could be underground as required."

Endeavour Energy have also indicated that *"The connection to Endeavour Energy's network would be subject to compliance with Endeavour Energy's Network Connection Contestable Works General Terms and Conditions, AS/NZS3000 Wiring Rules and the Service and Installation Rules of NSW"*

3.6.4. Telecommunications

As with electrical, existing telecom ducts and cabling should be retained where possible but they will need to be removed where it does not follow proposed road alignments.

The main connection point for Telstra is from Badgally Rd in stage 3a. It is likely that this main will be relocated to suit the new Glenroy Rd alignment. This poses a significant impact on the site as this is the only connection point for the Claymore estate which must be maintained during construction. Construction of a new feeder will be required with switch over and decommissioning of the existing feeder.

No other major constraints for telecommunications have been identified, however, at present the developer is required to install a pit and conduit network to cater for the National Broadband Network (NBN) rollout, which will be required throughout the estate to provide provision for each property to connect to the network and act as the main telecommunications service.

Future long term and additional provision of Telstra or Optus services for the area will need to be reviewed with the service providers, with extent of provision to be negotiated if required.

An Intent to Develop application (ITD) has been lodged with Telstra to determine the loading requirements and likely upgrades for the area (if any) to cater for the increase in demand. At this stage it is believed that no major upgrades would be required to cater for the additional load generated and the development would be serviced by NBN.

3.6.5. Gas

Existing gas mains are located at the boundaries of the Claymore Estate, the gas mains within the major road service corridors will be used to service the development, these are located in;

- Dobell Road
- Badgally Road
- Boyd Street
- Gould Road

Jemena have identified that the existing mains around the development have sufficient capacity to service the site. A pressure reduction station would be installed at the corner of Badgally Road (where the gas pressure runs at 1050kPa) and Dobell Road with an interconnection from the 110mm main at Badgally Road near Daplyn Way to ensure security of supply. The site would be serviced by a new gas network with a pressure of 210kPa.

3.6.6. Road Hierarchy

The proposed road hierarchy for the site has been developed to provide an integrated system of distribution networks and to improve the amenity of the existing site. A number of existing roads have been retained and incorporated where possible, and embellishment of these roads included as part of the subdivision works.

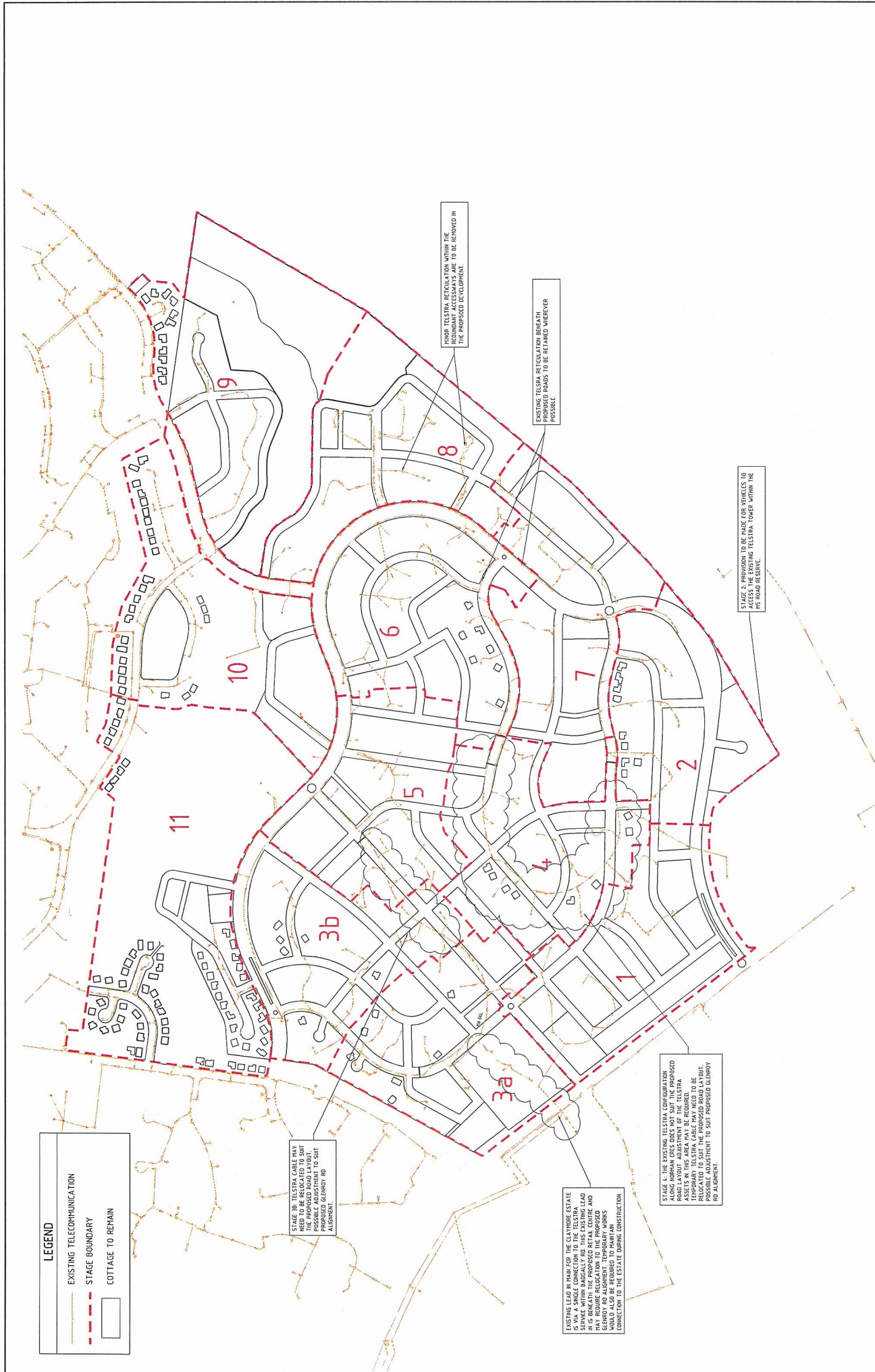
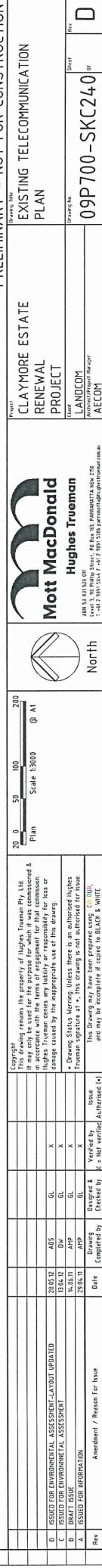
A network of minor collector roads will traverse the site connecting Badgally Rd to Dobell Rd and will provide access to key traffic areas such as new/existing parks and the proposed retail centre. A cycle route is to be provided along these minor collector roads and along Dobell Rd. A more detailed analysis of these systems is incorporated in the Traffic report by Traffic Solutions.

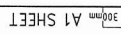
The following road types and carriageway widths have been proposed for the site details of the road hierarchy have been included in Appendix B:

- Minor Collector: 18.2m Reserve, 11m Carriageway;
- Local Street: 14.8m Reserve, 7.6m Carriageway;
- Cul-de-sac: 13.2m Reserve, 6m Carriageway; and
- Laneway: 8m Reserve, 6m Carriageway.

Appendix A: Existing Estate Layout

Appendix B: Concept Plans





LEGEND

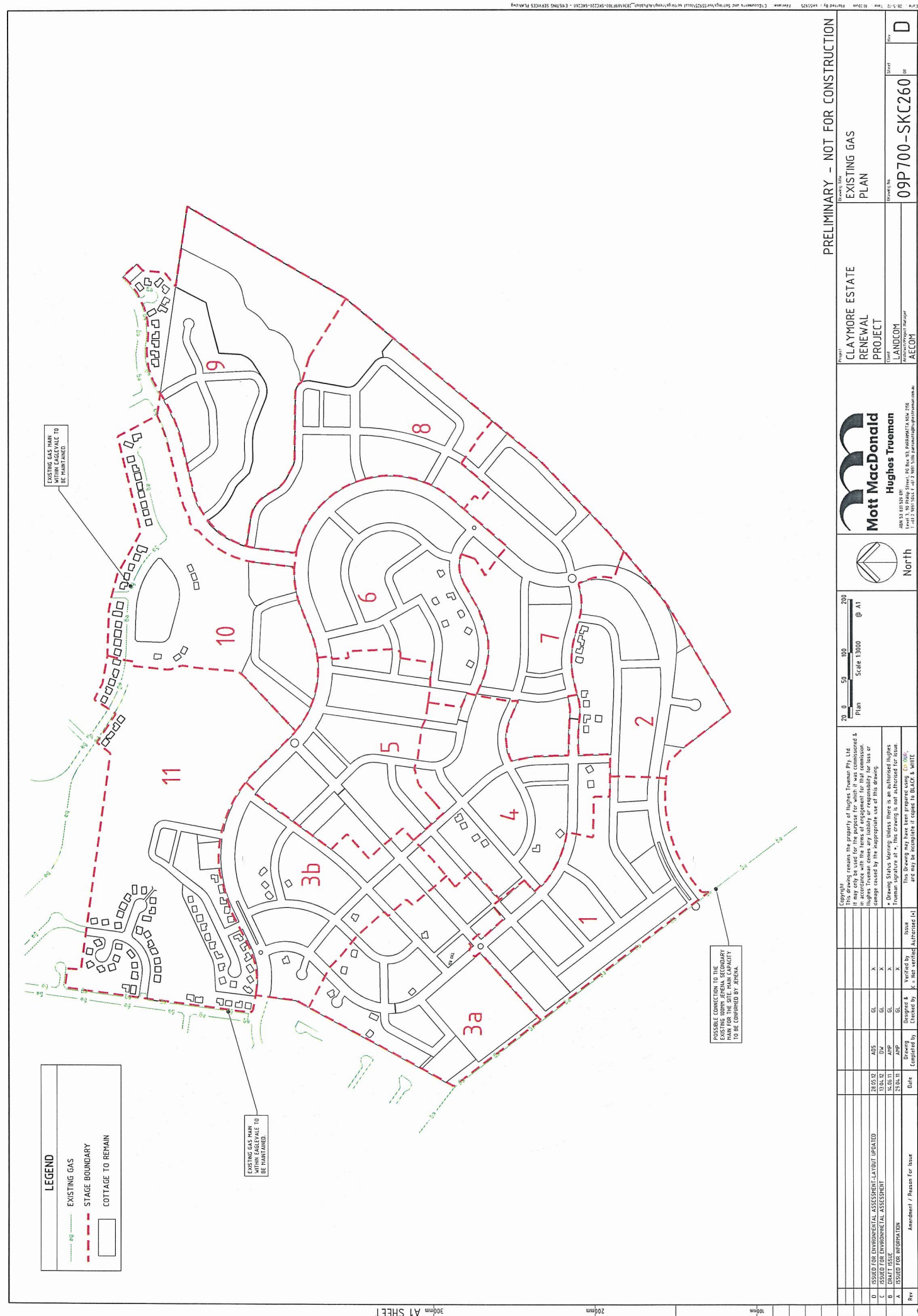
EXISTING STREET LIGHT TRUNK

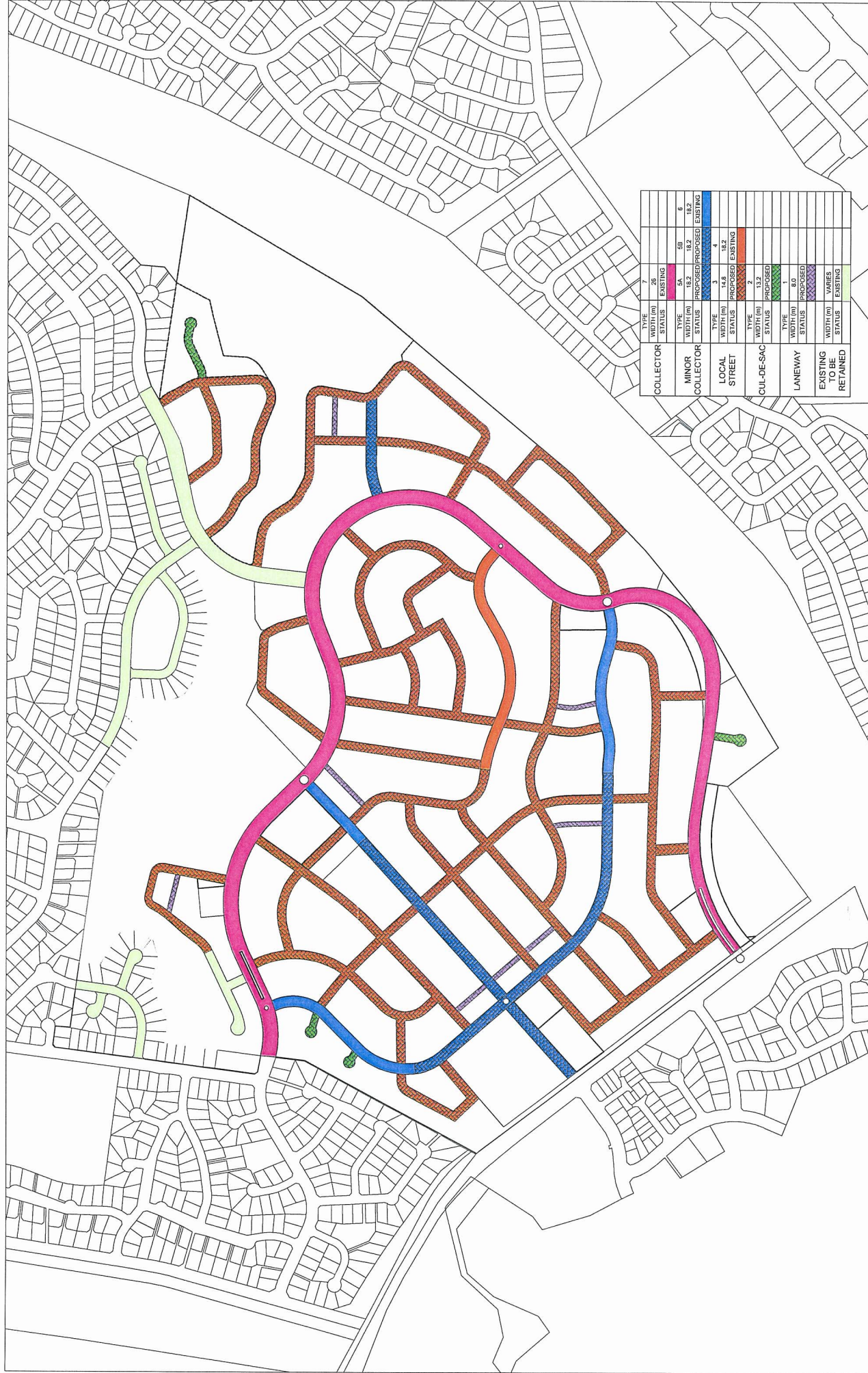
STAGE BOUNDARY

COTTAGE TO REMAIN

Project 1	CLAYMORE ESTATE RENEWAL PROJECT
Client	LANDCOM Architect/Project Manager AECOM

09P700-SKC252	Street	Box
EXISTING ELECTRICITY STREET LIGHTING PLAN		D





COLLECTOR		TYPE	7	2B	EXISTING	5A	5B	6
		WIDTH (m)	18.2	18.2	18.2	18.2	18.2	18.2
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING
MINOR COLLECTOR		TYPE	3	3	3	3	3	3
		WIDTH (m)	14.8	14.8	14.8	14.8	14.8	14.8
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING
LOCAL STREET		TYPE	2	2	2	2	2	2
		WIDTH (m)	13.2	13.2	13.2	13.2	13.2	13.2
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING
CUL-DE-SAC		TYPE	1	1	1	1	1	1
		WIDTH (m)	10.0	10.0	10.0	10.0	10.0	10.0
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING
LANEWAY		TYPE	1	1	1	1	1	1
		WIDTH (m)	6.0	6.0	6.0	6.0	6.0	6.0
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING
EXISTING TO BE RETAINED		TYPE	1	1	1	1	1	1
		WIDTH (m)	6.0	6.0	6.0	6.0	6.0	6.0
		STATUS	PROPOSED	PROPOSED	EXISTING	EXISTING	EXISTING	EXISTING

Project: CLAYMORE URBAN RENEWAL CAMPBELLTOWN

Client: LANCOM

Drawing No: 09P700-SKC280

Sheet: 1 of 1

Rev: E

Copyright: Mott MacDonald Hughes Trueman

North Arrow: NORTH

Not to Scale: NOT TO SCALE

Scale: PRELIMINARY - NOT FOR CONSTRUCTION

Rev	As Issued / Reason for Issue	Date	Drawn	Checked	Verified	Issue
1	ISSUED FOR ENVIRONMENTAL ASSESSMENT	18/05/12	GL	GL	•	CA
2	FINAL	09/08/11	GL	GL	•	CA
3	FOR COMMENT	24/02/11	GL	GL	•	CA

Rev	
A	
B	
C	
D	
E	
F	
G	

Appendix C: Correspondence

21 December 2011

Mr Adam Coburn
Senior Development Assessment Planner
Campbelltown City Council
PO Box 57
Campbelltown NSW 2560

DEC22'11 08:02:17 RCVD

Claymore Renewal Project – 2128/2011/DA-MP

Dear Mr Coburn,

Thank you for your letter of 9 November 2011 requesting comment on the proposed Claymore Renewal Project. Sydney Water has reviewed the proposal and provides the following comments for Council's consideration.

Water

The redevelopment area is served by a 375mm drinking water main in Badgally Road and 600mm main at the intersection of Gould Road and Boyd Street. Preliminary investigation indicates that the trunk system has adequate capacity to service the proposed redevelopment.

The developer will be required to provide an overall concept-servicing scheme for the ultimate development, at their expense. This will include but not be limited to:

- Scheme plan showing proposed connection to the existing Sydney Water drinking water system
- Proposed mains to be diss-used and removed
- Water modelling may be required subject to a review of the concept scheme plan.

The servicing scheme plan will be assessed to define any additional works necessary to service the proposed development i.e. local amplifications or alternate connection points.

Wastewater

The Hillcrest Carrier presently services the proposed redevelopment area. Preliminary investigation indicates that the trunk system has adequate capacity to service the proposed redevelopment.

The developer will be required to provide an overall concept-servicing scheme for the ultimate development, at their expense. This will include but not be limited to:

- Scheme plan showing sub-catchments and proposed connection to the existing Sydney Water wastewater system
- Proposed mains to be diss-used and removed
- Flow schedule and or wastewater modelling may be required subject to a review of the concept scheme plan.

The servicing scheme plan will be assessed to define any additional works necessary to service the proposed development i.e. local amplifications or alternate connection points.

Sydney Water Servicing

Sydney Water will further assess the impact of any subsequent development when the developer applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any

Sydney Water Corporation. ABN 49 776 225 038
1 Smith St Parramatta 2150 | PO Box 399 Parramatta 2124 | DX 14 Sydney | T 13 20 92 | www.sydneywater.com.au
Delivering essential and sustainable water services for the benefit of the community

works required as a result of future development and to assess if amplification and/or changes to the system are applicable. The developer must fund any adjustments needed to Sydney Water infrastructure as a result of the development.

The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).

Sydney Water requests the Council to continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.

Sydney Water e-planning

Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current planning reforms. It will also reduce the amount of printed material being produced. This email should be used for:

- Section 62 consultations under the Environmental Planning and Assessment Act 1979
- consultations where Sydney Water is an adjoining land owner to a proposed development
- consultations and referrals required under any Environmental Planning Instrument
- draft LEPs, SEPPs or other planning controls, such as DCPs
- any proposed development or rezoning that will be impacted by the operation of a Sydney Water Wastewater Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact Ainsley Rotgans of the Urban Growth Branch on 02 8849 4004 or e-mail ainsley.rotgans@sydneywater.com.au.

Yours sincerely,



Wayne Kennedy,
Manager of Urban Growth Strategy and Planning

21/12/11.

Taylor, John P

From: Peter Freckelton [Peter.Freckelton@endeavourenergy.com.au]
Sent: Monday, 20 June 2011 12:48 PM
To: Lee, Greg A
Subject: ENL1524 - Claymore Urban Renewal Project, Dobell Road, Claymore
Attachments: FPJ4096 - Application for Connection of Load.pdf; RE: Claymore Urban Renewal Project; FW: Claymore Urban Renewal Project

Greg

Further to your emails dated 11/5/2011 and 17/6/2011 (refer attached) regarding the proposed Claymore Urban Renewal Project, Dobell Road, Claymore this enquiry has been registered under reference number ENL1524, please quote this number for all future correspondence.

Based on the information provided:

1. The assessed load of the Claymore Urban Renewal Project (CURP) is 9710kVA based on a 7kVA ADMD per lot for 1086 lots, 2.5kVA ADMD per seniors unit for 60 seniors units and 950kVA for the retail centre. Based on the maximum demands of the Endeavour Energy distribution substations supplying the existing area of the CURP the existing load is 6025kVA.
2. At present there is no capacity in the existing 11kV network to make 11kV supply available to any additional load within the CURP area.
3. To make supply available to the assessed load of the CURP:
 - a. A new 11kV underground feeder will be required to be established and energised from Endeavour Energy's Campbelltown Zone Substation (located in Narellan Road, Campbelltown - approximately 250m west of Blaxland Road) prior to supply being available for the lots & senior super lots being established under stage 1.
 - b. New distribution padmount substations and underground high voltage and low voltage network will be required to be established.

The existing distribution reticulation high voltage and underground network within the CURP area is underground. There is overhead distribution network located on the boundaries of the CURP adjacent the Hume Highway and Badgally Road. This network could be underground as required.

There is no Endeavour Energy transmission network located within the CURP. The closest Endeavour Energy transmission network to the CURP is:

1. 66kV overhead feeder 861 located to the north of the CURP which traverses the Eagle Vale area east to west between Eagle Vale Road and the Hume Highway via the Thomas Clarkson Reserve which is located to the north of the CURP.
2. 66kV overhead feeder 85T located south of the CURP in Johnson Road and Badgally Road, Campbelltown.

The connection to Endeavour Energy's network would be subject to compliance with Endeavour Energy's Network Connection Contestable Works General Terms and Conditions, AS/NZS3000 Wiring Rules and the Service and Installation Rules of NSW.

The customer will be responsible for the installation and funding of the "Connection Assets" in accordance with Endeavour Energy's Network Connection Contestable Works General Terms and Conditions and the AER (Australian Energy Regulator) determination for capital contributions. These assets would include all works to make supply available including the establishment of the new 11kV underground feeder, new distribution padmount substations and underground network.

A Level 3 Accredited Service Provider (refer Industry & Investment NSW at www.industry.nsw.gov.au) will need to be engaged by the customer to carry out the electrical network design of the connection assets. A Level 1 Accredited Service Provider (refer Industry & Investment NSW at www.industry.nsw.gov.au) will need to be engaged by the customer to carry out the electrical network construction of the connection assets.

To proceed with the provision of supply for the Claymore Urban Renewal Project, please complete the attached application and forward to Endeavour Energy at CWAdmin@endeavourenergy.com.au. The customer should submit the application to Endeavour Energy prior to making any financial commitments or undertaking any works on site. It should be noted that capacity is not reserved in Endeavour Energy's network and the conditions of supply may change at the time of making an application.

The advice provided above is in response to an enquiry only and does not constitute a formal method of supply but an indication of the works required to make the connection.

Regards

Peter Freckelton
Contestable Projects Manager Central & Southern Region
Network Connections
Ph - 0403 343 228
Ph - (02) 4252 2970
Ph - 8 2970
Fax - (02) 4252 2892
Email - peter.freckelton@endeavourenergy.com.au

.....

Think before you print. This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender and not necessarily the views of the business.

.....

Taylor, John P

From: registration@telstrasmartcommunity.com
Sent: Wednesday, 11 May 2011 10:18 AM
To: Lee, Greg A
Subject: Registration Details - Development name: Claymore Urban Renewal Project Claymore
Attachments: 12049353.txt

Dear Greg Lee,
Thank you for Registering your Development with Telstra Smart Community.

You will be aware that there have been recent announcements relating to changes to the Government policies on the provision of infrastructure in new developments. These can be viewed at http://www.dbcde.gov.au/broadband/national_broadband_network/policy_statements

These changes to policy will have a significant impact on the way infrastructure is provided in your proposed development.

Telstra will work with Government, NBN Co and stakeholders on the implementation of the new policy on Greenfields estates.

Our key concerns during this period are to make sure services to developers and end customers are maintained and meet our commercial and legal obligations.

Until alternative arrangements are put in place, developers are requested to remain in contact with Telstra through the normal channels. This will enable us to make sure arrangements are made to provide infrastructure under the new policy.

In relation to current commercial negotiations for infrastructure, we anticipate further discussions with developers to make appropriate arrangements taking into account the new policy and the particular circumstances and timing of the development.

We note that there are no changes to Telstra's policy which was announced in March as a result of the Federal Governments proposed Greenfields legislation. Telstra will no longer be deploying copper infrastructure as standard practice.

Telstra will contact you once there is more information available.

We note that you haven't attached any files to your submission. You can revisit your application at any time to attach files electronically and to view the email and postal addresses if you wish to send hardcopy plans.

The details you have provided are attached for your future reference.

You can access your development at: <http://www.telstra.com.au/smartcommunity/developers.html>
Your Registration Number is: 12049353

The Registration Number above and the password that you provided during the registration process must be used for referencing all stages of this development when using the Telstra Smart Community website to view, edit or add further details to your development.

Following are the details of Telstra's Community Development Consultant for Claymore:
dev4national@team.telstra.com
Locked Bag 6018 Hunter Region Mail Centre 2310

Regards,
Telstra Urban Development Team

Taylor, John P

Subject: Natural Gas Supply - Claymore Urban

From: Peters, Elle [mailto:Elle.Peters@jemena.com.au]
Sent: Wednesday, 1 June 2011 10:54 AM
To: Lee, Greg A
Subject: Natural Gas Supply - Claymore Urban

Greg,

By the information received Jemena are able to supply this site.

A pressure reduction station would be installed at the corner of Badgally Road, where the gas pressure runs at 1050kPa and Dobell Road with an interconnection from the 110mm main at Badgally Road near Daplyn Way to ensure security of supply. The site would be reticulated with a pressure of 210Kpa.

I would like to have a master reticulation design done for the site. A staging plan of the site with a timing schedule in a DWG format when it becomes available would be required. This way we can include the site in our network growth forecast planning.

Thank you,

Elle Peters
Network Development Manager
Sydney South and Illawarra

Jemena Gas Networks (NSW) Limited
Postal Address PO Box 287 Urunderra NSW 2526
Mobile 0402 060 559 Fax (02) 4261 2916 Email epeters@jemena.com.au

thenaturalchoice.com.au



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~~ Following Files were attached ~~
image001.gif

Claymore

Urban Renewal Project

Response to Submissions and Preferred Project Report

APPENDIX 9

CLAYMORE URBAN RENEWAL PROJECT CLAYMORE, NSW

VIEW CORRIDORS AND VISUAL CURTILAGE OF *GLENROY* AND *HILLCREST* BADGALLY ROAD, CLAYMORE



Looking towards *Glenroy* from Badgally Road.
Photograph taken March 2012.

WEIR PHILLIPS
ARCHITECTS & HERITAGE CONSULTANTS

LEVEL 5
67-69 REGENT STREET
CHIPPENDALE NSW 2008
PH. 9310 1010

MAY 2012

CONTENTS	PAGE
1.0 INTRODUCTION	1
1.1 Background	1
1.2 Terminology	1
1.3 Authorship	1
1.4 Guiding Methodologies	1
1.5 Limitations	1
1.6 Physical Evidence	1
1.7 Documentary Sources	1
1.7.1 General References	1
1.7.2 Heritage Inventory Sheets	2
1.7.3 Historic Plans and Photographs	2
1.7.4 Project Plans	3
1.7.5 Council Documents	3
1.8 Site Location	3
1.9 Existing Heritage Citations	5
1.9.1 Statutory	5
1.9.2 Non-Statutory	5
2.0 BRIEF OUTLINE OF THE HISTORY OF GLENROY AND HILLCREST	5
2.1 Dharawal Country	5
2.2 Early European Associations	5
2.3 Fowler's Farm Subdivision	7
2.4 Glenroy	10
2.5 Hillcrest	15
2.6 Historic Aerial Photographs of Glenroy and Hillcrest	17
3.0 SITE ASSESSMENT	25
3.1 Glenroy	25
3.2 Hillcrest	29
3.3 Glenroy Park	33
3.4 The Surrounding Area	33
3.4.1 The Area to the West, South West and North West	34
3.4.2 The Area to the East, South East and North East	35
4.0 Understanding Historic and Extant View Corridors	41
4.1 View Corridors From Glenroy and Hillcrest	41
4.1.1 Glenroy	41
4.1.2 Hillcrest	43
4.2 View Corridors Towards Glenroy and Hillcrest	44
4.2.1 Glenroy	44
4.2.2 Hillcrest	46
5.0 SIGNIFICANCE	47
5.1 Glenroy	47
5.2 Hillcrest	47

6.0	CURTILAGE	47
6.1	Curtilage Defined	47
6.2	Different Types of Curtilages	48
6.3	Existing Curtilage Definitions for Glenroy and Hillcrest	48
6.4	Recommended Curtilages	49
6.4.1	Glenroy	49
6.4.2	Hillcrest	50
7.0	IMPACT OF THE PROPOSAL ON VIEW CORRIDORS AND CURTILAGE	52
7.1	Parameters of this Statement	52
7.2	Effect of Work	52
7.3	Recommendations	53
8.0	CONCLUSIONS	53
	APPENDIX 1	55

1.0 INTRODUCTION

1.1 Background

This report supplements the Heritage Impact Statement (HIS) prepared by Weir Phillips in April 2011 in response to the *Director General's Requirements for the Claymore Urban Renewal Project Concept Plan (MP11_0010)*, Claymore, New South Wales.

This report provides an additional analysis of the impact that the Claymore Urban Renewal Project may have on the view corridors and visual curtilage of the two heritage items in the immediate vicinity of the Project Area, being *Glenroy* and *Hillcrest*, Badgally Road, Claymore. Particular attention is paid to the proposal to subdivide and build upon part of Glenroy Park, which adjoins both heritage items.

This report was prepared on behalf of Landcom.

1.2 Terminology

A distinction is made in this report between the area of the Claymore Urban Renewal Project and suburb of Claymore, which extends northwest and north of the project area. For the purposes of this report, the Project Area is referred to as the 'the site' or the 'project area', whereas 'Claymore' refers to the broader suburb and includes the site.

1.3 Authorship

This report was prepared by Alice Fuller, B.App.Sc., M.Herit.Cons.(Hons.), and James Phillips, B.Sc.(Arch.), B.Arch., M.Herit.Cons.(Hons.), of Weir Phillips Architects and Heritage Consultants.

1.4 Guiding Methodologies

This analysis was prepared with an understanding of the guidelines provided by the NSW Heritage Office's (now Branch) publication *Heritage Curtilages* (1996).

1.5 Limitations

The brief for this project provided for limited research into the history of the two properties and a limited assessment of significance. No archaeological investigation was carried out. Information from the readily available sources listed under Section 1.7 was relied upon to provide a basic understanding of the history of the properties and the immediately surrounding area.

Glenroy and *Hillcrest* could not be accessed. The two properties were assessed from the public domain only and with the aid of aerial photographs.

1.6 Physical Evidence

Inspections of the site took place in April 2011 and March 2012. Unless otherwise stated, the photographs contained in this report were taken on these occasions.

1.7 Documentary Sources

The following references were consulted for the preparation of this report:

1.7.1 General References

- Apperly, Richard, Irving, Robert and Reynolds, Peter, *A Pictorial Guide to Identifying Australian Architecture*, NSW, Angus & Robertson, 1989.
- 'Auction Sales, Fowler's Farm, Campbelltown', *The Sydney Morning Herald*, 30 April 1881.

- 'Country Notes', *The Australian Town and Country Journal*, 8 August, 1896.
- 'Found Hanging', *The Sydney Morning Herald*, 29 June, 1910.
- 'Glenroy', <http://www.campbelltown.nsw.gov.au/upload/tsfod94122/Glenroy.pdf>.
- 'Hillcrest', <http://www.campbelltown.nsw.gov.au/upload/mxgso39178/Hillcrest.pdf>.
- Holmes, Marie, *Badgally Road, Campbelltown: The Otherwise of the Line*, NSW, Campbelltown & Airds Historical Society, 2000.
- 'Ideas Sought for Use of Glenroy', *Macarthur Advertiser*, 19 April, 1978.
- Liston, Carol, *Campbelltown, the Bicentennial History*, Sydney, Allen & Unwin, 1988.
- Macarthur Development Board, *Colonial Buildings: Macarthur Growth Centre, Campbelltown, Camden, Appin*, NSW, Macarthur Development Board, 1977.
- McClelland, Allan, *A Home Overlooking the Town*, NSW, Campbelltown & Airds Historical Society, 2000.
- McGill, Jeff, Fowler, Verlie, and Richardson, Keith, *Campbelltown's Streets and Suburbs - How and why they got their names*, NSW, Campbelltown and Airds Historical Society, 1995.
- *Significant moments in Campbelltown's History*.
<http://www.campbelltown.nsw.gov.au>
- *Sydney Region Outline Plan 1970-2000: A Report by the State Planning Authority of NSW*, March 1968.
- ('Tepper, Herbert Albert'), *The Sydney Morning Herald*, 22 February 1924.
- 'Warby, John (1774–1851)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University,
<http://adb.anu.edu.au/biography/warby-john-2772/text3939>.
- 'Warby, John,' *Journeys in Time*,
<http://www.lib.mq.edu.au/all/journeys/people/profiles/warby.html>.

1.7.2 Heritage Inventory Sheets

State Heritage Inventory

- NSW Heritage Branch Website, *Glenroy, Badgally Road, Claymore NSW 2559*, Online Database File Sheet No. 1290006
- NSW Heritage Branch Website, *Hillcrest, Badgally Road, Claymore NSW 2559*, Online Database File Sheet No. 1290007.

National Trust of Australia (NSW)

- *Hillcrest Group*, off Badgally Road, Claymore, New South Wales.

1.7.3 Historic Plans and Photographs

- *Alfred Pitty on horseback at 'Hillcrest', Badgally Road, Campbelltown with 'Whitenose' (sired by 'Whynot'), 'Lyanda' (owned by Mr. Philpott) and 'Amber'*, undated. Campbelltown & Airds District Historical Society, Campbelltown City Library.
- Lawrence, Richard, *Claymore Community Centre (formerly 'Glenroy'), Badgally Road, Campbelltown*, undated. Local Studies Collection, Campbelltown City Library.
- New South Wales Lands Department, (*Aerial Photographs Over Camden, Map 326*), 1947, 1956, 1961, 1970, 1972, 1978, 1984, 1994, 2002 and 2005. NSW Lands Department.
- *Plan of the Parish of St. Peter, County of Cumberland*, NSW, undated. NSW LPI Parish Map Preservation Project.
- *Stables at Hillcrest, Badgally Road, Campbelltown*. Campbelltown & Airds District Historical Society, Campbelltown City Library.

1.7.4 Project Plans

- AECOM, *Claymore Urban Renewal Concept Plan*. Plan prepared for Landcom, 21 May, 2012.
- Housing NSW (Human Services), *Ownership Map, Claymore Estate*. Plan prepared for Landcom November 2010.

1.7.5 Council Documents

- *Campbelltown (Urban Area) Local Environmental Plan 2002*.

1.8 Site Location

The suburb of Claymore is located 54km south west of the Central Business District, within the City of Campbelltown Local Government Area, New South Wales.

Figure 1 shows the location of *Hillcrest* and *Glenroy* with respect to the Claymore Urban Renewal Project Area. *Hillcrest* and *Glenroy* are identified by the red arrows. The blue line shows the boundaries of the Claymore Urban Renewal Project Area.

The area of the Claymore Urban Renewal Project is an irregularly shaped, 125-hectare parcel of land located north of the point where Badgally Road passes under the Hume Highway. The area is approximately 2 kilometres north west of the Campbelltown Town Centre and adjoins the Eagle Vale and Blairmount residential areas. The Project Area is generally bound by Badgally Road to the southwest, the Hume Highway to the southeast, with the remaining boundaries of the area drawn along both lot and street frontages. The Project Area includes part of Glenroy Park, on the southern side of Dobell Road.

Figure 2 identifies the boundaries of *Glenroy*, *Hillcrest* and Glenroy Park.

Glenroy is located on Lot 2, D.P. 703539. This lot is bounded by Lot 1 D.P. 203539 to the south west, being a narrow strip of land that lies between Badgally Road and the property; the Dobell Road road reserve to the north and east; and by its common boundary with *Hillcrest* to the south east. The homestead, and its two associated buildings, is located towards the centre of this lot, within fenced enclosures. The remainder of the lot forms part of Glenroy Park. A long drive leads up to the buildings from Dobell Road on the eastern side. The property is owned by the Department of Housing.

Hillcrest is located on Lot 2, D.P. 1017017. This lot is bounded by Badgally Road to the south west; Glenroy Park and the Dobell Road road reserve to the north and east; and the Hume Highway road reserve and Lot 1 D.P. 1017017 to the south east. The property is accessed from Badgally Road via a long driveway. The property is privately owned.

Glenroy Park comprises Lot 2, D.P. 703539, as defined above, and a vacant lot of land bounded by *Hillcrest* to the south west, the Hume Highway road reserve to the south east and the Dobell Road road reserve to the north. This lot is identified as Lot 3 D.P. 1017017.

Figure 2 defines the lot boundaries of *Glenroy* and *Hillcrest* and identifies the adjoining lots and/or roads and road reserves. The yellow lines identify lot boundaries. Yellow text has been used to identify *Glenroy*, *Hillcrest* and Glenroy Park. The black text and arrows identifies adjoining lots, roads and road reserves.



Figure 1: Site Location.

SiX Lite Maps, NSW Department of Lands, with annotations by WP.



Figure 2: The Boundaries of Hillcrest, Glenroy and Glenroy Park

SiX Lite Maps, NSW Department of Lands, with annotations by WP.

1.9 Existing Heritage Citations

1.9.1 Statutory

Glenroy and Hillcrest are listed by Schedule 1 of the *Campbelltown (Urban Area) Local Environmental Plan 2002*.

Neither *Glenroy* nor *Hillcrest* is listed on the National Heritage List under the auspices of the *Environment Protection and Biodiversity Conservation Act 1999*.

Neither *Glenroy* nor *Hillcrest* is listed as heritage items on the State Heritage Register, under the auspices of the *NSW Heritage Act 1977*.

1.9.2 Non-Statutory

Glenroy and Hillcrest are classified by the National Trust of Australia (NSW).

Neither *Glenroy* nor *Hillcrest* is listed on the Register of the National Estate.

2.0 BRIEF OUTLINE OF THE HISTORY OF GLENROY AND HILLCREST

2.1 Dharawal Country

While an Aboriginal history does not form part of the brief, it is recognised that the present-day suburb of Claymore lies within the country of the Dharawal people.

2.2 Early European Associations

The Colony of New South Wales was officially founded on 26 January, 1788 in Sydney Cove, within Cadi Country. Governor Arthur Phillip's instructions required him to set about cultivating the land immediately. When the land around Sydney Cove was found to be unsuitable for cultivation, a second settlement was established at Rosehill (later Parramatta) in late 1788.

During the first months of settlement a small herd of cattle landed with the First Fleet wandered from Sydney Cove. When the herd was found in 1795 by explorer George Bass within the present day Campbelltown area, the area was given the name Cowpastures. In 1803, the emancipist John Warby was appointed government herdsman; his hut on the banks of the Nepean River was the first European dwelling in the area. Early paintings and sketches of the area show romanticised images of cattle in rolling, partially wooded, countryside. From this period onwards, the Cowpastures were an important base for the grazing of stock and for exploration further to the south and south west. Access into the area was via Prospect along a track, later Cowpasture Road, surveyed by James Meehan in 1805.

Despite the colonial authorities desire to maintain the Cowpastures as government land, instructions from the Colonial Office in London resulted in a substantial grant being made to John Macarthur for the breeding of merino sheep in 1805. Macarthur named his grant Camden. By the 1830s, Macarthur had consolidated an estate of 28,000 acres.

In 1810, Governor Macquarie visited the district and noted the good pastoral and agricultural lands. He named the district Airds, after his wife's family estate in Scotland. Surveyor James Meehan was instructed to measure grants in the area that lay between Bunbury Curran Creek and the Georges River. When Macquarie returned to the area five years later, there was a farming community established along Bow Bowing and Bunbury Curran Creeks.

A number of grants were made within the present-day Campbelltown area between 1816 and 1818. The land on which *Glenroy* and *Hillcrest* now stand was granted to the emancipists Daniel Brady (55 acres) and John Warby (260 acres) in 1816. Four years later, on 1 December, 1820, Campbelltown was proclaimed and named in honour of Mrs. Macquarie (nee Campbell).¹ St. Peter's Church opened three years later.

Figure 3, a detail of an undated plan of the *Parish of St. Peter*, shows Brady and Warby's grants outlined in red. Other grantees of this period included Thomas Burke, Thomas Clarkson, George Molle, Henry Cole and Thomas Bent. This first pattern of land ownership soon changed as some grantees sold or subdivided their land, whilst others cultivated it and increased their holdings.



Figure 3: Detail from an undated and unattributed plan of the *Parish of St. Peter*, County of Cumberland, New South Wales, with annotations by WP to show the boundaries of the grants of Brady and Warby.
NSW LPI; annotations by WP.

John Warby (c. 1767-1851), as noted above, was government herdsman. Born in England, Warby had arrived in Sydney in 1792 under a seven year sentence for theft. By the end of the year, he had been granted 50 acres at Prospect, which he successfully cultivated. Warby gained respect as a guide and assistant to exploratory parties in the south western region of Sydney; he was on good terms with the local Dharawal people and, from 1806, he served as a constable. There is strong evidence to suggest that Warby, his wife and numerous children moved onto his 260 acre grant in the District of Airds. Warby named his grant 'Leumeah', being the Dharawal phrase for 'here I rest.' By 1826, he had built a house, granary, barns, stables, storeroom and hut for his assigned convict labourers on a part of this grant now within the suburb of Leumeah. Warby evidently proposed: when he applied for an additional grant without purchase in 1826, he stated that he held 400 acres by grant and 200 acres by purchase; of this land, 300 acres

¹ Marie Holmes, *Badgally Road, Campbelltown: The Otherwise of the Line*, NSW, Campbelltown & Airds Historical Society, 2000, pp.9-10; *Significant moments in Campbelltown's History*, <http://www.campbelltown.nsw.gov.au>

had been cleared or were under tillage. Warby owned 120 head of cattle and 100 pigs. Warby died in Spring Valley, near Campbelltown, in 1851.²

Comparatively little is known about the Irish born Daniel Brady (c.1768-1847). Brady arrived in Australia in 1793 and received his ticket of freedom in 1811; twenty-two years later, in 1833, he married Anne Hambleton. Brady expanded his initial 55 acre grant in the District of Airs through purchase; among the lands he acquired were 47 acres of Warby's original grant. Brady retained ownership of his original 55 acre grant until 1845, when it became the property of the prominent Sydney merchant Thomas Burdekin.

During the early years of settlement, the land around Campbelltown was primarily used for the raising of stock and for farming. Wheat remained an important crop throughout the first half of the nineteenth century. Rust, however, began affecting the crops in the 1850s and would result in the demise of the industry in the area in the 1870s.

No road towards present day Claymore from Campbelltown is shown by the above parish plan (Figure 3). When Badgally Road was created has not been ascertained for the purposes of this assessment. Badgally Road extends from Broughton Street, which defines the north eastern boundary of the original township of Campbelltown, and follows the south western boundaries of Warby and Brady's grants. Plans before the 1880s label the road as 'Campion Street' or simply as 'Government Road.' The road was officially renamed Badgally Road sometime after 1910 in honour of former mayor of Campbelltown Frederick Moore, whose residence along the road was called *Badgally* after his birthplace in England. The name may have been in popular usage before this time. In August 1896, for example, 'the Badgally Road' was reported in the *Town and Country Journal* to be in a very bad state of repair and as being 'quite dangerous' to travel by night.³ Badgally Road would remain unsealed until the 1960s and, until this time, was described as being difficult to traverse.

2.3 Fowler's Farm Subdivision

In 1835, Daniel Brady transferred 40 acres of Warby's grant to William Jones and his wife Sarah Jones by Deed of Gift for 5 shillings. This land was in turn sold to William Fowler on 3 March, 1854. Fowler acquired the land at a fortuitous time. Four years later, in 1858, Campbelltown Railway Station opened, connecting the area to Sydney by rail.

The land remained in the hands of various members of the Fowler family until William Fowler applied to bring the land under the *Real Property Act* in 1881. By this time, Fowler's original 40 acre holding had been enlarged to 110 ¼ acres and included Brady's original 55 acre grant.⁴

In 1881, William Fowler subdivided his land into 21 lots of 5 acres, advertising the subdivision under the name of Fowler's Farm. Figure 5 reproduces a plan of the sale. As is evident from the advertisements for the subdivision, Campbelltown had expanded in the thirty years since the opening of Campbelltown Railway Station in 1858, a fact not lost on the realtor.

² 'Warby, John (1774–1851)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/warby-john-2772/text3939>, accessed 16 March 2012; *Journeys in Time*, <http://www.lib.mq.edu.au/all/journeys/people/profiles/warby.html>; Marie Holmes, *op.cit.*, 2000

³ 'Country Notes', *The Australian Town and Country Journal*, 8 August, 1896.

⁴ On 24 August, the land was conveyed from William Fowler to George Robert Fowler. On 13 April, 1880, the land was conveyed from George Fowler to William Fowler. See: Marie Holmes, *op.cit.*, 2000, p.24.

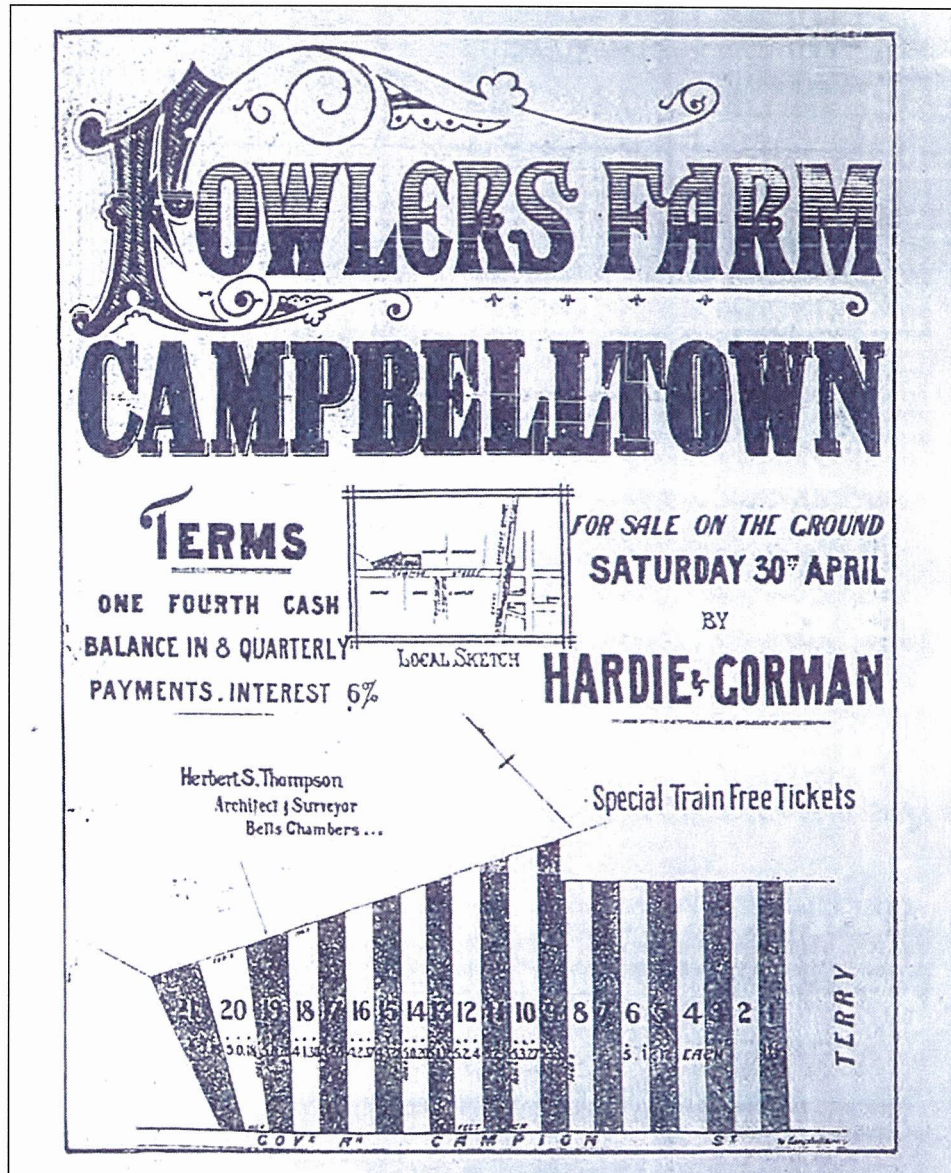


Figure 4: The Subdivision of Fowler's Farm in 1881

Marie Holmes, *Badgally Road, Campbelltown: The Other Side of the Line*, 2000.

Note how Badgally Road is known as Government Road or Campion Street.

In order to entice would be purchasers to the auction of Fowler's Farm held 'on the ground' on 30 April, 1881, free tickets were offered for a special train that left Redfern Station in the early afternoon. Figure 5 reproduces an advertisement from *The Sydney Morning Herald* for the subdivision, which notes the qualities of the subdivision. Other brochures for the sale noted the 'many palatial' residences in the area, the Government's purchase of 20 acres for the State Nursery, the construction of the Water Works, the healthiness of the climate and the fact that Campbelltown was one hour's train ride from Sydney by rail, thereby making it accessible to businessmen and civil servants on a daily basis. In promoting the latter, Fowler was clearly aiming at the upper middle class market and the family looking for a not to distant out of town rural estate.⁵


⁵ Cited in Marie Holmes, *op.cit.*, 2000, p.25.

Auction Sales.

FOWLER'S FARM, CAMPBELLTOWN.		FOWLER'S FARM, CAMPBELLTOWN.
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110 ACRES MAGNIFICENT LAND,
suitable for any purpose, now subdivided into
21 CHOICE SITES, each about 5 ACRES.
21 Choice Sites,
each about 5 acres.





FOWLER'S FARM, the best Building Sites in CAMPBELLTOWN.
FOWLER'S FARM is close to the STATION.
FOWLER'S FARM has grown the BEST GRAPES in the DISTRICT.
FOWLER'S FARM, SPLENDIDLY ELEVATED SITES.
FOWLER'S FARM, a wisely chosen spot.
FOWLER'S FARM, selected by one "who knew."
FOWLER'S FARM fronts the main road.
FOWLER'S FARM on the slope and crest of the hill.

 **THE GRANDEST VIEWS ARE FROM FOWLER'S FARM.**

FOWLER'S FARM, CAMPBELLTOWN.

. It is a well-known fact in the history of N.S.W. that many a man has realized a handsome competency by wisely purchasing 5 or 10 acres of land in a TOWNSHIP.

Such an opportunity will be afforded on
SATURDAY, APRIL 30.

**NO SMALL ALLOTMENTS,
but 5-ACRE BLOCKS**
of
 **GOOD LAND!**
 **GOOD SOIL**
 **GOOD VIEWS**
 **GOOD TITLE.**

CAMPBELLTOWN, like PENRITH, is beginning to stretch itself, and awake from its slumbers, LAND IS RISING IN VALUE. Buildings are in demand, and are GOING UP, and in 12 months time no prettier homesteads will be visible than those to be erected on


FOWLER'S FARM.

SPECIAL TRAIN. FREE TICKETS.		FREE TICKETS. SPECIAL TRAIN.
---	--	---

TERMS—CASH, and the balance by 5 quarterly payments, interest at 6 per cent.

HARDIE and GORMAN will SELL on the GROUND,
THIS AFTERNOON, APRIL 30,
AT CAMPBELLTOWN.

FOWLER'S FARM. LITHOS. READY
21 BLOCKS.
EACH FIVE (5) ACRES.

 **SPECIAL TRAIN** leaves SYDNEY at 1.30 p.m., and leaves CAMPBELLTOWN at 5 o'clock.

FREE TICKETS.
NEWTOWN, THIS DAY.

Figure 5 : 'Auction Sales, Fowler's Farm, Campbelltown', 1881.

The Sydney Morning Herald, 30 April 1881.

Fowler, however, was perhaps overly optimistic about the train service. Campbelltown was the southern-most stop on the suburban railway network. The earliest regular weekday train did not leave Campbelltown until 7.32am, reaching Sydney at 8.46am.

The service was too late for working people and, despite agitation, would remain unchanged until 1909.⁶

Fowler's Farm was subdivided at the beginning of a period of change in Campbelltown. One year after Fowler's subdivision, the first Council was elected; in 1886 Campbelltown Courthouse was erected; in 1888 the town was connected to the Nepean River Water supply; and in 1899, the Campbelltown Agricultural Society was formed. By 1901, the population reached 3,000 people.⁷

The buyers of lots from Fowler's Farm typically purchased two or more allotments. Lots 7, 8 and 9 of Fowler's Farm were sold to Narcissus George Arguimbau. It is on this land that *Glenroy* stands. Lots 5 and 6, 16 to 21 were sold to Henry Perdriau Junior. It is on this land that *Hillcrest* stands. Perdriau was the single biggest purchaser from the 1881 subdivision.

2.4 *Glenroy*

The homestead at *Glenroy* has been given a construction date of 'as early as 1857'.⁸ The dwelling is not, however, shown on the deposited plan (D.P.794) prepared for the subdivision of Fowler's Farm in 1881; nor is it mentioned in advertisements for the sale. Further research, beyond the provisions for this report, would be required to provide a date of construction. The construction date of 'c.1890' given by the National Trust listing sheet is likely to be more accurate.⁹ Similarly, who first named the property '*Glenroy*' is not clear. No property of this name is ever identified in the Cumberland District, which included Campbelltown, by *John Sands' Sydney, Suburban and Country Commercial Directory*.

The land title for *Glenroy* has not been fully resolved for the purposes of this assessment. As stated above, Lots 7, 8 and 9 of the Fowler's Farm subdivision, on which the homestead of *Glenroy* stands, were purchased by Narcissus George Arguimbau in 1881. How long he retained the property has not been ascertained. Around 1911, the Tepper family moved in. The property was sold to H. Nicholson, a farmer, but occupied and worked by the Teppers until it was purchased in the 1920s by Victor Alan Ducat. Ducat, whose ownership was brief, was involved in Real Estate and later became an alderman for Campbelltown Council.¹⁰

In 1929, the property was sold to war veteran Charles McClelland and his wife Minnie. At this time, the McClelland's owned 120 acres, comprising the 17 ½ acres on which the homestead stood, with the remainder of the land on the opposite side of Badgally Road. According to Allan McClelland, *Glenroy* was being run as a dairy when it was purchased by his family. Dairying had replaced wheat as the most dominant local industry after the wheat crops failed in the 1870s; it would remain the most dominant rural industry until the 1960s.¹¹ Many dairy farmers also grew crops of hay, oats, sorgham and maize. Grape vines and other fruits were also prolific. Figure 6 provides a photograph of the homestead at *Glenroy* shortly after the McClellands acquired the property.

Charles McClelland's son, Allan, recalls that *Glenroy* was run-down when his family purchased it. The family set about improving the stock and the dwelling. Dairying and the breeding of replacement stock were the principal activities on the farm. The McClelland and their two children worked the farm alone, with paid help only when

⁶ Carol Liston, *Campbelltown: The Bicentennial History*, Sydney, Allen & Unwin, 1988, p.127.

⁷ 'Significant Moments in Campbelltown History',
file:///Users/itadmin/Desktop/Images/Campbelltown%20City%20Council.webarchive

⁸ Marie Holmes, *op.cit.*, 2000, p.34.

⁹ *Hillcrest Group*, Badgally Road, Campbelltown. The National Trust listing sheet is dated 1981.

¹⁰ The information that the Tepper family occupied *Glenroy* is provided by Marie Holmes (see above). Newspapers notices, however, place the Teppers at Albania in 1924 (see obituary for Herbert Alfred Tepper in *The Sydney Morning Herald*, 22 February 1924). Albania is a name that is cited by this publication as being the earlier name for Hillcrest.

¹¹ Carol Listen, *op.cit.*, 1988, p.129.

required. They maintained a herd of Ayrshire cattle, which were milked daily by hand. Charles owned a second property with his brother in the Shoalhaven District and would send cattle from Campbelltown to the Shoalhaven for spelling by road or rail. The McClelland's also grew lucerne, oats, maize and sorghum and kept poultry. Charles and Minnie were keen gardeners, growing fruit trees, vegetables and flowers. According to Allan McClelland, what is now part of Glenroy Park was once the lucerne paddock:

'...It was non irrigated. We had a lovely area partially surrounding the house. You could see it grown and the pleasant green leaves with a blue/purple flower which attracted bee activity in springtime was a pleasure to see. But the cutting did prove a hassle...he (dad) would insist on using a scythe- an arduous work and with a cut due about 6 times a year- I must add, he was kept very busy. But the results of production and the improvement of the condition of the herd cannot be disputed. In 1945 I went to Armidale for teacher training...My first return home in May was one of the greatest shocks I had- that lucerne crop was ploughed in!'¹²



Figure 6: Charles and Minnie McClelland on the verandah of the homestead at Glenroy, c.1930s.

CAHS- McClelland Collection, Campbelltown Library.

'This photograph shows the house in the early 1930s, soon after the family moved to Badgally Road. There is very little garden evident but later Mrs. McClelland had a wonderful flower garden in front of the house. The water storage tanks to the rear of the house on the left were made of iron and measured about six foot cube. There was also a well at the rear of the house and under cover.'¹³

As noted above, the dairy industry dominated the surrounding area at this time. Several years before the family took over the farm, a new Milk Depot had been constructed at Campbelltown Railway, opening in 1923. Of the dairy industry, Allan McClelland recalls:

'Turning to the dairy industry as I remember it, in 1929 after our arrival, and over the years, I have gleaned 126 was the maximum number of suppliers to the milk depot, established on the western siding of the railway. These suppliers either had their milk delivered by truck from areas such as Appin where there was a strong body of suppliers, Ingelburn and some from the Camden Road area. There were others who delivered their product either by a utility truck or, as many did, by horse and cart....Milk collected at Campbelltown, the morning delivery, was held in large vats which were collected, while each day at 12.00 noon, the loaded milk train,

¹² Cited in Allan McClelland, *A Home Overlooking the Town*, NSW, Campbelltown and Airds Historical Society, 2000.p.7.

¹³ Marie Holmes, *op.cit.*, 1988, p.36.

known as the 'milk pot' took the previous evenings delivery to the Dairy Farmers Milk Co-op depot at Pipita for distribution to City households.'¹⁴

Mechanisation was increasingly introduced into the dairy industry after World War II, resulting in wide spread changes. The Campbelltown Milk Depot was modernised and there was a short lived increase in the number of dairies registered at the depot, from 38 registered suppliers in 1950 to 41 in 1951. It was perhaps in response to this growth that Charles McClelland purchased the adjoining property, Belvedere, in the 1950s, thereby adding 86 acres to his property. The whole then became known as *Glenroy*. Charles built a modern dairy unit on his new land and closed the one formerly operated at *Glenroy*. The homestead at Belvedere was later demolished to allow the construction of the Hume Highway.

Figure 7 shows the boundaries of *Glenroy* at its fullest extent, together with the immediately neighbouring properties.

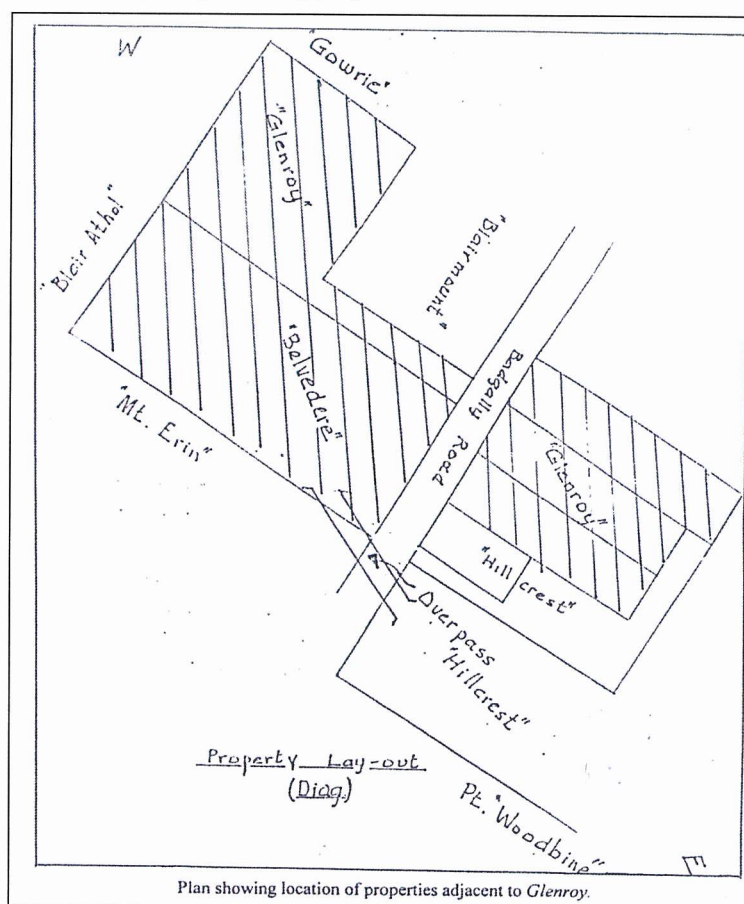


Figure 7: Showing the boundaries of *Glenroy* and adjoining properties.

Allan McClelland, *A Home Overlooking the Town*, 2000.

Blair Athol, the adjoining property to the west, on which a substantial two storey dwelling was erected c.1879, was used to fatten cattle and rear dairy heifers. The land surrounding the homestead was sold in the 1940s and later developed for industrial purposes; from the 1990s onwards, it has been developed for residential use. Blair Athol still stands within the urbanised setting of the suburb of Blair Athol.

A substantial homestead was similarly built upon Blairmount during the Late Victorian period. From the 1930s through to the 1950s, owner Frank Young bred prize winning

¹⁴ Information from Carol Liston, *op. cit.*, 1988, p.217. Quote from Allan McClelland, *op.cit.*, 2000, p.7.

Clydesdale horses on the property. From the 1980s onwards, the property was subdivided and has since developed into the suburb of Blairmount.

The homestead at Mt. Erin, on the southern side of Belvedere/*Glenroy* has not survived.

The relationship between the McClellands of *Glenroy* and their nearest neighbours, the Woodhouses of *Hillcrest*, was close:

‘...*Glenroy* and *Hillcrest* were in complete harmony with each other. My parents made lifelong friends of the people residing in *Hillcrest* and mutual respect was evident between us all.’¹⁵

Following Charles’ death in 1959, Minnie and her son Allan, continued to work the property. The increased mechanisation of the dairy industry, however, was forcing many small holders from the industry:

‘The Campbelltown depot gradually slowed down. In fact the whole dairy industry changed. There were several farms which ceased operation totally. Those who hung on did so only for a limited time. Once the local depot ceased receiving milk those persons still in the industry had to store their own milk on the farm in stainless steel refrigerated holding tanks. The milk was then collected in...road tankers...The installation of equipment was an expensive move and many dairies were not producing sufficient milk to justify the outlay. The Campbelltown depot closed finally in 1967 and I feel only one of those suppliers who supplied to the depot in Campbelltown is still in the industry today.’¹⁶

The McClellands changed their operations and, for a time, raised heifers for sale. They sold most of their land to the Medich Brothers, excluding a small area around the *Glenroy* homestead. The homestead and the remaining land were sold to the State Planning Authority in 1969.

At the time when the State Planning Authority acquired *Glenroy*, Campbelltown was beginning to undergo significant change. The previous year, Campbelltown had been declared a City (1969). As rural industry declined, residential subdivision expanded.

The *Sydney Region Outline Plan 1970-2000*, prepared by the State Planning Authority of NSW in August 1968, identified the south western sector, comprising Campbelltown, Camden and Appin, as a priority sector for new urban development:

‘The Sector has been studied for major urban development over many years by the Authority and by former Cumberland County Council. It is strategically located on the Hume Highway and railway line to Melbourne and will be traversed by the proposed South Western Expressway. It is related to Botany Bay, Kingsford Smith Airport and the Alexandria-Mascot industrial area. The topography is satisfactory for urban development, which can be based on the railway and expressway....Development can be rapid, given early finance for water supply and sewerage.’¹⁷

It was expected that the population of 31,000 people within the sector would grow to 470,000 people, with 315,000 located in Campbelltown.

After the McClellands sold *Glenroy*, it was leased for a period. By 1978, however, the house was derelict and vandalised. The Macarthur Development Board sought suggestions from the public for its use. The local press, while noting that the property was not listed by the National Trust, described it as being ‘valuable and noteworthy.’¹⁸

¹⁵ Allan McClelland, *op.cit.*, 2000, p.12.

¹⁶ *Ibid*, p.8.

¹⁷ ‘South West Sector’ in *Sydney Region Outline Plan 1970-2000: A report by the State Planning Authority of NSW*, March 1968, p.66.

¹⁸ ‘Ideas Sought for Use of *Glenroy*’, *Macarthur Advertiser*, 19 April, 1978.

Restoration followed, with some changes being made to the dwelling. The property was registered by the National Trust in 1981 and later became an Aboriginal Community Centre called *Amaru*.¹⁹ Figure 8 shows the homestead at *Glenroy* after restoration.



Figure 8: Richard Lawrence, *Claymore Community Centre (formerly 'Glenroy')*, Badgally Road, Campbelltown, undated.

Local Studies Collection, Campbelltown City Library.

In the 1970s, the Housing Commission began to layout out a new housing estate within the former paddocks to the north of the *Glenroy* homestead. Dobell Road was created as part of this estate. The estate was among the largest in public housing estates in Sydney and was designed using modified Radburn principles. Radburn was a planned estate in New Jersey, U.S.A., where planners Clarence Stein and Henry Wright, and landscape architect Marjorie Sewell Cautley, designed a 'town for the motor age' in 1929. Radburn was designed with cul-de-sacs, well separated modes of transport and houses facing each other over common front yards.

The Housing Commission chose the name 'Claymore' for the new estate in preference to the Council's suggestion of Badgally. The Commission were concerned that the name Badgally would be mutated into 'Bad Gully.' Unlike Badgally, Claymore was not a name with strong historical roots in the area; the name had been conferred upon a nearby property formerly known as Rosslyn in the 1970s. The streets of the subdivision, such as Dobell Road, were named for Australian artists. The new residents began to arrived in the late 1970s:

'Spring of 1978 saw Claymore's first residents arrive and move into newly-built homes. Keen to avoid the problems caused by lack of services in its earlier estates at Macquarie Fields and Airds, the Commission boasted it had pumped \$40 million into Claymore before the first family had even moved in. Roads were set down as early as 1976, and a shop, community centre and temporary public school were built concurrently with the first houses.

Badgally Temporary School opened near its namesake road (now the site of Claymore Park) in 1978. It eventually split into two schools - Claymore Public School, which opened off Dobell Road in 1980, and Blairmount Public School.²⁰

As discussed above, the surrounding properties, shown by Figure 7, were similarly being, or would soon be, subdivided for residential development.

¹⁹ Information from Marie Holmes, *op.cit.*, 2000, p.34-37.

²⁰ Jeff McGill, Verlie Fowler and Keith Richardson, *Campbelltown's Streets and Suburbs - How and why they got their names*, NSW, Campbelltown and Airds Historical Society, 1995.

2.5 Hillcrest

The date of construction of the villa *Hillcrest* is not known; existing literature suggests a construction date of c.1860s.²¹ As for *Glenroy*, however, the dwelling is not shown on the deposited plan prepared for the subdivision of Fowler's Farm in 1881; nor is it mentioned in advertisements for the sale. According to local histories, the property was known at an earlier time as Albania.²² This too is uncertain, given that references in newspapers to a property of this name in Campbelltown refer to the Tipper family, who are said to have occupied the neighbouring *Glenroy* in the late 1910s (see above).²³ Neither Albania nor *Hillcrest* is identified in the Cumberland district by *John Sands' Sydney, Suburban and Country Commercial Directories*.

Henry Perdriau Junior, who had purchased several allotments from the 1881 subdivision of Fowler's Farm, sold lots 5 and 6, which included the land on which the villa *Hillcrest* now stands, to Marshall Driver Woodhouse on 24 April, 1883 for £202/10/6. The Woodhouse family would own the property for some time to come.

Marshall Woodhouse lived at *Hillcrest* with his wife, Alice, his three sons and two daughters. On 15 May, 1891, the property was transferred to Schuldham Hume Woodhouse. A small section of the property was subdivided and sold. Schuldham Woodhouse's wife, Violet, and their two daughters Daphne and Iris, were notable in the Campbelltown Agricultural Society, particularly as horsewomen.

When Schuldham Woodhouse died in 1896, Violet Woodhouse, Augustus James Gore and Patrick Hurley were appointed Trustees to *Hillcrest*. Violet continued to occupy the property until her death in 1934, even although she had remarried in 1911. By this time, the boundaries of the property had been expanded to include Lots 1 to 4 of the original subdivision. Her second husband, John Vardy, was a public servant who travelled into the City on a daily basis, as had been envisaged by Fowler in the early 1880s. He was foundation president of the Campbelltown Golf Club (opened in 1926) and one of the first to own a car in the district.

The trust continued to function until the mid 1930s. In 1935, after Violet's death, ownership of *Hillcrest* was transferred to the Permanent Trustee Co. of NSW. There would appear to have been times when the property was leased. In June 1910, *The Sydney Morning Herald*, for example, reported that lessee George Frederick Byram, who had taken the property for six months, committed suicide in one of the outbuildings.²⁴

Iris and Daphne Woodhouse inherited Lots 5 and 6 of Fowler's Farm, including *Hillcrest*. Although Daphne married and moved into Campbelltown, she later returned to *Hillcrest* as a widow, where she died in August 1945. Iris continued to occupy *Hillcrest* until 1950. She is remembered as a fine horsewoman, who showed and won many prizes at the Royal Easter Show. Photographs of Iris and some of the many fine horses bred and trained at *Hillcrest* are held by the Campbelltown City Library (refer to Figures 9 and 10).

²¹ Marie Holmes, *op.cit.*, 2000, p.38.

²² *Ibid*, p.38.

²³ References to 'Tepper' and 'Albania' include an advertisement for the sale of a country home in *The Sydney Morning Herald*, 13 February 1924 and a death notice for Herbert Alfred Tepper in *The Sydney Morning Herald*, 22 February, 1924.

²⁴ 'Found Hanging', *The Sydney Morning Herald*, 29 June, 1910.



Figure 9: *Alfred Pitty on horseback at 'Hillcrest', Badgally Road, Campbelltown with 'Whitenose' (sired by 'Whynot'), 'Lyanda' (owned by Mr. Philpott) and 'Amber', undated.*

Campbelltown & Airds District Historical Society, Campbelltown City Library.



Figure 10: *Stables at Hillcrest, Badgally Road, Campbelltown.*

The stables were built before 1891, when an addition was added by architect A.R. Payten.

Campbelltown & Airds District Historical Society, Campbelltown City Library.

In 1950, five years after Daphne's death, Iris subdivided the ten acres into two five acre lots. The five acres on which the villa stood were transferred to Stella Chapman for £4,000. Chapman owned the property until 1965, when it was sold to Dr. Liam Dwyer for £5,000. Dwyer carried out renovations to the villa, including the rebuilding of the rear wings. Following his death in Portugal in 1974, the property was offered to the State Planning Authority, who did not have sufficient funds to purchase it.

In 1976, *Hillcrest* became home to Sister Helen Ramsay, who worked at Campbelltown Hospital. The earliest readily available photographs of the villa, Figures 11 and 12, date from this period.

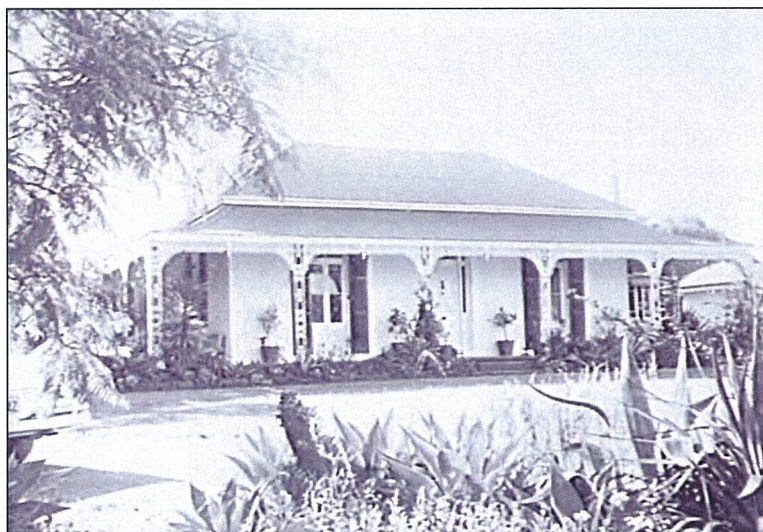


Figure 11: *Hillcrest*, Badgally Road, Campbelltown.
Campbelltown City Library.



Figure 12: Rear View of *Hillcrest*, 1979.
Campbelltown City Library.

The property is currently owned by Blue Road Pty. Ltd.²⁵

2.6 Historic Aerial Photographs of *Glenroy* and *Hillcrest*

This section provides a series of historic aerial photographs (Figures 13 to 20) over *Glenroy* and *Hillcrest*, which show changes in the surrounding landscape and in vegetation patterns. In each, the arrows point to the two dwellings. As discussed further in Section 3.5 below, these photographs are a useful aid to establishing the setting of the homesteads over time and any historically significant view corridors to and from them.

²⁵ *Campbelltown Heritage Study*, 2005-2008.



Figure 13: Glenroy and Hillcrest and the surrounding areas in 1947.

NSW Lands Department.

The planting around the homestead at *Glenroy* is limited at this time. There is a distinct line, possibly a windbreak, extending from the dwelling to the south east. The surrounding land is largely cleared and appears somewhat degraded. Crops are clearly identifiable. The principal public view corridor towards the homestead is as approached up Badgally Road from the south east. The view from the road would appear to have been relatively open. This photograph shows the line of the driveway from Badgally Road. From the homestead, the primary outlook appears to be to the south and south east, towards *Hillcrest*, and to the east over what is now the suburb of Claymore. As outlined above the property also had strong ties with land on the other side of Badgally Road. The majority of its 120 acres was located on this side of the road.

The garden of *Hillcrest* is quite clearly defined in otherwise open paddocks. As for *Glenroy*, the principal view corridors from the public domain are from Badgally Road as approached from the south east. The dwelling and its garden would have been visible from Badgally Road at this time. It is notable that the view to the east over what is now the suburb of Claymore is clearly open.



Figure 14: *Glenroy and Hillcrest* and the surrounding areas in 1956.
NSW Lands Department.

Minor changes to the field patterns and to vegetation are evident. The planting along the driveway into *Hillcrest* is becoming more pronounced, as is the planting on the southern and western sides of the villa.



Figure 15: *Glenroy and Hillcrest* and surrounding areas in 1961.
NSW Lands Department.

The vegetation around *Hillcrest* continues to mature, particularly on the southern and western sides; the view to the east remains open. Crop patterns have again changed at *Glenroy* and the trees along Badgally Road have grown.



Figure 16: *Glenroy and Hillcrest and the surrounding areas in 1970.*

NSW Lands Department.

The last available aerial photograph before the subdivision to create Claymore. The outlook from *Hillcrest* across the future subdivision remains open.



Figure 17: Glenroy and Hillcrest and surrounding areas in 1978.

NSW Lands Department.

Hillcrest and Glenroy lie in a rapidly changing landscape. The Hume Highway has been constructed and the roads of the subdivision of Claymore are being created, as are new roads on properties to the south of the Highway. The newly created Dobell Road provides a distinct boundary between the subdivision and Hillcrest and Glenroy.



Figure 18: *Glenroy and Hillcrest* and the surrounding areas in 1984.
NSW Lands Department.

The vegetation around *Hillcrest* continues to thicken. The hedge along the eastern boundary, facing the new subdivision, begins to become more visible.



Figure 19: *Glenroy and Hillcrest and surrounding areas in 1994.*
NSW Lands Department.



Figure 20: *Glenroy* and *Hillcrest* and the surrounding areas in 2004.
NSW Lands Department.

3.0 SITE ASSESSMENT

3.1 *Glenroy*

Note: The following observations of the buildings at *Glenroy* were made from outside the fenced enclosures that surround them, that is, from Glenroy Park, only.

For the following, refer to Figure 21 (a recent aerial photograph over Lot 2, DP 703539), Figure 22 (a detailed aerial photograph over the homestead site) and Figure 23 (a detail from a contour map of Claymore).

As outlined in Section 1.8, *Glenroy* is located on Lot 2, DP 703539, within Glenroy Park. The homestead is located on a ridge. The land falls on the southern, eastern and western sides, with a gentler slope to the north. The principal entrance into the site is from Dobell Road, where a long gravel-surfaced driveway leads up the hill to a small parking area northeast of the main dwelling. There are two ancillary buildings: one to the north east of the dwelling and a smaller building to the south east.



Figure 21: Aerial photograph over *Glenroy* and the northern half of Glenroy Park.
SiX Lite Maps, NSW Department of Lands, with annotations by WP.



Figure 22: Detailed aerial photograph over the homestead and ancillary buildings.
GoogleMaps, with annotations by WP.

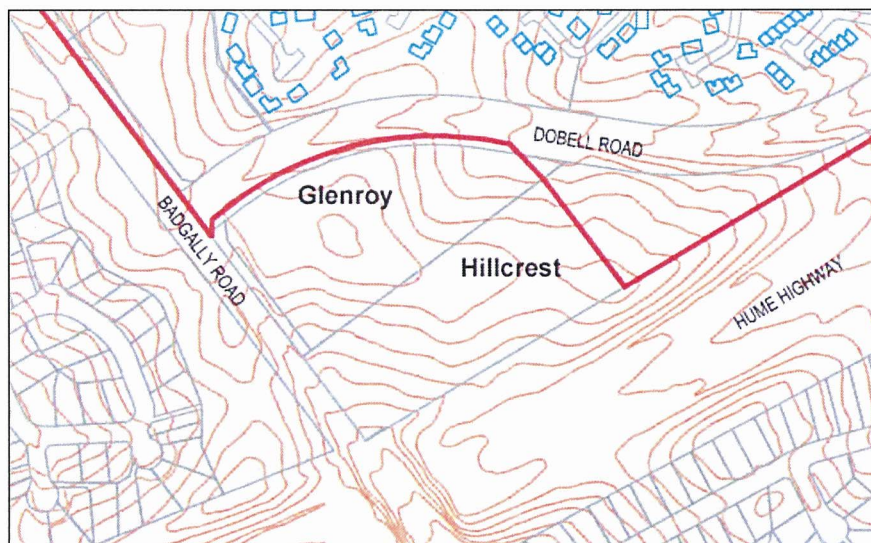


Figure 23: Detail of a contour plan, showing Glenroy and Hillcrest.

Claymore Communities Project, Water Report, June 2011.

The homestead at *Glenroy* is a free standing, single storey, painted brick dwelling with a hipped and gabled roof clad in corrugated metal sheet. There are verandahs on three sides of the dwelling, with slightly concave corrugated iron roofs. Square timber posts support the verandah roofs; each has a simple valance comprised of short saw-tooth cut panels. The eastern verandah is partially enclosed by longer side valances, and has a timber post-and-rail balustrade and steps. Windows are timber framed, double hung, sash windows with square rendered sills. French doors open onto the southern verandah. A concrete path surrounds the dwelling.

Close to the north east is smaller, free standing, single storey rectangular building of similar orientation as *Glenroy*. This building has a hipped roof clad in corrugated iron and a verandah on three sides. Around and between both buildings are gardens cultivated as part of the community centre. High wire fences enclose the two buildings. A further small ancillary weatherboard building, with terraced community gardens, is located in a separate fenced enclosure to the southeast.

As shown by Figure 21 above and the photographs below, Glenroy Park is largely cleared of vegetation. The Park comprises scattered trees and scrubs largely concentrated on the northern and north eastern sides of the homestead. A line of several trees to the south west of the dwelling appears to follow the line of the original driveway from Badgally Road. Widely spaced trees have recently been planted on one side of the driveway leading up from Dobell Road.

With regard to the condition of the homestead, the listing sheet from the Campbelltown Council, prepared between 2002-2005, states:²⁶

Condition and Use

The building is owned by the Department of Housing. After its acquisition in the 1960-70s it was renovated and a small timber and glass addition was added to the rear to facilitate its use as a community centre.

Figures 24 to 29 illustrate the homestead, its ancillary buildings and immediate setting.

²⁶ <http://www.campbelltown.nsw.gov.au/upload/tsfod94122/Glenroy.pdf>, as at 28 April 2011.

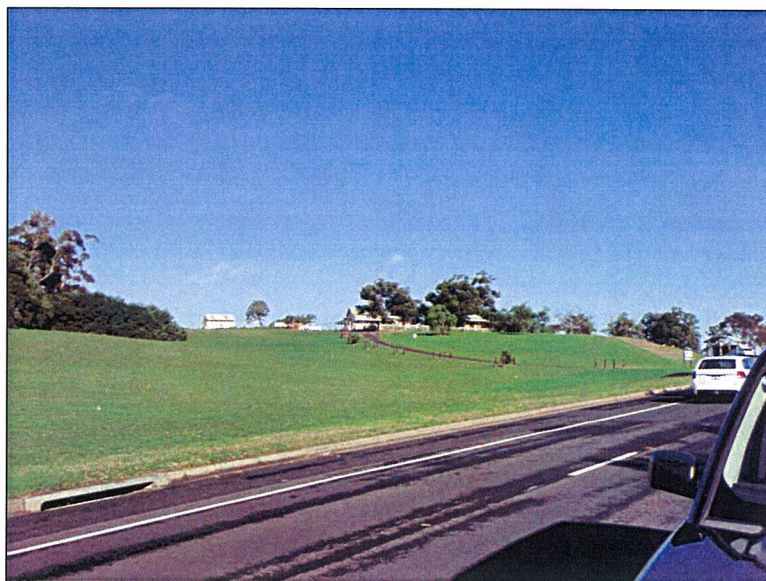


Figure 24:
Looking towards *Glenroy*
from Dobell Road, showing
its general setting within
Glenroy Park.
Photograph taken in April
2011.

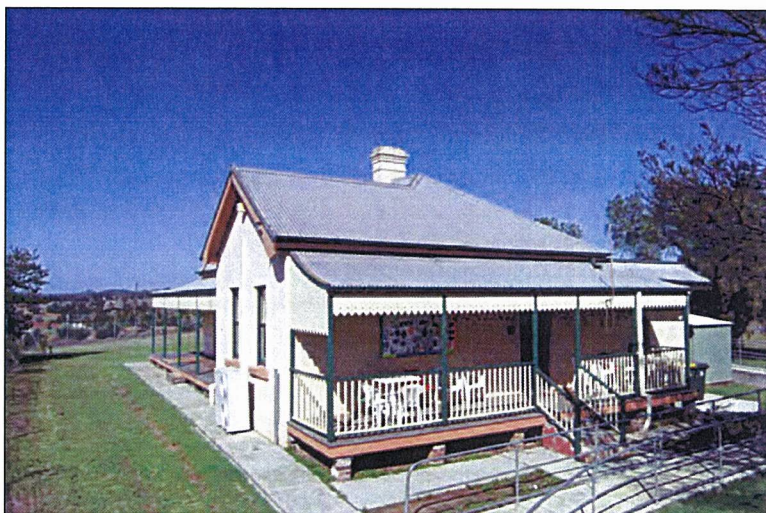


Figure 25:
The homestead at *Glenroy*,
view of eastern and southern
elevations.
Glenroy Heritage Listing
Sheet, Campbelltown City
Council.



Figure 26:
Looking north towards the
southern elevation of the
homestead, with the fenced
weatherboard ancillary
building and associated
gardens in the foreground.
Photograph taken March
2012.



Figures 27 and 28: Looking east towards homestead and the ancillary building from about halfway between the homestead and Badgally Road. The dense screening on the right hand side of Figure 28 marks the boundary of *Hillcrest*.

Photographs taken March 2012.



Figure 29: The brick ancillary building lying on the eastern side of the homestead.

Photograph taken March 2012.

3.2 *Hillcrest*

Note: *Hillcrest* is privately owned and could not be accessed. It was viewed from the public domain only.

As outlined in Section 1.8, *Hillcrest* is located on Lot 2 D.P. 1017017 and accessed from Badgally Road via a long driveway that forms a turning circle on the south western side of the villa. The villa stands towards the eastern end of its lot, within an overgrown garden. There are several ancillary buildings. As shown by contour plan, Figure 23 above, the land rises from Badgally Road towards the villa and then falls to the east and south.

Figures 30 and 31 below provide aerial views over *Hillcrest* as a whole and a detail over the villa and its garden. An open paddock extends south west from the villa and its gardens towards Badgally Road and comprises around half the site area. There is dense screening planting in the western corner of this paddock, along the north western

boundary with *Glenroy* and along the north eastern boundary with Glenroy Park. There is more scattered planting along the south eastern boundary towards the Hume Highway. The villa and its ancillary buildings are well screened by vegetation and are not visible from the public domain. Although the villa is not visible, the presence of mature trees, such as Bunya Pines, which are indicative of an early colonial garden, help mark the site as the location of a historic dwelling within the surrounding landscape.



Figure 30: Aerial image over Lot 2. Driveway access is from the far western corner. The slight deviation in the southern corner of the site takes into account Lot 1 D.P. 703539, a very small lot that lies between *Hillcrest* and the Hume Highway road reserve.
SiX Lite Maps, NSW Department of Lands, with annotations by WP.



Figure 31: Aerial image showing the villa and ancillary buildings. The old stable is located in the upper right hand corner.
GoogleMaps, with annotations by W.P.

Published descriptions of the property identify the dwelling on the site as a single storey, mid nineteenth century villa with painted masonry walls, a hipped roof clad in corrugated iron and multiple, rendered, chimneys. The roof is U-shaped, forming a central gutter running to the rear. A wide verandah with a concave corrugated iron roof, set below the gutter line of the main roof, wraps around the front and sides of the dwelling. The verandah is supported by ornate cast iron pillars and has a cast iron frieze. The front elevation addresses the south east. The building extends to the rear, roofed with flat metal sheet. Internally, the Council and National Trust listing sheet notes that changes to the layout and configuration of rooms have occurred.

With regard to the property's present condition, the listing sheet provided by Campbelltown Council, and prepared between 2002-2005, states:

Condition and Use

Not well kept, with an untended garden, planting back to the mid 19th century. *Hillcrest* was renovated with some zeal by the former owner. Two front rooms are now one large room, extra doors were taken from the old Campbelltown Court house, the rear wings have been largely rebuilt, but retained the old shape, the southern verandah has been extended with matching columns. The verandah floor is now cement. Some fairly recent additions to the northern side of the house. Many new "features" in the garden, which does however still retain its basic early layout and quality. (Proudfoot). Currently owned by Blue Road Pty. Ltd.²⁷

Figures 32 to 35 illustrate *Hillcrest* as seen from the public domain.



Figure 32: Looking across the open paddock towards the gardens that surround the villa from Badgally Road.

Photograph taken March 2012.

²⁷ <http://www.campbelltown.nsw.gov.au/upload/mxgso39178/Hillcrest.pdf>, as at 28 April 2011.



Figure 33:
Looking up the
driveway into
Hillcrest from
Badgally Road.
Photograph taken
March 2012.



Figure 34:
Looking south
towards the
vegetation that
screens *Hillcrest*
from Glenroy Park.
Photograph taken
March 2012.



**Figure 35: The villa,
view of front and
partial side
elevation.**
Hillcrest Heritage
Listing Sheet,
Campbelltown City
Council.

3.3 Glenroy Park

Glenroy Park is the area bounded by the Badgally Road road reserve, the Dobell Road road reserve and the Hume Highway road reserve, excluding the property *Hillcrest*. As described under Section 3.1, the area of park surrounding the homestead at *Glenroy*, being Lot 2 D.P. 703539, slopes away from the homestead site towards Badgally Road and towards Dobell Road. The eastern most section of Glenroy Park, being Lot 3 D.P. 1017017, falls from the high fences and hedges that define the boundary of *Hillcrest* and the fence and trees lining the Hume Highway towards Dobell Road. Figures 36 and 37 shows two views of this area. Additional photographs can be found throughout this report.



Figures 35 and 36: Looking towards the eastern part of Glenroy Park, from Dobell Road. These photographs also show the views on approach to the properties along Dobell Road from the east.

Photographs taken April, 2011; March 2012.

3.4 The Surrounding Area

For the following, refer to the aerial photograph, Figure 37.



Figures 37: Aerial over the surrounding area.

Google Maps; annotations by W.P.

3.4.1 The Area to the West, South West and North West

Glenroy and *Hillcrest* are located on the south western side of Badgally Road.

Badgally Road is a two lane road that carries traffic in both directions north west of its junction with Blaxland Road to Eagle Vale Drive. The road passes under the Hume Highway to the south west of *Hillcrest*. The road widens near its intersection with Dobell Road to include a median strip and passing lane. Within this section of the road, the footpath runs along much of its southwestern side. Wide grassed verges with open vegetation run to the kerb along much of its length, and in areas where housing approaches the road, a generous setback (approximately 30 metres) is generally maintained.

West and northwest of *Hillcrest* and *Glenroy*, across Badgally Road, is the residential suburb of Blairmount. Where opposite *Glenroy* and Claymore Parks, the suburb comprises a small cluster of residential housing fronting curving streets and cul-de-sacs. The dwellings closest to Badgally Road are generally well set back from the road and screened by grassy banks/and or high fencing. To the north of these dwellings lies the public school. Further north, and separated by open paddocks, lies the Victorian villa, Blairmount, accessed off a long driveway off Badgally Road, and a small number of well separated dwellings. To the west of Blairmount (the suburb) lie the rolling hills of the Scenic Hills zone. To the south of Blairmount, on the opposite side of the Hume Highway, lie the more densely developed suburbs that lie on the outskirts of the Campbelltown town centre.

Figures 38 to 40 illustrate the character of the area to the west, south west and north west of *Glenroy* and *Hillcrest*, as seen from these properties.



Figure 38: View south west from near the homestead.
Photograph taken March 2012.



Figure 39: View west from *Glenroy*.
 Photograph taken March 2012.



Figure 40: View north west from *Glenroy*.
 Photograph taken March 2012.

3.4.2 The Area to the East, South East and North East

To the south east of *Glenroy* and *Hillcrest* lies the Hume Highway, a major intercity highway that bypasses the Campbelltown town centre. A wide grassy verge with screening planting separates *Hillcrest* from the Hume Highway. Refer back to Figure 35 above and Figures 41 and 42 below.

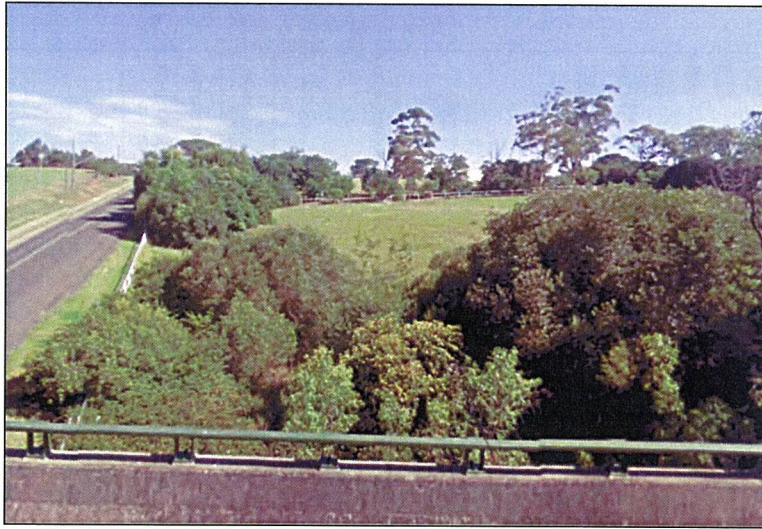


Figure 41: View towards *Glenroy* and *Hillcrest* from the Hume Highway, near where it crosses over Badgally Road.
Google Maps.

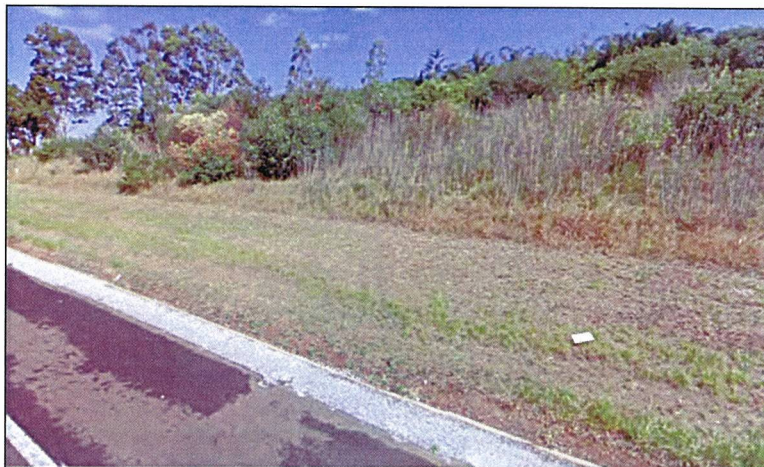


Figure 42: Looking towards *Hillcrest* from the Hume Highway from a point to the east of *Hillcrest*.
Google Maps.

To the north and north east of *Glenroy* and *Hillcrest* lies the suburb of Claymore. Dobell Road and Glenroy Park separate the housing estate from *Glenroy* and *Hillcrest*. Dobell Road is a two lane road with a single lane parking shoulder or bike path to each side. Wide grassy banks lie along much the road and provide good separation between the road and adjacent housing. At the western most end of the road, where it meets Badgally Road, lies Claymore Park, which in turn adjoins Badgally Reserve to the north. The topography of the area is undulating, with ridgelines generally running parallel to Badgally Road.

The area of the estate adjoining this part of Dobell Road is residential, with one and two storey detached houses and town houses. While a small number of properties are privately owned, most are held by the Department of Housing. Dobell Road is the primary access road through this part of the estate; Norman and Gidley Crescents provide access to dozens of small cul-de-sacs and closes. Lots are generally small and there is a high percentage of green space.

Figure 43 shows the existing uses of the area, while Figure 44 details the contours of the suburb.

Refer to Figures 45 to 49 for views along Dobell Road and from Glenroy Park to the north and east over Claymore.



Figure 45:
Dobell Road, travelling east
from Badgally Road.
Photograph taken March 2012.



Figure 46:
Looking directly north from
Glenroy Park, over Dobell
Road towards Claymore
Park.
Photograph taken March 2012.



Figure 47:
Looking north east from
Glenroy Park, below *Glenroy*.
Photograph taken March 2012.



Figure 48: Looking north east/east across Glenroy Park towards Claymore.

Photograph taken March 2012.



Figure 49: Looking east across Glenroy Park towards Claymore.

Photograph taken March 2012.

4.0 UNDERSTANDING HISTORIC AND EXTANT VIEW CORRIDORS

4.1 View Corridors From *Glenroy* and *Hillcrest*

4.1.1 *Glenroy*

As illustrated by the photographs in the above sections, the dwellings at *Glenroy* and *Hillcrest* are built on a ridgeline and thus, when built, would have enjoyed commanding views across the surrounding landscape in all directions.

While the location of the homestead provided the potential for views in all directions, the design of the dwelling and planting patterns shown by the aerial photographs in Section 2.5 suggest that it was primarily orientated to take advantage of the views in a wide arc from the north east to the west. These views were of varying significance and have changed to varying degrees.

Figure 50 shows the views that existed out of *Glenroy* homestead before 1970. Figure 51 shows the views that exist out of *Glenroy* homestead today. These figures should be referred to for the following.

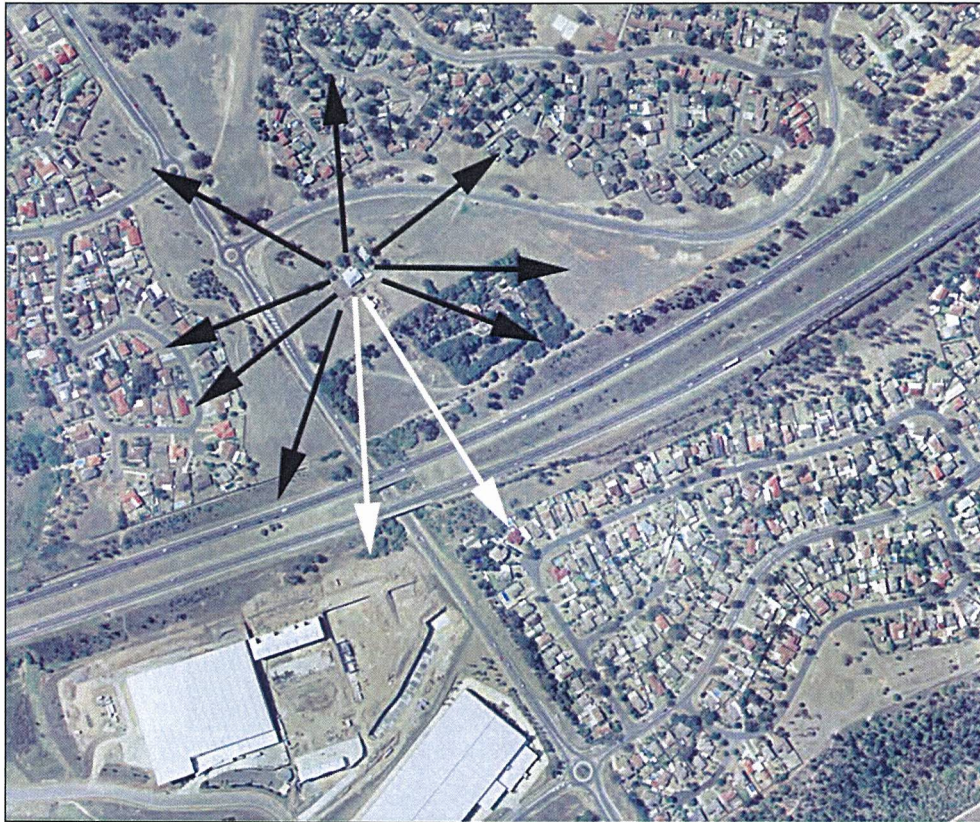


Figure 50: Views out of *Glenroy* homestead before 1970. The white arrows represent the principal view corridors. The black arrows show view corridors of lesser significance.

Lite.maps.nsw.gov.au; annotations by W.P.

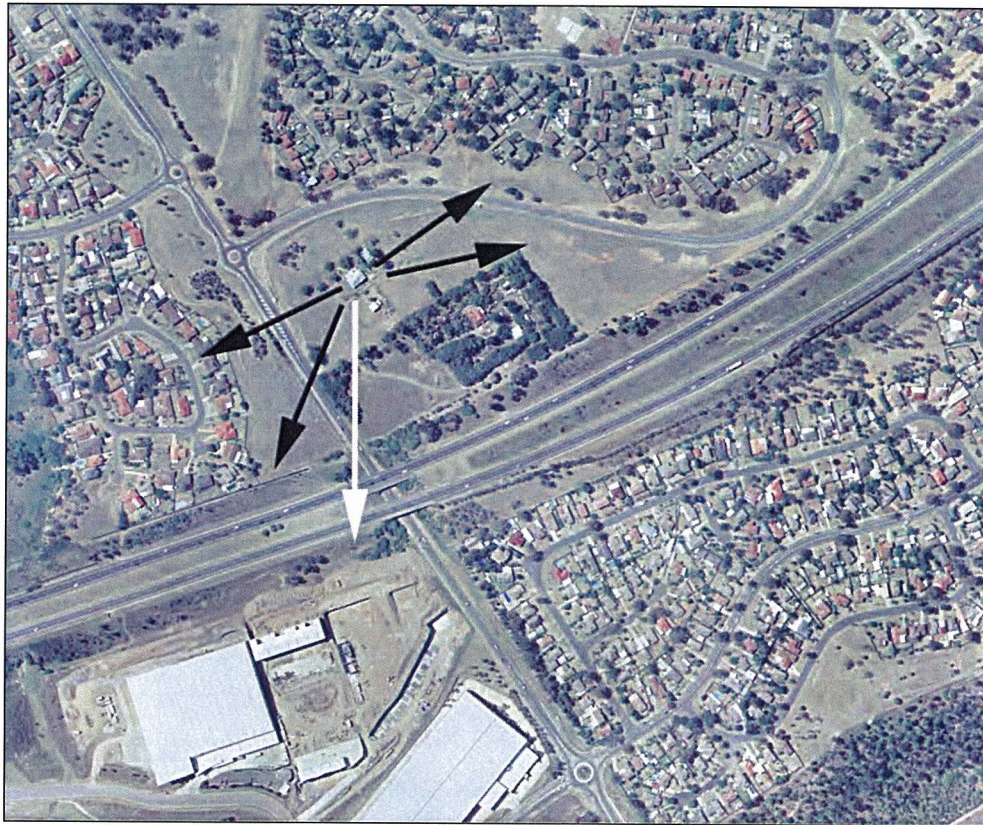


Figure 51: Views out of *Glenroy* homestead today. The white arrows show historically significant view corridors that remain. The black arrows represent view corridors that exist, but which are of low or lesser historical significance.

Lite.maps.nsw.gov.au; annotations by W.P.

The view to the north and north west from the rear of the homestead is likely to have been of lesser significance. This view was from the rear of the homestead and was partially screened by vegetation. Today, this view is not of significance and has been altered by the construction of a rear addition and vegetation growth.

The view to the north east and east was always relatively open; aerial photographs show spare planting within this arc. Outbuildings in this direction were located on land falling away from the homestead. Rather than being an obstruction in the landscape, these yards/outbuildings were an important element in the functional landscape that has since been lost. The view to the north east and east remains open; the view to the east has been emphasised by the reconstruction of the eastern verandah (previously enclosed). The change from open pasture land, however, to suburb has had a profound impact upon this outlook. Dobell Road provides a strong visual barrier between the historic homestead and the modern suburb.

From the east to the south east, the homestead at *Glenroy* looked past *Hillcrest* towards Campbelltown and the immediately outlying area. To the south east, this view would have been, and remains, screened by *Hillcrest* and its gardens. This has become more pronounced as the gardens of *Hillcrest* have become increasingly overgrown. The new weatherboard building and fencing now interrupts the immediate view in this direction. To the south the view was, and remains, more open, albeit now framed by vegetation, as it looks across the open paddock that comprises the western half of *Hillcrest*. The thickness of the vegetative screen is not the only aspect of this view that has changed over time. The view is now increasingly urbanised and restrained by the Hume Highway.

Glenroy has strong historic ties to the land on the western side of Badgally Road; when it was operated as a dairy farm, the greater part of its land lay on this side of the road. The homestead, however, while having views to the west was not principally orientated in this direction. Views in this direction remain, albeit now over suburban housing towards more open ground in the distance. There are no significant views from *Glenroy* homestead towards *Blair Athol*. Similarly, there are no outbuildings outside the lot boundaries of the property that share a relationship to *Glenroy*.

4.1.2 *Hillcrest*

While the location of the villa at *Hillcrest* provided the potential for views in all directions, the design and planting patterns shown by the aerial photographs in Section 2.5 suggests that it was primarily orientated to take advantage of the views in a wide arc from the east through to the west.

Figure 52 shows the views that existed out of *Hillcrest* before 1970. As discussed below, view corridors from the villa are likely to be confined within the property because of vegetation.

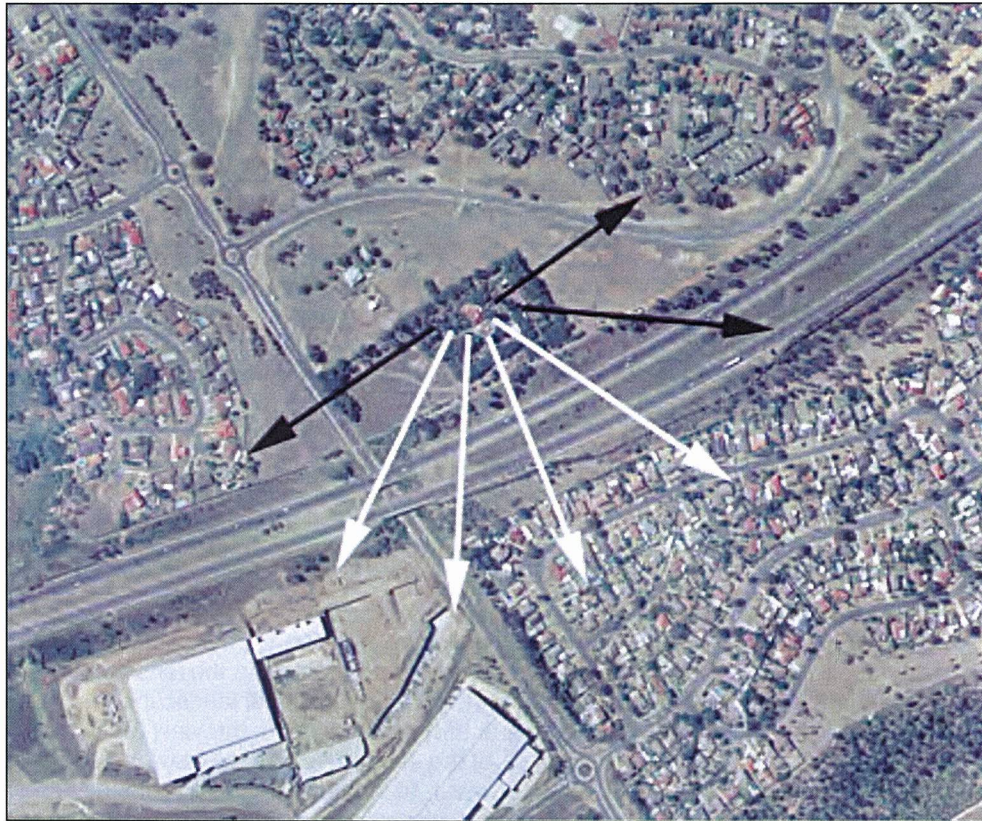


Figure 52: Views out of the villa at *Hillcrest* before 1970. The white arrows represent the principal view corridors. The black arrows show view corridors of lesser significance.

Lite.maps.nsw.gov.au; annotations by W.P.

The historic aerial photographs in Section 2.5 suggest that the outlook from the villa at *Hillcrest* from the north west through to the east was largely screened at a short distance by planting and/or *Glenroy*. The outlook in this direction is likely to be now contained within the immediate gardens of the villa by fencing and planting.

The historic aerial photographs in Section 2.5 provide evidence that the view to the east was open until *Glenroy* was subdivided to create Claymore. To the south east, there was screening planting. The view was of rolling paddocks. This view is likely to be now completely contained within the immediate gardens of the villa by fencing and planting.

Continuing south, the villa would have looked over its gardens towards Campbelltown. Dense planting to the south and south east now provides a vital visual and physical barrier between the villa and the Hume Highway. This view is likely to be now contained within the immediate gardens of the villa by fencing and planting.

From the south through to the west the villa would once have had views through its garden and along its driveway to Badgally Road and the open paddocks to the west. This view is likely to be now contained within the immediate gardens of the villa by fencing and planting.

4.2 View Corridors Towards *Glenroy* and *Hillcrest*

4.2.1 *Glenroy*

The homestead at *Glenroy* remains visible on approach from most directions because of its location on the ridge line. Most views are of the homestead and its associated buildings. Views are open, or in most instances, partially screened by vegetation.

Figure 53 shows the views that existed out of *Glenroy* homestead before 1970. Figure 54 shows the views that exist from *Glenroy* homestead today. These figures should be referred to for the following.

The most significant view corridors towards the homestead in the past were obtained from Badgally Road on approach from Campbelltown from the south east. How visible the homestead was on approach may have altered with the changing vegetation patterns indicated by the historic aerial photographs in Section 2.5. Until the 1950s, the approach was through open paddocks, mostly dairy farms. Today, the traveller passes through light industrial and urban areas. Views to *Glenroy* are now confined to above the Hume Highway overpass and are further screened by the thick vegetation bordering the Badgally Road boundary of the western paddock of *Hillcrest* until directly outside the boundaries of *Glenroy*. Today, the view from Badgally Road directly outside the property, towards the homestead is open. It is noted, however, that aerial photographs sometimes show planting along the Badgally Road boundary of this paddock.

The view as approached along Badgally Road from the north was, and remains, of lesser significance. The homestead is generally not visible until the round-about with Dobell Road is reached. The view is then of the vegetation screened rear elevation of the dwelling.

Given its location on a ridge, the homestead would once have been visible for a considerable distance over the paddocks from the east. The significance of this view corridor is problematic. The view towards the homestead from the east was never intended to be a public view; the creation of Dobell Road has made what was once a private view a public one. Additionally, the road, and the construction of Claymore, has considerably foreshortened the view corridor from this direction and impacted upon its quality. The relocation of the driveway into the property from Badgally Road to Dobell Road has placed undue emphasis upon this view. While *Glenroy Park* provides some sense of a rural homestead within open paddocks, it is a manufactured view corridor that post dates the use of the property as a dairy, which is its most significant historical use.

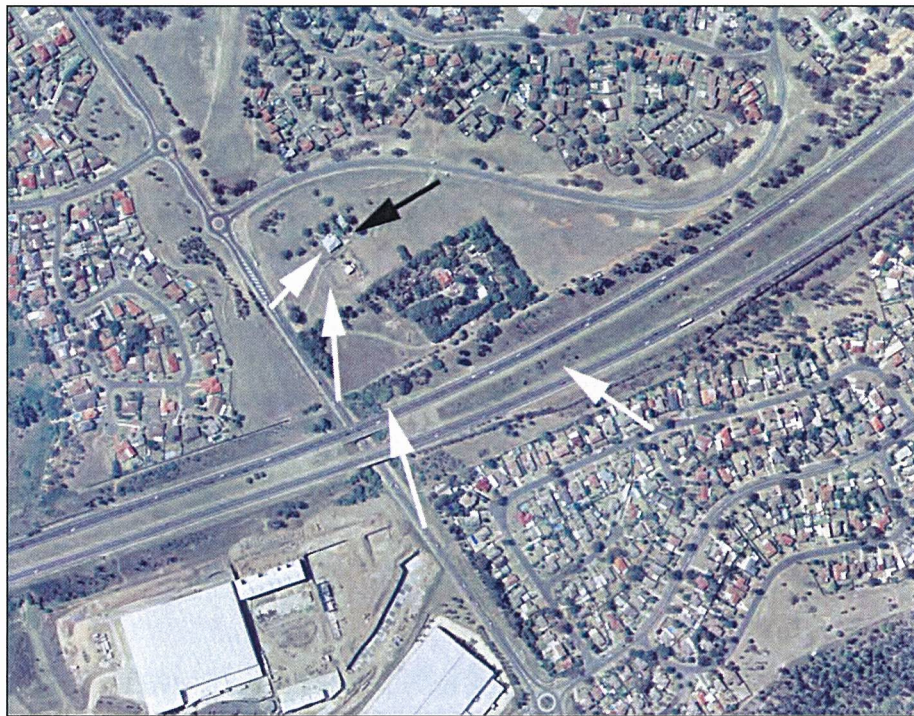


Figure 53: Views towards *Glenroy* before 1970. The white arrows represent the most important views from the public domain. The black arrow represents a view that would only have been enjoyed by the occupants of *Glenroy* and their guests.

Lite.maps.nsw.gov.au; annotations by W.P.



Figure 54: Views towards *Glenroy* homestead today. The white arrows are historically significant view corridors from Badgally Road. The black arrows are recent view corridors created by the construction of Dobell Road.

Lite.maps.nsw.gov.au; annotations by W.P.

4.2.2 Hillcrest

As for *Glenroy*, the principal view corridors towards *Hillcrest* were once obtained from Badgally Road as the property was approached from Campbelltown from the south east. Figure 55 shows the principal view corridors towards *Hillcrest* before 1970.



Figure 55: Views towards *Hillcrest* before 1970. The white arrows represent significant vistas from the public domain. The black arrow represents a view that would only have been enjoyed by the occupants of *Hillcrest* and their guests.

Lite.maps.nsw.gov.au; annotations by W.P.

No part of the villa remains visible on approach in either direction along Badgally Road, or from outside of the property on Badgally Road, because of the thick vegetation that surrounds it. The Hume Highway provides an additional visual barrier. This does not, however, completely negate the significance of view corridors on approach to the property. The presence of mature trees, such as Bunya Pines, within the garden, that are typical of mid Victorian garden plantings, help mark the location of a historic dwelling in the landscape. As noted above, any views towards the villa and its gardens in the past from the east were private views now made public by the creation of Dobell Road. The view today is considerably foreshortened by Dobell Road and Claymore. Dense planting blocks all views towards the villa itself from this direction.

There is nothing in the historic aerial photographs or in available literature to suggest that there were important view corridors between *Hillcrest* and contemporary homesteads, such as *Blairmount*. Similarly, there are no outbuildings outside the lot boundaries of the property that share a relationship to *Hillcrest*.

5.0 SIGNIFICANCE

The following statements of significance are limited and are intended as a guide only, given that no provision was made for a full history and assessment of significance using the guidelines and criteria on the NSW Heritage Branch. These statements draw on the history and physical assessments contained in the preceding sections of this report.

5.1 *Glenroy*

Glenroy, Badgally Road, Claymore, NSW, has local historic and aesthetic significance as an example of a modest rural homestead that lay at the heart of a dairy from the late nineteenth century through to the 1960s. No understanding of the dairy, and the full extent of its boundaries, survives outside of historic record. The homestead has prominence in the immediate area because it is located on a ridge; the most historically significant view corridors towards the homestead were, and remain, from Badgally Road.

Glenroy may develop social significance over time, separate from importance for amenity reasons, as it continues to be used as a local community centre.

5.2 *Hillcrest*

Hillcrest, Badgally Road, Claymore, NSW, has local historic and aesthetic significance as an example of a mid nineteenth century gentleman's villa and garden. The villa is a good example of the Victorian Filigree Style. The villa and its outbuildings are not visible from the public domain. Matures trees within the garden, however, provide markers to a historic property within the landscape. The most historically significant view corridors towards the homestead were, and remain, from Badgally Road.

6.0 CURTILAGE

6.1 **Curtilage Defined**

When a heritage item or place is being considered for management purposes, a decision must be made about the extent of land around it that could be considered to contain its heritage significance. This boundary is often referred to as the curtilage of a site.

Curtilage is a difficult concept that is subject to many interpretations. Curtilage takes into consideration tangible and intangible historic relationships and aesthetic relationships defined by vistas and visual corridors. In other words, curtilage moderates between a site and its setting. Curtilage may be comprised of more or less than the legal or physical boundary of a site:

‘At times there is a clear distinction between the place and its setting - only rarely is a culturally significant place self-contained within definite boundaries, without some visible link to the world around it. If the cultural significance of a place relates to its visual attributes - such as form, scale, colour, texture and materials - its setting is of special importance.’²⁸

For the purposes of this assessment, the following definition, provided by the NSW Heritage Office (now Branch), has been adopted.

Curtilage is:

‘... the area of land (including land covered by water) surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance. This can apply to either:

²⁸ Commentary for Article 8 of the Burra Charter in Marquis-Kyle, Peter and Walker, Meredith, *The Illustrated Burra Charter*, QLD, Australia ICOMOS Inc., 1992, p.38.

Land which is integral to the heritage significance of the items or the built heritage; or

A Precinct which includes buildings, works, relics, trees or places and their setting.²⁹

6.2 Different Types of Curtilages

The NSW Heritage Office has identified a number of types of curtilage:

Lot boundary curtilage:

‘The most common type of heritage curtilage comprising the boundary of the property containing the heritage item as shown on the lot plan....

While this option will not protect heritage significance adequately in all cases, most suburban dwellings of heritage significance will not require any other sort of heritage curtilage, though the street itself may contribute to heritage significance...’

Reduced lot boundary curtilage:

‘This type of curtilage is less than the lot boundary of the property. It arises where the significance of an item may not be related to the lot, but to a lesser area, and is often only designed when development occurs....(it is) sufficient to maintain the heritage significance of the item.’

Expanded heritage curtilage:

‘There may be circumstances where the heritage curtilage may need to be greater than the property boundary. Depending on the topography, an expanded curtilage may be required to protect the landscape setting or visual catchment of a heritage item.

In defining an expanded heritage curtilage, it is important to identify prominent observation points from which the significant item can be viewed, interpreted and appreciated. Other factors to be considered are: views to and from the heritage item; the possible need for a bigger area between the curtilage and the adjoining land; the visual and historical relationship between the item and its environs.

An expanded heritage curtilage may also be needed to provide a public open space foreground setting to a heritage item or to allow it to be viewed ‘in the round.’³⁰

6.3 Existing Curtilage Definitions for *Glenroy* and *Hillcrest*

Schedule 1 Part 1 of the *Campbelltown (Urban Area) Local Environmental Plan 2002* provides lot boundary definitions for *Glenroy* and *Hillcrest* as follows:

- *Glenroy*, Lot 2, D.P. 703539.
- *Hillcrest*, Lot 2, D.P. 1017017.

This suggests that Council consider that the lot boundaries of the land on which the homesteads stand adequately contain their significance, i.e. a lot boundary curtilage.

²⁹ New South Wales Heritage Office and Department of Urban Affairs and Planning, *Heritage Curtilages*, NSW, NSW Heritage Office and Department of Urban Affairs and Planning, 1996, p.3.

³⁰ New South Wales Heritage Office and Department of Urban Affairs and Planning, *Heritage Curtilages*, *op.cit.*, 1996, pp.5-7.

In reality, however, there is nothing in the existing landscape that establishes a lot boundary curtilage for *Glenroy*. The buildings are fenced well inside the lot boundary, as is suggestive of a reduced lot curtilage. On the other hand, because Lot 2 D.P. 703539 is not fenced, it reads as extending to the road reserves along Badgally and Dobell Roads.

Hillcrest, by contrast, is fenced along its lot boundaries and reads within the landscape as being contained within these boundaries. In some respects, the dense planting around the villa and its garden creates a 'boundary within a boundary' suggestive of a reduced lot curtilage.

6.4 Recommended Curtilages

6.4.1 *Glenroy*

An expanded curtilage for *Glenroy* is recommended that comprises the lot on which the homestead stands (Lot 2, D.P. 703539); the road reserve on the southern side of Dobell Road, where it adjoins the boundaries of Lot 2 D.P. 703539; and the narrow strip of land between Badgally Road and *Glenroy* (Lot 1 D.P. 703539). Figure 56 defines this curtilage.



Figure 56: Recommended curtilage for *Glenroy*, outlined in red, comprising Lots 1 and 2 D.P. 703539 and part of the road reserve on the southern side of Dobell Road, where it adjoins Lot 2.

lite.maps.com.au; annotation by WP.

This curtilage is recommended for the following reasons:

- There are no outlying structures outside of these boundaries that have a historic or visual relationship to the homestead and which help explain its significance.
- The setting has changed significantly from a rural setting to an urbanised one. The originally expansive rural setting was critical to understanding that fact that the homestead lay at the centre of a dairy, particularly given that there are no surviving outbuildings that explain this function. The rural setting is no longer in evidence.

- The recommended curtilage protects the historically significant view corridor that exists towards *Glenroy* from Badgally Road. This was the original approach to the homestead from Campbelltown and the most significant public view corridor. It is still possible to stand outside the property on Badgally Road and gain some appreciation that this was once a rural homestead surrounded by largely cleared land.
- Dobell Road and the construction of the Claymore Housing Estate have had a profound impact the setting of *Glenroy* and on view corridors to the east. As noted above, the road has created public views towards the homestead from the east where none previously existed and is a strong visual element in any views to or from the property.
- The recommended curtilage encompasses a large part of Glenroy Park and part of the Dobell Road road reserve, where it adjoins the lot boundaries. The park and this reserve helps provide some appreciation that this was once rural homestead surrounded by largely open paddocks when standing near the road and looking up towards the homestead. As identified, however, this is a recent, view corridor arising out of the construction of *Glenroy* Road; it post-dates the use of the homestead as part of a dairy. Conversely, because the park is open, it does nothing to moderate the impact that Dobell Road and the urban setting beyond has had on view corridors out of the homestead.
- Given the nature of the surrounding development, the only opportunities to expand the curtilage of *Glenroy* beyond the recommended curtilage, and beyond the 'borrowed' curtilage provided by *Hillcrest*, lies to the north, incorporating Claymore Park, and to the south east, incorporating the unlisted section of Glenroy Park, being Lot 3 D.P. 1017017. Adding curtilage to the north, across Dobell Road, would have no added benefit. The road is a significant barrier and view corridors towards and out of the site in this direction have no particular significance. Adding Lot 3 D.P. 1017017 would reinforce the visual and physical barrier represented by Dobell Road, but would not further understanding of the significance of this property. *Glenroy* does not depend upon this lot remaining open space for its significance to be preserved.

6.4.2 *Hillcrest*

An expanded curtilage is recommended for *Hillcrest* that comprises the lot on which the villa stands (Lot 1 D.P. 107017) and Lot 2 D.P. 1017017, the small lot that adjoins its southern corner. Figure 57 defines this curtilage.

This curtilage is recommended for the following reasons:

- There are no outlying structures outside of the recommended curtilage that have a historic or visual relationship to the villa and its garden and which help explain its significance.
- The setting has changed significantly from a rural setting to an urbanised one. The originally expansive rural setting, with the township in the middle distance, was critical to understanding *Hillcrest* as an out of town estate. The existing urban setting has thus had a negative impact on the villa and its garden. Owners of the property since the 1970s have clearly attempted to screen both the urbanised view and the additional noise arising from the Hume Highway and new housing estate by planting thick hedging around the main garden and the outer boundaries of the property. Given the change in the setting, it would be unlikely, as well as undesirable, for this screen to be removed.
- The recommended curtilage protects the most significant historic view corridor towards *Hillcrest* and its garden, being the view from Badgally Road. A future

restoration of the garden may restore glimpses of the dwelling from this view point, given its height above the road.

- It is highly unlikely, and undesirable, that the dense vegetative barrier that exists between the villa and its garden and the Hume Highway will ever be removed to re-establish the historically significant views towards Campbelltown. As noted above, the views to and from the villa in this direction have been compromised by the Highway and suburban development.
- Dobell Road and the construction of the Claymore Housing Estate have had a profound impact on the setting of *Hillcrest* on its eastern side. As for *Glenroy*, the road has created public vistas from the east where none previously existed and dominates any views towards the property. While the approach towards *Hillcrest* along Dobell Road from the east, across the eastern end of Glenroy Park, provides some understanding that there may be an old garden and dwelling on the ridge, this view does nothing to further understanding of the significance of *Hillcrest*. It would not be desirable from either a heritage view point or with regard to the amenity of the occupants of *Hillcrest* to re-establish a view into and out of the site from Dobell Road.
- Given the nature of the surrounding development, the only opportunity to extend the curtilage of *Hillcrest* beyond the recommended curtilage and beyond the borrowed curtilage provided by *Glenroy*, lies to the east, being the unlisted section of Glenroy Park (Lot 3 D.P. 1017017) and the road reserve on the southern side of Dobell Road. Adding Lot 3 D.P. 1017017 and the road reserve to the curtilage of *Hillcrest* may reinforce the visual and physical barrier represented by Dobell Road, but would not further understanding about the significance of this property, particularly if, as is likely and indeed desirable, the villa remains heavily screened by vegetation on this side.



Figure 57: Recommended curtilage for *Hillcrest*, outlined in red, comprising Lots 1 and 2 D.P. 1017017.

Lite.maps.nsw.gov.au; annotations by WP.

7.0 IMPACT OF THE PROPOSAL ON VIEW CORRIDORS AND CURTILAGE

7.1 Parameters of this Statement

The following provides comments on the Claymore Urban Renewal Concept Plan dated 21 May, 2012 (Appendix 1).

As stated in the earlier heritage impact statement prepared by Weir Phillips for this site, changing the street pattern of the Claymore Estate and intensifying the residential usage of area will have no new impacts on *Glenroy* or *Hillcrest* so long as the new development remains generally low rise. The existing street pattern bears no relationship to the significance of either property. This section provides additional comments on the following aspects of the proposal that have the potential to impact upon curtilage and/or view corridors:

- The reduction in the general amount of open space to the north east and east of Dobell Road. The proposal provides for less parkland than the existing and the introduction of greater levels of housing.
- Claymore Park and Badgally Reserve currently provide open space to the north. This land will be subdivided and built upon as part of the proposal.
- Under the proposal, dwellings will extend right up to the northern side of Dobell Road, where there is now a deep setback.
- Under the proposal, Lot 3 D.P. 1017017, currently part of Glenroy Park, will be subdivided and built upon.

7.2 Effect of Work

Each of the above aspects of the proposal is assessed separately below as to their impact on curtilage and view corridors to/from *Glenroy* and *Hillcrest*.

- *The reduction in the general amount of open space to the north east and east of Dobell Road. The proposal provides for less parkland than the existing and the introduction of greater levels of housing.*

Reducing the amount of open space to the north east and east of Dobell Road will have no additional impact on view corridors and on the curtilage of *Glenroy* and *Hillcrest*. The outlook and general setting of the two properties in these directions is already urbanised and far removed from the rural setting in which they were once located. Understanding the significance of these two properties is not dependent on the continued existence, or otherwise, of patches of open space in the middle distance.

- *Claymore Park and Badgally Reserve currently provide open space to the north. This land will be subdivided and built upon as part of the proposal.*

Subdivision and building upon this land will have no impact on the curtilage or view corridors to or from *Glenroy* and *Hillcrest*. As assessed above, there are no significant view corridors to or from *Glenroy* or *Hillcrest* to the north. The existing open space in this direction does not contribute to understanding the significance of either property.

- *Under the proposal, dwellings will extend right up to the northern side of Dobell Road, where there is now a deep setback.*

Bringing housing right up to the northern edge of Dobell Road will have little additional impact on either property because of the visual barrier provided by Dobell Road. In any case, *Hillcrest* is concealed from Dobell Road and is likely to remain concealed. *Glenroy* is set well back from the road within Glenroy Park.

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- Under the proposal, Lot 3 D.P. 1017017, currently part of Glenroy Park, will be subdivided and built upon.

The proposed new lots will be access off a new cul-de-sac from Dobell Road. To achieve this subdivision, the topography will have to be modified.

Dobell Road provides the logical boundary between the two historic properties and any urban development. While it would be desirable that Dobell Road continue to act as the physical boundary between the historic properties and suburban development, simply because this is the logical barrier, it in fact has no substantial heritage benefit.

Building upon Lot 3 will have little impact upon the ability to understand the heritage significance of *Glenroy* and *Hillcrest* and an acceptable impact on their setting. As assessed above, neither *Glenroy* nor *Hillcrest* depend upon the open space of Lot 3 to explain their significance nor is it part of their recommended curtilage. There are no structures on this lot that relate to either property and the lot does not contribute to a historically significant view corridor. The most historically significant view corridors towards both properties are obtained from Badgally Road; Lot 3 does not form part of these view corridors. There are no significant view corridors towards either property as approached along the Hume Highway.

The view that will be impacted if lots are created and houses built upon them is the view from the east, as the properties are approached along Dobell Road from the north. This is not a historically significant view corridor, but a relatively recent one brought about by the construction of Dobell Road. The dense belt of vegetation that lines its eastern boundary negates any benefit that *Hillcrest* may have received from extended open space on its eastern side. As discussed, it is neither likely nor desirable that *Hillcrest* will be re-opened to look over the suburban landscape. Building on this lot will thus have an acceptable impact provided that a vegetative screen is maintained along the eastern boundary of *Hillcrest*.

7.3 Recommendations

It is recommended that measures be taken in the consent process to ensure that an appropriate vegetative screen for *Hillcrest* be maintained upon those lots with which it shares a common boundary. Fencing that is unobtrusive, such as galvanised mesh or timber, should be used. Under no circumstance should solid steel fencing be used.

8.0 CONCLUSIONS

This report has briefly outlined the history and significance of *Glenroy* and *Hillcrest*, Badgally Road, Claymore, New South Wales. *Glenroy* has local significance as a modest late nineteenth century rural homestead, once part of a dairy. *Hillcrest* is a mid nineteenth century villa with remnant, but overgrown, garden. It is representative of an out of town estate and of the Victorian Filigree Style.

The assessment in this report has identified the significant view corridors to and from each property. The most significant historic view corridors towards the properties are from Badgally Road. Views outwards from both properties have been completely altered as formerly rural lands become increasingly suburbanised. In the case of *Hillcrest*, it is unlikely, and undesirable, that the dense vegetative screening that currently surrounds it will ever be removed from its boundaries.

An expanded curtilage for *Glenroy* is recommended that comprises the lot on which the homestead stands (Lot 2, D.P. 703539); the road reserve on the southern side of Dobell Road, where it adjoins the boundaries of Lot 2 D.P. 703539; and the narrow strip of land between Badgally Road and *Glenroy* (Lot 1 D.P. 703539).

An expanded curtilage is recommended for *Hillcrest* that comprises the lot on which the villa stands (Lot 1 D.P. 107017) and Lot 2 D.P. 1017017, the small lot that adjoins its southern corner.

Given the above, while it would be desirable to maintain Dobell Road as the physical barrier between the historic properties and urban development, it is not essential to maintaining the heritage significance of either property.

It is recommended that measures be taken in the consent process to ensure that an appropriate vegetative screen and fencing for *Hillcrest* be maintained upon those lots with which it shares a common boundary.

APPENDIX 1

Claymore Urban Renewal Concept Plan dated 21 May, 2012

