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URBIS

HERITAGE IMPACT STATEMENT

**ALAND LEPPINGTON
PLANNING PROPOSAL
CIVIC CENTRE**

Prepared for
ALAND
21 August 2023

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CONTENTS

Executive Summary.....	1
1. Introduction	3
1.1. Background.....	3
1.2. Site Location	3
1.3. Heritage Listing.....	3
1.4. The Proposal.....	4
2. Site Description	6
2.1. Leppington	6
2.2. The Subject Site	6
2.3. Leppington Public School	7
2.3.1. General description	7
2.3.2. Views.....	10
3. Historic Overview	12
3.1. Leppington	12
3.2. Raby Estate and the Subject Site	13
3.3. Leppington Public School	15
4. Heritage Significance.....	17
4.1. Subject Site.....	17
4.2. Leppington Public School	17
5. Assessment of Heritage Impact.....	19
6. Conclusion.....	21
Disclaimer.....	22

FIGURES

Figure 1 Site Aerial with the two parcels which make up the site	3
Figure 2 Locations of Site A and Site B in relation to listed heritage items (blue)	4
Figure 3 Concept precinct plan.....	5
Figure 4 Leppington Town Centre showing boundaries of the subject site in red.	6
Figure 5 View south along Rickard Road between sites A and B.	7
Figure 6 View south east towards the house at 156 Rickard Road to the south of Site B with the heritage item to the far background of image.....	7
Figure 7 View north east towards house at 166 Rickard Road to the north of Site B.	Error! Bookmark not defined.
Figure 8 South section of 156 Rickard Road (subject site) which is located immediately adjacent to the unlisted part of Leppington Public School.	Error! Bookmark not defined.
Figure 9 Diagram of Leppington Public School showing the layout of buildings on the site. The original school building is identified with the red circle.....	8
Figure 10 View north along Rickard Road with heritage item to the right of image.	9
Figure 11 View south along Rickard Road with heritage item to the left of image.....	9
Figure 12 View east towards the mid century school buildings.....	9
Figure 13 View towards mid century ablutions block.	9
Figure 14 Weatherboard building to south boundary.	9
Figure 15 View towards school entrance.....	9
Figure 16 1914. Rickard advertisement for the sale of the subdivided land at Raby.....	14

Figure 17 1928 Rickard Subdivision.....	14
Figure 18 Original Raby Public School building 1923; view from the west	15
Figure 19 Detail of Parish Map of Cook, 1914-1928, showing land reserved for Raby Public School (red). The subject site is located to the north of the school.....	16
Figure 20 Schedule of significant elements.....	17
Figure 21 Map of school site identifying the hierarchy of significant elements across the site. The original school building is identified with the red circle.	18
Figure 22 Locations of Site A and Site B in relation to listed heritage items (blue) showing the buffer lot between the subject site and the heritage item to be retained in the School's ownership shaded green. Error! Bookmark not defined.	
Figure 23 Concept masterplan showing decreased density in the vicinity of the heritage item.....	20

EXECUTIVE SUMMARY

Aland has engaged Urbis to prepare this Heritage Impact Statement for the Civic Centre Master Plan and Planning Proposal at 173 -183 Rickard Road (referred to as 'the site'). The site is situated within the Leppington Town Centre and forms part of Leppington Precinct within the South West Growth Area.

The site does not contain any listed items of heritage significance, however a listed item is located just south of the Residential Core site (subject to a separate application). This item, 'Leppington Public School - Buildings B00H-B00M' (State Heritage Inventory No. 5065988) is a locally significant item listed on the NSW Department of Education s170 Heritage and Conservation Register. The School is also listed as a Heritage Item (item no. 9) the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre* which has been integrated as part of the Western Parkland City SEPP. This report is therefore required to assess the potential heritage impact of the Planning Proposal on the heritage listed item located in the vicinity of the subject site.

The Aland Leppington Civic Centre Planning Proposal seeks to amend State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Parkland City SEPP) for the lots located at 173-183 Rickard Road (referred to as 'the site'). The site is strategically located, within the civic heart of the Leppington Town Centre, within the South West Growth Area (SWGA) and to the immediate south of the Leppington train station. It is intended for the site to serve a central and civic function within the context of the town centre. The Planning Proposal is supported by the Leppington Civic Centre Master Plan which facilitates the realisation of the Leppington Town Centre vision through the provision of retail amenity and a mixed use hub.

The site is under the single control of the proponent and presents a highly capable land parcel, immediately adjacent to the Leppington train station, that by its nature and location will function as an exemplar transit-oriented development in the Leppington Town Centre and South West Growth Area (SWGA). As such, the site presents an immediate opportunity to deliver new homes and jobs as part of a holistic and integrated land use and transport-oriented development. To the east of the Leppington Civic Centre site is an adjoining Aland landholding at 156-166 Rickard Road, Leppington which will form part of future development stages and subject to a separate planning application.

The proposal seeks to rezone the site comprising 3.2ha of land in the in the Leppington Town Centre Precinct which was first identified by the NSW Government in 2013 as a key strategic centre within the SWGA to deliver new homes and jobs in close proximity to public transport. This was followed by the announcement of the Western Sydney International Airport (WSI) in 2014 and in anticipation of the delivery of Leppington Train Station in 2015.

The proposed rezoning has been assessed for its potential to impact on the heritage significance of Leppington Public School. The following observations are summarised from Section 5 which also includes a preliminary assessment of the Concept Master Plan.

- The subject site is located across the road from the heritage item and substantially to the north west. There would be limited opportunity to view both sites in the same context. Even so, the below points are relevant to the Planning Proposal.
- The site is located within the SWGA. The Growth Areas identify the opportunities to deliver new suburbs which are critical to ensuring housing supply and securing economic development for the region. Leppington Public School will therefore inevitably exist in the context of higher density than which exists today. The Planning Proposal which allows for increased FSR and height is in line with the strategically accepted future character of the area, facilitated by the Region and District Plan objectives to significantly deliver housing supply.
- It is noted that during heritage investigations to inform the establishment of the existing heritage curtilage that it was acknowledged that Leppington Public School would likely be moved to a different site in the future and that the use of the heritage listed site would be changed. Considering the existing use of the public school is accepted for potential change, it is concluded that the existing use of the unrelated site to the north west (the subject site) is appropriate for change from a heritage perspective.
- The heritage curtilage of the item was established with consideration for future neighbouring commercial buildings as part of a Town Centre. The curtilage provided for a 30m buffer around the original school building and retained its existing garden setting, reducing overshadowing by future neighbouring commercial buildings. Therefore, it is considered that appropriate heritage protection exists in the form of

the intentionally applied heritage curtilage and the unlisted buffer to ensure that the rezoning and increased height and FSR would not dominate the heritage item.

Based on the observations in this report, the Planning Proposal is supported from a heritage perspective.

1. INTRODUCTION

1.1. BACKGROUND

This Heritage Impact Statement (HIS) has been prepared to accompany a Planning Proposal on behalf of Aland and seeks to amend *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Parkland City SEPP) for the lots located at 173-183 Rickard Road (referred to as ‘the site’). The site is situated within the Leppington Town Centre and forms part of Leppington Precinct within the South West Growth Area

1.2. SITE LOCATION

The Planning Proposal relates to lots located at 173-183 Rickard Road, Leppington, as shown in the figure below. The legal description of the lots is:

- Lot 2 DP 812366 – 173 Rickard Road Leppington.
- Lot 1 DP 812366 – 183 Rickard Road Leppington.

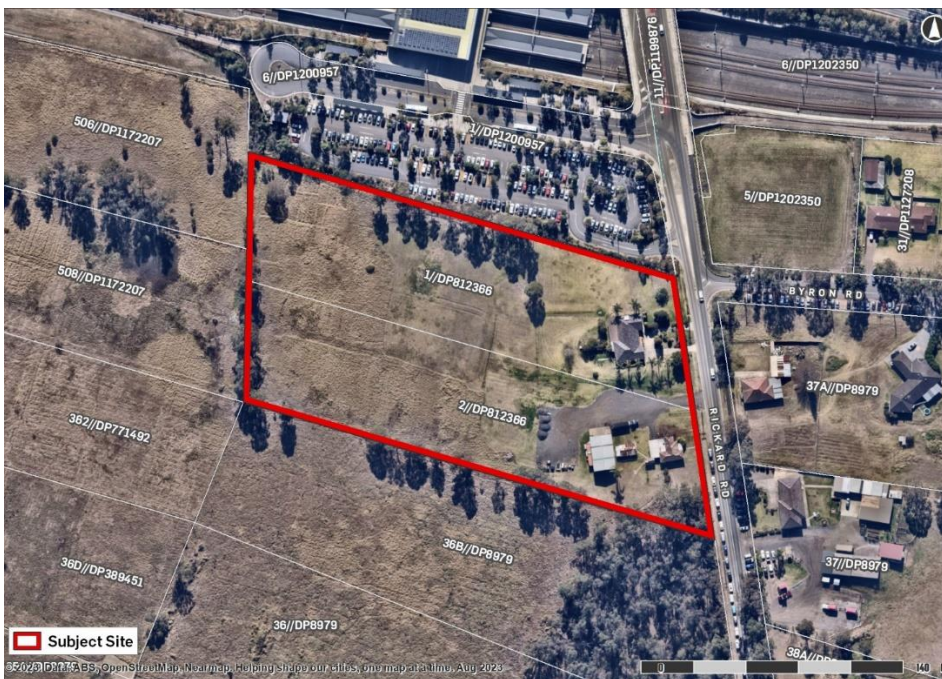


Figure 1 Site Aerial showing the location of the Civic Centre Site.

Source: PSMA 2022

1.3. HERITAGE LISTING

The site does not contain any listed items of heritage significance, however a listed item is located just south of the Residential Core site (subject to a separate application). This item, ‘Leppington Public School - Buildings B00H-B00M’ (State Heritage Inventory No. 5065988) is a locally significant item listed on the NSW Department of Education s170 Heritage and Conservation Register. The School is also listed as a Heritage Item (item no. 9) the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 South West Growth Centre* which has been integrated as part of the Western Parkland City SEPP. This report is therefore required to assess the potential heritage impact of the Planning Proposal on the heritage listed item located in the vicinity of the subject site.



Figure 2 Locations of Site A and Site B in relation to listed heritage items (blue)

Source: PSMA 2022

1.4. THE PROPOSAL

The proposal seeks to rezone the site comprising 3.2ha of land in the Leppington Town Centre Precinct which was first identified by the NSW Government in 2013 as a key strategic centre within the SWGA to deliver new homes and jobs in close proximity to public transport. This was followed by the announcement of the Western Sydney International Airport (WSI) in 2014 and in anticipation of the delivery of Leppington Train Station in 2015.

In 2017, the Department of Planning and Environment (DPE) commenced a review of the Leppington Town Centre, to investigate a potential new vision and associated land use controls for the area. Following this review, DPE announced a new approach to precinct planning in 2019, returning precinct planning and rezoning powers back to Liverpool and Camden Council. Both Councils have since consulted with key Government agencies in relation to the Leppington Town Centre and conducted a number of technical studies to inform a new planning proposal and rezoning of the town centre

The Leppington Civic Centre proposal provides a site-specific planning framework that will help support Council's vision for the Leppington Town Centre and enable it to transition into a new thriving transit-oriented community that builds on the NSW Government's vision and aspirations under the Western Sydney Growth Area program.

The Leppington Civic Centre Master Plan is a potential 'catalyst project' that would complement the delivery of the wider Leppington Town Centre plan proposed by Camden Council. The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport infrastructure, by rezoning the site to enable transit-oriented development within a town centre, and increasing building height and floor space ratio development standards to enable additional housing supply and diversity.



Figure 3 Concept precinct plan

Source: *Urban Design Report*

2. SITE DESCRIPTION

2.1. LEPPINGTON

Leppington is a New South Wales suburb situated approximately 38 km south-west of the Sydney CBD within the South West Growth Area. The subject site is located within the Leppington Town Centre which is centred around Leppington Train Station to the north of the site.

The area to the south of the train station is currently low density.

The Leppington Town Centre is being investigated by the Department of Planning and Environment for reviewed land uses, including the scope for new homes and jobs close to the Leppington train station. In summary additional capacity for housing supply is significantly delivered by the Growth Areas and planned Precincts such as the South West Growth Area. This includes Leppington town centre which is identified as a Planned Precinct. Leppington is expected to be a prominent town centre, with Bringelly Road to serve as one of the major gateways to the Western Sydney Airport.

Key actions within the plan seek to strengthen Leppington through a masterplan for the Town Centre, support the rezoning of land for residential, employment and other urban developments in the Town Centre, and deliver enabling infrastructure to support future development. This highlights the plans intent to place significant focus on supporting and facilitating the District's housing and job targets.

Refer to the Planning Proposal for additional information.



Figure 4 Leppington Town Centre showing boundaries of the subject site in red.

Source: <https://www.planning.nsw.gov.au/-/media/Images/DPE/Maps/map-leppington-town-centre-2400x1702.png?la=en>

2.2. THE SUBJECT SITE

The house at 173 Rickard Road is a pedestrian early 20th century single storey dwelling. 183 Rickard Road is a late 20th century single storey dwelling which is largely obscured from the road by vegetation.



Figure 5 View west towards 173 Rickard Road.



Figure 6 View west towards 183 Rickard Road.

2.3. LEPPINGTON PUBLIC SCHOOL

2.3.1. General description

Leppington Public School is located to the south of the subject site and was established in 1923. It comprises a range of low density/low scale buildings (1-2 storeys). The buildings are set back from the road and are in a landscaped setting, with mature native and exotic trees sparsely lining the road.

The most prominent buildings which are visible from the street are 1960s buildings to the north of the site, including a building designed by J van der Steen (1959). Weatherboard buildings constructed between 1951 and 1961, some on piers, are located to the southern boundary of the school and are oriented perpendicular to the road and a 1955 ablution shed is located near the original building. Mature plantings in their original location including a fig and pine tree contribute to the established landscaped setting.

The original school building is a single, weatherboard building, which was extended in 1942. In 2016 the original school building was described as:

The original Raby Public School building (Building H) dates to 1922, and currently functions as a staff room. It retains many original features: weatherboard cladding, Dutch gable roof, brick chimney, and sash windows. The windows at the rear of the building are fitted with timber awnings on timber brackets to shade the bottom sashes. The original verandah has been enclosed on the southwest and northeast sides and partially enclosed at the front. The original extent of the verandah is identifiable in the internal configuration of the room and ceiling panels. The original timber steps to the building have been replaced by concrete capped brick steps and metal safety rails. The original piers have also been replaced with piers treated for termites. The original fireplace is extant but is obscured from view behind an internal partition wall.¹

This building is not easily visible from the road and is located in the southern portion of the site as shown in the diagram below.

¹ Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure, Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016

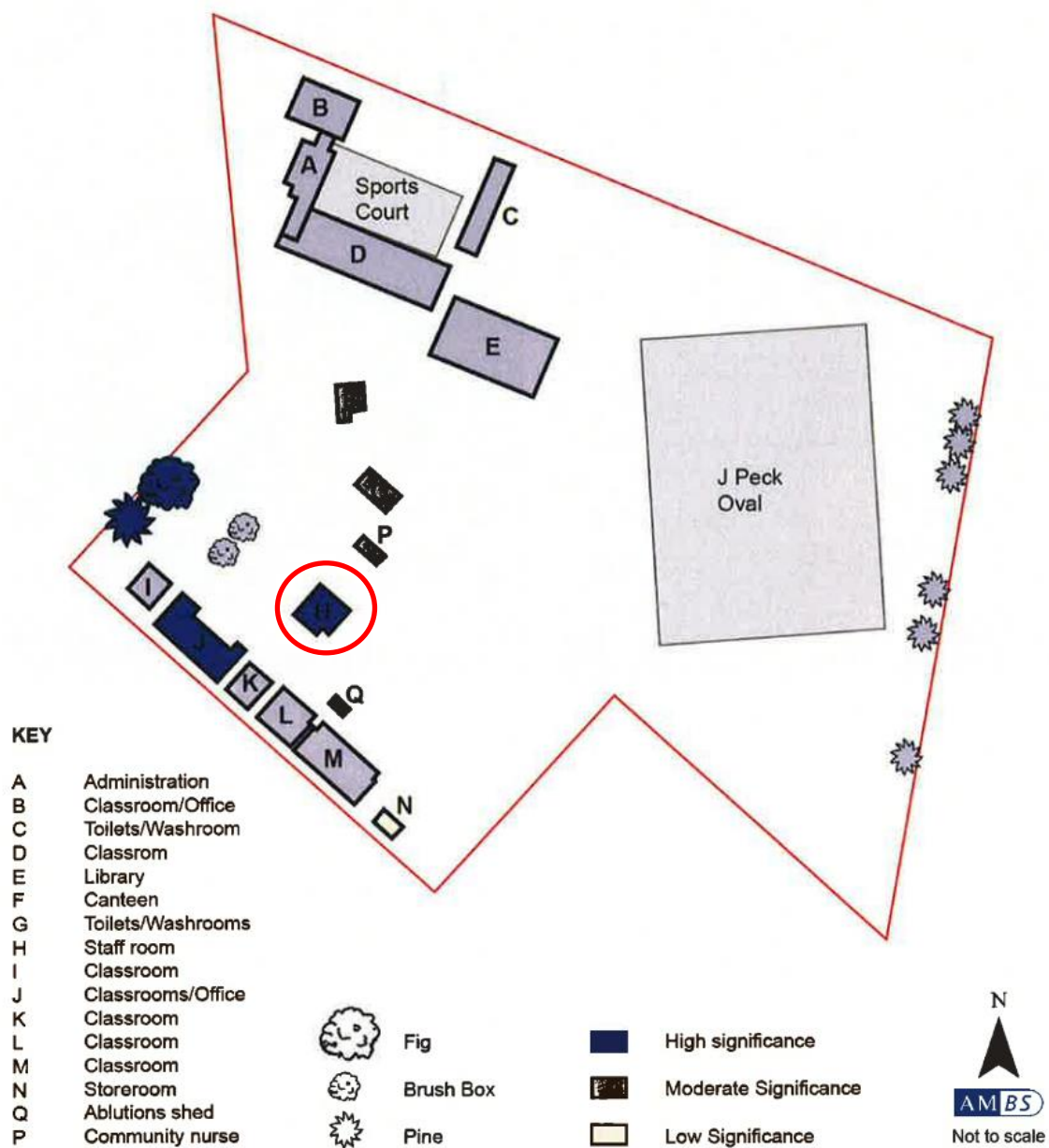


Figure 7 Diagram of Leppington Public School showing the layout of buildings on the site. The original school building is identified with the red circle.

Source: Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016. Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure. With Urbis overlay.



Figure 8 View north along Rickard Road with heritage item to the right of image.



Figure 9 View south along Rickard Road with heritage item to the left of image.



Figure 10 View east towards the mid century school buildings.

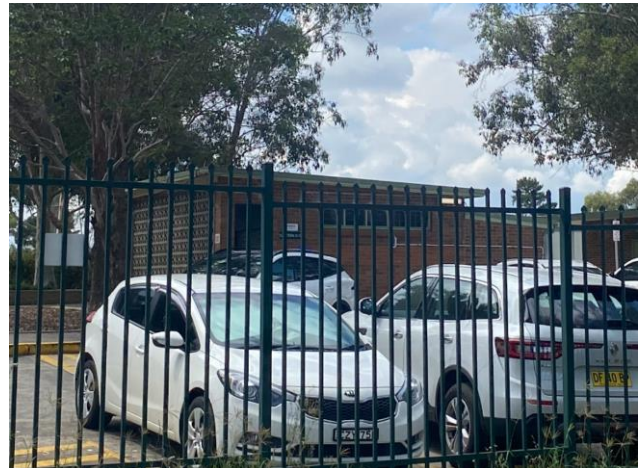


Figure 11 View towards mid century ablutions block.



Figure 12 Weatherboard building to south boundary.



Figure 13 View towards school entrance.

2.3.2. Views



Available views to Leppington Public School are shown and described below:





Figure 14 Views to Leppington Public School

Source: SIX Maps 2023. With Urbis overlay.

Table 1 Available views to Leppington Public School

No.	Image	Description
1		<p>Facing north-east along Rickard Road.</p> <p>The south elevations of the existing weathershed is visible. The landscaped setting of the school is also evident.</p>
2		<p>Facing north-east along Rickard Road, at southern boundary of the public school.</p> <p>The classroom buildings and weathershed are visible. This aspect also provides a strong sense of the landscaped setting of the school.</p>

No.	Image	Description
3		<p>Facing east along Rickard Road, directly into the public school.</p> <p>The character of the school as comprising a group of low-scale buildings within a landscaped setting is evident.</p>
4		<p>Facing south-east along Rickard Road.</p> <p>Views to the buildings are obscured by site landscaping.</p>

Notably, there are no direct views made from any aspect of the public domain to the original school building, owing to the presence of later buildings along the school's western boundary.

3. HISTORIC OVERVIEW

3.1. LEPPINGTON

As stated above, Leppington is a suburb located in the southwestern region of Sydney, New South Wales. The area was originally inhabited by the Darug people, and the first European settlement in the area dates back to the early 19th century when the first land grants were given. The town was founded in 1810 by a group of settlers who were said to be escaping the harsh conditions of the penal colonies of the British Empire. Initially, the settlers were met with resistance from the local Darug peoples, but eventually they were able to establish a viable settlement. During the mid-19th century, the village grew quickly in size and population, becoming a major hub of trade and industry in the area. By the late 19th century, the village had become a prosperous and vibrant community, with several churches, schools, and businesses. Despite its small size, Leppington has a rich and diverse culture, with a long and varied history²

The town has a rich history of agricultural land use, including dairy farming, market gardening, and orchard growing that dates back to the early 20th century. The fertile soils and the temperate climate of the region have been a boon for farmers, who have cultivated a wide range of crops, including vegetables, fruits, and livestock. During the early 20th century, the town became a significant agricultural hub, with many farms producing fresh produce that was sold to the nearby city of Sydney. The railway line that runs through the town made it easy to transport the produce to the markets in the city, and this helped the town to grow rapidly.³

In the early colonial period of 1788, there was a search for fertile land due to the unsuitable soils around Farm Cove. The Cumberland Plain to the west provided better farming land, including the alluvial soils of the Parramatta River, the Nepean River at Camden, the Hawkesbury River between Penrith and Windsor, Georges River at Liverpool, and South Creek. In 1795, an area known as the Cowpastures was discovered to have rich grazing land for cattle that had wandered there from the first colonial settlement at Farm Cove. Governor Hunter visited the area and subsequently named it on his map of 1796. Governor King and Mrs King also visited the area in 1803, crossing the Nepean River and instructing measures to protect the cattle herd and the Cowpastures district. John Macarthur later used this land for his merino sheep after obtaining a grant from Earl Camden in 1805.⁴

The Cowpasture Road, surveyed by James Meehan under instructions from Governor King, was the first road in the area that later became part of the Hume Highway, currently the Camden Valley Way. Governor Macquarie began granting large tracts of land to farmers in the Camden district from 1812. Large estates flanked the Cowpasture Road, with impressive houses often located on high ground, including Raby, Eastwood, Gledswood, and Denham Court. Leppington Park, a property granted to William Cordeaux in 1821, is where the name Leppington originates. Campbelltown was developed from 1827 with a station for the railway line from Sydney opening in 1858. Camden was established in 1836 but did not have the economic advantage of being connected to a railway line until 1882. Local government was established with the incorporation of the Municipality of Camden in 1889, and the Nepean Shire Council was formed in 1906.⁵

The construction of the Hume Highway in the 1960s bypassed the town, causing a decline in its importance as a transport hub. This led to a decline in the agricultural activities in the area, as many farmers found it difficult to transport their produce to the markets. As a result, the town's economy shifted towards other activities, including manufacturing and services.⁶

In recent years, Leppington has experienced significant urban development, with many new residential and commercial developments being built. The town is now one of the fastest-growing suburbs in Sydney, with a rapidly expanding population and many new infrastructure projects underway, including the construction of a new airport in the nearby suburb of Badgerys Creek.⁷

The development of Leppington during the 20th century was impacted by both economic and social events. The industrialization of the town led to an increase in population. This was due to the rising demand for

² Green, DI, Rumsey, MS, and Leppington, CM 2008 "A Study of Leppington's Early History"

³ Leppington, CH 1907 *'The Evolution of an Industrial Town'*

⁴ Conybeare Morrison 2014 *"Leppington Precinct Non Indigenous Heritage Study"*

⁵ *Ibid*

⁶ Green, DI and Rumsey, M 2008 *'A review of the mineralization at Red Gill mine, Caldbeck Fells, Cumbria, England'*

⁷ *Ibid*

services such as transport, education, and healthcare. The development of Leppington as a residential suburb has also been driven by the growing demand for housing in Sydney's outer suburbs.

The construction of new factories and businesses also led to an increase in employment opportunities, resulting in more people moving to the area. Furthermore, the town experienced an influx of immigrants who were attracted by the job prospects and the prospect of a better life. This further contributed to the population growth. The introduction of new technologies and infrastructure also had a significant impact on the development of Leppington during this period.

New roads, railways, and bridges were constructed, allowing for increased transportation and better access to the town. The town's proximity to major transport links, including the M5 and M7 motorways and the South West Rail Link, has made it an attractive location for developers and residents alike. The introduction of electricity and telecommunications also had a positive impact, providing better access to vital services. In addition, the town underwent a period of urbanization, with residential and commercial areas expanding to accommodate the growing population. The development of Leppington during the 20th century was a result of the combination of economic, social, and technological factors. The town's agricultural history has also influenced the design of many of the new developments, with many incorporating green spaces and landscaped gardens.

Despite the significant urbanisation of the area, agriculture remains an important part of the local economy. Many of the town's original farming families still own land in the area, and there are still several active farms in the surrounding countryside. The local council has also developed several initiatives to encourage sustainable agriculture in the region, including the establishment of community gardens and the promotion of locally grown produce.⁸

3.2. RABY ESTATE AND THE SUBJECT SITE

The subject site was originally part of the Raby Estate which was sold off as small farming plots. Raby Estate was described in 1914 as follows:

*This fine Estate aggregates a total of over 1900 acres of choice, undulating, well-grassed land, having a decidedly attractive, park-like aspect, with some very valuable timber on most of the blocks. It is situated close to the City Water Supply Canal, and supplies by syphen can be arranged for. Bounded and subdivided by well-made roads (Bringelly, Cowpasture, Rickard and Eastwood Roads), the property is but eight miles from Liverpool, six miles from Narellan, and under four miles of Ingleburn Station on the Sydney, Liverpool and Campbelltown line, with a good train service. The area of the several blocks range from ten acres to over thirty-three acres, large areas being easily obtainable by taking one or more adjoining blocks. POST OFFICE, PUBLIC SCHOOL, and STORES are only about a mile from the Estate. Wonderfully good value at from £5 per acre.*⁹

The images above and below show that before the school even opened, at least part of the subject site (Part B) was already divided into two lots and does not appear to have any relationship to the school.

⁸ Qi, J, Ding, L, and Lim, S 2021 'Toward cool cities and communities: A sensitivity analysis method to identify the key planning and design variables for urban heat mitigation techniques'

⁹ Sydney Morning Herald, 17 October 1914

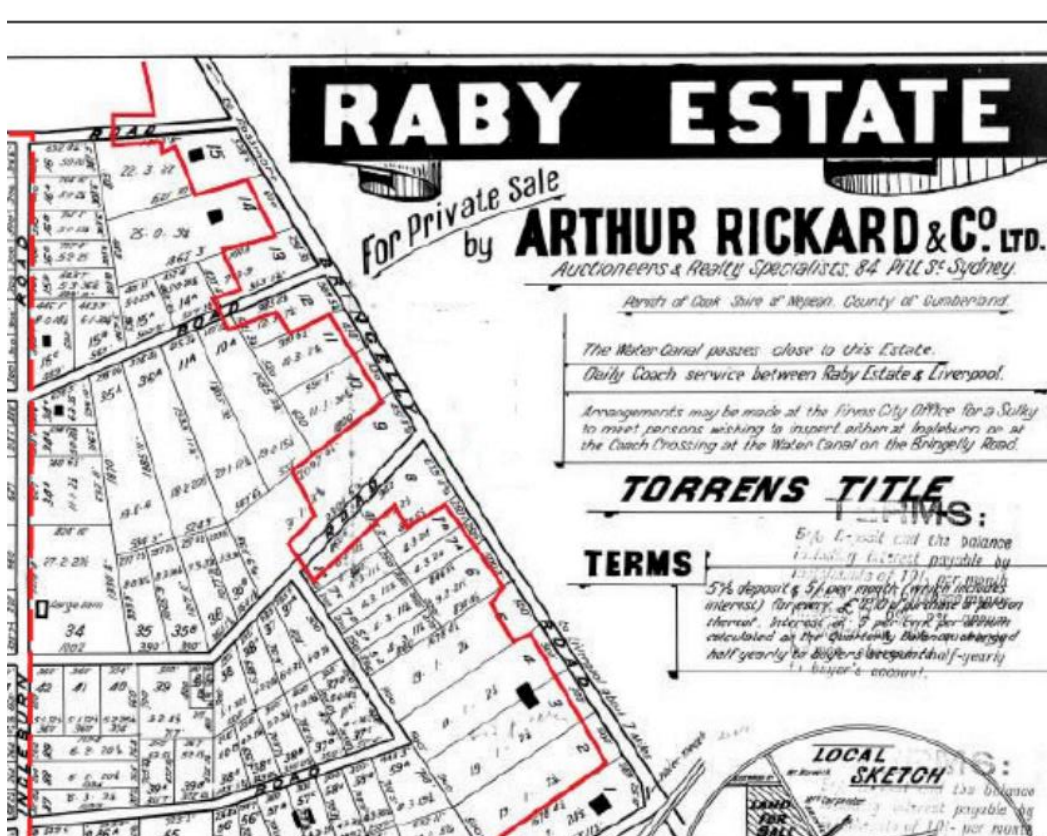


Figure 15 1914. Rickard advertisement for the sale of the subdivided land at Raby.

Source: Parish Map Preservation Project.

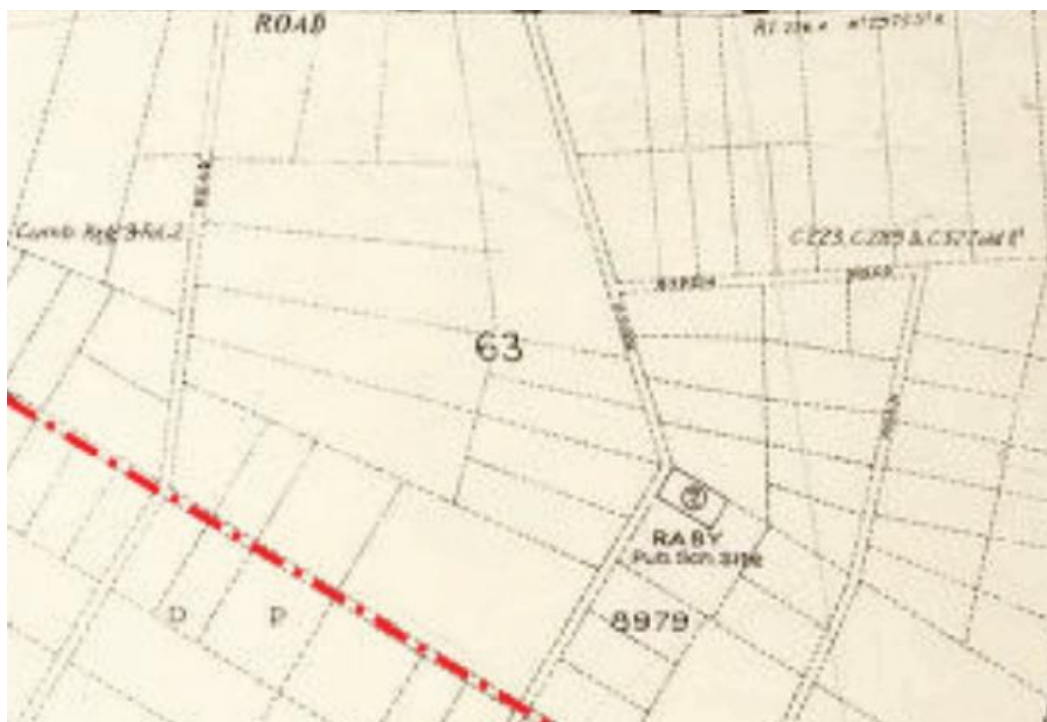


Figure 16 1928 Rickard Subdivision

Source: Parish Map Preservation Project.

3.3. LEPPINGTON PUBLIC SCHOOL

Leppington Public School occupies the site of the original 3000-acre grant issued to Alexander Riley on 8 October 1816, originally known as Raby Public School. In the early 1920s, the residents of the Raby Estate subdivision, south of Bringelly Road, initiated a campaign to establish a school in their locality. Several community meetings were organized, with the teacher from Austral Public School in attendance, and letters were written to the Department of Education.¹⁰

Eventually, the application for a school was approved, and the first building was completed in November of 1922. In January 1923, 28 students enrolled at the school, which initially consisted of a single weatherboard building with a verandah around three sides, and an open fireplace with brick chimney. Two water tanks stood at the rear of the building, supplying water from drinking and watering the garden.

Later in 1942, the east side of the classroom was extended by eight feet to cater for more pupils, partially enclosing the verandah, and additional buildings were erected on the school grounds during the 1950s. As the population of the area grew after World War II, the school grounds were extended northward in 1955-56. In the 1960s, a series of new brick buildings were constructed on the north side of the school. Initially, the school was named Raby Public School after Alexander Riley's estate. However, the local postal district is called Leppington, so the school's name was officially changed to Leppington Public School in 1955 to reflect this fact.¹¹

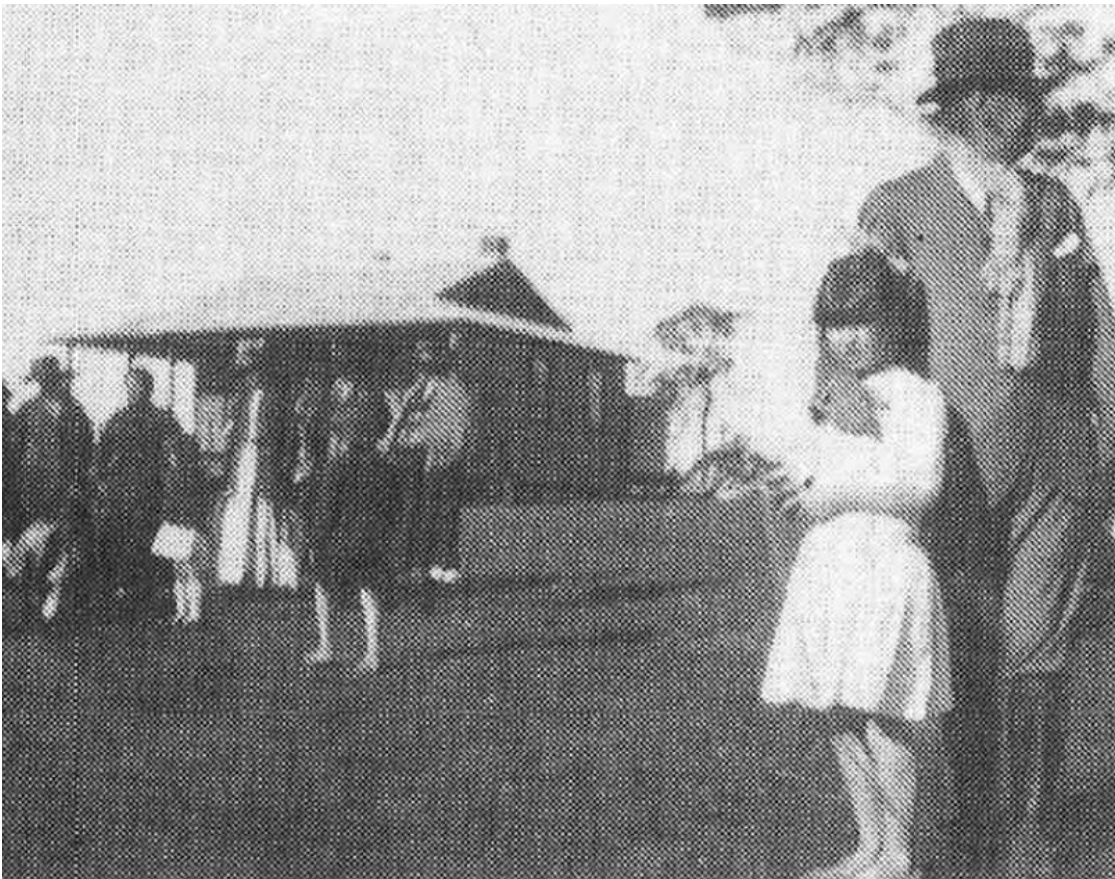


Figure 17 Original Raby Public School building 1923; view from the west

Source: Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure, Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016

¹⁰ Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure, Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 1 2012

¹¹ Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure, Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016

The district population increased steadily after World War II with the arrival of migrants from various countries including Italy, Yugoslavia, Czechoslovakia and England. There was a corresponding rise in enrolments at the school, and additional classrooms were gradually built between 1951 and 1961 to accommodate the growing number of students. Five weatherboard buildings were erected in a row along the south-western school boundary in the vicinity of the original school building, with an adjacent weathershed and ablution shed added during the same period. The name of the school was officially changed to Leppington Public School in 1955, after the local postal district.

The school reached its current extent in 1955-56, when approximately five acres of additional land was resumed to the north. Between 1966 and 1968, four new brick classrooms, an administration building, toilet block, and canteen were constructed in this area. A new brick library building was added in 1981.¹²

Buildings D and J (refer *Figure 9*) were both designed by J Van der Steen, Design Architect with the Government Architect's Branch, 1955-1964. Van der Steen designed several mid-twentieth century schools, including the Beverly Hills Girls' High School (documented in 1957) and Manly Girls' High School (documented in 1958).

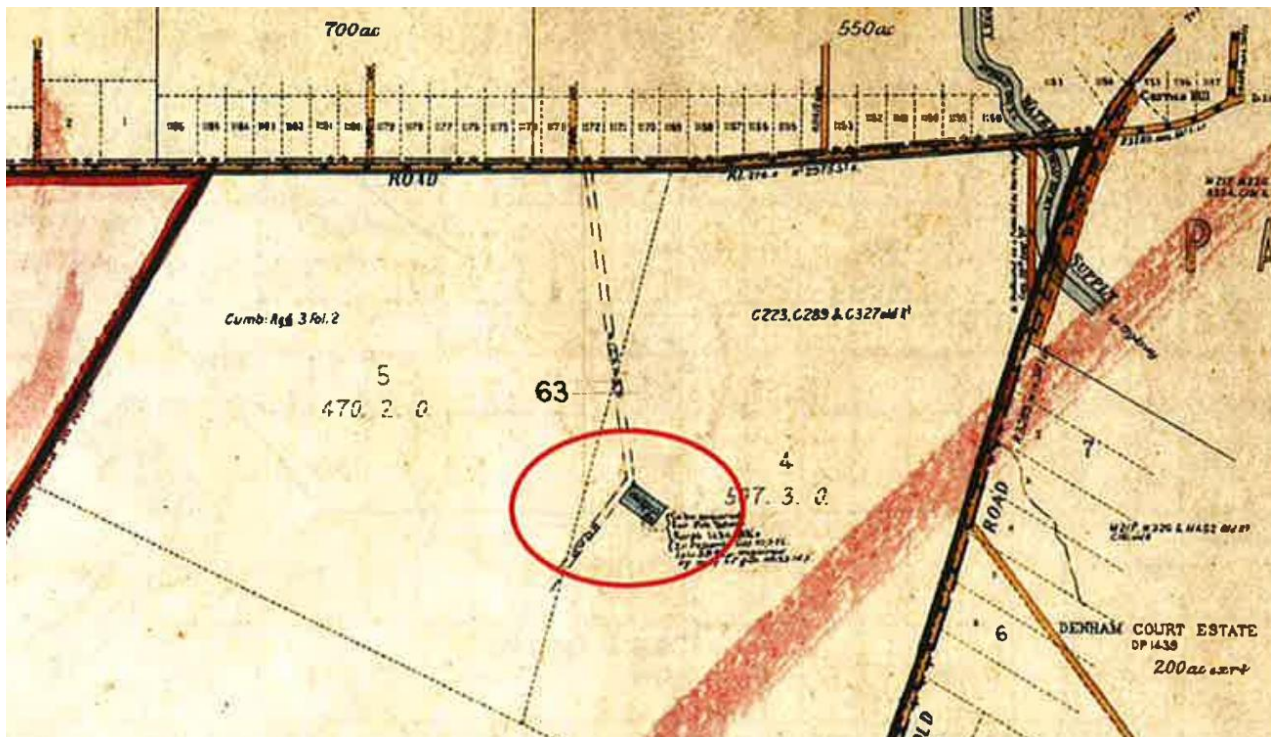


Figure 18 Detail of Parish Map of Cook, 1914-1928, showing land reserved for Raby Public School (red). The subject site is located to the north of the school.

Source: @ NSW Land Information Centre, Refi 14090502).

¹² Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure, Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016

4. HERITAGE SIGNIFICANCE

4.1. SUBJECT SITE

The subject site comprises pedestrian late 20th century and 21st century dwellings of no architectural merit and no heritage significance. The site does not have any known connections with people or events of significance. The subject site, including its current uses, do not make a defining contribution to an understanding of the development of the area. The site therefore has no heritage significance and does not meet the threshold of significance required for heritage listing.

The subject site does not have any identifiable connection with the heritage listed item in the vicinity.

4.2. LEPPINGTON PUBLIC SCHOOL

The below Statement of Significance has been sourced from the Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016, prepared by Australian Museum Business Services for the Department of Planning and Infrastructure.

The original Raby Public School building and the associated weatherboard classrooms form a coherent aesthetic group reflecting the early development of Leppington Public School and the surrounding district in the early - to mid-twentieth century. The expansion of the semi-rural school in the 1950s and 1960s, and the shift from weatherboard to brick classroom buildings, is demonstrative of a local population increase and demand for education during the post-war era in the Austral and Leppington areas. A link between the early and later periods, and between the southern and northern parts of the school, is provided in the weatherboard and brick Van der Steen designed classroom buildings. A mature fig and pine along the Rickard Road boundary likely mark the original school site and are visual landmarks in the local area. The school continues to play an important role in the local community and to provide a link with the migrant and agricultural history of the area.

School Element	Grading of Significance				
	Exceptional	High	Moderate	Little	Intrusive
Old Raby Public School building (Building H)		✓			
Weatherboard Van der Steen building (Building J)		✓			
Group of weatherboard buildings (Buildings I-M)			✓		
Weather shed (Building N)				✓	
Ablution shed (Building Q)		✓			
Brick Van der Steen building (Building D)			✓		
Group of brick buildings (Buildings A-E)			✓		
Buildings F, G and P			✓		
Farming implements			✓		
Mature plantings along Rickard Road (fig and pine)		✓			
Other cultural plantings (rose bushes, brush box trees in front of Building H, row of pines behind J Peck Oval)			✓		

Figure 19 Schedule of significant elements.

Source: Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016. Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure. With Urbis overlay.

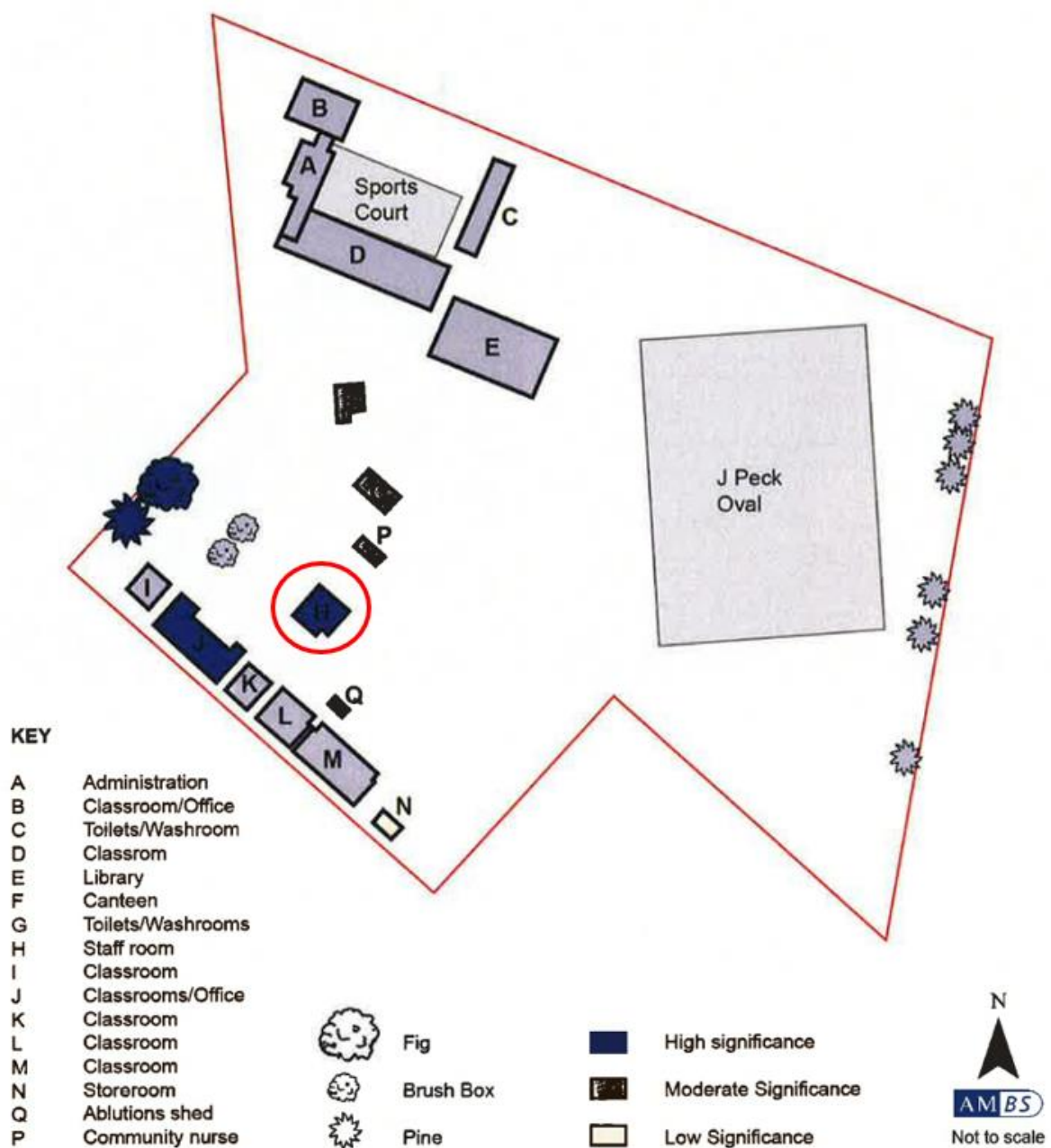


Figure 20 Map of school site identifying the hierarchy of significant elements across the site. The original school building is identified with the red circle.

Source: Austral and Leppington North Precincts - Historic Heritage Project, Vol 1 Part 2 2016. Prepared by Australian Museum Business Services for the Department of Planning and Infrastructure. With Urbis overlay.

5. ASSESSMENT OF HERITAGE IMPACT

The proposal is a 'new' project which complements the delivery of the Leppington Town Centre proposed by Camden Council. The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport infrastructure, by rezoning the site to enable transit-oriented development (TOD) within a town centre and increasing building height and floor space ratio (FSR) development standards to enable additional housing supply and diversity.

The proposed rezoning has been assessed for its potential to impact on the heritage significance of Leppington Public School. The following observations are made in relation to the potential heritage impact:

- No changes are proposed to the relevant SEPP in relation to heritage items. Therefore, the existing legislative heritage protection of Leppington Public School would be retained.
- No physical works are proposed as part of the application. Therefore, there is no potential for any physical impact on Leppington Public School.
- The Planning Proposal relates only to the subject site, which is located to the north west of Leppington Public School. Therefore, the rezoning would not facilitate any future physical impacts on Leppington Public School.
- The site is located within the SWGA. The Growth Areas identify the opportunities to deliver new suburbs which are critical to ensuring housing supply and securing economic development for the region. Leppington Public School will therefore inevitably exist in the context of higher density than which exists today. The Planning Proposal which allows for increased FSR and height is in line with the strategically accepted future character of the area, facilitated by the Region and District Plan objectives to significantly deliver housing supply.
- It is noted that during heritage investigations to inform the establishment of the existing heritage curtilage that it was acknowledged that Leppington Public School would likely be moved to a different site in the future and that the use of the heritage listed site would be changed. Considering the existing use of the public school is accepted for potential change, it is concluded that the existing uses of the unrelated site to the north west (the subject site) is appropriate for change from a heritage perspective.
- The heritage curtilage of the item was established with consideration for future neighbouring commercial buildings as part of a Town Centre. The curtilage provided for a 30m buffer around the original school building and retained its existing garden setting, reducing overshadowing by future neighbouring commercial buildings. Therefore, it is considered that appropriate heritage protection exists in the form of the intentionally applied heritage curtilage and the unlisted buffer to ensure that the rezoning and increased height and FSR would not dominate the heritage item.

The concept masterplan has been assessed for its potential to impact on the heritage significance of Leppington Public School. The following key components of the Concept Master Plan are sympathetic to the significance of the site:

- A public open space is maintained to the south west corner of Site B. This ensures a visual separation is maintained between the school site and higher density forms on the subject site and ensures that no principal views to the heritage item are dominated by the new development.
- Views to the site, as described in Section 2.3.2 of this report, are available along Rickard Road. Note that there are no significant views identified from the subject site.
- The buildings on the subject site are required to be removed to facilitate the Concept Master Plan. The dwellings are late 20th and 21st century buildings of no significance and they make no contribution to the significance of the heritage item. Therefore, there are no heritage constraints against the demolition of the subject items.
- Design development has not progressed to a stage where materials and architectural detailing have been chosen. A heritage consultant must be engaged as part of any future Development Application to ensure that the proximate development seeks opportunity to respect the character and values of the heritage item adjacent. This may also include opportunities for interpretation.



Figure 21 Concept masterplan for Civic Centre.

Source: Design Report

6. CONCLUSION

The proposed rezoning has been assessed for its potential to impact on the heritage significance of Leppington Public School. The following observations are summarised from Section 5 which also includes a preliminary assessment of the Concept Master Plan.

- The subject site is located across the road from the heritage item and substantially to the north west. There would be limited opportunity to view both sites in the same context. Even so, the below points are relevant to the Planning Proposal.
- The site is located within the SWGA. The Growth Areas identify the opportunities to deliver new suburbs which are critical to ensuring housing supply and securing economic development for the region. Leppington Public School will therefore inevitably exist in the context of higher density than which exists today. The Planning Proposal which allows for increased FSR and height is in line with the strategically accepted future character of the area, facilitated by the Region and District Plan objectives to significantly deliver housing supply.
- It is noted that during heritage investigations to inform the establishment of the existing heritage curtilage that it was acknowledged that Leppington Public School would likely be moved to a different site in the future and that the use of the heritage listed site would be changed. Considering the existing use of the public school is accepted for potential change, it is concluded that the existing use of the unrelated site to the north west (the subject site) is appropriate for change from a heritage perspective.
- The heritage curtilage of the item was established with consideration for future neighbouring commercial buildings as part of a Town Centre. The curtilage provided for a 30m buffer around the original school building and retained its existing garden setting, reducing overshadowing by future neighbouring commercial buildings. Therefore, it is considered that appropriate heritage protection exists in the form of the intentionally applied heritage curtilage and the unlisted buffer to ensure that the rezoning and increased height and FSR would not dominate the heritage item.

Based on the observations in this report, the Planning Proposal is supported from a heritage perspective..

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