

MEADOW VALE, 717 APPIN ROAD, GILEAD



URBAN DESIGN AND MASTER PLANNING STUDY

PREPARED FOR
MEADOWVALE DEVELOPMENTS PTY LTD

inspire
planning

Project 23507, 11 SEPTEMBER 2025

MEADOW VALE

URBAN DESIGN AND MASTER PLAN STUDY



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Project No. 23587
Issue version: D
Issue date: 11.09.2025



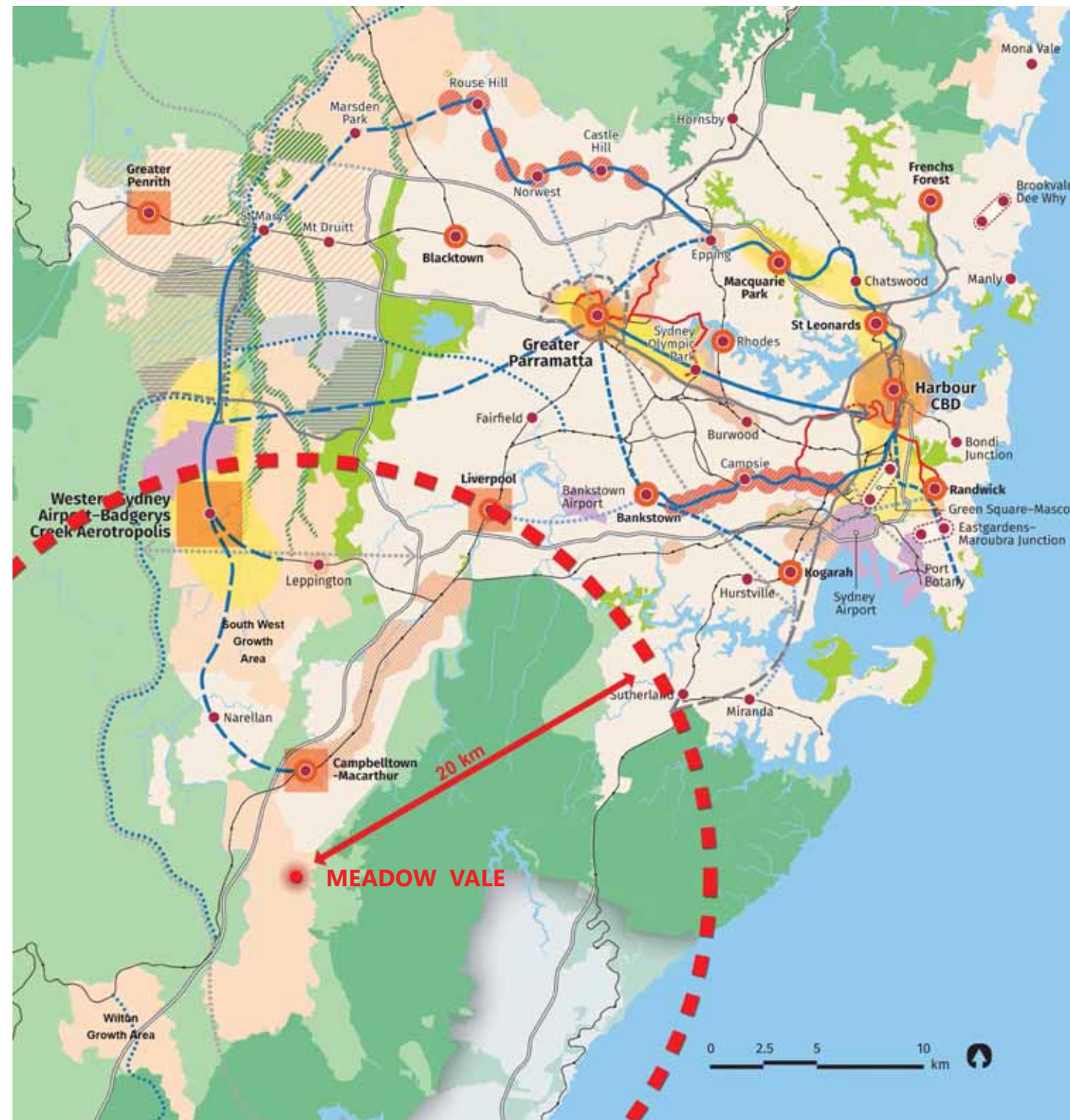
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1.0 Introduction



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This document introduces the vision and proposed plans for the future use and development of Meadow Vale as a resilient urban community of 850 homes. The vision and proposed plans are conceptual only. They are presented to support the rezoning planning proposal submitted to Campbelltown City Council. They may change following guidance and advice by Campbelltown City Council, the community and other stakeholders.

1.1 Why This Urban Design Vision?

Meadow Vale lies on the eastern edge of the Nepean River Valley on Appin Road in the suburb of Gilead. It is located in the heart of a dynamic development corridor in the Campbelltown Local Government Area in the Macarthur Region in South Western Sydney. The area is being transformed by new residential communities, parklands, conservation greenbelts, infrastructure construction, a new international airport and employment precincts, all within 20 kilometres of the site.

To the north of the Site is the Macarthur Centre and Campbelltown Central Business District. North west of the site is the South West Growth Centre. It is progressively being rezoned and developed for new housing, centres and employment land. Beyond that is Western Sydney's new airport and the Aerotropolis Employment Precinct. The airport is on track to open in 2026 (next year), and the Aerotropolis Precinct was rezoned in March 2022 for urban development. Land to the south in Wilton has also recently been rezoned for urban development and subdivision construction has commenced.

> Figure 1: The Site in the Greater Sydney Region Plan
(Plan source: DPE)

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> View of Meadow Vale Farm Dam

The site can easily be serviced by road and bus based public transport. It can efficiently be serviced by sewer, water and power as planned augmentation by utility agencies progresses. Construction of the upgrading of Appin Road is planned to commence in the foreseeable future.

As the property has been identified for planned urban development in NSW Government planning documents, changing its use has acknowledged strategic merit. Therefore it is a leading candidate for rezoning to urban purposes.

In essence the short and longer-term values of this remarkable site will revolve around fundamental but difficult questions, namely:

- What uses is the site suitable for (i.e. its land development capability)?
- What activities - type, intensity, and location could be located there and what are their needs (i.e. the demand upon the land and buildings)?
- Are the uses that seek, or are likely, to go there, their form and character and the development required the most appropriate given the attributes of the area, its environs and other objectives?
- What is the most appropriate planning and design framework to guide development?
- How can/could the site contribute to the enhancement of Campbelltown's assets and quality of life (e.g. by provision of some public uses/facilities/amenities or helping to resolve other local or wider issues)?
- What is likely to be the most appropriate balance between development and wider public use and hence distribution and enjoyment of benefits (direct and indirect)?

The above questions confirm the emphasis on the need for a thorough appreciation of the opportunities and constraints - and means of overcoming those constraints - associated not just with the site but also with its environs.

The most appropriate method to address these questions lies in the preparation of an Urban Design Vision. It forms part of the rezoning planning proposal package.

1.2 The Scope and Objectives of the Urban Design Vision

The scope of the Vision and its primary objectives are to:

- At the outset:

1. Consider important interface opportunities and the approach to the disposition of land uses, built form and access and relationships of uses to the site's natural, heritage, landform, environmental assets, neighbouring uses and infrastructure via a thorough understanding and analysis of the site and its context.

- Specifically:

2. Be sensitive to the needs of pedestrians, cyclists, motorists and promote connections/integration with Appin Road, the Gilead Stage 2 project, neighbouring future developments, movement patterns and the area's public transport facilities;
3. Be sensitive to and recognise and promote connections with the areas environmental assets, particularly areas of connected vegetation that may act as inviting and productive flora and fauna corridors through the area and the presence of the Beulah Nature Reserve (subject to a biobank agreement in 2010-2011) adjoining the northern boundary of the site, consistent with objectives of the Cumberland Plain Conservation Plan (CPCP);
4. Encourage a sustainable urban ecology by understanding landform, views, microclimates, spatial quality, built form and sun and shade patterns;
5. Identify some enduring uses and places of significant public benefit that would enhance the total character, amenity and viability of the site and its surroundings; and

- Finally:

6. Present recommendations that will indicate development potential and illustrate compelling development concepts, which are economically and environmentally sustainable, and based on sound marketing, financial, social, environmental and physical analysis of the area.

2.0 The Development Context



2.1 Recognising Country

The site is located in the land of the Tharawal. It has significance to the traditional owners and custodians of the area and a core belief maintained by Aboriginal peoples is that if we care for Country, it will care for us.

The neighbouring Aerotropolis Precinct has comprehensive requirements to ensure that all planning and design for a project commences with Country. While Meadow Vale does not fall within the planning requirements of the Precinct, it is appropriate that the same respect and recognition is shown.

The Draft Guidelines pose a comprehensive suite of questions to guide the commencement of a project. Only some are listed below:

1. Has this project considered Country in the first instance to inform the spatial layout?
2. Does the project prioritise Country, including the environment, natural ecosystems, topography, fauna and spiritual connection?
3. How can this decision restore or enhance Country to support a sustainable future for the Aerotropolis?
4. Will this decision result in drastic and irreversible changes to this Country and community?
5. How does the project promote connection to Country (Page 18).

In terms of cultural landscapes, the Guidelines pose the following questions to the master planners:

1. Has this project considered Country in the first instance to inform the spatial layout?

2. Does the project prioritise Country, including the environment, natural ecosystems, topography, fauna and spiritual connection?
3. How can this decision restore or enhance Country to support a sustainable future for the Aerotropolis?
4. Will this decision result in drastic and irreversible changes to this Country and community?
5. How does the project promote connection to Country? (Page 29)
6. Has the spatial layout of the project been informed by the natural landscape combined with identified cultural values (i.e. creek and ridgeline connections including views and physical connections)?
7. Is the design of the project sympathetic to the natural topography of the landscape?
8. Does the project preserve clear and legible links between ridgetops and creek lines within the site and broader cultural landscape?
9. Does the project protect and restore native vegetation corridors and wildlife movement corridors within the site and broader cultural landscape?
10. Are there opportunities for the project to restore landscape through regeneration of native vegetation?
11. Has the project prioritised planting that honours the original landscape? (Page 33)

12. Has our project used the water systems (including riparian corridors) and flood mapping as a base layer to inform our spatial decisions?
13. How does this site connect to the broader water system within the cultural landscape?
14. How is the project responsive to the water cycle of drought and floods?
15. Does the project prioritise the most non-intrusive and natural design interventions for water management infrastructure?
16. Are there opportunities to orientate development towards the water to increase visibility and connection to Country?
17. Have new and innovative approaches to water management been used to limit overengineering the natural environment?
18. Are there opportunities for the project to encourage engagement with water? (Page 34)

These questions need to be considered and incorporated into the Vision, approach and draft plans that follow.

It is acknowledged that, at this early stage, while some questions will be contemplated many additional questions posed by the Guidelines need to be considered in detail and inclusively. The preparation of this urban design vision will be done without input from Aboriginal stakeholders. This process will commence as the rezoning progresses.

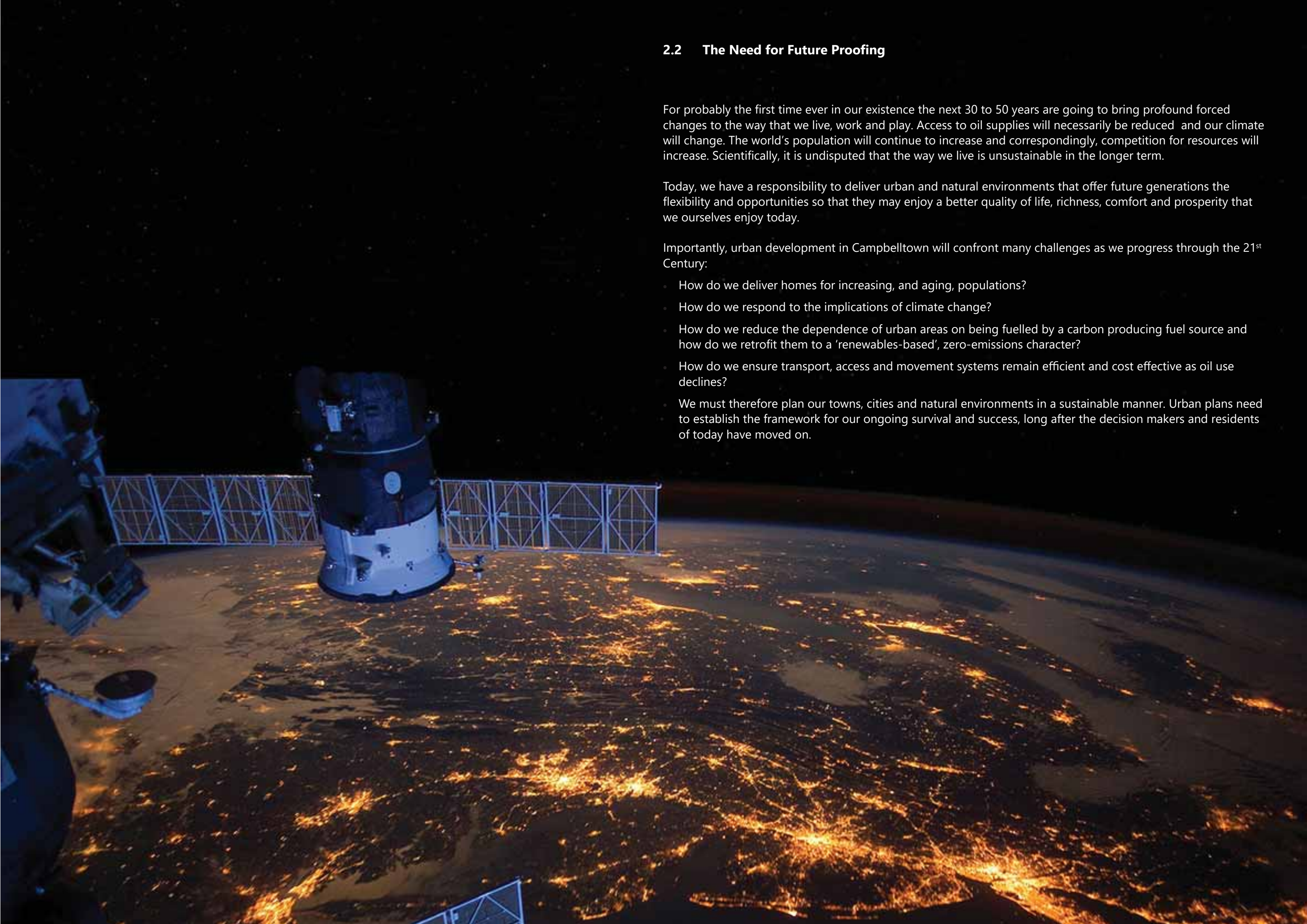
2.2 The Need for Future Proofing

For probably the first time ever in our existence the next 30 to 50 years are going to bring profound forced changes to the way that we live, work and play. Access to oil supplies will necessarily be reduced and our climate will change. The world's population will continue to increase and correspondingly, competition for resources will increase. Scientifically, it is undisputed that the way we live is unsustainable in the longer term.

Today, we have a responsibility to deliver urban and natural environments that offer future generations the flexibility and opportunities so that they may enjoy a better quality of life, richness, comfort and prosperity that we ourselves enjoy today.

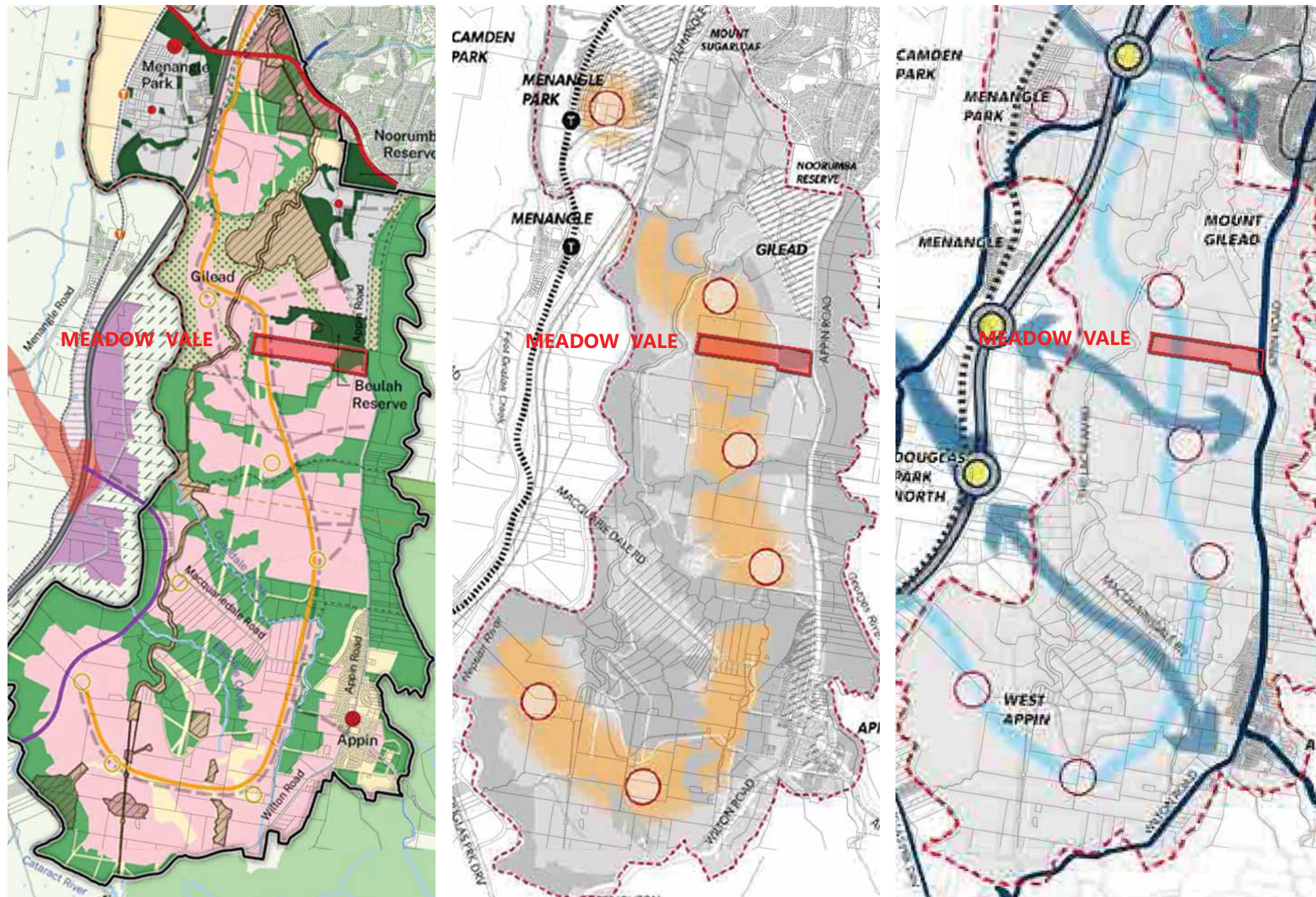
Importantly, urban development in Campbelltown will confront many challenges as we progress through the 21st Century:

- How do we deliver homes for increasing, and aging, populations?
- How do we respond to the implications of climate change?
- How do we reduce the dependence of urban areas on being fuelled by a carbon producing fuel source and how do we retrofit them to a 'renewables-based', zero-emissions character?
- How do we ensure transport, access and movement systems remain efficient and cost effective as oil use declines?
- We must therefore plan our towns, cities and natural environments in a sustainable manner. Urban plans need to establish the framework for our ongoing survival and success, long after the decision makers and residents of today have moved on.



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> Figure 2: The Site in the Greater Macarthur Structure Plan :
 The Plan (Left)
 The Density Strategy (middle)
 The Future Transport Plan (Right)
 (Plan source: DPE)

2.3 The Planning Context of the Site in the Campbelltown LGA

The Western City District Plan

The Western City District Plan is a 20-year plan that guides implementation of the Greater Sydney Region Plan and links regional and local planning in Campbelltown. In the Region and District Plans the site is identified as part of the Western Sydney Land Release Area.

The scope of the proposal and the nature of the land use density, infrastructure servicing and conservation activities can be considered low scale local growth that is consistent with the intent for the Land Release Area.

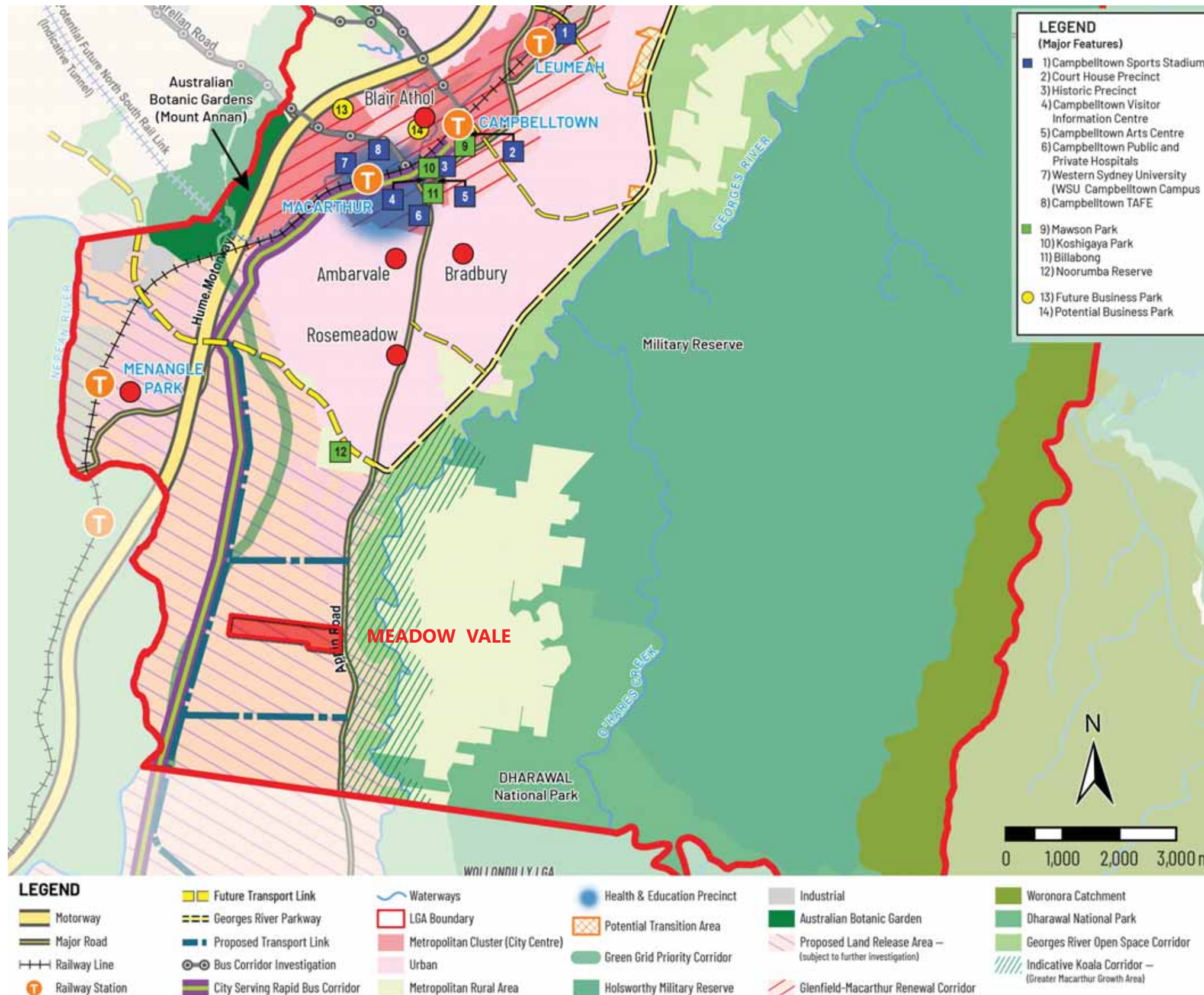
The Greater Macarthur Growth Area

The site is in the northern half of the Greater Macarthur Growth Area. Lands to the north and south are identified in the Greater Macarthur Growth Area Structure Plan for release for residential development. The Structure Plan establishes a framework of land uses and transport connections that will influence the use of the Site. Of relevance, these include:

- 'Avoided Land' and 'Strategic Conservation Land' mapped in the Cumberland Plain Conservation Plan that form a green grid through the site and a green belt around the site and area;

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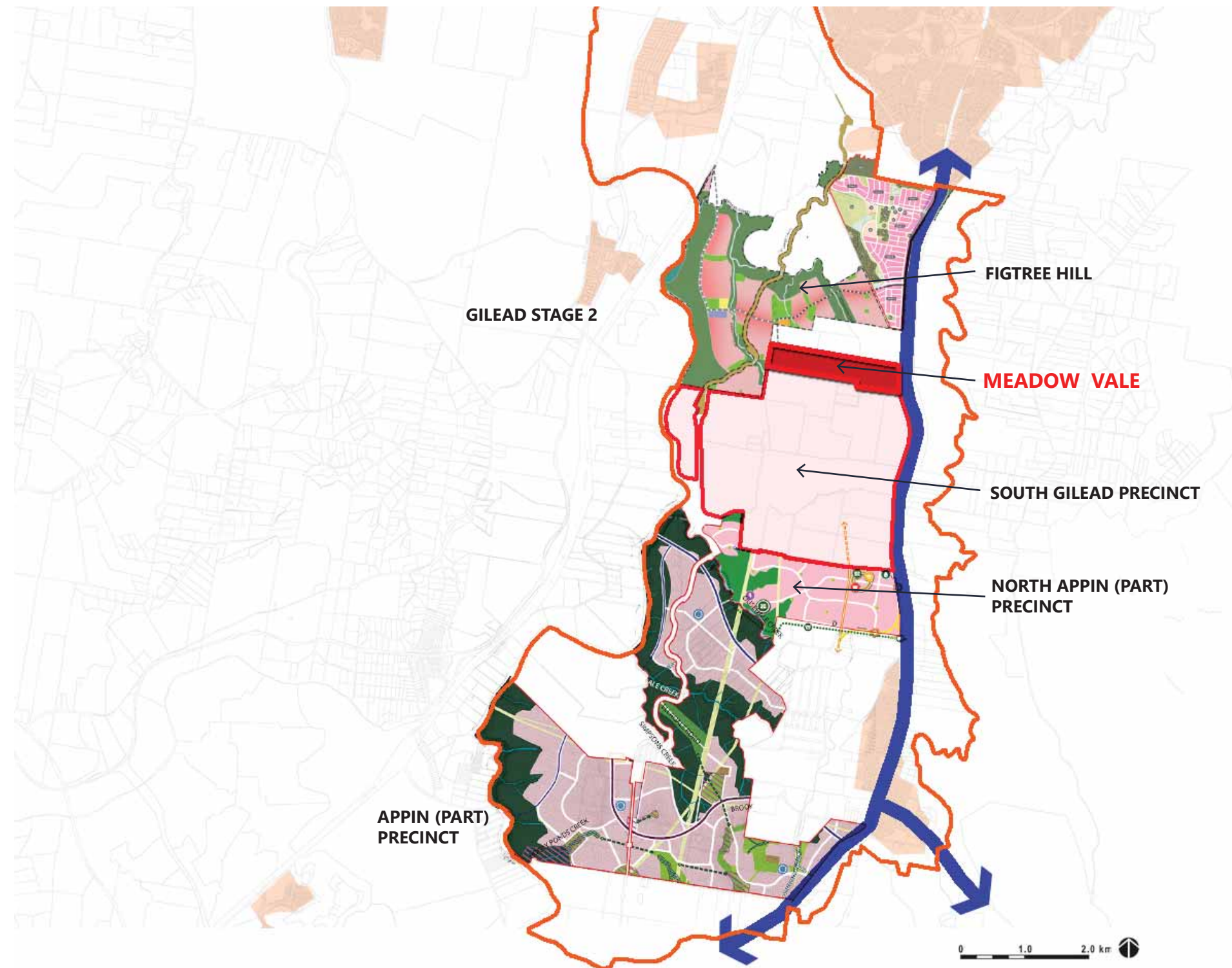
> Figure 3: The Site in the Campbelltown Local Strategic Planning Statement
(Map source: Campbelltown City Council)

- A regional public transport and road network anchored by a proposed bus transitway corridor with adjoining sub-arterial road and an upgraded Appin Road. Both future connections will provide direct access to the site;
- A network of regional open space and centres in close proximity to the site that may serve future households residing in the site; and
- An emphasis on medium density (R3 zone, with a 25 to 45 dwellings per hectare density band) within 400 metres of services, shops and the transport corridor.

The Campbelltown Local Strategic Planning Statement

The Campbelltown 2040 LSPS provides Council's 20 year land use vision for the City. The Vision in the LSPS is supported by accompanying strategies; the most relevant of which are the Housing, Green Grid / Open Space and Transport Strategies. Of relevance:

- The site is identified in the LSPS in the Council's Proposed Land Release Area (LRA) for housing, consistent with the District and Regional Plans;
- The infrastructure easements (electrical and gas) that traverse the site are identified as future open space and major parts of Western Sydney's Green Grid;
- The land along the Upper Canal that is located close the site is identified as part of a future open space corridor;
- There is an important emphasis on the need for urban greening, particularly the establishment of an effective tree canopy in urban areas, with the aim of achieving 40% cover; and
- 5,000 to 10,000 sqm of future employment gross floor area is identified for Gilead.



> Figure 4: Development and Proposals Along Appin Road Corridor

The Appin Road Corridor

The site comprises a large parcel of land on the western side of Appin Road. Lands to the south and north of the site have recently been rezoned for urban development or are subject to rezoning proposal. Development consents have been issued to enable construction of the first stages of subdivision at Lend Lease's Figtree Hill development 1.0 kilometre to the north of the site. The development will obtain access from Appin Road to the north of the site via construction of a new roundabout.

Transport for NSW has prepared plans to upgrade Appin Road to a four lane separated sub arterial road. Construction will commence in the future.

Further south there are three further development proposals:

- "South Gilead Precinct;" adjoining to the south. It is an 835 ha area that will accommodate approximately 9,000 homes including 124 hectares of green space and 272 hectares of environmental conservation land;
- "Appin Part Precinct;" a 1,378 hectare site that will accommodate 12,900 homes and 470 hectares of environmental conservation land; and
- "North Appin Part Precinct;" a 301 hectare site that will accommodate 3,000 homes and 56 hectares of environmental conservation land.

2.4 Public Transport Supportive Development

All planning strategies discussed above place an emphasis on a scale, pattern, density and form of urban development that supports public transport.

To encourage the community to reduce their need for and use of the car requires the implementation of a convenient, cheap, comfortable and inviting public transport system to replace it. At the heart of the whole approach is the need for public transport to be convenient, comfortable and competitive with the car.

This requires sufficient densities of people (residents and workers) to support a frequent service and a high standard of infrastructure (buses/trains, transit stops, security, information, etc).

In terms of density, the table illustrates some commonly accepted benchmarks.

Greater Macarthur is fortunate in that there is a high capacity public transport corridor proposed through the area that traverses the site.

Level of Service	Required Residential Density
Bus with route spaced 0.8 to 1.0 km apart, and 1 hour frequency	10 dwellings per hectare adjacent to route.
Bus with route spaced 0.8 to 1.0 km apart, and 0.5 hour frequency	17 dwellings per hectare adjacent to route.
Bus with route spaced 0.8 to 1.0 km apart, and 10 – 15 minute frequency	37 dwellings per hectare adjacent to route.
Light rail / Rapid bus transit with 5 minute frequency at peak hours	30 dwellings per hectare average density over an extensive area with high densities in central areas and around stations / stops.

> Table 1: Appropriate Residential Densities to Support Public Transport

This is a significant opportunity for the site. Master planning should promote an urban environment that capitalises on the availability of this asset and orient land uses, development and street networks to support its use.

The structure of a Public Transport Supportive Master Plan should comprise:

- The identification of an appropriate location for a public transport (transit) stop and the identification of a comfortable and convenient walking distance from the stop. A commonly accepted standard is 400 metres to a bus stop, which represents a 5 minute walk (these distances obviously vary with topography and the character of the area).
- The establishment of a street pattern and/or pedestrian network that generates a dense fine-grain network that leads to the transit stop.
- The creation of walkable streets that are comfortable, safe and inviting for the pedestrian. This requires footpaths, lighting, street trees for shade and buildings addressing street (for casual surveillance and active/interesting frontages).
- There should be a choice of higher density dwellings within comfortable and convenient walking distance from the transit stop to meet housing need and promote a balanced community.
- The introduction of a mix of land uses that is anchored by a local centre for local residents to gravitate to which comprises an integration of open space. The local centre should be perceived as the “heart” of the community, which meets its day to day needs.



Planning Oriented Towards a Walkable Catchment Focused on a High Efficiency Public Transport Stop



Permeable and Legible Road and Path Networks Connecting a Mixed Use Employment and Living Precinct



Comfortable Green Streets Offering Shade and Local Climatic Improvements to Achieve Amenity and Urban Heat Island Objectives



A Range of 'Urban' Rather than 'Suburban' Residential Densities to Provide Housing Choice and Affordable Housing Options, and Support Public Transport



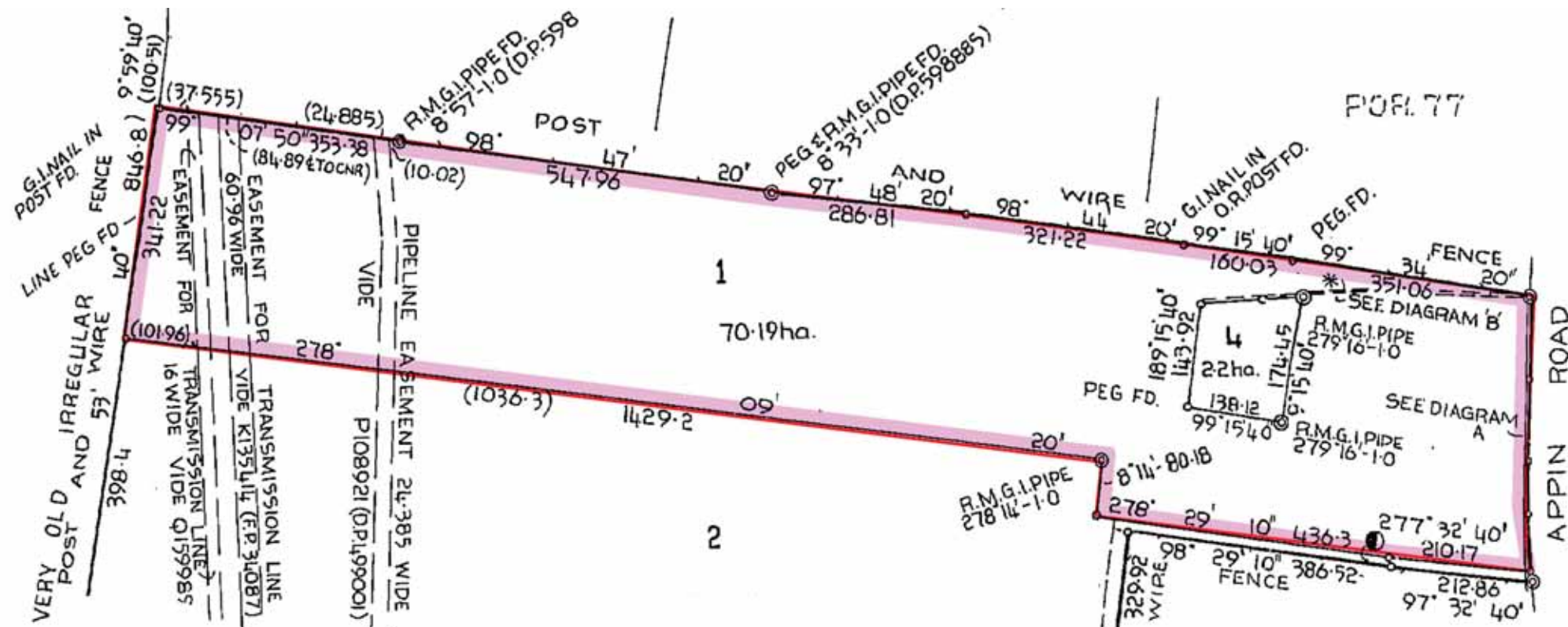
A Definable and Memorable "Community Heart" Offering Covenant Access to a Range of Civic, Cultural, Community, Health, Education services and Employment Opportunities Evoking a Strong Sense of Place and Community Identity

3.0 The Site



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3.1 Site Description

The site comprises one lot known as No. 717 Appin Road and is legally described as Lot 1 in DP 602888. It is located in the suburb of Gilead in the Campbelltown Local Government Area in south west Sydney.

The Site comprises a regularly shaped rectangular parcel of land generally situated along a west to east alignment. It has an area of 72.39 ha and is bounded by Appin Road to the east and private property to the north west, west and south that is identified for future development. The northern side of the site adjoins the Beulah Nature Reserve owned by The NSW Government.

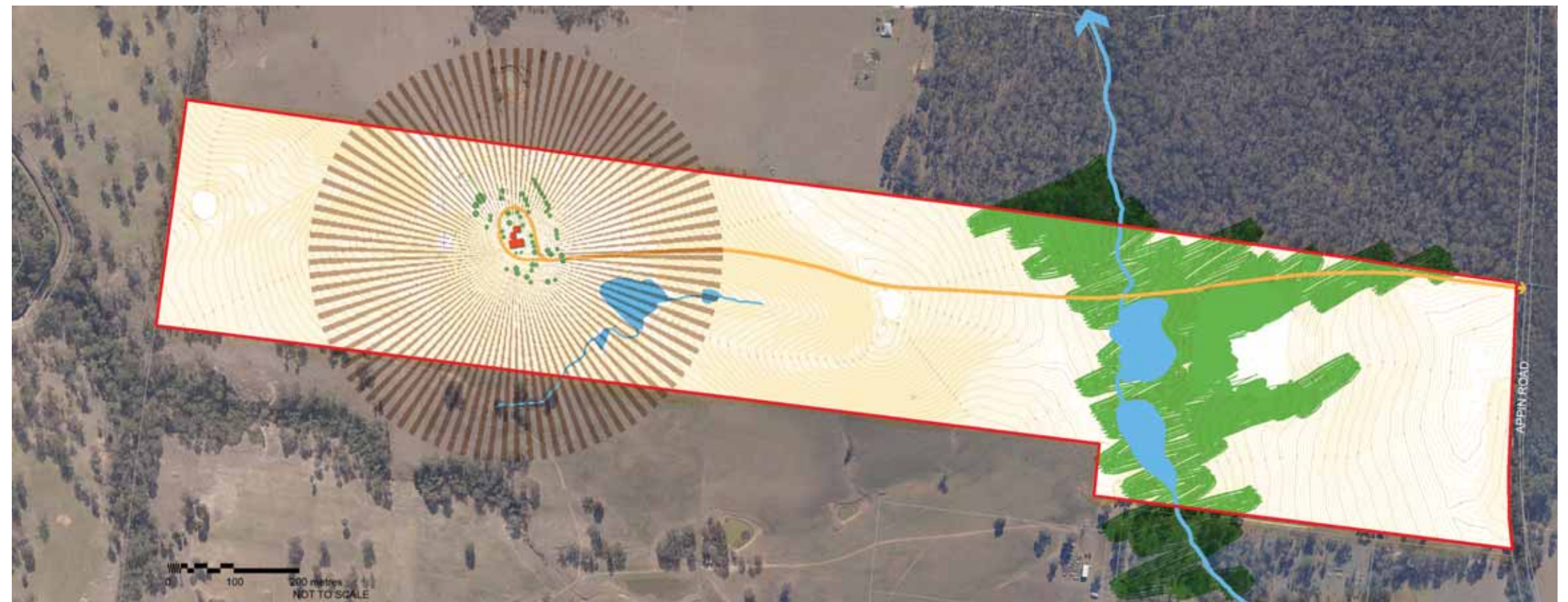
In the centre of the site is a separate lot that contains a dwelling house. It has access through the site to Appin Road via 6 metre wide right of carriageway.

The survey plan indicates a number of existing easements on the title including three aligned roughly along the western boundary for a 330 kV Transgrid power line (60.96 metres wide), a 132 Kv power line (16 metres wide) and Jemina's major Eastern Gas Pipeline in a 24 metre wide easement. There is also a bulk water main that crosses the site adjoining the gas easement. All of these bulk utility easements must be considered in any master planning. This is discussed further in Part 3.7 below.

> Figure 5: Site Details
Extract from Deposited Plan (Top)
Aerial Photograph (Bottom)

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> Figure 6: Site Land Use Character and Heritage

3.2 Land Use Character and Heritage



> View of Meadow Vale Looking North West at Entry

The site has a long history of agricultural use and is predominantly cleared and used for grazing. It contains buildings associated with its agricultural use including dwellings and machinery sheds. Fencing and farm dams are also scattered across the site.

A large part of the land in the north east corner contains remnant vegetation and there is a prominent corridor of trees north-south through the eastern half of the site along the course of Woodhouse Creek. The creek forms one of two that dissect the area. It is the largest of the two and is classified as a Category 1 stream and invokes a riparian corridor requirement in the order of 10 metres wide either side of the top of the bank in accordance with current policies.

The second is the uppermost part of a smaller creek of lower significance and can be removed by development. Both creeks are tributaries of Nepean Creek that joins the Nepean River at Menangle.

The site also contains a dwelling that has recognised heritage significance confirmed by investigations by consultants Umwelt (refer to separate report in the rezoning planning proposal package). The dwelling is located on a low hill in the western part of the site. They obtain access to Appin Road by a long driveway through the site.

3.3 Access and Connectivity

The site forms part of a major movement corridor within Campbelltown that has significance for public transport, motorists as well as cyclists and pedestrians.

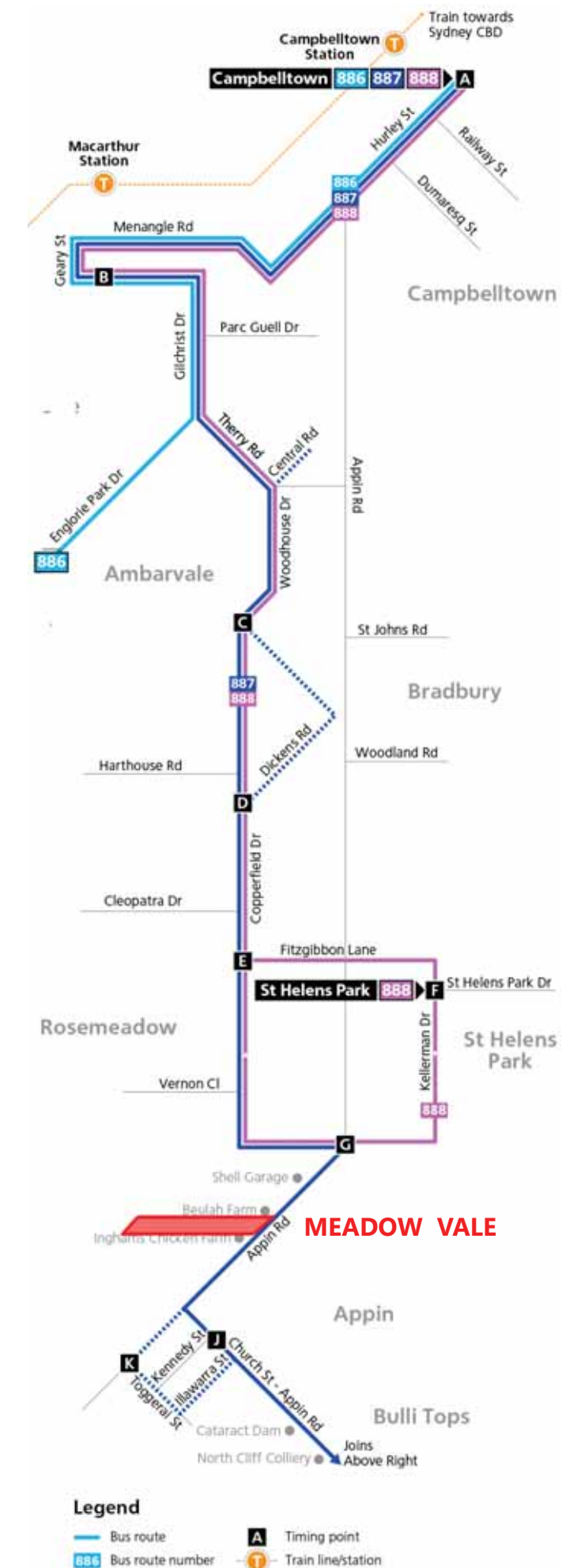
Today, Appin Road is the primary road that provides access to the north and other parts of the Metropolitan Area. It currently is also the primary public transport link within the area, accommodating Busaway Bus Route No. 887 that connects Wollongong and Campbelltown. It also plays an important role linking activities along the corridor with the Hume Motorway via Picton Road.

In the future the role of Appin Road will change substantially. Its connectivity with the Hume Motorway will improve via the Spring Farm Parkway intersection (currently under construction) when Menangle Road is connected to Appin Road via the future east-west Link Road. Its public transport function will also evolve with the construction of the proposed bus transitway (refer to discussion in Part 2.3 above), which will see a reorientation of public transport routes.

> Figure 7: Existing Public Transport Servicing the Site (Source: Transport for NSW)



> View of Appin Road Looking South (Existing Site Entry to Right of Image)



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> View West from Highpoint
in Site of the Nepean River
Valley. Mt Razerback in
Distance



3.4 Landform and Views

Undulating landform distinguishes the character of the site, ranging from 195 metres AHD at the centre of the site to 132 metres in the south west corner. There is a prominent ridgeline that divides the land into two parts. The ridgeline generates challenging topography in places to the west with gradients greater than 15% that will require land modifications to make it suitable for subdivision. Refer to **Figure 9** on the following page.

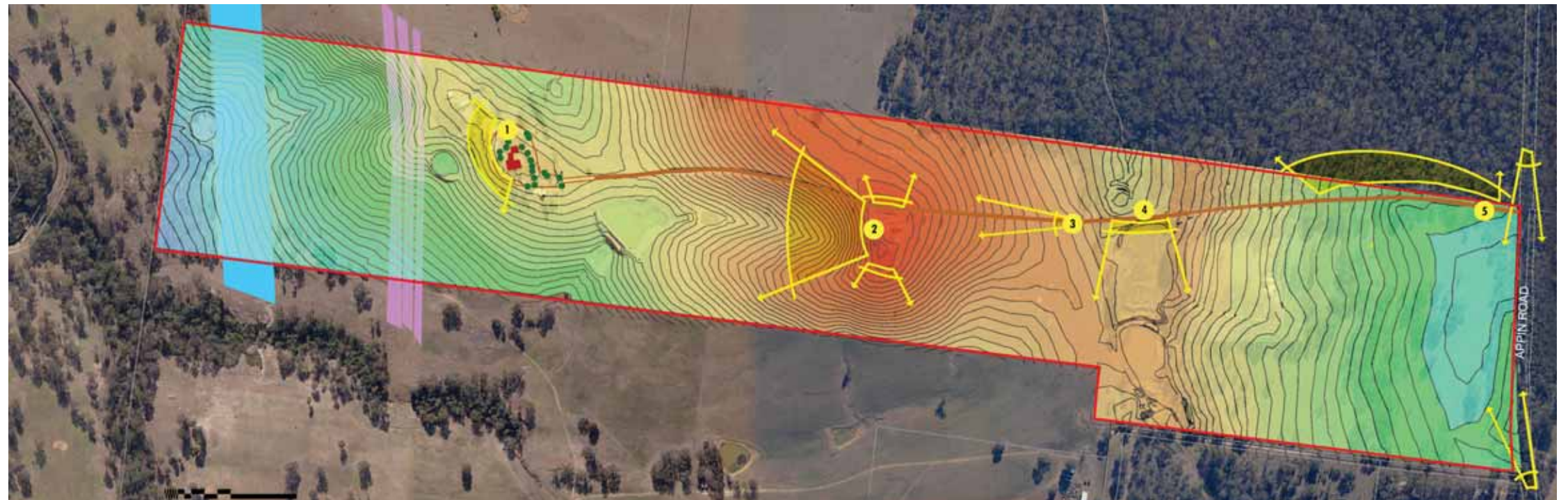
However it offers magnificent views out to the west across the Nepean River Valley to the Razorback Range that need to be preserved and celebrated in the pattern of public places in the site to allow all residents and visitors to future development in the site the opportunity to enjoy the experience offered by views to the Valley and Range.

Due to the elevated nature of the site and sparse surrounding development no properties outside the site (near and distant) enjoy views into the site.

> Figure 8: Terrain Model of Meadow Vale in the Nepean River Valley

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> Figure 9: Landform and Views



- > Views from Key View Points
- (1) West from Meadow Vale Homestead
 - (2) West from Central High Point
 - (3) West along Existing Track to High Point
 - (4) South across Farm Dams in Woodhouse Creek
 - (5) North of Beulah Nature Reserve at Entry

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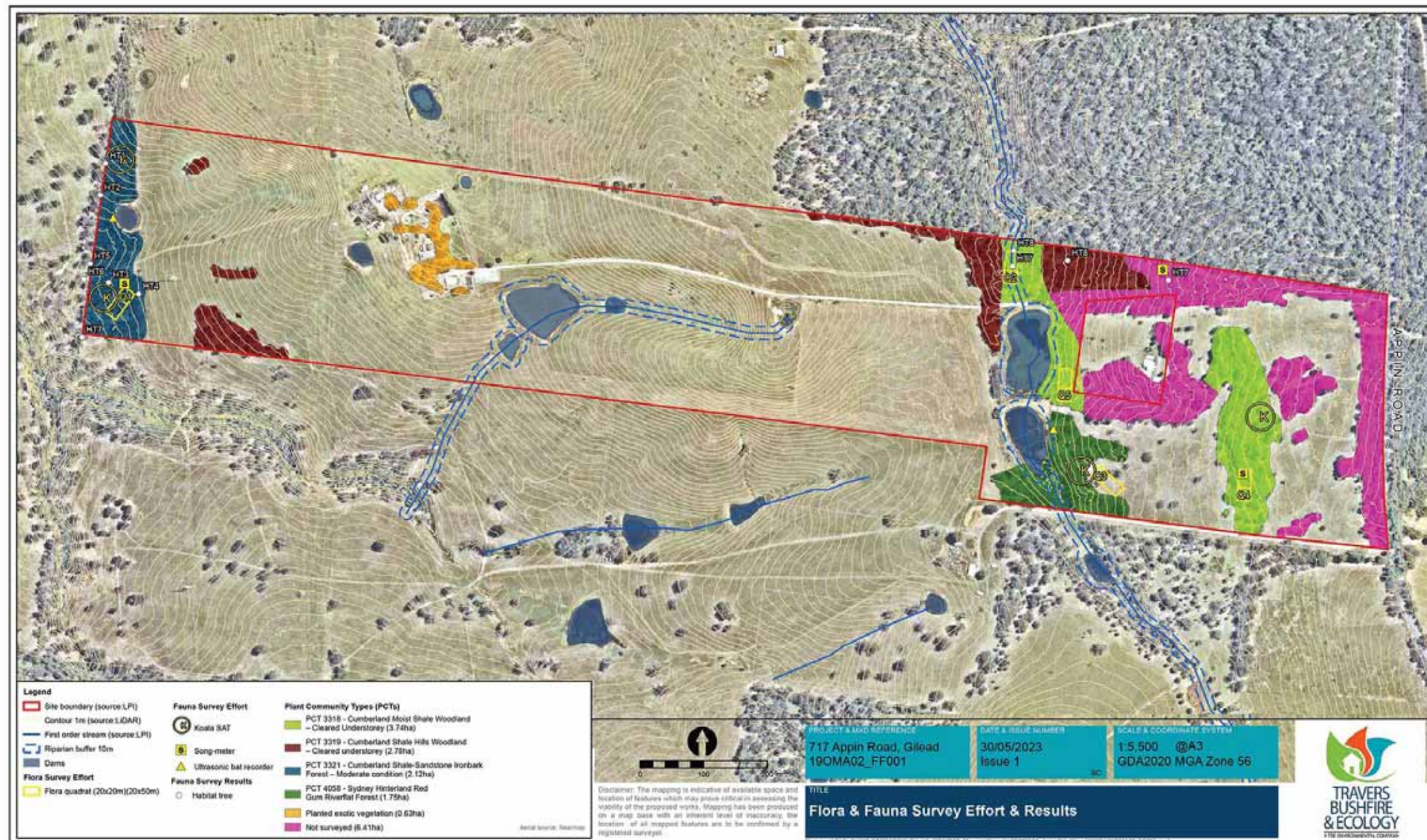
3.5 Natural Environment

The existing flora and fauna characteristics of the site have been mapped and assessed by consultant Travers Bushfire and Ecology Pty Ltd. Its report is included in the rezoning planning package.

A site investigation by Travers in May 2023 noted three large concentrations of Plant Community Types (PCT) are present on the site:

- Cumberland Moist Shale Woodland (PCT 3318);
- Cumberland Shale Hills Woodland; (PCT 3319); and
- Sydney Hinterland Red Gum Riverflat Forest (PCT 4058).

The woodland communities are listed as Endangered Ecological Communities (EECs) as defined under the Biodiversity Conservation Act 2016. They also form components of Cumberland Plain Woodland, which is listed as endangered under the Environmental Protection and Biodiversity (EPBC) Act 1999.



> Figure 10: Natural Environment Characteristics (Source: Travers)

3.6 Land Capability, Hazard and Resilience

There are a number of matters that require consideration:

- Bushfire
- Flooding and Hydrology
- Mine Subsidence
- Contamination
- Urban Heat
- Geology

Bushfire

Adjoining vegetation and vegetation within the site create bushfire hazards and master planning needs to be conscious of, and recognise, the bushfire hazard risk that is evident.

At a preliminary level this will require the identification of bushfire hazard 'asset protection zones' (i.e. APZ buffers) within subdivision design where urban development interfaces with creeks, woodland and agricultural land at the site boundary.

Future development applications (following subdivision post rezoning) will need to implement sustainable management of bushfire hazard mitigation and defence measures that can provide an acceptable level of protection to both the homes in the site, but also the woodland to be conserved.

Flooding and Hydrology

The site is elevated and not subject to flooding. Water Management and Flooding Assessments have been prepared by IDC and GRC Hydro respectively. However all land within the site falls within the catchment of the Nepean River that will require attention to stormwater management (discharge volume and water quality).



The existing dams within the site are not of suitable construction to enable them to remain within future urban development and be incorporated into the site's stormwater management network. However reconstruction of Woodhouse Creek as it traverses the site may create opportunities for new (reconstructed) water bodies to enhance the environmental assets and habitats within the site.

Mine Subsidence and Gas Extraction

The site is located in the South Campbelltown Mine Subsidence District. Mine subsidence was considered in the Greater Macarthur Growth Area Study investigation in 2018. The study noted that long wall mining within the Growth Area has largely been completed or will no longer take place.

There is no gas extraction infrastructure in or in close proximity to the site.

Contamination

A preliminary (Phase 1) site investigation prepared by Foundation Earth Sciences (June 2023) has not identified any matters of concern within the site given its known historic use and from on-site observations.

Urban Heat

Western Sydney is recognised as an area that may be subject to significant urban heating as climate change results in a greater number of days with extreme heat conditions.

This creates issues of health impacts from heat stress and environmental impacts from excess energy consumption to cool buildings.

Master planning will need to support the NSW State Government and Campbelltown City Council's Greening City Strategies, particularly the promotion of increasing tree canopy and green cover to achieve a 40% tree canopy target.

Geology

Soil geology has been tested by Foundation Earth Sciences (June 2023). Existing soil is highly reactive clay or silt with rock generally below one metre in depth. This profile is common to Western Sydney and places no unreasonable constraint on master planning and development.

3.7 Infrastructure Services

The provision of sewer, water and energy are addressed in the Indesco Utilities Strategy. The site is subject to the growth serving plans of Sydney Water and Endeavour Energy. A review of the plans of both organisations does not identify any known requirements for significant infrastructure within the site at this time that needs to be accommodated in master planning.

4.0 The Urban Design Framework



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4.1 Urban Design Opportunities and Constraints

Constraints

1. Noise impact from road traffic on Appin Road will need to be addressed in building design.
2. Bushfire hazard asset protection zones will be required at all urban / bushland interfaces.
3. Woodland to be protected and preserved.
4. Riparian corridor of Woodhouse Creek to be protected and preserved.
5. Existing terrain gradient of 15% requires modification and / or limited to lower density residential development.
6. Heritage curtilage needs to be accommodated in master plan design.
7. 330kv powerlines have visual impact and electrical, gas and water utility easements need to be accommodated in master plan design.

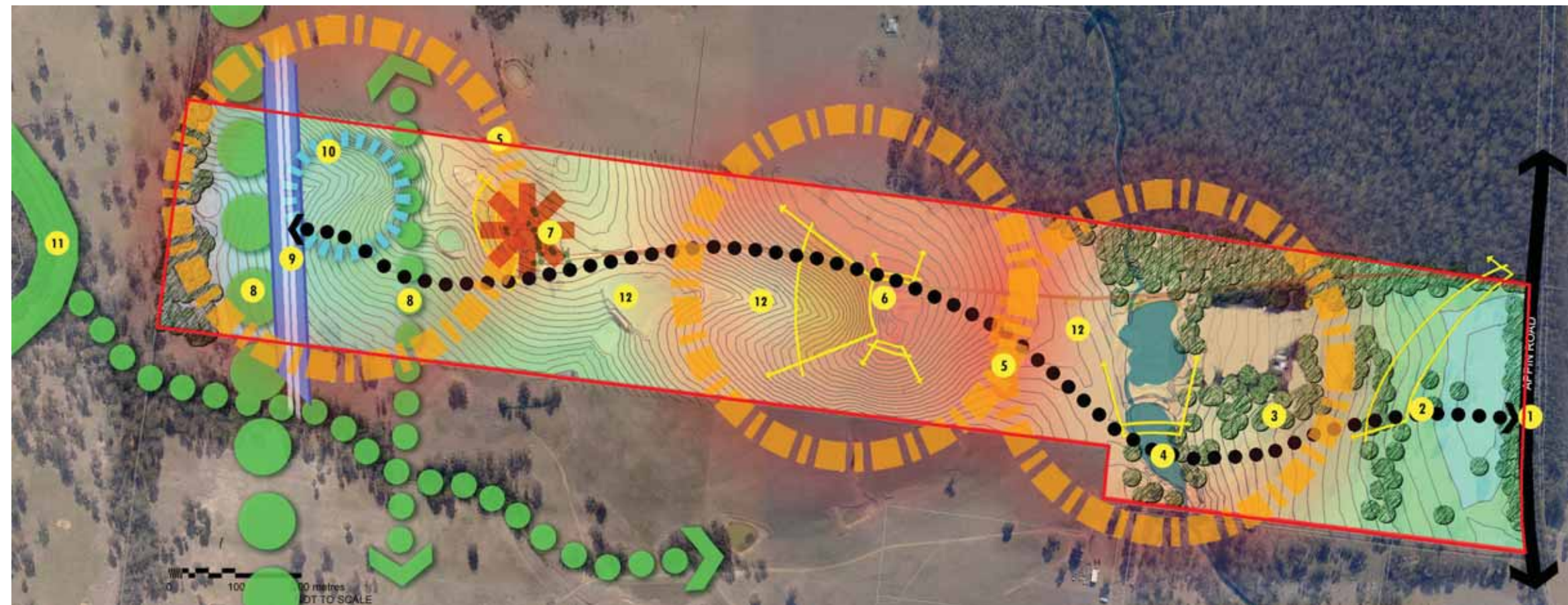
From a review of the physical context of the site in terms of its location within the Campbelltown LGA and neighbouring uses and development, a number of urban design opportunities are apparent. There are only a limited number of urban design constraints apparent and these can be accommodated and addressed within the planning and urban design of development within the site.



> Figure 11 Constraints Plan

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> Figure 12 Opportunities Plan

Opportunities

1. Direct access to Appin Road enables an efficient east -west link through the site to connect households to Campbelltown and provide convenient public transport access, both short and long term (when the Bus Transitway is constructed).
2. Retained woodland provides an attractive and inviting entry to residential areas.
3. Retention of trees contributes to environmental conservation and reduces heat island impacts.
4. Woodhouse Creek can be made into a landscape and environmental enhancement asset for the site.
5. Higher densities can be promoted around areas of high amenity.
6. Memorable landmark views can be incorporated into the road and footpath network for public enjoyment.
7. Meadow Vale Homestead's heritage can contribute to the area's place making.
8. Transmission line and gas easements can form green connections to off-site open space, community facilities and recreation facilities.
9. The Bus Transitway will provide high capacity and high frequency public transport connections to Campbelltown and neighbouring open spaces and recreation facilities, as well as supporting higher density residential dwelling typologies.
10. A small local centre can provide convenient access to services at the Bus Transitway stop.
11. The site can connect to the proposed green open space corridor along the banks of the Upper Canal.
12. The undulating, cleared, former agricultural grazing land presents no site capability or environmental barriers to urban development.

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> Figure 13 Structure Plan

4.2 Urban Structure

A Structure Plan for the development of Meadow Vale can be derived from the opportunities and constraints analysis. It presents:

1. The broad framework for movement paths (roads, pedestrian paths and bicycle paths);
2. The distribution of land uses and spaces, i.e. (residential, parklands, heritage and environmental).

In identifying the structure for development within the site, development is assumed to mean the extent to which some future activity and land uses in the site can:

- Expand the role and viability of public transport through a more compact urban form;
- Create a built form promoting mixed use, walkable neighbourhoods;

- Protect, enhance and celebrate the heritage within the site;
- Promote the principles of ecological sustainability; and
- Enhance and add value to residential areas and communities through improvement in, and linkages to, internal and off-site open spaces and community services.

5.0 The Development Vision



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> Figure 14 The Meadow Vale Master Plan in the Appin Road Corridor

5.1 Desired Future Character

Meadow Vale provides an opportunity to create a residential precinct providing a balanced mix of sustainable land uses and liveable neighbourhoods, within the context of supporting employment and commercial activities available within the Campbelltown LGA and Greater Macarthur. Importantly, by providing a supporting role with the development of a new community, it will reinforce the public and private endeavours and investment in the development of the area.

Meadow Vale will consist of a variety of housing forms and supporting open spaces and woodland conservation uses in landscaped and natural settings. As the area develops, these places will increasingly become a focus for recreation and community events. The mix of design elements and amenities will contribute to a successful social environment.

The character of the place will be derived from the integration of its high scenic values with public domain areas. The place will be highly accessible to pedestrians and will minimise conflicts between them and vehicles.

Development will provide safe and convenient pedestrian and cycle linkages to other areas within the place and surrounding places. Internally, the subdivision pattern will promote accessibility by pedestrians and cyclists. The areas of higher residential densities will be located within walking distance of public transport (the Bus Transitway and Appin Road).

Stormwater management shall be ecologically sustainable by using water quality control measures, which will relate strongly to the Woodhouse Creek corridor.

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0 100 200 metres
NOT TO SCALE

> Figure 15 The Illustrative Meadow Vale Master Plan

5.2 Approach to Housing

Neighbourhood Design

The site's character is capitalised upon by proposing a series of residential neighbourhoods immersed within the landform, open spaces and the pathway network.

Distinctive neighbourhoods are established and visually and structurally contained predominantly by landform. Each neighbourhood therefore has the potential to offer and exhibit their own distinctive character and sense of place.

View corridors to prominent local natural features are celebrated within the road and local open space network and intended to distract and orient views away from the energy transmission power lines.

Land Use

A variety of dwelling forms is proposed in appropriate locations which either:

- reinforce the scenic values of the site;
- contribute to the accessibility, vitality and character of the local centre;
- enjoy the amenity offered by open spaces and the viability of public transport; or
- respond to landform (with an emphasis on accommodating higher density on flatter terrain).

A small local centre adjoining the Bus Transitway provides possibilities for residents to walk or cycle to a small range of facilities. It is located at the most convenient point of the site to capitalise on connectivity with the existing and future development to the north and south and is thus well located to service its host catchment.

The economic benefit by a location adjoining and exposed to the Bus Transitway facilitates the viability and effectiveness of servicing the households within the catchment. The location adjoining open space also facilitates use and its relationship with parkland..

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> Figure 16 The Meadow Vale Master Plan Housing Strategy (The Precinct Numbers Relate to the Table on Page 30).

Housing Typologies and Details

Different housing density forms are located around areas within the site that offer different opportunities and constraints. Higher densities are proposed in areas exhibiting high amenity such as the open space, heritage and public transport (to capitalise on the access, attractive aspect and passive recreation function that these areas will offer). While lower densities are located more distant from these assets or on land that requires larger lots to accommodate the gradient of land.

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The housing forms comprise:

- Family Housing; being detached dwellings on conventional sized residential lots with an average size of circa 375 sqm in area that provide housing opportunities to meet the demand by a range of household types;
- Small lot (Lifestyle or integrated) housing on circa 300 sqm average sized lots. Lots would allow for two storey detached or semi-detached dwellings suitable for a wide range of household types.
- A wider frontage permits good internal planning allowing outlook from most rooms in the dwelling. Lots may also be narrow and enjoy rear access via a laneway with rear aspect garage. Bedrooms and self-contained apartments above garages will be encouraged to activate the laneway streetscape, create street frontage and implement design diversity; and
- An indicative dwelling yield within the site of 850 dwellings with a gross site density of 11.7 dwellings per hectare.

The total number dwellings, the site area dedicated to particular uses and the development data are presented in **Table 2** below.

Total Site Areas Per Use

This table presents dw yield based on "Net Site Area (SA - SuperBlock) per use."

Site Area (Total: 72.40 ha measured*)		
Use	Ha	%
Low Density (Environmental Living)	2.54	3.51
Low Density (LD) Residential	14.06	19.43
Medium Density (MD) Residential	12.39	17.12
Local Roads	15.14	20.92
Transit Corridor	1.57	2.17
WSUD Basins	2.59	3.59
CPCP Open Space	18.80	25.97
Parkland	4.09	5.65
Meadowvale Homestead	1.19	1.64
Total Site Area	72.37	100.00

* Site Area total includes Appin Road Widening Area (In C1)

* Site Area and Table Area do not match due to rounding.

Total Residential Site Area	28.99
Total Dw, LD	400
Total Dw, Environmental Living)	6
Total Dw, MD	450
Total Dwellings	(approx) 850

Open Space

This table presents the open space

Park	Site Area ha
P1	0.497
P2	1.980
P3	1.609
Sub Total	4.086

CPCP Area	
Precinct	ha
C1	16.420
C2	2.377
Totals	18.797

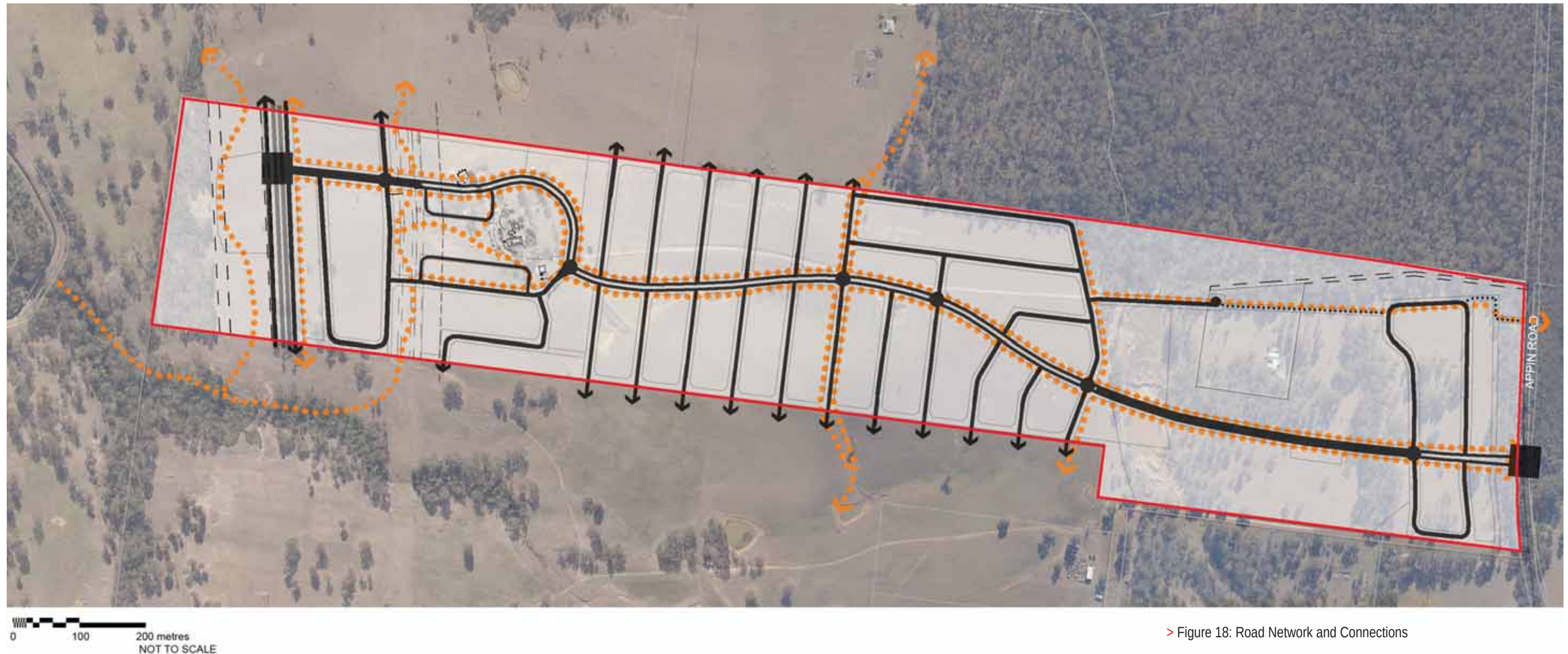
Other Measures

These tables present other development data

WSUD	
Basin	Site Area ha
B1	0.133
B2	0.306
B3	0.625
B4	0.487
B5	1.044
Sub Total	2.59

Meadowvale	
Site	sqm
H1	11,892
Sub Total	11,892

Transit Corridor (45.2m width) Ha	
T1	1.572
Sub Total	1.572



> Figure 18: Road Network and Connections

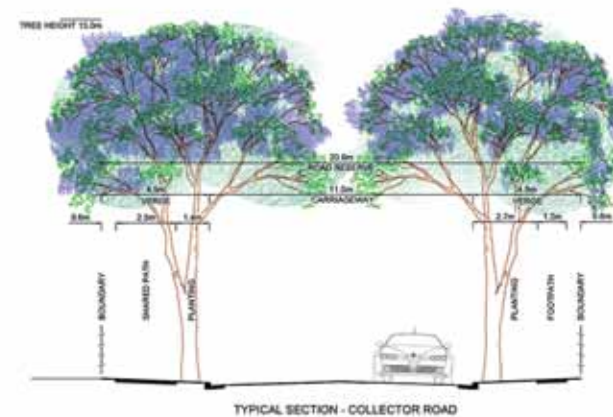
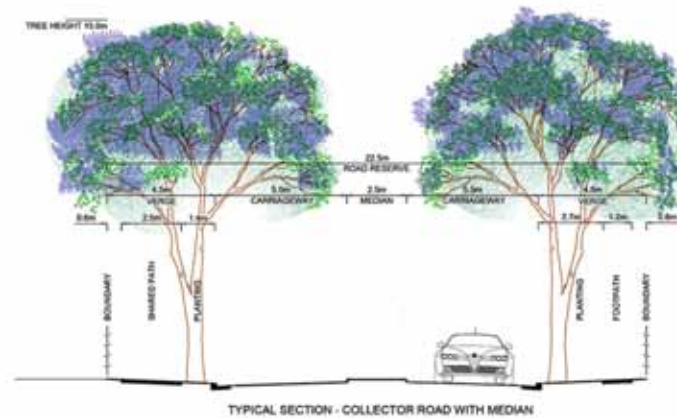
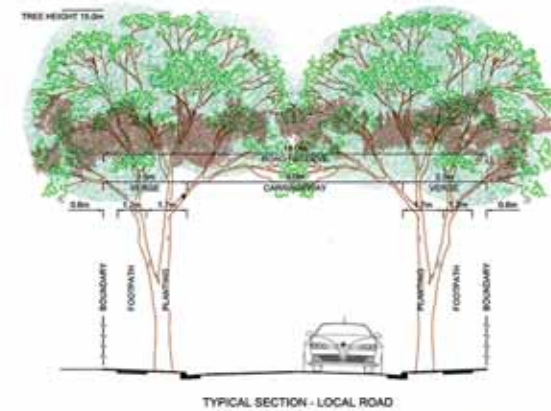
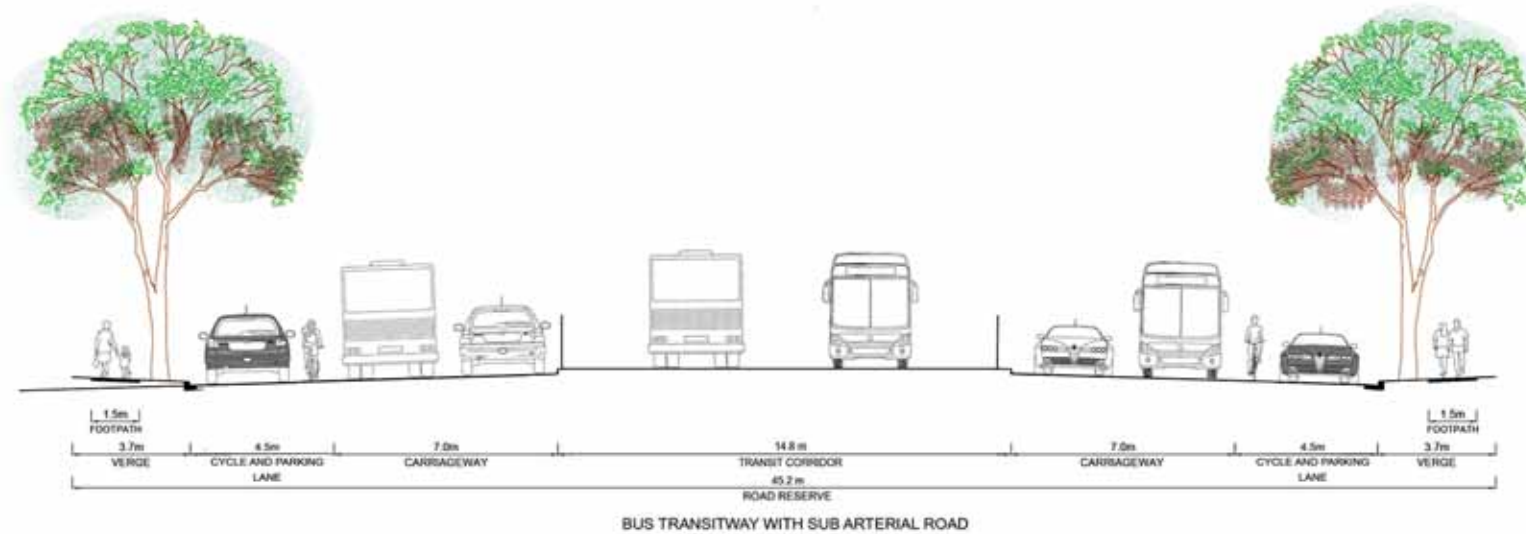
5.4 Traffic and Access

A legible interconnected 'grid pattern' of walkable streets is proposed which seeks to address site topography and encourage walking and cycling as well as provide a choice of alternate routes for vehicles. The road network includes the following characteristics:

- The adoption of a local grid pattern that reflects and responds to landform where best it can with minimal modification;
- The provision of a local east-west collector road that is located perpendicular to Appin Road and incorporates a distinctive entry into the site. It connects Appin Road to the future bus transitway and sub-arterial road;
- The collector road character and route are designed to follow the topography and landform character of the site to maximise west facing views and minimise the attractiveness for 'rat-running' and through traffic seeking to avoid Appin Road;
- There is also potential for a bus route and bus stops located along the local collector road that links the neighbourhoods within the site;
- Local roads address frontages to public open space to avoid the provision of rear fences and contribute to protecting and enhancing the character of the site; and
- A permeable local road network within the majority of the urban part of the site that would ensure dwellings are located within a 400 metres/5 minutes walking catchment of the bus route and 400 metres of public open space or green corridors.

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There is a simple hierarchy of road design and character comprising:

- The collector road with a minimum width of 18 and 22.5 metres with or without a median strip to provide for the provision of indented parking lanes, two traffic lanes. Footpaths and street trees should be provided within a minimum 4.5 metre wide verge
- The proposed street tree for the Collector Road is Jacaranda mimosifolia. It is a landmark signature street tree commonly found in main streets and parks in South West Sydney. It would present a striking streetscape feature that compliments the land mark views offered by the site and the presence of the Meadow Vale heritage homestead;
- Local roads with a reserve of 16 metres comprising 9 metre carriageway and 3.5 metre verges incorporating street tree planting and footpaths 1.2 metres wide (where deemed necessary) should be included in road design; and
- A flexible and connected pedestrian and cycle pathway network that utilises open space corridors in order to respond to the constraints that will be imposed on the plan as detailed civil and environmental design proceeds.



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> Figure 20: Landscape, Open Space and Public Domain Plan

5.5 Landscape, Open Space and Public Domain

The open space and environmental characterises of the master plan are as follows:

- Preservation and re-vegetation of the existing remnant vegetation in the eastern part of the site with a reconfiguration of the urban / vegetation interface;
- The provision of local neighbourhood parks linked by a green treed pedestrian friendly corridor along the Collector Road. The parks and corridor form part of an integrated networked approach to the provision of open space to serve the site via

convenient access to off-site passive and active recreation green space opportunities.

- Indicative Park concept designs are illustrated on the following page.

Non-traditional environmental management techniques are proposed to support environmental protection in concert with the provision of public open space and stormwater management by:

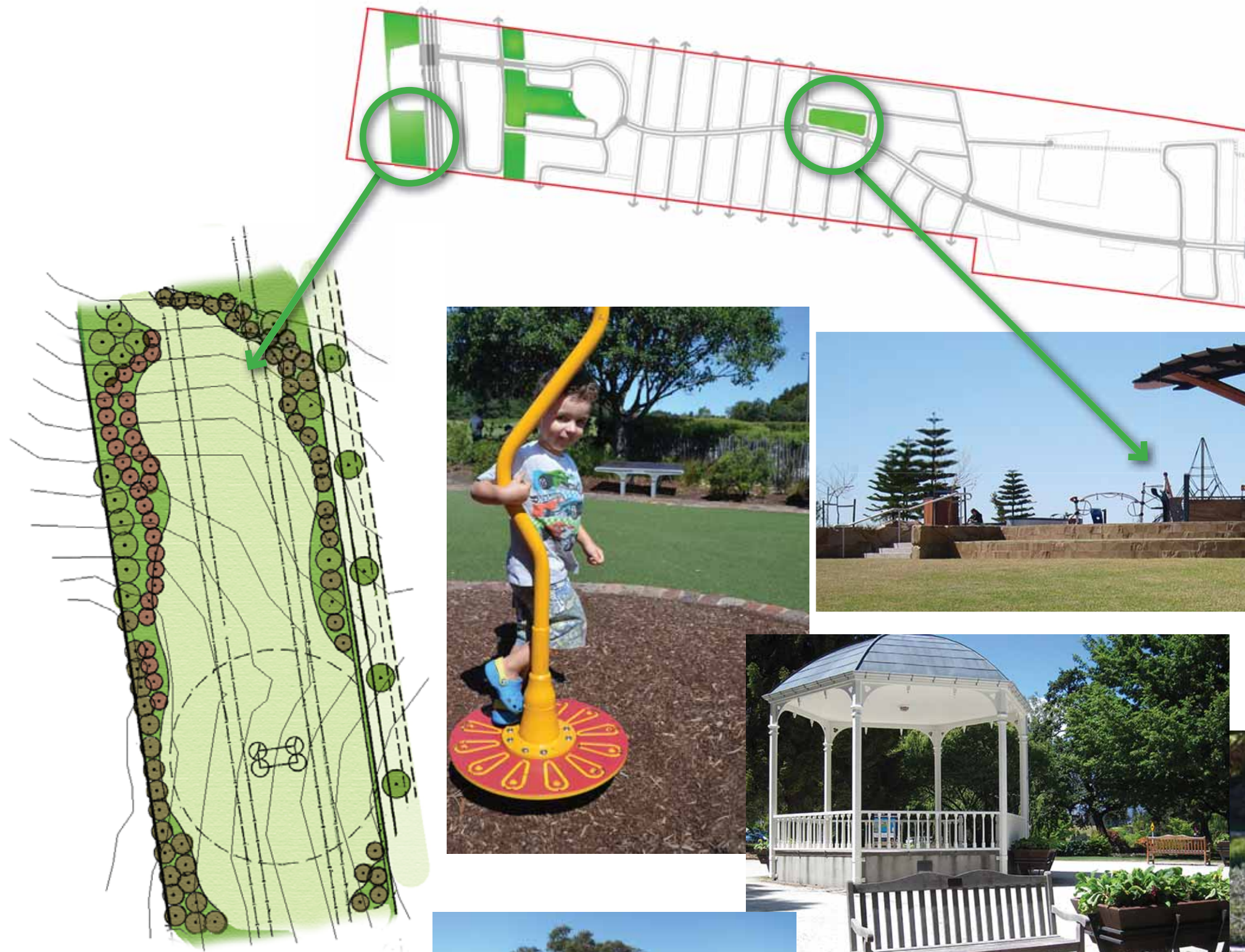
- The protection and rehabilitation of all riparian corridors, which will be integrated into the stormwater management system which, with

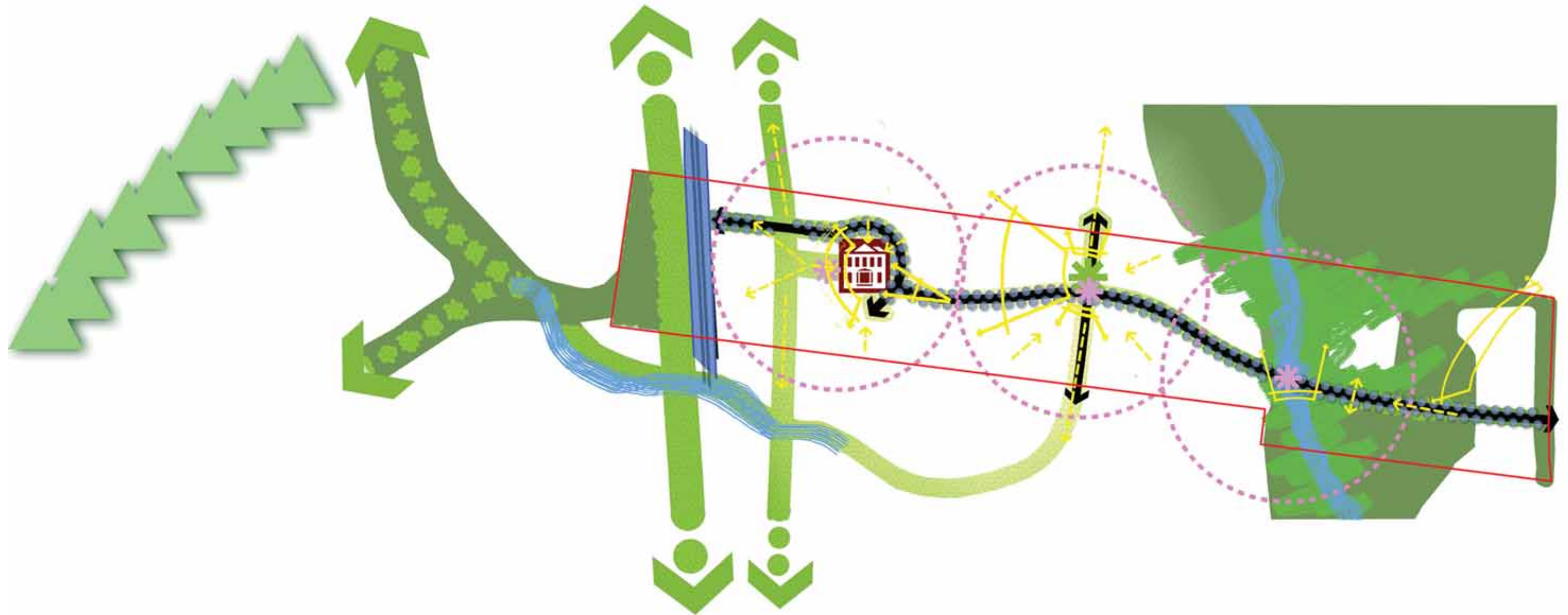
the adoption of naturally formed water quality detention ponds and bioswales, will provide the mechanism to ensure that water exiting the site will have no downstream environmental impact;

- The provision and use of public open space to capitalise on vegetation protection and rehabilitation; and
- Creating streets as green corridors, which by careful selection of street tree species will also play a role in environmental enhancement.

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5.6 Place Making

The preserved vegetation at the eastern end of the site forms a prominent green landmark entry by providing direct views to it from surrounding roads. As a visually prominent part of the site, it provides opportunities for publicly accessible views that promote the green qualities of the site and locality.

View axes at the elevated part of the site of the prominent Razorback Range to the west and the heritage homestead are secured through location of roads to provide opportunities for public enjoyment and appreciation of the locality's landform, contributing to the establishment of a distinctive sense of place and character to the area.

There is an emphasis in the low lying part of the site at the western end (where the easements for infrastructure and powerlines are located) on woodland preservation and provision of generous open space to offset the visual impact of their presence on local amenity by the diversion of views to green space.

The clustering of elevated views, open space, woodland, water, parks and heritage creates three amenity places that extend through the site. All dwellings are within walking distance of these amenity places.

6.0 Key Benefits

The vision achieves Campbelltown Council and the NSW Governments' objectives and provides community benefits as follows:

Is the Site a Logical Urban Extension?

The site is one of the "missing links" in the urban development of the large landholdings west of Appin Road in the Macarthur Growth Area .

Does the Vision Facilitate Land Supply?

The proposed development can deliver an additional 850 dwellings in a 4 – 6 year timeframe.

Would Development Increase Housing Choice?

A range of lot sizes, to suit a complimentary variety of housing from small lot cottage homes to family homes, is proposed.

Would Development Facilitate Housing Affordability?

The small lot homes adjoining amenity areas are expected to be offered within a price bracket that makes them comparatively affordable and competitively priced.

Is There Convenient Access to local parks, retail and community facilities?

Parks are scattered throughout the site and linked. Infrastructure easements provide convenient green connections to off-site open space and recreation facilities. Public transport will provide connections to local retail.

Is Public Transport Available?

The site directly adjoins the proposed bus transitway that links the Growth Area with Campbelltown, enhancing the viability of the route. A new transit stop is proposed to be provided within the site.

What Steps are Taken for Environmental Protection and Improvement?

There are no significant constraints to development. Valued woodland has been retained and will be protected. The Woodhouse Creek Riparian corridor will be protected and revegetated.

Can public Infrastructure Service the site?

Preliminary investigations confirm that the site can be viably serviced in the future. Appin Road is earmarked for upgrading as part of the development of the Greater Macarthur Growth Area and will have sufficient capacity to accommodate traffic generated by the development.

Would Development Facilitate Government Investment in Infrastructure?

The site is within the Greater Macarthur Growth Area and benefits both public infrastructure (roads, sewer, water, energy, bus) via patronage and financial contributions / potential works in kind.

Does Development Provide Economic Value?

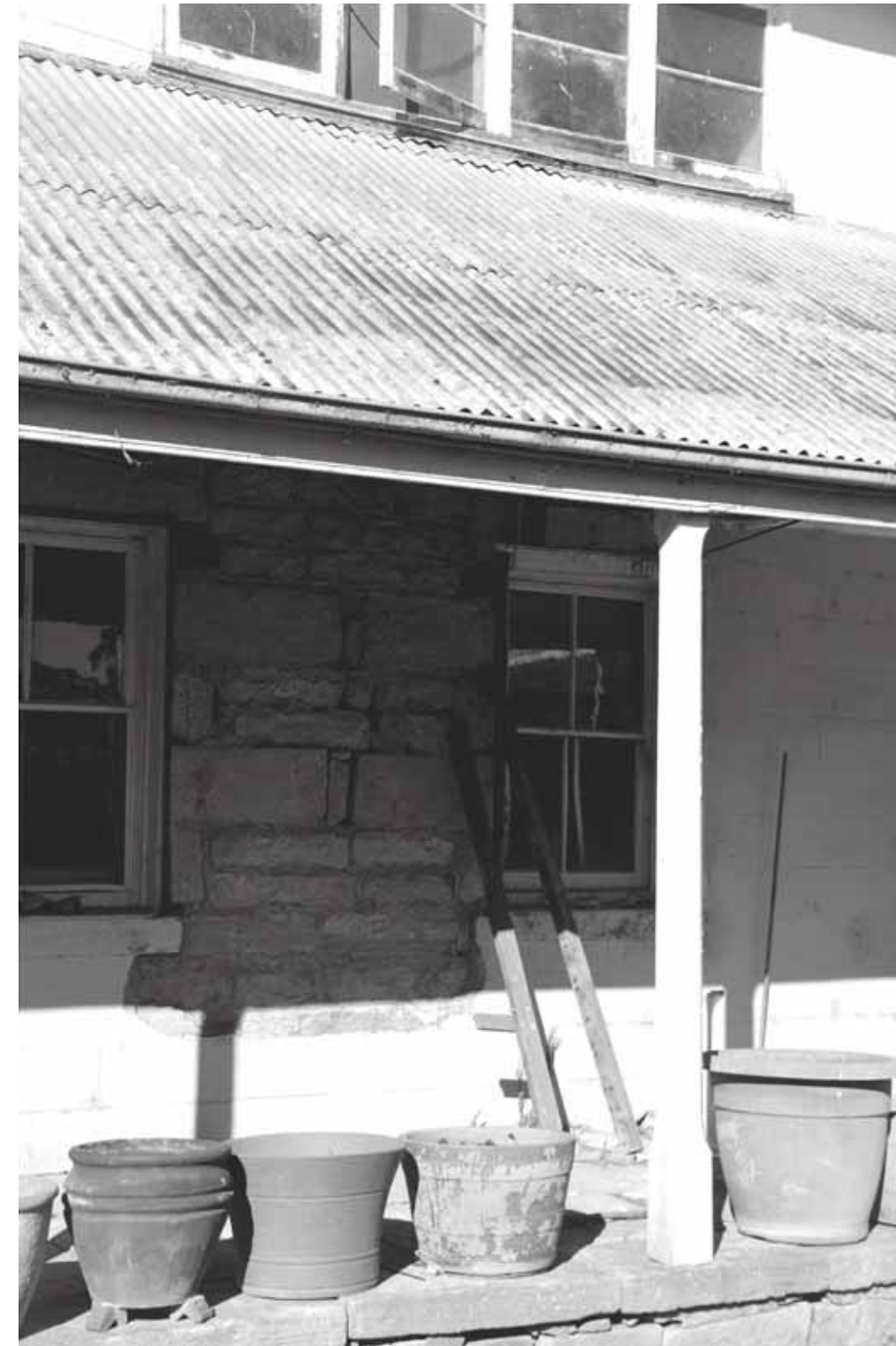
Development costs will be in excess of \$85 Million (based on average construction cost of approx. \$100,000 - per lot (plus taxes, charges and contributions) providing employment and investment in the Campbelltown LGA.

7.0 Conclusion

This Urban Design Vision has analysed the characteristics of Meadow Vale, and identified its opportunities and constraints for development.

The analysis highlights that, due to site character and availability of services in the future, development can deliver significant housing, environmental and public domain benefits / outcomes. It achieves this with an innovative approach.

The Vision indicates that the site has the potential to accommodate new development, which can make a substantial contribution to the achievement of local and broader social, economic and environmental goals for the Campbelltown LGA.



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11 SEPTEMBER 2025

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