



2024 State Budget Submission

*Budget Priorities for
Wollondilly Shire*

Wollondilly Funding Priorities

Priority Number	Project Name	Agency
1	Picton Bypass	TfNSW
2	State Road Reclassification	TfNSW
3	Wilton Growth Area infrastructure and services	NSWHealth, TfNSW, Education, DPH&I
4	Appin Growth Area Infrastructure Plan	NSWHealth, TfNSW, Education, DPH&I, Treasury
5	Picton Road & Picton Interchange	TfNSW
6	Wollondilly North Public High school	Education
7	Access to Resources for Regions	Regions NSW & NSW Treasury

This submission is made in line with Resolution 3/2024

WOLLONDILLY SYNOPSIS

Geographical context

Wollondilly Shire Council is located approximately 75km south-west of the Sydney CBD on Dharawal, Tharawal, and Gundungurra traditional land. Wollondilly covers an area of around 2,560km² of rural landscapes and agricultural land as well as 15 towns and villages. Two-thirds of the area are protected as water catchment lands, national parks, and state recreation areas, including parts of the Greater Blue Mountains World Heritage Area. Wollondilly serves as the transition between the urban fringes of the Greater Sydney Region with a combination of urban areas and metropolitan rural lands.

A Growing Shire

The Shire has been identified for two state led growth areas, being Wilton and Appin as part of Greater Macarthur. This additional housing in Wilton will see our population increase from 51,002 in 2017, to 92,102 in 2036; with Greater Macarthur expected to triple the current population to *152,600 by 2041.

The majority of housing in Wollondilly will be focused on two State led precincts, initially Wilton with 15,000 new homes, followed by Greater Macarthur with a further 20,000 new homes.

Importance of Infrastructure on the health of the Shire and our residents

The population growth in Wollondilly will bring new and exciting opportunities to the region. To maximise these opportunities for the Shire, we must provide better infrastructure, such as improved connections with surrounding regions through an upgraded and expanded road and public transport network. This will include faster and safer connections to Western Sydney International Airport, Greater Sydney, the Southern Highlands, and the Illawarra including Port Kembla freight terminal.

Wollondilly residents are highly reliant on cars, with 74.3% of Wollondilly residents currently traveling to work by car. This is due to multiple factors including limited or no access to reliable public transport.

Currently, only 27.1% of the employed residents i.e. 6,508 out of 24,005 work locally. Increasing local job opportunities will provide greater choice to locals and those in Western Parkland City. Local jobs will enable less travel times, allowing for more quality time spent with family and friends, in addition to help reducing the carbon-footprint of Wollondilly.

Consequently, we must create opportunities for employment for Wollondilly residents which will lead to economic development. Importantly, a proportion of these jobs should be 'population-driven', namely jobs that directly service the local population. These include local, retail and business services; health services; education services; and personal care services.

Wilton provides the potential to create new areas that support active and healthy lifestyles, with an expanded walking and cycling network the encourages residents and visitors to engage with their surrounds. Attractive and active streets around town and village centres supported by public transportation will play a key role.

**this submission has been updated to with the correct estimated population total for Wollondilly at time of uploading to Councils website. The figure is consistent with the table provided at the end of this submission.*

Leveraging opportunities from the Western Sydney International Airport (WSIA)

Wollondilly is located approximately 35km from Western Sydney International Airport (WSIA), with 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 jobs and services.

This area will be attractive for professional services including businesses in agricultural, 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, active and public transport, telecommunications and internet coverage networks is key to maximising the opportunities that WSIA will bring to the Shire.

Our call to Government

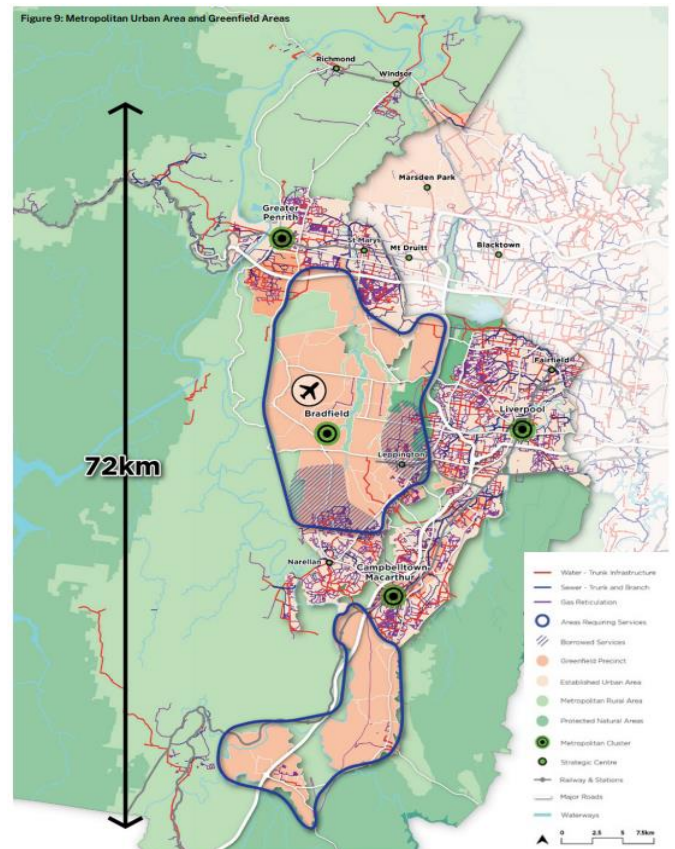
The combination of new housing in Wilton and Greater Macarthur, as well as the new Western Sydney International Airport, is set to bring significant change in parts of Wollondilly including the benefits of jobs, services and the convenience of a better-connected Shire.

Wollondilly has long advocated for the need to invest in infrastructure to support housing growth and jobs, with the recent developments in Wilton highlighting the current infrastructure challenges and service shortages. Housing without further investment, based on current levels of infrastructure, is unsustainable and unable to support the new population.

There needs to be increased investment and funding for major infrastructure projects to enhance Shire's resilience against bushfire, flood and urban heat.

This requires strong commitment from the State to plan for and deliver the following;

- Major roads,
- active and public transport,
- regional/district open space,
- education services,
- health services
- wastewater services,
- increased tree canopy
- and supporting the fast-tracking of employment lands.



Our key funding priorities for the NSW Government are:

1. Picton Bypass
2. State Road Reclassification
3. Wilton growth area infrastructure and services
 - a. Urgent Care Centre facility/Integrated Health Hub and land for a potential future Hospital
 - b. Public Transport
 - c. Public Transport
 - d. Four Public Schools
4. Appin Growth Area Infrastructure Plan
5. Picton Road & Picton Interchange
6. Wollondilly North Public High school
7. Access to Resources for Regions

1. Picton Bypass

Project:	Picton Bypass
Location:	Connection between Remembrance Driveway and Picton Road [Wonga Road and north-west of Maldon Bridge Road]
Status	Preferred route identified Design, acquisition and construction required
Agency	Transport for NSW
Local Member	Member for Wollondilly
Federal Member	Member for Hume
Benefit	Construction of a Picton Bypass, to alleviate traffic pressure on the town centre due to increasing population growth, to provide an alternative route for heavy vehicles, and to enable safe evacuation routes from Picton and surrounding towns during emergencies
The Request:	Bypass design and construction to be fully funded in the next State Budget.

Previous Commitments:

- \$3 million committed for planning work by State Govt June 2018
- The Strategic Corridor Options Report was released in December 2020. The Transport for NSW Government website says – ‘The NSW Govt is planning a proposed future bypass of Picton town centre’
- \$95.6M in Federal funding towards Bypass and Picton Road – March 2022
- \$1M In September 2023 the Picton Bypass included as a line item in the NSW Budget 2023/24 year.

Background:

- August 2021 - Council commissioned Study, Report and Recommendations included a Picton Bypass
- May 2020 - Council made a submission to the Independent Expert Inquiry into the 2019-20 Bushfire Season, raising a number of issues including concerns with evacuation processes
- 2020-2021 - Council ran an advocacy campaign - all state candidates committed to project support
- March 2021 - Council submission to TfNSW on the Picton Bypass Strategic Corridor Recommendation

2. State Road Reclassification

Project:	State Road Reclassifications
Location:	Various, including regional connections with Penrith, Camden, Campbelltown, Wingecarribee
Status	Council submission and advocacy paper demonstrates that all four roads meet the State Road Criteria
Agency	Transport for NSW
Local Member	Member for Campbelltown, Member for Wollondilly
Federal Member	Member for Hume (directly adjoins Macarthur and Lindsay)
Benefit	Assessment and realignment of appropriate infrastructure owners and maintenance to relevant bodies within growth area with a changed setting. Nexus to growth and removal of penalising existing rate payers.
The Request:	<p>State Government to reclassify major connecting roads in 2025:</p> <ol style="list-style-type: none"> 1. Silverdale Road 2. Remembrance Driveway 3. Menangle Road 4. Montpelier Drive

Previous Commitments:

- There has been no formal response to Councils advocacy in June 2017 or any advocacy for road classification.
- Wollondilly has been moved from regional to metropolitan, no longer being eligible for consideration in the current road classification review,

Background:

- Wollondilly's population is growing, fast, and our LGA is unique in metropolitan Sydney with direct responsibility for major connecting roads that should be directly managed by the NSW Government.
- Council is taking more than its fair share of housing for Sydney, with up to 100,000 new residents expected by 2041.
- We seek the NSW Government to play its role and reclassify major connecting roads including Menangle Road, Remembrance Driveway and Silverdale Road as State Roads. Main roads like Remembrance Drive and Menangle Road are State-managed roads in neighbouring local government areas, but become Council managed roads as soon as they enter Wollondilly. We are asking to be treated the same as our neighbours.
- Consecutive storm and flood events since March 2021 have taken a major toll on our road network, particularly the roads that provide regional accessibility between the Illawarra and South West Sydney. Reclassification would enable Council can focus its limited funds on our local roads and bring these to the standard expected by our community

3. Wilton Growth Area infrastructure and Services

Project:	Wilton Growth Area Critical Infrastructure and Services
Location:	Wilton Growth Area
Status	Land zoned for over 12,000 homes 1 State VPA in place Wilton Town Centre VPA under negotiation A draft SIC collecting up to \$771 million (with shortfall of \$344 million).
Agency	Transport for NSW
Local Member	Member for Wollondilly
Federal Member	Member for Hume
Benefit	Electrification of rail will provide greater reliability and lower emissions, connecting 2 regions and support over 100,000 new Shire residents by 2040.
The Request:	<p>Commitment to fund:</p> <ol style="list-style-type: none"> 1. Urgent Care Centre facility/Integrated Health Hub and land for a potential future Hospital – land, planning and stage 1 delivery in 2025 2. Public Transport – Rapid Bus in Operation in 2024 3. Public Transport – Planning for future electrified rail corridor in 2025 4. Four Public Schools (3 Primary Schools and 1 High School)

Previous Commitments:

- DPE presented a draft SIC to Council in September 2017 including a Local Hospital Facility Expansion (10ha). This was dropped, and the draft SIC did not secure the 16.6M.
- DPH&I issued a Wilton Infrastructure brochure in November 2020, bringing together all Government and developers' commitments made for Wilton.
- The Draft SIC commits a minimum of
 - Education – \$31.25 million
 - Bus infrastructure – \$5 million
 - Health \$750,000
 - Planning and delivery \$14 million
- A K-12 School site within the zoned Wilton Town Centre was expected within the first 5 years of planning, and is overdue.
- On 5 November 2023, the Deputy Premier advised that the NSW Government is in the process of investigation potential school sites.

Background:

Urgent Care Facility and land for a potential future Hospital

- Council's analysis of social needs for the Wilton New Town, Appin and North Appin will generate demand for 124 hospital beds (in addition to 100 beds generated for Wilton New Town).
- These bed numbers and access to health are not yet planned in any adjoining health district catchment hospitals.
- Wilton and its Town Centre (currently under development) will be the same size (or bigger than) the following towns and cities in terms of population (note all have hospitals):
 - Wagga Wagga (55,000 residents)
 - Dubbo (76,000 residents – whole LGA)
 - Port Macquarie (45,000 residents)
 - Orange (40,000 residents)
 - Ballina (46,000 residents)
- The region surrounding Wilton is growing rapidly, with Camden to fastest growing LGA in Australia, and growth in Campbelltown, Wollongong and Wingecarribee meaning the current Hospital network will not be sufficient for this region in the future. Setting aside land now, before Wilton is developed, is prudent forward planning in the interests of NSW.
- The nearest hospitals in relation to Wilton are 25 kilometres away in Campbelltown and over 35 kilometres away in Wollongong or the Southern Highlands.
- Wilton is on the critical junction of the Federal / National Highway and the border for two significant regions.
- Wollondilly is currently serviced by 14 medical practices; the provision of more health and medical facilities will allow for increased general health and reduce strain on existing services

Rapid Bus

- Following ongoing advocacy by Council, collaborative meetings occurred during 2022-2023, and routes options have been identified and prepared by Transport for NSW.

Rail:

- A Symposium called Trax to the Future was hosted by Council on 9 November 2017. Speakers and supporters included the Hon Timothy Andrew Fischer, Geoff Roberts, Prof Phillip O'Neill, Chris Lamont
- A number of comparative reviews have been undertaken in terms of social need and justice with noted examples including
 - Wollondilly LGA Pop - 54,005 (2 unelectrified stations); future 180,000K residents
 - Hawkesbury LGA pop - 67,749 (5 electrified stations) v Blue Mtns LGA pop - 76,904 (19 electrified stations)

Schools

- Ongoing meetings have occurred with Schools Infrastructure during 2021-2024. No progress has been made on securing a new public high school site, nor announcement.
- Wollondilly is currently serviced by 15 primary schools, one secondary school.
- The existing 54,000 population of Wollondilly are serviced by a single public high school. 1,300 students are already travelling outside the shire for high school.
- Council's latest projections show population is set to double by 2033, and triple by 2041 (see graph below).
- Some students currently travel up to 2 hours each way to attend high school

4. Greater Macarthur Growth Area infrastructure and Services

Project:	Greater Macarthur Growth Area - Infrastructure and Services
Location:	Appin within the Greater Macarthur Growth Area
Status	Initial reporting Stage by NSW Government Land for 12,900 homes rezoned in 2023 No Infrastructure Plan, T-MAP, Structure Plan or Contributions plans are in place
Agency	DPH&I , NSW Treasury and TfNSW
Local Member	Member for Campbelltown
Federal Member	Member for Hume
Benefit	To ensure the wellbeing and safety of our residents, making sure the investment and delivery of key infrastructure is planned and delivered commensurate with growth and housing. We want certainty that our community is safe.
The Request:	Commitment to fund a robust Infrastructure Plan, including a staging and sequencing plan, prior to rezoning or prior to mid-2024

Previous Commitments:

- There has been ongoing advocacy by Council prior to the first rezoning of land in Appin, with the Government Stating the following:
 - *The new controls require a Precinct Structure Plan to be finalised and adopted by the Planning Secretary, and outline what the Precinct Structure Plan is to include. The Department's expectation is that the Precinct Structure Plan will be informed by the findings of a Transport Management and Access Plan currently underway with Transport for NSW.*
 - *The new controls include a requirement for Secretary's concurrence to ensure that appropriate state infrastructure is in place prior to the granting of any development consent, including subdivision. In response to consultation on the draft proposal, the need to upgrade water, sewer, electricity, and transport have been raised. The proponent has been advised that these issues will need to be addressed prior to concurrence being sought.*
- Council remains firm in its position that Appin is a long-term prospect and Wilton is our priority in the short term.
- Should be State Government continue to pursue Appin, Commitment to fund a robust Infrastructure Plan, including a staging and sequencing plan, prior to rezoning or prior to the mid-2024 including, the protection of koalas, the health of natural environments including our waterways, delivery of essential infrastructure, access to services, green suburbs, and prioritising the health and wellbeing of existing and future residents.

Background:

- In 2019, Council made a submission to the draft SIC for Greater Macarthur.
- The SIC estimated to be \$2.8 billion of infrastructure with \$1.58 billion attributed to the SIC over the next 30 years, including:
 - \$1.23 billion road and intersection upgrades
 - \$96 million future public transport corridor (land only)
 - \$60 million schools sites (land only)
 - \$1.5 million Integrated Health Hubs (land only)
 - \$1.75 million Land for emergency services and police stations (land only)
 - \$174 million Land for biodiversity conservation (land only)
 - \$23.4 million planning and delivery costs
- The new Housing Productivity Contribution will mean these funds are subject to application, competition, and likely to be awarded over a longer period, therefore a staging and sequencing plan is essential.
- The first precinct was rezoned by the NSW Government in June 2023. The land was rezoned without any infrastructure plans, funding or commitments in place. Two further proposals for housing are under assessment.
- Prior to rezoning, during and after rezoning, Council has consistently cited a number of concerns with the proposal, particularly noting the lack of infrastructure planning for the wider Appin growth area including sewer, water, and road upgrades to both local and state network for bushfire evacuation and traffic congestion.
- At this stage Council has no certainty for infrastructure in Appin nor are there funded plans for the delivery of the required infrastructure in place for the growth area.
- Some of the essential items for consideration include:
 - Roads including commitment to and early delivery of links between Appin and Wilton, Appin and Campbelltown and connections to the Hume Highway.
 - Emergency access and evacuation times.
 - Access to Hospital and appropriate medical facilities.
 - Significant investment in public transport.
 - Early planning and delivery of schools and health services.
 - Integrated water and wastewater management.
 - Connected, diverse and high-quality open space.
 - Conservation and protection of sensitive land both with environment and heritage significance.
 - Protection of identified land for CPCP with no further erosion of key koala corridors and vegetation.
 - A Contributions Plan for Appin Growth Area.
 - A development control plan and complying development controls using Wilton DCP as the benchmark.
 - Council input into the structure plan process to guide the spatial layout and development outcomes.

5. Picton Road Interchange and Picton Road Upgrades

Project:	The Diverging Diamond Interchange and Picton Road Upgrades
Location:	Wilton, the junction of two regions on the Federal Highway
Status	The interchange is planned and ready for construction. Not commenced: Duplication of Picton Road
Agency	Transport for NSW
Local Member	Member for Wollondilly
Federal Member	Member for Hume
Benefit	The project is needed to support safety and continued growth for the Wilton Growth Area, including providing access for 50,000 new residents, and the traversing Federal Highway.
The Request:	<p>Commitment to fund:</p> <ol style="list-style-type: none"> 1. Construction the Diverging Diamond Interchange by 2025 2. Planning full motorway project by 2025

Previous Commitments:

- \$44 million committed by the NSW Government to commence planning of the Picton Road Motorway, including interchanges at both the Hume Highway and the Princes Motorway.
- \$100 million committed to the planning of the interchange and Bypass by the Australian Government.
- Consultation report and interactive dashboard released in Apr 2022
- Benefits supported in the Western Sydney and Illawarra Shoalhaven - Roadmap to Collaboration (Regions NSW)
- Supported by the Picton Road Motorway Coalition including Wollongong Council, Business Illawarra.

Background:

- Wollondilly's population is growing, fast, and our LGA is unique in metropolitan Sydney with direct responsibility for major connecting roads that should be directly managed by the NSW Government.
- Council is taking more than its fair share of housing for Sydney, with up to 100,000 new residents expected by 2041.

6. North Wollondilly Public High School

Project:	Investigation a new Public High School in North Wollondilly
Location:	All land from Warragamba, Silverdale to the Oaks
Status	Not commenced
Agency	Department of Education
Local Member	Member for Wollondilly
Federal Member	Member for Hume
Benefit	To reduce travel distances of up to 43km to access a public high school
The Request:	Commitment to fund investigation of a New High School in the North Ward of Wollondilly Shire, and a review of the school catchment areas.

Previous Commitments:

- In 2018, Council wrote to former Government advocating for a high school in the North Ward locality of the Shire. The Parliamentary Secretary advised that “*Glenmore Park High School currently services the North Ward of the Wollondilly Shire. I am further advised that the school has sufficient capacity and can be expanded to meet expected enrolment demand if required in the future*”.
- Wollondilly again wrote to the NSW Government on 16 November 2023 seeking support.

Background:

- Travel distances for residents within catchment zones for Glenmore Park High School, Camden High School can range from 22km – to 43km
- Land within Picton suburb lies within the Camden High School Catchment 18km away whilst the only public high school within Wollondilly is only 4km away (but does not have capacity).
- The defined catchment areas not derived for the geographical and social benefit of children and families, rather aligned only to capacity, not withstanding travel distances.

7. Access Resources for Regions

Project:	Fair Access to Resources for Regions
Location:	Wollondilly Local Government Area
Status	Submission made to the Regional Development Act 2024 Review
Agency	Regions NSW and NSW Treasury
Local Member	Member for Wollondilly
Federal Member	Member for Hume
Benefit	Wollondilly industry contributes significant royalties to the NSW Government from mining, which accounted for \$503 million in 2021/22 of the GRP. Access will ensure Wollondilly Shire residents and industry continue to be secure, sustainable and be connected by strategic investment
The Request:	Commitment that Wollondilly has access to the Resources for Regions/ or similar program.

Previous Commitments:

- Wollondilly Shire Council made a submission on 22 January 2024 to the Regional Development Act Review.
- Submissions are under review by the NSW Government.

Background:

- Wollondilly Shire Council is a member of the Mining and Energy Councils (MERC) which is the peak organisation representing resource and power generation communities in New South Wales.
- Last year, MERC appointed 'Future Together Group' (FTG) to prepare a submission. One of the key priorities for FTG was to develop a new policy position guiding advocacy for a new program to replace 'Resources for Regions' and for a mechanism to include LGA's that are not regional but are mining impacted, like Wollondilly Shire. We support the submission by the Mining and Energy Councils FTG.
- Alongside of the FTG submission, we note that the current Act applies to all areas outside of the Sydney Metropolitan Area, and therefore excludes the Wollondilly Shire. Of particular note, Wollondilly provides:
 - A Gross Regional product of \$2.7 billion;
 - 15,862 jobs, including:
 - 2,830 (17.8%) in construction, double the NSW average;
 - 1,900 (12%) in mining, 12 times the NSW average; and
 - 1,490 (9.4%) in education and training.
- Wollondilly industry contributes significant royalties to the NSW Government from mining, which accounted for \$503 million in 2021/22 of the GRP.

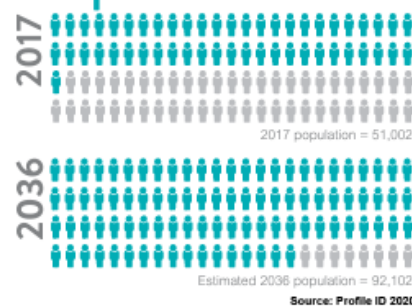
DID YOU KNOW? OUR REGION

● Wollondilly
● Greater Sydney

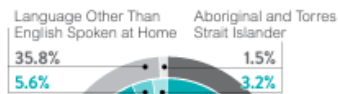
Life Expectancy Wollondilly vs Greater Sydney



Population



Avoidable Deaths from road traffic injuries Wollondilly vs Greater Sydney



Top 5 Health Issues

- Obesity
- Lung Cancer
- Diabetes
- Asthma
- Musculoskeletal System Diseases

Gender Profile Wollondilly vs Greater Sydney



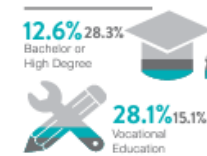
Family Structure

Family Structure	Wollondilly (%)	Greater Sydney (%)
Single person	25.8%	22.4%
Family with children	43.3%	35.3%
Family without children	1.5%	4.5%
Other	9.7%	10.4%

Cars per Household

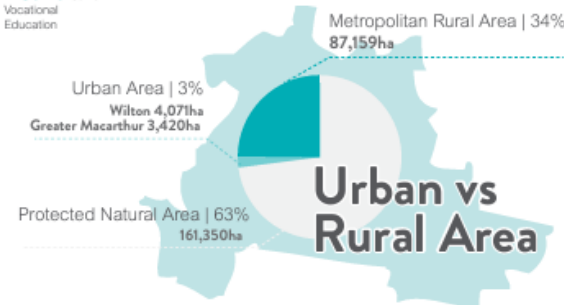


Education



Transport to Work

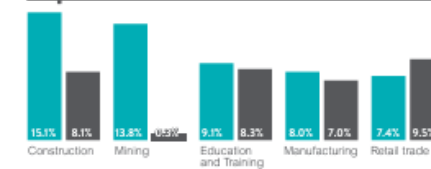
Transport Mode	Wollondilly (%)	Greater Sydney (%)
Car	70.7%	52.8%
Public Transport	3.6%	3.9%
Bicycle	4.0%	16.3%
Other	0.3%	6.1%
Work from Home	0.1%	0.7%
Other	5.4%	4.3%



Top 5 Industries We Work in

- 14.8% Construction
- 9.9% Health Care and Social Assistance
- 9.4% Retail Trade
- 9.0% Education and Training
- 8.1% Manufacturing

Top 5 Industries in the Shire

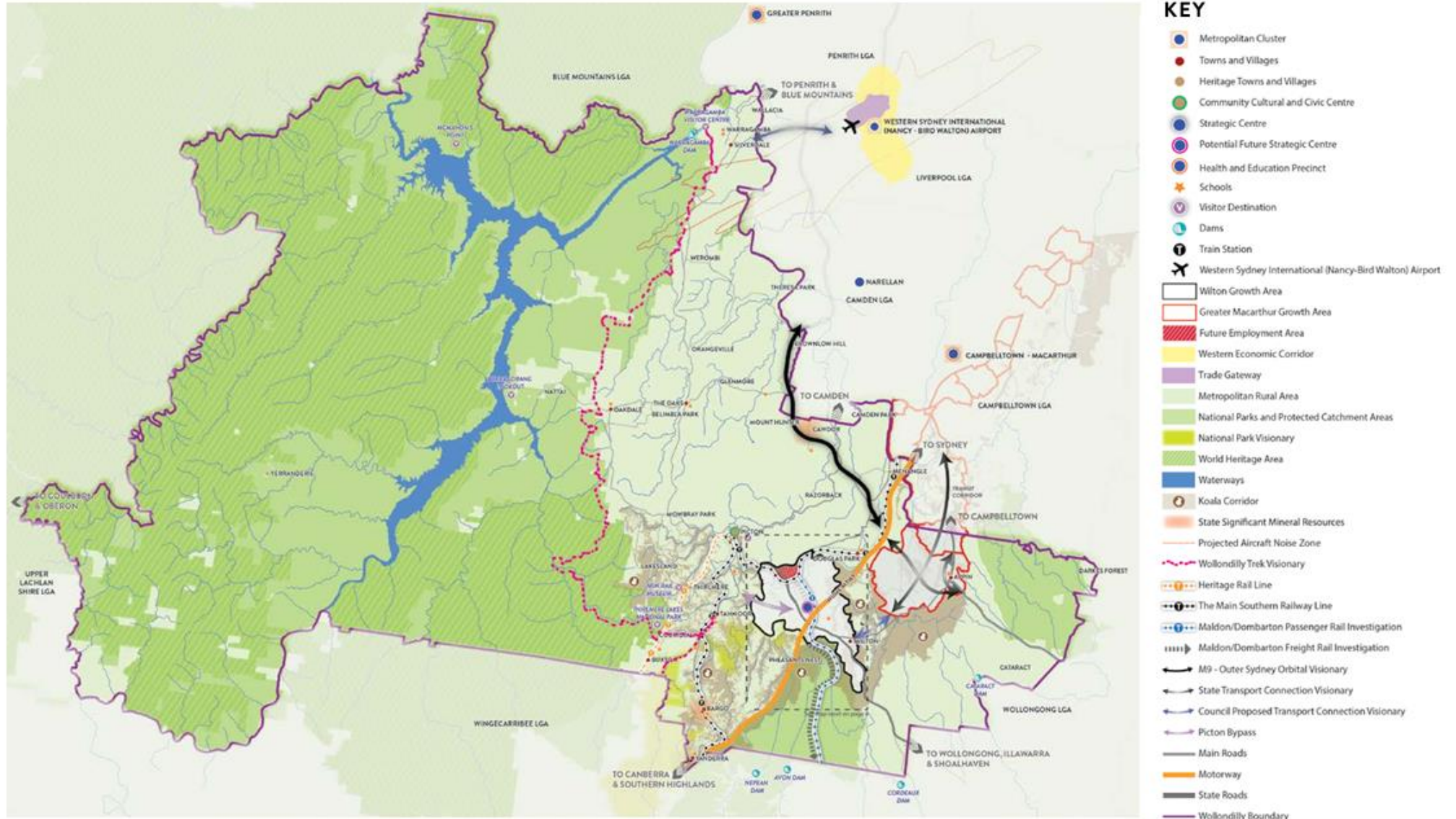


Locations of Employment



STRUCTURE PLAN FOR WOLLONDILLY

An enviable lifestyle OF HISTORIC VILLAGES, MODERN LIVING, RURAL LANDS AND BUSH



NOTE: The Structure Plan includes a number of Council priorities that are still subject to further investigation and funding commitment. A number of projects have also been included to align with the Structure Plan included within the Western City District Plan. Routes and stops for some transport corridors/projects are indicative only.

Wollondilly Population and Housing Data

