

STATE BUDGET SUBMISSION FOR 26-27 FY

FUTURE WOLLONDILLY

- Wollondilly is a beautiful Shire, and one at an exciting and critical point in its growth journey. We are a focus for housing and population growth in NSW, a key link between the Illawarra and Western Sydney, and also home to productive rural lands, historic villages and extraordinary bush.
- Investing in Wollondilly's priorities will support the economic future of NSW and Australia, enabling our Shire's current and future 150,000 residents thrive.
- Wollondilly has been identified for TWO State-led growth areas, with Wilton a strategic centre soon to be home to 50,000 residents and Appin as part of Greater Macarthur.
- The majority of future housing in Wollondilly will be focused on these two State-led precincts, initially Wilton with 15,000 new homes, followed by Greater Macarthur with a further 20,000 new homes. Wollondilly is one of the few areas in NSW that continues to support much needed housing supply following the impacts from Covid.
- Our Shire as it grows will also retain the historic and natural beauty that makes it so loved by our community and a great economic and tourism asset for NSW.

INVESTING IN WOLLONDILLY PRIORITIES WILL:

DELIVER HOMES FOR THE HOUSING ACCORD

- The Macarthur Region has the capacity to deliver 120,000 homes if accompanied by supporting infrastructure. This is 10% of Australia's entire target, and 32% of NSW's contribution under the National Housing Accord. Wollondilly is a key player.

UNLOCK THE FULL OPPORTUNITY AND INVESTMENT IN WESTERN SYDNEY INTERNATIONAL AIRPORT

- Wollondilly is located 35km from Western Sydney International Airport (WSIA), with the northernmost areas located only 10km from the airport site. To fully realise the opportunities of the new airport, better enabling infrastructure is required to secure efficient and safe connections to the precinct, its job and services.
- This area will be attractive for professional services including agricultural businesses, manufacturing, logistics, hospitality and education, due to increased access to overseas markets.
- Tourism opportunities will also increase, with WSIA providing easier access to Western Sydney destinations, including Wollondilly.
- Essential infrastructure such as an upgraded and expanded road network, active and public transport, telecommunications and internet coverage networks is key to maximising the opportunities that WSIA will bring to the Shire.

FUND FOR FAIRNESS, NEED, EQUITY AND RETURN ON INVESTMENT

- There has been over \$20 billion in infrastructure spending over the past decade in Western Sydney and \$100 billion in Eastern Sydney. With the national housing and cost of living crisis, this investment must rebalance.

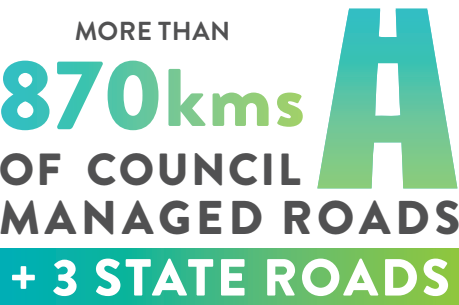
SUPPORTING THOSE IN NEED DURING THE COST OF LIVING CRISIS

- According to RMIT's Australian Urban Observatory, access to essential social and community infrastructure in growth areas is not the same as established suburbs in non-growth areas.
- The Liveability index score for residencies in growth areas is 97, compared to those in eastern Sydney at 101.
- Investing in infrastructure for growth areas is not without precedent. Research from Western Sydney University highlights international success stories, demonstrating how countries like the UK, The Netherlands, Germany, Canada and the USA, have successfully funded and delivered infrastructure in high-growth regions for decades. Australia can learn from these best practice examples - and do the same.
- We must work to rebalance affordable living.



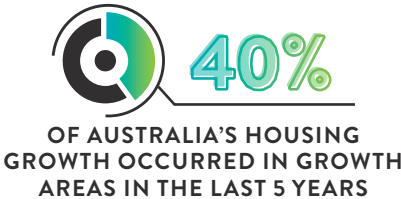
WOLLONDILLY SHIRE AT A GLANCE

OUR SHIRE HAS

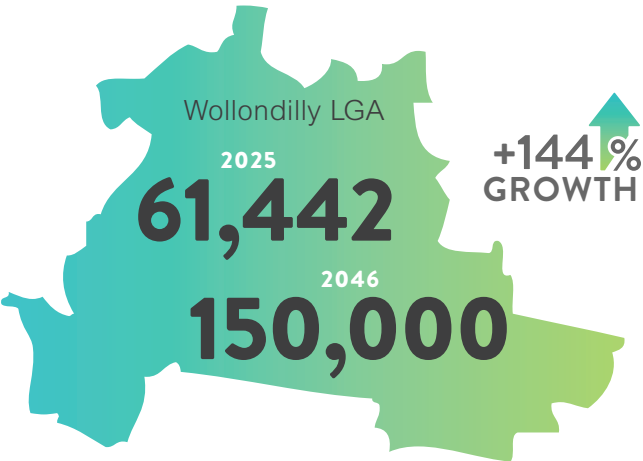


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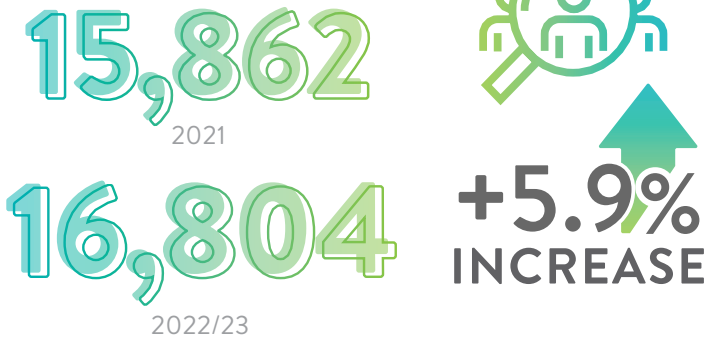
GROWTH AREAS



POPULATION



JOBS



HOUSES



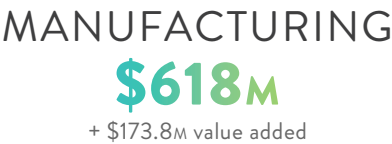
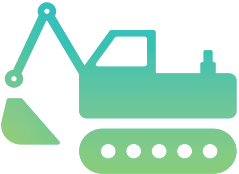
GROSS REGIONAL PRODUCT

2022/23



HIGHEST VALUE INDUSTRIES

2022/23



EDUCATION



HEALTH



14 MEDICAL PRACTICES

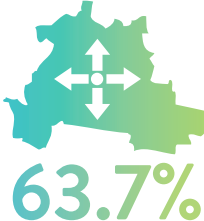


0 HOSPITALS
VS
1 IN AVERAGE GREATER METRO AREA

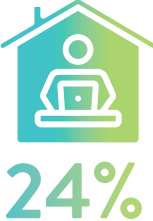
TRANSPORT



OF WOLLONDILLY RESIDENTS CURRENTLY TRAVEL TO WORK BY CAR



OF THE POPULATION TRAVEL OUTSIDE THE LGA FOR WORK



OF WOLLONDILLY RESIDENTS WORKING FROM HOME
+20% INCREASE SINCE 2016



0.9%
USE PUBLIC TRANSPORT TO GET TO WORK.



1.4%
RIDE A BIKE TO WORK

TOURISM



2.2 Million

VISITORS FROM
MARCH 2024 - FEBRUARY 2025

BUDGET REQUESTS

The tables below show the budget requests for Wollondilly's priority areas as outlined in the Future Wollondilly advocacy statement.



PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Macarthur Metro (as part of full North South rail between Campbelltown and Tallawong via Bradfield)	\$1B - State Government to match Commonwealth funding for the project and Include Budget Line item, with commitment to be 'next Metro Priority for Government' State and Federal Budget line Item for Planning to progress station designs for the Macarthur metro.	Annual Budget allocation to enable project delivery over coming decade, commencing with corridor preservation, land acquisition, concept design and procurement for delivery.	- The project will deliver an extended metro line from Campbelltown to Bradfield via Oran Park and Narellan before 2038, and to deliver the full South-North Rail Link from Campbelltown/Macarthur to Tallawong via Bradfield. - Could generate up to \$185 billion in additional Gross Regional Product (GRP) for Macarthur by 2075. - It enables the delivery of an additional 120,000 dwellings in Macarthur to support NSW's housing objectives. - This is 10% of Australia's entire target, and 32% of NSW's contribution under the National Housing Accord. - Inaction each year of delay estimated to forgo around \$8 billion in economic opportunity <i>Deloitte Report December 2025.</i>	- Business Case on Full North South Rail Link under preparation by Government. Expected early 2026. \$1B 2025 federal election commitment for investigation and land acquisition.
T8 Line city rail services extension to at least Wilton, including relocation of Campbelltown stabling yards (a.k.a. electrification of the Southern Highlands Line)	\$50M for business case, planning and investigation.	Annual Budget allocation with aim towards electrification to Wilton by 2032.	- Extend the T8 Line to at least the Wilton Growth Area, integrating Wollondilly into the Sydney Trains network. - The project would include the opportunity to relocate the stabling yard in Campbelltown CBD, to Maldon, creating potential significant housing delivery in Campbelltown and Wollondilly LGA growth areas. - Over 24,000 lots have been rezoned in Wilton and Appin with residents already moving in. - This connection is not simply a transport upgrade, it is the backbone infrastructure required to unlock Macarthur's development potential and support its evolution into a connected, liveable and globally competitive region. - Improve community wellbeing across one of the state's most dynamic and fastest-growing regions.	Planning and Investigation stage
Macarthur - Illawarra Link (a.k.a. the Maldon Dombarton) Rail Re-Investigation	\$10M towards a revised business case and assessment noting the nationally significant investments in Sydney's second Airport.		- Connecting Port Kembla, enhancing rail access, efficient and capacity and open up new market opportunities to Sydney Second Airport. - Supports NSW's economic growth by strengthening a critical international freight gateway. - The project and need is identified Draft Illawarra Shoalhaven Strategic Regional Integrated Transport Plan.	The project was previously rejected by Infrastructure Australia, but the context has changed with new airport developments and changes in regional industry needs.
Rapid Bus	\$5M towards roll out of new Rapid Bus services from Wilton.	Annual Budget allocation to ensure buses are on Wollondilly roads.	- Bus services across the entire region that are direct, frequent, accessible and reliable. - Increased bus services from Wilton, to Wollongong, Campbelltown and the new Airport.	\$5M was allocation in the Draft Wilton Special Infrastructure Contribution. - A clear recommendation from the Western Sydney Transport Infrastructure Panel (April 2023).

ACCESS TO HEALTH IN WOLLONDILLY

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Wilton Integrated Health Care Hub and Urgent Care, with space for a future Hospital	\$18M to acquire a 4-hectare site in Wilton North from Landcom or alternative landowner Includes: 1 hectare of land for construction of an integrated health care hub for construction by 2028. 3 hectares of land set aside for future hospital when needed by the government.	Funding for construction and then operation of the Wilton Integrated Health Care Hub and Urgent Care.	- Wollondilly's growing population (150,000 residents) requires access to primary and emergency health services. - The rapid regional growth, particularly in Wilton, Appin, and North Appin, will generate demand for at least 124 hospital beds (in addition to 100 required for Wilton). - Wilton's population is expected to rival or exceed that of other regional towns with hospitals, such as Wagga Wagga, Port Macquarie, and Ballina. - Over 24,000 new lots have been rezoned in Wilton and Appin with residents already moving in. - To support the 150,000 future residents of Wollondilly. - Commensurate support for the broader health network for the additional 120,000 dwellings and 300,000+ future residents in the Macarthur region. - The nearest hospitals are over 25 km away, creating a significant gap in healthcare accessibility. - Future planning must secure land now before the area is fully developed, whilst the urgent needs of a integrated health care hub with urgent care for the current population are delivered in the interim.	- The Wollondilly Health Alliance engaged the South West Sydney Public Health Unit to deliver the Wollondilly Health Needs Assessment and Recommendations Report. It recommends: - Advocating for establishment of an integrated health care hub, with urgent care facility in Wilton and Appin. - Set land aside for expansion and creation of a future hospital, when required. - In planning for the above, consider the regional needs for health facilities as the whole of the Macarthur Region grows. - NSW Health has also conducted the Western Sydney integrated health care review which includes Wilton as a preferred location for an integrated health care facility and hub. - The land size components are based on a case study of the proposed public hospital in north west Sydney.

WOLLONDILLY ROADS

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Picton Bypass	Budget Line item for NSW Governments Commitment to 'begin work within this term of Government.' \$100M allocation to commence construction.	Annual Budget allocation to enable project delivery by 2030 following completion of design in 2026.	- Enhances safety by reducing heavy vehicle traffic in Picton town centre. - Improves travel times and road capacity while reducing congestion. - Strengthens network resilience for emergencies and supports local growth in Wilton, Picton, Tahmoor, and Thirlmere.	- The NSW and Australian Governments have committed over \$18 million for planning of the Picton Bypass. This includes a concept design and environmental assessment to complete the Final Business Case and Planning Approval. - Field investigations commenced in October 2025. - Next Step is Detailed Design Phase
Douglas Park Drive	\$7-14M		- This is an Important Local Community Revitalisation and Liveability Project. - Douglas Park Drive and its retaining walls are over 130 years old. They were never designed for today's heavy modern vehicles and over time, the rock, road embankments and retaining walls have naturally deteriorated. - While Council has previously completed major works such as rock bolting, rock fall protection, drainage improvements and concrete strengthening, these repairs are not enough and more needs to be done. - Ongoing erosion, heavy rain, and the wear and wear from vehicles have contributed to the decline of the retaining wall, which is now in poor condition and could cause a catastrophic failure of the road. - Council has assessed how traffic in Douglas Park Drive will change in the future, particularly in Appin, Wilton and the southern Campbelltown corridor. - Modelling shows that new development and transport links will constantly change how people want to use Douglas Park Drive, but it will remain an important link with new connections to the M31 Hume Motorway, and servicing the people of Douglas Park and surrounds.	- Co contribution from Council for \$4M. - Council spent in excess of \$100,000 to carry out urgent repair works, with increased road closures expected.

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Wilton Hume Highway and Picton Road Diverging Diamond Interchange on the national significant highway	\$100M allocation to commence construction of DDI.	\$575M to construct the approved, shelf ready Diverging Diamond Interchange on the national significant highway.	- Support for the 24,000 lots, already rezoned in Wilton and Appin, we need support for infrastructure to continue housing supply. - Bingara Gorge 1,800 homes - Wilton Town Centre 1,600 Homes and 4,670 Jobs - Wilton North 5,600 and 5,500 jobs - West Wilton Industrial 861 direct jobs, 650 indirect jobs - West Wilton Residential 2,350 - Unlocks and keep Australia moving - Federal Highway (M31) - Supported as Nationally Significant - BCR 3.3 - NPV \$792M	- Supported by Infrastructure Australia. - Planning Approval received. - Land acquisition process in Q2-4 25/26 FN funded (\$70M allocated). - Awaiting construction funding to commence.
Road recategorization of Regional Roads that should be State Roads	\$20M to recategorize Remembrance Driveway as a State Road and to implement targeted road upgrades.	Menangle Road and Silverdale Road.	- Our ask and submission to the NSW Government to reclassify major connecting roads: Remembrance Driveway, Menangle Road, Silverdale Road, and Montpelier Drive. - We are the only LGA where State Roads Stop at entry to our LGA, become Regional road, then Become State when they leave our LGA. - State-approved growth depends on these roads, which are State-enabling freight, commuter and emergency corridors. - They carry up to 18,000 vehicles a day and connecting homes, jobs, Port Kembla, the Aerotropolis and the Hume Motorway. - These routes now operate at a State-arterial level, with heavy-vehicle volumes, AusRAP 3–4 star safety needs, and most residents commuting out of the Shire, a load far beyond what local ratepayers can or should fund. - Reclassification is the only way to align funding with function, ensuring the State funds the reliability, safety and capacity required for its own housing, industry and freight uplift across Western Sydney. - A fast-tracked reclassification and Picton Bypass design will unlock housing delivery, strengthen emergency and freight routes, restore network consistency across LGAs, and remove the transport handbrake on jobs, investment and DA feasibility.	Co contribution from Council for \$4M.
Blaxland Crossing duplication	\$1M allocated for design and feasibility assessment.		- This is an important Local Community Revitalisation and Liveability Project. - Building further capacity for evacuation during fires and floods. - Initial BCR 1.4 and NPV \$23.2M.	Wollondilly Shire Council was previously provided \$1M funding via the Western Sydney Infrastructure Plan Local Roads Package to complete a study to investigate the expansion of the Blaxlands Crossing Bridge (Silverdale Road crossing the Nepean River).
Stage 3 Investigations Spring Farm Parkway	\$20M – for business case for stage 3 Spring Farm Parkway \$36M for South facing ramp construction	Line item for construction approx. \$224M	- Macarthur currently lacks effective east-west road connectivity, limiting access between key employment hubs, residential areas, and essential services. - This contributes to congestion, constrains productivity, and inhibits the region's economic growth. - The Spring Farm Parkway, recognised as a high priority in the Federal Government's Western Sydney Transport Infrastructure Panel Report, is a critical missing link. - By connecting the Hume Motorway, Appin Road, Menangle Road, and the Camden Bypass, the project will unlock significant access and mobility improvements across the region. - It will directly support the development of over 25,000 new homes in the Greater Macarthur and South West Growth Areas, while delivering better connectivity for 377,000 existing residents, ensuring they can more easily reach jobs, schools, healthcare, and services.	- Stage 1 of the road (interchange of Menangle Road and M31) with North Facing Ramps open in 2024. - Stage 2, business case underway. - Stage 3 remains for connection between Appin Road and Menangle Road remains uncommitted and outstanding.

BASIC INFRASTRUCTURE TO UNLOCK NATIONALLY SIGNIFICANT HOUSING

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Sydney Water upgrades to support Nationally Significant Housing Supply	Budget Line item to begin Stage 2 Bingara Gorge Water recycling plant. Cost to be supplied by Sydney Water.	Annual Budget allocation to enable project delivery over coming decade	Wilton Stage 2 infrastructure will expand the water, recycled water, and sewerage infrastructure to a capacity of 8000 dwellings, and is planned to be delivered in stages in response to growth.	- The current interim upgrade to the WRRF will raise capacity from 1 ML/d to 1.5ML/d. - This will allow treatment of properties currently serviced with interim wastewater (i.e. trucks) and currently approved developments (approx. 2,000 properties) up to December 2027 when the permanent upgrade of the WRRF is due to be commissioned (4,000 properties).(capable of servicing 8000 dwellings with appropriate effluent management expansion).
Wilton Park Road Design, Planning and Construction	\$55M construction cost. Requested options: - To enable developers to build and construct Wilton Park Road East and Picton Rd intersection as Works in Kind (WIK) in a staged manner, noting the ~\$55M cost - For agreement to not apply \$25.2M in Housing and Productivity contribution, making the project economically feasible and unlocking the Town Centre development and 1,600 homes and 1,000 jobs already zoned but not serviced - Alternative option for government to fund \$55M road to enable 3 direct precincts to construction phase.		- Support for the 24,000 lots, already rezoned in Wilton and Appin, we need support for infrastructure to continue housing supply. - Bingara Gorge 1,800 homes - Wilton Town Centre 1,600 Homes and 4,670 Jobs - Wilton North 5,600 and 5,500 jobs - West Wilton Industrial 861 direct jobs, 650 indirect jobs - West Wilton Residential 2,350 - Safety and resilience. Remove truck from existing local streets in Bingara Gorge and ensure increasing demands and impact on nationally significant intersection are reduced.	- Advocacy Stage and requests made to Government for policy decision. - Draft State VPAs currently under consideration by Department of Planning, Housing and Infrastructure. - There have been significant delays to the proposed rezonings of West Wilton Industrial, and the commencement of development in Wilton Town Centre, awaiting critical enabling infrastructure.

PROVIDE ACCESS TO EDUCATION FOR WOLLONDILLY CHILDREN

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Wilton High School	Funded, welcome continued support from Government to completion in 2027.		- We warmly welcome the announcement and construction of the second new high school. - Until the past month, Wollondilly had 1 public high school and his will be the second public high school in Wollondilly, supporting the current 60,000 residents.	North Wilton High School is under construction. Continue funding for construction to enable opening on schedule in January 2027.
Wollondilly North High School Feasibility investigation	\$1M towards investigation for a new high school in northern sector of Wollondilly		Advocacy and calls for a suitable geographically placed high school have come direct from the community, which encompass an area of over 11,000 residents with travel distances of over 40km.	Advocacy Stage.



PROTECTING WOLLONDILLY'S UNIQUE ENVIRONMENT

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
Greater Macarthur – Illawarra Regional Koala Strategy	\$250K funding for a Regional Koala Plan Strategy		5 Councils are jointly committed to undertake a Regional Koala Strategy including: Camden, Campbelltown, Wingecarribee, Wollondilly and Wollongong. - The Strategy would help balance the increasing threat from urban growth whilst protecting, restoring, and connecting critical koala habitats across the region. - The proposal aligns with Pillar 2 of the NSW Koala Strategy focuses on Supporting local communities to conserve koalas, investing in partnerships with local councils, Aboriginal groups, landholders, and community.	- Advocacy Stage. 5 Councils are jointly committed to undertake this important work, including: Camden, Campbelltown, Wingecarribee, Wollondilly and Wollongong. - The NSW Government is currently reviewing the Koala SEPP and Strategy, which commenced in 2024.



IMPORTANT LOCAL COMMUNITY REVITALISATION AND LIVEABILITY PROJECTS

PROJECT NAME	OUR ASK FOR 2026/7 BUDGET	FOR 2027-30	PROJECT SUMMARY AND BENEFIT TO COMMUNITY	PROJECT STATUS
24 Hour Police Station at Picton	Increase service and operations at Picton Police Station to become the first 24-hour police station in Wollondilly. Cost TBD by Police.	Annual Budget allocation to enable continued service and operation levels. Budget Allocation to investigate growth triggers required for a separate local area command for Wollondilly allocated to one region.	- With an expected population of over 150,000 people, a 24-hour police station would immediately serve the existing 60,000 residents. The LGA is covered by three Local Area Commands, across 2 Regions of the Police force. - More specifically The LGA is served by 3 police stations, not open 24 hours, spanning 2 commands and 2 regions. - The call is for: - A new local area command to serve all of Wollondilly and the expected 150,000 future residents - An interim coverage with a manned 24-hour police station at Picton.	Advocacy Stage.
Library	\$26.4M to enable construction of the new library.		To enable the full activation of the Picton Town Centre, construction of the new library which would enable the community use area detailed planning to commence.	- Advocacy Stage and identified in the Wollondilly Local Strategic Planning Statement. - Council will contribute 4.5M to the project. - Councils Library Strategy, Picton Place Plan both map out this important community-based facility.
Wollondilly Community Leisure Centre Upgrades	5M towards Electrification of facility upgrades.		- The multi-activity facility serves the Wollondilly community and surrounds, catering to the inclusion of people of all ages and abilities. - The indoor multipurpose facility includes a 25m indoor pool, 50m outdoor pool, double court indoor sports hall to accommodate netball, basketball, badminton, volleyball and indoor futsal, as well as gymnastics, however Electrification of facility is required to reduce gas usage. - Upgrade facilities to accommodate growth as a key Leisure Centre in the Shire.	Advocacy Stage.
Western Sydney Infrastructure Grants Program	\$1B State Government matched with \$1B Commonwealth.		With significant growth in South West and Western Sydney there is opportunity to introduce a new Western Sydney Infrastructure Grants Program transformational infrastructure projects across Western Sydney to support the significant growth forecast.	Advocacy Stage.



Wollondilly
Shire Council

wollondilly.nsw.gov.au

IN PERSON 62-64 Menangle Street, Picton NSW 2571

PHONE 4677 1100 | **EMAIL** council@wollondilly.nsw.gov.au

Menangle Road, Douglas Park