

UNLOCKING THE POTENTIAL OF SOUTH WEST SYDNEY



2026 REPORT

**BUSINESS
WESTERN
SYDNEY**



ACKNOWLEDGMENT OF COUNTRY

The South West Sydney Alliance acknowledges the traditional custodians across Macarthur and Liverpool, the Dharawal and Gundungurra peoples. We acknowledge their living cultures and connections to the lands, waters and sky of the region.

We recognise their care for this Country over countless generations and celebrate their continuing contributions to the South West Sydney community.

CONTENTS

01	INTRODUCTION	4
	Foreword	4
	About the South West Sydney Alliance	5
	Executive Summary PROJECTS	6
	Executive Summary DATA	8

02	UNDERSTANDING THE SOUTH WEST	11
	South West: Definition	12
	South West: Growth	14
	South West: Economy	16

03	THE CASE FOR SOUTH WEST RAIL INVESTMENT	19
	The Need To Act Now	20
	The Rail Divide	24
	The Cost of Waiting	26
	Keeping Families in Sydney	27
	Congestion	28
	The Environment	30
	Assembled Land	31

04	SWSA PROJECTS	33
	Leppington to Bradfield	34
	Macarthur Metro: Bradfield to Campbelltown	36
	Wollondilly Electrification	38
	Justice Precinct	40
	Skills Centres of Excellence	42
	Road Funding	44
	Health Infrastructure	46

FOREWORD

South West Sydney offers the Commonwealth and NSW Governments an opportunity to turn major public investment into more homes, stronger employment centres and a better quality of life for NSW's fastest growing population.

We welcome the investment in Western Sydney International Airport and Bradfield together with the Commonwealth's \$1 billion commitment to preserve future rail corridors in South West Sydney. The business cases underway provide an important foundation for the next stage, connecting existing and emerging communities to these opportunities.

Liverpool and Macarthur are already home to almost 700,000 people. The recently released Sydney Plan projects the region will have one million residents by 2046.

Its economy generated approximately \$43.5 billion in 2025, supporting the industries, essential workers and supply chains on which the wider city depends. Rail can help this growth continue and achieve more. It can expand the workforce available to the airport and Bradfield, support renewal in established centres like Liverpool, Campbelltown and Narellan, and make additional housing in new growth centres like Leppington, Rossmore, Oran Park and Appin more feasible, liveable and significantly less car reliant.



David Borger

Chair, South West Sydney Alliance
Executive Director, Business Western Sydney



Large, consolidated landholdings give government and landowners an unmatched opportunity to coordinate development, infrastructure contributions and community amenity over many years.

We are seeking a Commonwealth–NSW partnership that progresses the business cases into a funded, staged delivery program.

Too many families and young professionals are leaving Sydney in search of more affordable homes and better quality of life in cities such as Brisbane. With the right investment, South West Sydney can help stem that exodus by providing the affordable homes, family-friendly communities and connectivity needed to keep the next generation of Sydney-siders in Sydney.

South West Sydney now has a larger population than the North West did when its metro connection was committed to in 2011. It is time for the South West to have its fair share of infrastructure and investment so that it can help solve some of Sydney's most pressing challenges.

The population, homes and jobs are coming. The decision facing the South West is whether the infrastructure comes with them.



Nick Ryan

Director, South West Sydney Alliance
Senior Policy Manager, Business Western Sydney



ABOUT THE SOUTH WEST SYDNEY ALLIANCE



A united regional voice for Macarthur and Liverpool

The South West Sydney Alliance is the peak advocacy body championing the social, economic and cultural future of South West Sydney. Established in 2024, it brings together councils, universities, sporting bodies, major landowners and community organisations to advocate for the infrastructure and investment a growing region needs.

The Alliance is anchored by Camden, Campbelltown, Liverpool and Wollondilly councils. Together, these areas form a connected region with shared employment, education, health and transport networks. We use both South West Sydney and Liverpool – Macarthur to describe our regional community.

Our purpose is to provide the Commonwealth and NSW Governments with a clear regional proposition and practical partners for delivery. Councils,

institutions, businesses and landowners can help coordinate investment so that new housing is supported by employment, essential services and reliable transport.

In 2026, our central proposition is that rail should become the organising spine of growth. Extending the reach of the existing network would help realise the full benefits of Western Sydney International Airport, Moorebank Intermodal and Bradfield while strengthening established centres and opening new opportunities for residents.

This report also maintains the Alliance's agreed advocacy for justice, skills, roads and health infrastructure. These investments support the same objective: a productive, connected region where people can find a home, build a career and enjoy a good quality of life.



EXECUTIVE SUMMARY

// PROJECTS



Justice

A South West Sydney Community and Justice Precinct in Campbelltown, bringing Federal Circuit and Family Court facilities together with modern State courts and support services. It would provide more equitable access to justice for people from Liverpool to the Southern Highlands and take pressure off courts in Sydney and Parramatta, strengthen the legal services economy and support renewal in the CBD.



Education

Establish two TAFE Centres of Excellence in Liverpool and Campbelltown, focused on housing construction and healthcare. Planning for future tertiary education in Camden and Wollondilly. Partnerships with universities, industry and health providers would help residents train locally for the essential jobs Sydney needs.



Roads

Create a dedicated South West Sydney Roads Fund, jointly supported by the Commonwealth and NSW. A sustained program would improve bus services, freight reliability and local access while enabling housing and employment land to develop.



Health

Build on hospital and research investment with additional and upgraded community health hubs. Continued investment for the Oran Park health hub so it can provide outpatient services with additional hubs for Liverpool, Leppington, Glenfield, Wilton and Appin. Secure land for future hospitals in Wilton and in the Oran Park – Bradfield growth corridor. Investment in Liverpool Hospital's East Campus and delivery of Stage 3 of Campbelltown Hospital, including specialised paediatric services.

Rail

Leppington to Bradfield



Connect the existing suburban network, including Liverpool and Glenfield, with Bradfield and Western Sydney International. The extension would broaden access to employment, strengthen the airport's catchment and support new homes and centres around the corridor, especially in Leppington, Rossmore and Bradfield South.

Macarthur Metro



Extend the airport metro from Bradfield to Campbelltown via Oran Park and Narellan as part of delivery of the North-South Metro Line. It would connect the state's fastest growing communities in Camden with jobs and services, support additional housing and strengthen local centres such as Oran Park, Narellan and Campbelltown.

Wollondilly Electrification



Extend Sydney's suburban rail network south along the T8 line from Macarthur train station to at least Wilton, giving the fast growing Wollondilly community access to metropolitan rail services and ending its reliance on infrequent diesel passenger trains. A new station at Moreton Park Road would support the new Macarthur Business Park and surrounding growth corridor.

This project would form the first stage of the South West Illawarra Rail Link.

EXECUTIVE SUMMARY

// DATA

Population

**MORE THAN
ONE MILLION
RESIDENTS
BY 2046.**



The four Alliance LGAs are projected to grow from approximately 688,000 people in 2026 to more than 1.03 million: almost 350,000 additional residents, or about 51 per cent growth.



**AROUND
1.3 MILLION
RESIDENTS
BY 2066.**

Planning needs to consider the next generation of growth as well as today's travel patterns.

Economics



**\$43.5 BILLION IN
ANNUAL ECONOMIC
OUTPUT.**

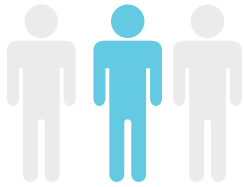
South West Sydney's estimated gross regional product in the year to June 2025.



**23,500–33,300
ADDITIONAL HOMES
BY 2066.**

CBRE's rail scenarios estimate additional housing demand above the base case across its modelled station precincts, alongside demand for approximately 252,000–357,000 square metres of industrial and logistics space.

Growth



**1/3 OF
SYDNEY'S
GROWTH**

Liverpool and Macarthur are expected to accommodate one in three additional Sydneysiders over the next 20 years.

**215,000
ADDITIONAL
VEHICLES**



Or 10,000 additional vehicles every year for the next 20 years on South West roads.

Rail Comparison



**THE LOWEST
CONCENTRATION OF
RAIL INFRASTRUCTURE
OF ANY REGION IN
GREATER SYDNEY**

The gaps are greatest where substantial new communities are taking shape.

The existing electric passenger network serves a South West population approaching 700,000. Comparing today's stations with the population projected for 2046 illustrates the scale of additional provision required.

Existing electric stations	South West	North West
Heavy rail and metro stations ¹	13	23
Projected residents by 2046	1.04 million	1.00 million
Population to station ratio	≈79,600	≈45,600

Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 4–8 and 16–22; ABS 2021 Census. ¹Station inventory excludes diesel services, light rail and stations not yet open. See the North–South Divide for definitions and counting notes. CBRE uplift figures are scenario estimates for analytical precincts, not approved housing capacity or a financial return.



Bradfield

02

UNDERSTANDING
**SOUTH
WEST
SYDNEY**

SOUTH WEST // DEFINITION

South West Sydney Kite

South West Sydney is a region whose communities, industries and public services already depend on one another. Liverpool, Camden, Campbelltown and Wollondilly share rapid housing growth, expanding employment opportunities and the need for stronger transport connections.

One way to understand this geography is as the South West Sydney Kite: a triangle anchored by Liverpool, Bradfield and Campbelltown, encompassing centres such as Oran Park and Narellan, with a ribbon extending south through the growing communities of Wollondilly and onto the Southern Highlands and Illawarra.

The Kite brings together established city centres, major industrial precincts, the Western Sydney airport and large areas of new housing. It offers government a practical geography for coordinating rail, roads, health, education and employment investment. Our ambition is for residents to reach more of the opportunities they need within their own region, while also having strong connections to Sydney's North West and the Illawarra.

Liverpool and Campbelltown provide established civic, commercial, health and education anchors. Bradfield and Western Sydney International Airport add new destinations for investment and employment. The growth centres across Camden

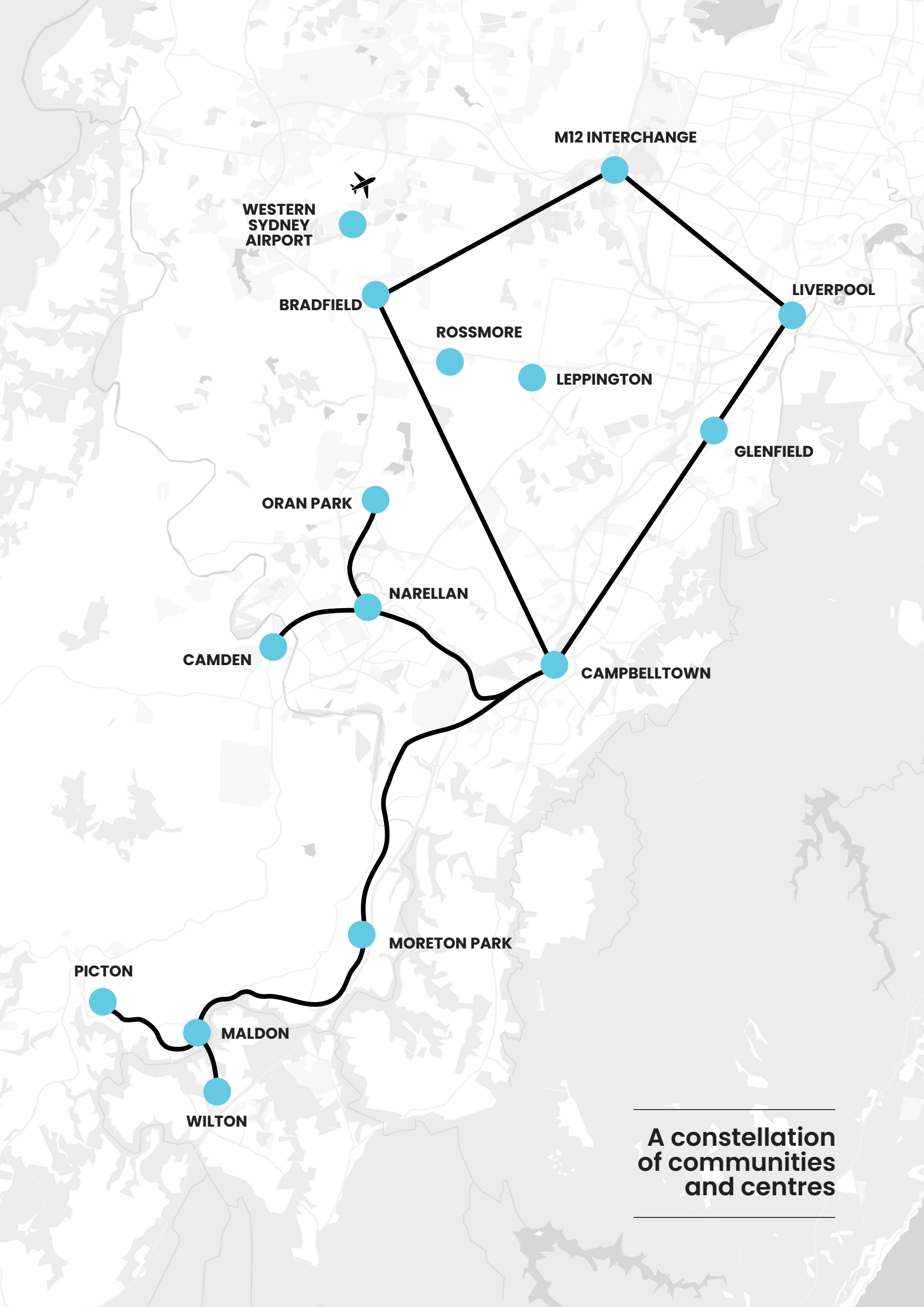
and Wollondilly offer growing communities, significant assembled landholdings and an expanding workforce. Connecting these places would help them function as a more productive regional economy.

The Alliance believes the planning objective should be for South West Sydney to become more self-sufficient, with more jobs, education, healthcare and essential services within easy reach of residents. This would strengthen the local economy and reduce the need for long journeys outside the region. Rail, supported by frequent connecting buses and safe walking and cycling networks, would help make that ambition a reality.

The proposed Leppington to Bradfield connection, Macarthur Metro and Wollondilly Electrification would help turn the existing pattern of regional relationships into a connected passenger transport network, rather than one which relies mostly on roads.

Our South West Sydney Kite is the fastest-growing region of New South Wales. As Sydney's population continues to move south and west, the challenge is no longer whether this region will grow, but whether the infrastructure is put in place early enough to shape that growth in the most positive and productive way possible.

Bankstown and Fairfield remain important parts of broader South West Sydney, but their future growth and transport challenges are different: Bankstown is now directly connected to the CBD by metro and is predominantly an infill growth story, while Fairfield has its own distinct priorities, including stronger alignment with Parramatta for future transport infrastructure.



**WESTERN
SYDNEY
AIRPORT**



M12 INTERCHANGE

BRADFIELD

LIVERPOOL

ROSSMORE

LEPPINGTON

GLENFIELD

ORAN PARK

NARELLAN

CAMDEN

CAMPBELLTOWN

MORETON PARK

PICTON

MALDON

WILTON

**A constellation
of communities
and centres**

SOUTH WEST // GROWTH

A region growing towards one million

Liverpool and Macarthur offer government the opportunity to support a growing population with well-planned homes, productive centres and infrastructure delivered in step with development. The scale is already substantial: the four Alliance LGAs are home to over 688,000 people as of 2026, a population larger than Tasmania.

The projections by CBRE put the region above 1.03 million residents by 2046. That means almost 350,000 additional people in two decades, an increase of about 51 per cent overall. By 2066, the population is projected to reach approximately 1.3 million. Decisions made now must support the current growth and the next wave that follows it.

Camden demonstrates the pace of change; its population has grown by 224 per cent between 2001 and 2025, the largest percentage increase of any NSW LGA over that period. The Sydney Plan forecasts that Camden will have 300,000 residents by 2046, effectively doubling its current population again. Wollondilly is projected to experience a very similar rate of growth, while communities around Austral, Rossmore and Bradfield will continue to transform Liverpool.

This is growth with immediate consequences. New homes bring demand for schools, healthcare, shops and public transport. They also bring workers, customers and the potential for new businesses. Coordinating infrastructure with development would allow the region to convert that population growth into greater economic opportunity.

Much of South West Sydney's appeal lies in the opportunity it offers people to build a life and raise a family in Sydney. The region can provide a wider choice of homes—from apartments near stations to terraces, townhouses and detached houses—within connected communities that meet different needs. Affordability depends on more than the purchase price: the cost of running multiple cars and the time spent reaching work, education and essential services also shape whether families can make life in Sydney work.

For young families and professionals considering a move to cities such as Brisbane, South West Sydney could offer the homes, space and opportunities they need to stay. Investment in rail and essential services would help them build a future in their own city, close to grandparents, friends and the communities they know.

Rail investment would connect new communities to established ones, make employment accessible and support the density needed for lively local centres. Government can work with councils and landowners now to align housing, transport and social infrastructure before development decisions become too difficult to change.

The population, homes and jobs are coming. The decision facing South West Sydney is whether the infrastructure comes with them.

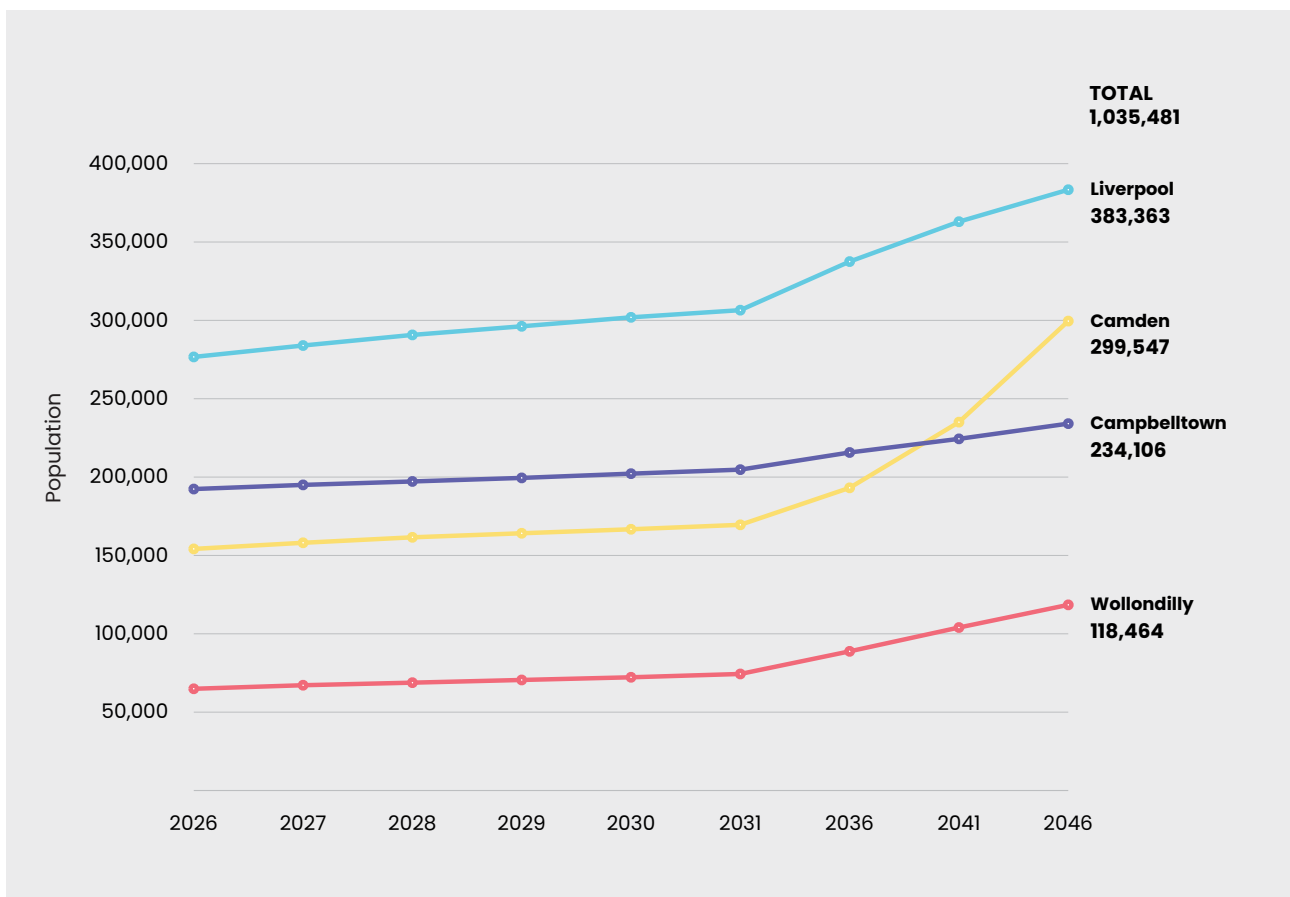
Sources: CBRE, Unlocking Passenger Rail in South West Sydney; Transport and Future Growth, 16 September 2026, slides 4 and 6; NSW planning projections cited by CBRE; Camden Council population growth reporting.





Population growth in South West Sydney: 2026–2046

Camden, Campbelltown, Liverpool and Wollondilly



SOUTH WEST // ECONOMY

The economy that keeps Sydney working

Better connections across Liverpool and Macarthur would strengthen an economy that already helps build, supply and care for Sydney. CBRE estimates that South West Sydney generated \$43.5 billion in gross regional product in the year to June 2025. Its economy grew by approximately 48 per cent between 2016 and 2025, compared with 19 per cent across Greater Sydney.

This is an established production economy with significant capacity to grow. Industrial precincts around Moorebank, Ingleburn, Minto and Smeaton Grange support manufacturing, engineering, construction and distribution. Wollondilly adds agriculture, mining and emerging employment land around Appin and Wilton. The region also houses skilled tradespeople, teachers, police, nurses and other essential workers serving communities throughout Sydney.

Moorebank Intermodal demonstrates the region's wider importance. Its freight rail connection to Port Botany makes it an inland gateway for the goods used by households and businesses across the city. CBRE identifies approximately 6.2 million square metres of industrial floorspace in the Outer South West logistics submarket, close to one-fifth of Greater Sydney's total.

Commonwealth and NSW investment in Western Sydney International Airport, Bradfield and the airport metro adds new opportunities to this economic base.

Stronger connections would help businesses reach a larger workforce, connect existing industries to new markets and make the benefits accessible across the South West.

Rail supports this ambition by expanding labour markets and making more sites attractive for investment. CBRE's corridor modelling suggests current projected population growth will generate demand for approximately 2.25 million additional square metres of industrial and logistics space between 2026 and 2066. With additional rail a further 252,000–357,000 square metres.

Astrolabe Group's modelling suggests this additional development could also deliver a substantial fiscal return to NSW. Under an early delivery scenario, transfer-duty revenue across the three rail corridors could reach approximately \$10.55 billion, around \$6.78 billion more than if new rail isn't delivered.

Passenger rail also supports freight. Giving more residents a practical alternative to driving can ease competition for road capacity needed by trucks, trades and essential services. Connecting the South West is an investment in the industries, workers and supply chains on which the whole city depends.

Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 5, 10 and 16–22. Industrial stock and future precinct demand use different geographies; scenario demand is not a forecast of delivered floorspace.



Annual Economic Output



\$43.5 BILLION GROSS REGIONAL PRODUCT (GRP) IN 2025

[Source: CBRE]



\$26.5 BILLION GROSS REGIONAL PRODUCT (GRP) IN 2025

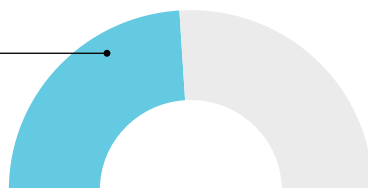
[Source: CBRE]



\$42.8 BILLION GROSS STATE PRODUCT (GSP) IN 2025

[Source: ABS]

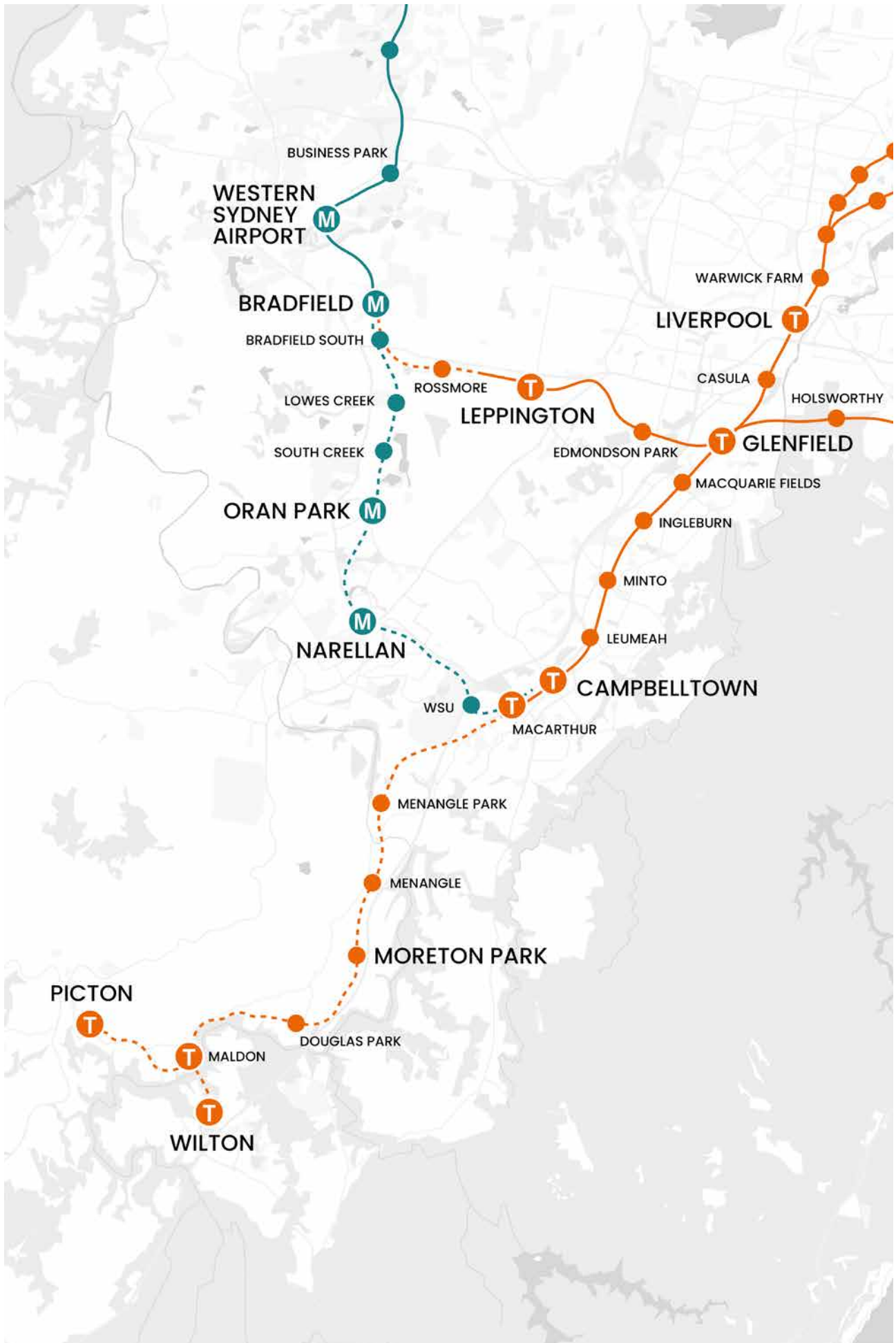
48% ECONOMIC GROWTH BETWEEN 2016 & 2025.



Compared with 26 per cent in the North West and 19 per cent across Greater Sydney, in CBRE's analysis.



Moorebank Intermodal



The background of the entire page is a photograph of a train on tracks, viewed from a low angle looking down the tracks. The image is covered with a semi-transparent yellow filter. The train is visible in the distance, and the tracks lead towards it. The text is overlaid on this background.

03

THE CASE FOR
**SOUTH
WEST
RAIL**
INVESTMENT

THE CASE FOR RAIL

// THE NEED TO ACT NOW

The Commonwealth and NSW Governments have established the foundations for a new economic centre around Western Sydney International Airport and Bradfield. Connecting Liverpool and Macarthur to that investment is what would unlock its full potential, more people able to reach its jobs, more businesses able to recruit, and more homes supported by reliable public transport.

South West Sydney is being built now. Increasing housing around existing stations elsewhere in Sydney is an important part of meeting demand. Substantial areas have been rezoned and development is progressing at speed, while other adjoining precincts with well developed plans are awaiting rezoning.

Delaying rail does not remove the demand for housing in the South West.

The opportunity is to organise new communities around accessible centres. Apartments and workplaces can cluster near stations, with terraces, townhouses and family neighbourhoods beyond them.

A committed railway can influence investment before services begin. Clear station planning and a credible timetable help councils and landowners coordinate development, utilities, schools and public spaces. They can also improve development feasibility by reducing uncertainty, broadening demand for well-connected housing and supporting a greater mix of uses.

Edmondson Park demonstrates what coordinated development can achieve. In Ed Square, apartments and townhouses sit alongside a town centre with shopping, dining and entertainment, adjacent to the railway station. It provides a local example of the housing choice and everyday convenience that other South West development sites could deliver at even bigger scales.

CBRE's analysis of the North West found station precinct populations grew by 35 per cent in the ten years before metro opened, compared with 18 per cent in neighbouring areas. This demonstrates why planning should consider the period between commitment and opening, as well as the benefits of operating services.

Large, consolidated landholdings give the South West an exceptional foundation for coordination in places like Rossmore, Oran Park, Narellan, Appin and Wilton.

These centres don't have the difficulties encountered in established fragmented infill sites. However, as those holdings are subdivided and developed, the opportunity to plan whole centres becomes harder to recover.

Rail delivered later would still be valuable, but some options for housing diversity, local employment and efficient land use will be lost.

The Alliance welcomes corridor preservation and the business cases underway. We seek a joint government pathway that turns this work into delivery certainty for the South West. The public benefit lies in shaping growth while the opportunity remains open.

There is one chance to get this right. Planning the rail and the communities together will deliver better economic, productivity and amenity.

Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 12–14. Commonwealth corridor commitment, 18 March 2025





Leppington Train Line Ending



Oran Park Estate



Wollondilly rail line without overhead powerlines

// A COORDINATED PLAN NOT A QUEUE

The South West Sydney rail projects should be understood and planned as a coordinated regional program. Each project expands the reach, usefulness and value of the wider network. Together, they would connect Sydney's fastest growing region.



Leppington To Bradfield

Connecting Leppington with Bradfield would extend the reach of the suburban network through Liverpool and Glenfield, improving access to airport employment and the new city. It would also create opportunities for additional housing and local centres in Rossmore and Leppington.



Macarthur Metro

Extending metro from Bradfield to Campbelltown via Oran Park and Narellan would connect growing communities with established centres, health and education, and the airport economy. Large greenfield landholdings offer scope for government and developers to coordinate housing, employment and community facilities around future stations. The Alliance also supports delivery of the St Marys to Tallawong connection.



Wollondilly Electrification

Extending electric passenger services south from Macarthur train station, to at least Wilton, would improve access to jobs and services for growing communities in Wollondilly. We believe the project should include a new station between Menangle and Douglas Park, supporting local jobs growth in the surrounding employment lands.

The 1992 Riverstone to Richmond electrification provides a useful precedent for Wollondilly, demonstrating how an existing outer-suburban railway can be upgraded to connect growing communities to Sydney's suburban rail network. The project took about 6 months to complete after planning and electrified approximately 15 km of rail and upgraded half a dozen stations.

Sources: CBRE, Unlocking Passenger Rail in South West Sydney; Transport and Future Growth, 16 September 2026, slides 12 and 20–22. Commonwealth corridor commitment, 18 March 2025

THE RAIL DIVIDE

Extend the benefits of metro across Western Sydney

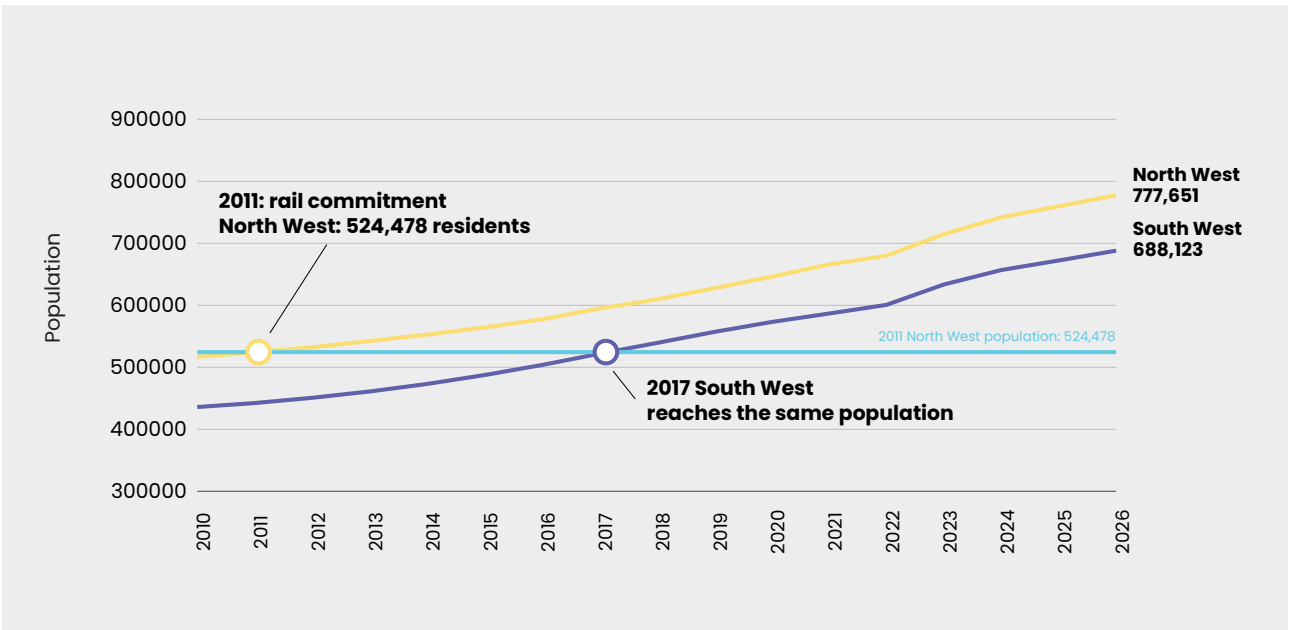
The North West demonstrates how investment in rail can support growing communities, connect workers to opportunity and give businesses confidence to invest. Applying that foresight to Liverpool and Macarthur would strengthen Western Sydney as a whole and extend the benefits of the airport and Bradfield. Both regions are projected to be home to one million people by 2046.

South West Sydney already has a larger population than Blacktown, The Hills Shire and Hawkesbury had when the North West Rail Link was committed to in 2011.



South West has passed the North West's 2011 population

Population growth, 2010–2026 • North West Rail Link commitment in 2011



// THE RAIL DIVIDE

Region	Population	No. Train Stations
 South West LGAs	700,000 Residents	13 Stations
	760,000 Residents	23 Stations
	79,000 Residents	18 Stations
	331,000 Residents	31 Stations
	193,000 Residents	26 Stations

Any progress on delivering metro from St Marys to Tallawong should be matched by a clear pathway for the South West. Advancing only the northern extension would widen the access gap and defer the benefit of a connected north–south network spine.

Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 4–7; NSW Sydney Plan LGA projections supplied for the report. South West: Liverpool, Camden, Campbelltown and Wollondilly. North West: Blacktown, The Hills Shire and Hawkesbury. Stations counted once; diesel, light rail and unopened stations excluded. Transport for NSW, network maps

THE COST OF WAITING

A clear rail delivery program would help the Commonwealth and NSW Governments capture more value from their investment in Western Sydney International Airport and Bradfield. It would also give councils and landowners the certainty needed to align housing, employment and essential services with future stations.

The Alliance would welcome a joint State and Commonwealth funding partnership similar to the one that delivered the Western Sydney Airport metro from St Marys to Bradfield.

An earlier project commitment would bring improved access to jobs and services to residents sooner and allow more development to be planned around rail. A project deferred by a decade would leave additional communities dependent on roads for longer and delay the benefits of investment. These are choices about when benefits arrive and how the region develops, not simply when capital is spent.

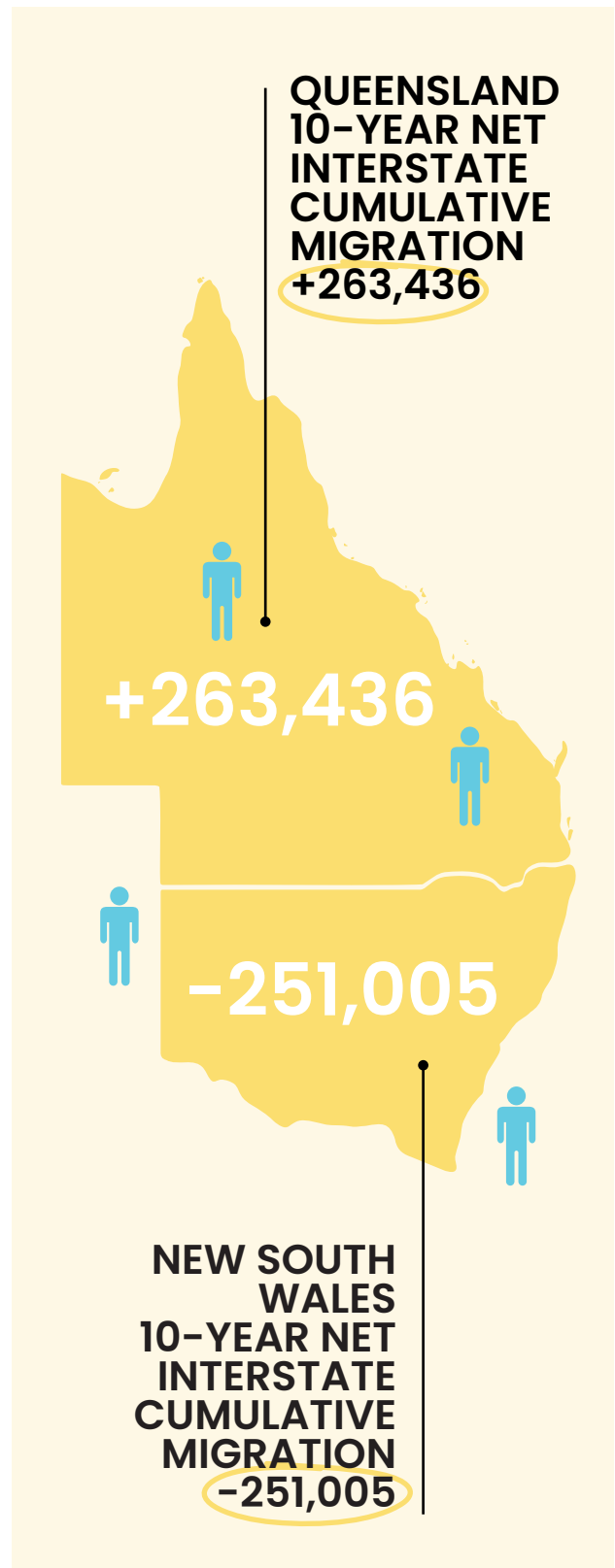
Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 17–22. Commonwealth corridor commitment, 18 March 2025

**EVERY FIVE YEARS OF
DELAY MEANS PLANNING
FOR ROUGHLY 87,000
MORE RESIDENTS.**



**OVER 30,000
ADDITIONAL
HOMES**

could be added above
current Sydney Plan
projections if new rail is
built in South West Sydney



KEEPING FAMILIES IN SYDNEY

Sydney has to plan for families

South West Sydney can help more families build a future in their own city. A wider choice of homes, connected to jobs, schools and services, would give households considering a move interstate more reasons to stay close to grandparents, friends and the communities they know.

Sydney's housing challenge includes retaining the people who build its workforce and community life. CBRE's analysis reports that NSW recorded a cumulative net interstate migration loss of approximately 251,000 people between 2016 and 2025, while Queensland gained approximately 263,000.

The NSW Productivity Commission has also highlighted the departure of approximately 70,000 people aged 30–40 from Sydney between 2016 and 2021 and the role of housing costs. At a stage when many people are establishing careers and raising children, the ability to find a suitable home can influence whether they see a future in the city.

Meeting that need requires more than a single housing type. Families differ in their budgets, household sizes and preferences. Many want additional bedrooms, safe places for children to play and access to schools.

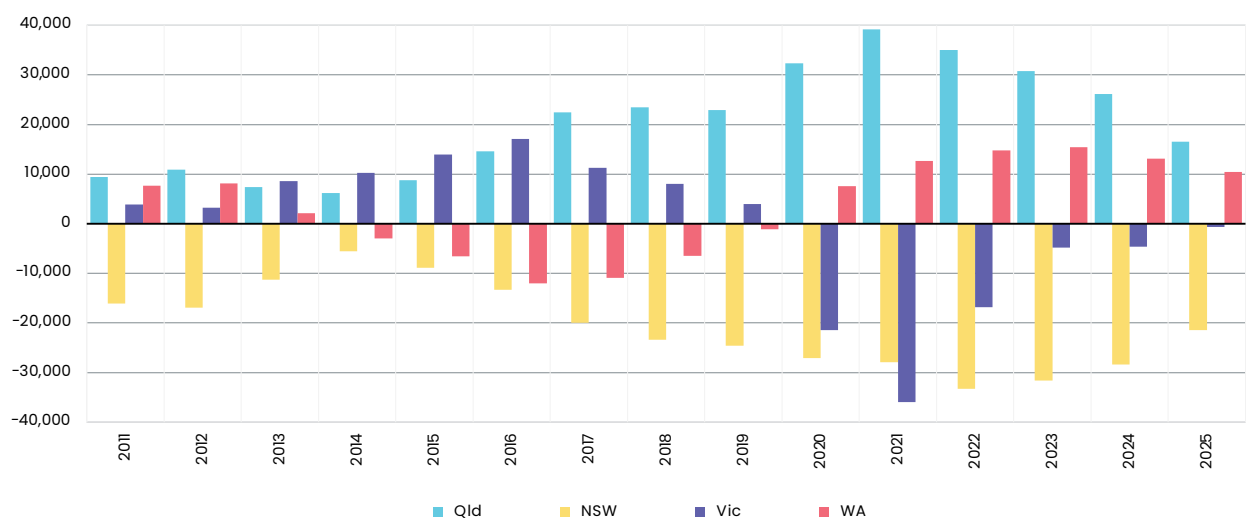
More housing in established suburbs is an important part of the response. Alongside it, the South West can accommodate new communities with room to grow. Planning density around stations would help support shops, recreation, childcare and the everyday services that make a neighbourhood work.

Transport is central to whether this offer is affordable in practice. A lower purchase price can be offset by the cost of running several cars and the time lost on long commutes. Families weigh the whole life available to them: housing, employment, education, support networks and time together.

For government, investing in the South West is also an investment in retaining Sydney's future workforce. For families, it is the chance to find a home that meets their needs without leaving the city they call home.

Net Interstate Migration

Over the past decade, NSW has lost an average of more than 25,000 residents a year to net interstate migration.



Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slide 11; NSW Productivity Commission, Building more homes where people want to live, 2023. Interstate migration has multiple drivers and is not attributed solely to housing or transport.

CONGESTION

The cost of standing still

Rail investment would give South West Sydney's growing population more choice about how to travel, while helping protect road capacity for freight, trades and essential services. For the Commonwealth and NSW Governments, that is an opportunity to improve the performance of an important metropolitan transport network as well as everyday life for local families.

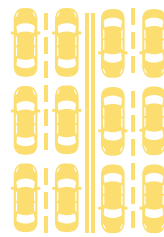
The challenge is substantial. Liverpool and Macarthur are projected to add almost 350,000 residents over the next two decades. Without attractive alternatives, much of the additional travel generated by that growth will fall on roads already used by commuters, deliveries and through-traffic.

Infrastructure Australia's 2019 assessment projected road congestion costs across Sydney, the Hunter and Illawarra could rise from approximately \$8 billion in 2016 to \$15.7 billion in 2031 under its modelled scenario.

The burden is already evident in household travel arrangements. At the 2021 Census, 37% of Wollondilly households had three or more vehicles, compared with 26.3% in Camden and 15.7% across Greater Sydney.

If vehicle ownership rates remain unchanged across the South West, population growth will mean approximately 215,000 additional vehicles, or 10,000 additional vehicles every year for the next 20 years on South West roads.

Census data shows that approximately 65 per cent of Camden's employed residents worked outside their LGA. This strengthens the case for connections between the South West and employment centres throughout Sydney. For families, unreliable journeys mean allowing more time for the same trip, more complicated childcare arrangements and less time together. For businesses, they restrict access to workers and make appointments, deliveries and service calls harder to schedule.



Infrastructure Australia's 2019 assessment projected road congestion costs across Sydney

**\$15.7 BILLION
IN 2031**



// CONGESTION

Congestion in the South West also carries a cost for the rest of Sydney. Moorebank Intermodal connects Port Botany with the region's freight and distribution network, but goods arriving by rail still depend on trucks for onward delivery. More commuter traffic competing with freight means greater pressure on the supply chains serving shops, businesses and households across Sydney and NSW. The same applies to air freight in and out of Western Sydney International Airport.

Passenger rail is part of the freight solution.

The cost of rail appears in a government budget. The cost of not delivering it is paid by families and businesses every day.

Car journeys from Oran Park to Leppington station is

25% SLOWER

slower than 5 years ago

70% OF ALL CARS

parked at Campbelltown train station are from Camden and Wollondilly

More than

22,000 VEHICLES

use Liverpool's two-lane Fifteenth Avenue every day

Area

Share of households with three or more cars, 2021

Wollondilly

37.0%

Camden

26.3%

Liverpool

23.1%

Campbelltown

17.8%

Greater Sydney

15.7%



Sources: CBRE, Unlocking Passenger Rail in South West Sydney; Transport and Future Growth, 16 September 2026, slides 8–10; ABS 2021 Census; Infrastructure Australia, Urban Transport Crowding and Congestion, 2019. Moorebank figure is terminal capacity, not observed throughput.

THE ENVIRONMENT

Rail enables a lower-carbon, more efficient Sydney

Investing in rail would help the Commonwealth and NSW Governments align housing growth with their emissions-reduction objectives. More people could reach work, education and services by public transport, while new communities could be planned to make shorter journeys and everyday walking more practical.

This opportunity is particularly significant in Liverpool and Macarthur because so much development is still taking shape. Coordinating rail with land-use decisions now would help avoid building additional car dependence into streets, parking requirements and household routines for decades to come.

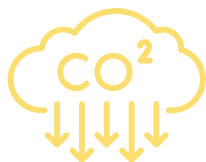
NSW's path to net zero must address how communities are built, not just how cars are powered. Road transport accounts for approximately 86% of NSW transport emissions or about 22 million tonnes of carbon dioxide. Continuing to build suburbs where driving is the only practical option makes reducing those emissions harder.

The environmental benefit of rail extends beyond the journey. Rail supports higher-density, walkable centres where homes, employment and services are closer together. Higher-density communities with good public transport have lower car ownership and transport energy use per person. Medium- and higher-density housing can also use land, energy and services more efficiently.

The state that

**ROAD
TRANSPORT
ACCOUNTS
FOR 86%
NSW CARBON**

or 22 million tonnes a year



Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 12 and 17–22. The housing scenarios do not quantify project-specific emissions savings.



ASSEMBLED LAND

The South West will deliver more than 20 Bays Wests

South West Sydney offers government an exceptional opportunity to combine large-scale housing delivery with carefully planned, connected communities. Liverpool and Macarthur are projected to grow by 350,000 people over the next 20 years, that is the equivalent of 20 Bays West developments.

This comparison illustrates the scale of housing demand and the importance of coordinating transport, development and essential services from the outset.

The growth is already happening with more than 25,000 dwellings expected along The Northern Road corridor in Camden over the next 10–15 years.

Across Rossmore, Oran Park and Appin, substantial consolidated landholdings give government the opportunity to work with experienced landowners on entire communities, coordinating infrastructure and staging development over many years.

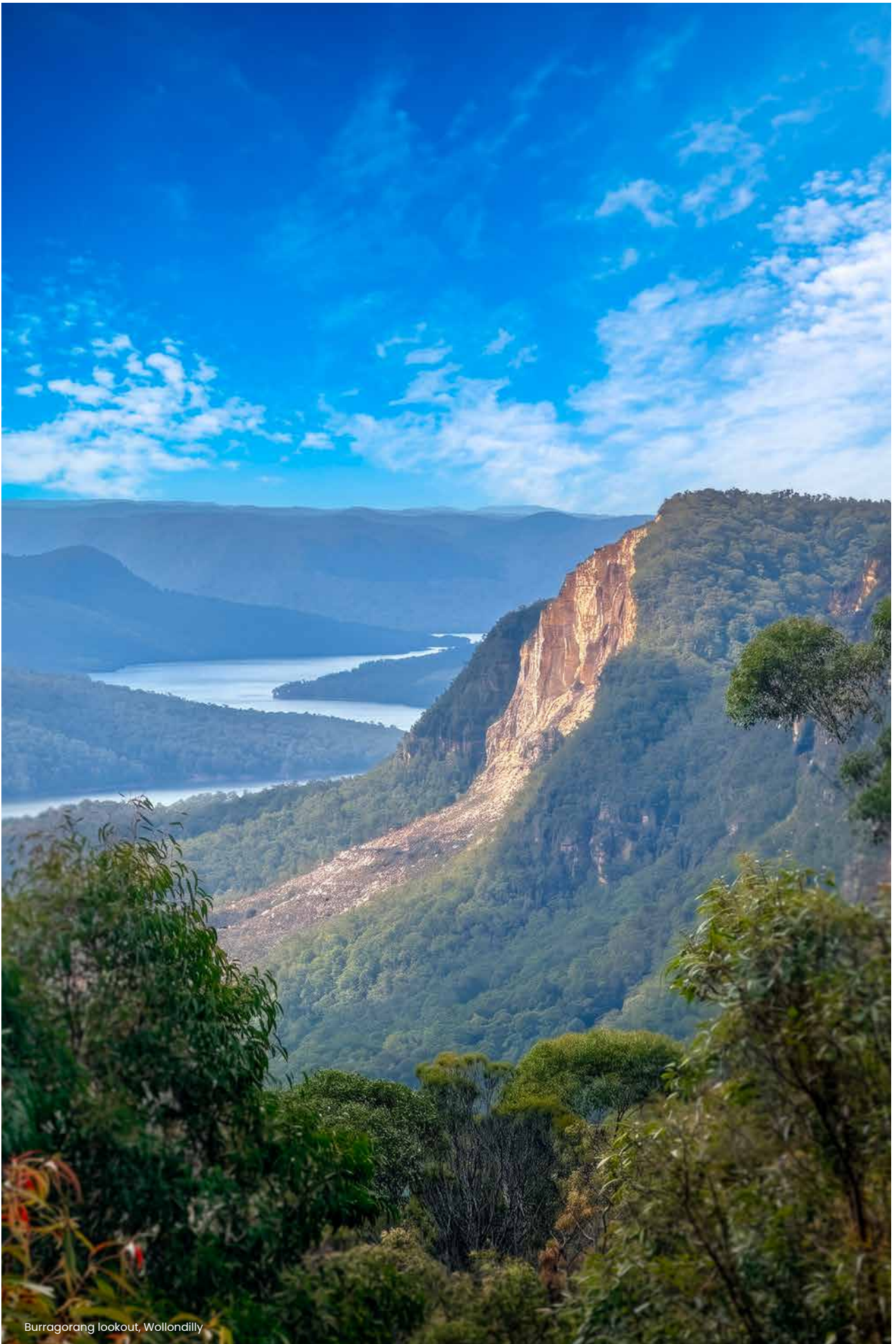
Ed Square at Edmondson Park demonstrates what assembled land beside a station can deliver, diverse housing, shopping, entertainment and public space brought together in a walkable centre.

For the NSW Government, this is an opportunity to co-design multiple transit-oriented precincts with landowners. A clear rail commitment and delivery timetable would provide a stronger basis for development feasibility, greater housing capacity and agreements on developer contributions towards local infrastructure. Schools, parks, community facilities and transport connections could be planned and delivered alongside new homes.

A commitment to rail would give government and landowners the certainty to turn exceptional housing demand into well-planned communities with lasting economic and social value.



Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 6 and 16. Illustrative calculation: approximately 348,000 additional residents × 0.42 dwellings per resident = 8,500 homes = approximately 17 Bays Wests. The 0.42 ratio is CBRE's demand framework, not a local housing forecast. NSW Government, Bays West announcement, 3 March 2026



Burragorang lookout, Wollondilly

04



SWSA PROJECTS

LEPPINGTON TO BRADFIELD

Connecting Liverpool to its airport

The Leppington to Bradfield extension would connect more of Sydney to the jobs, education and investment emerging around Western Sydney International Airport and Bradfield. It would build on Commonwealth and NSW investment by linking the existing suburban network through Liverpool and Glenfield to a new city and airport and improve feasibility of housing along the corridor.

The Alliance welcomes the Commonwealth's commitment to protect this corridor and the government business-case work underway. The opportunity now is to establish a delivery pathway that connects established communities to the airport economy and supports well-planned growth in Leppington, Rossmore and Bradfield.

For Liverpool, the extension would bridge an important gap, residents currently have no direct rail connection from their city centre towards the airport within their own LGA. It would also improve access from the wider suburban network, with onward journeys possible from Sydney airport.

Benefits for the corridor

- **Connect people and businesses.**
Broaden the workforce and customer catchment available to Bradfield and the airport, while improving residents' access to employment, education and services.
- **Support homes and local centres.**
Give government, councils and landowners a framework to coordinate new communities around future stations, including development opportunities around Rossmore and Leppington.
- **Offer a practical alternative to driving.**
Make more airport and everyday journeys possible by rail reducing pressure on local roads.

Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slide 20. Figures are additional demand in analytical precincts across two scenarios to 2066, not approved dwellings or guaranteed returns. Commonwealth corridor commitment, 18 March 2025

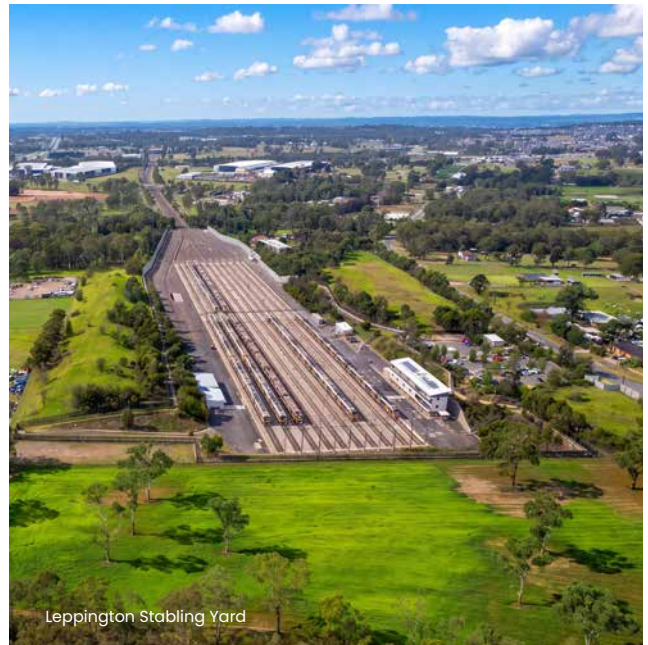
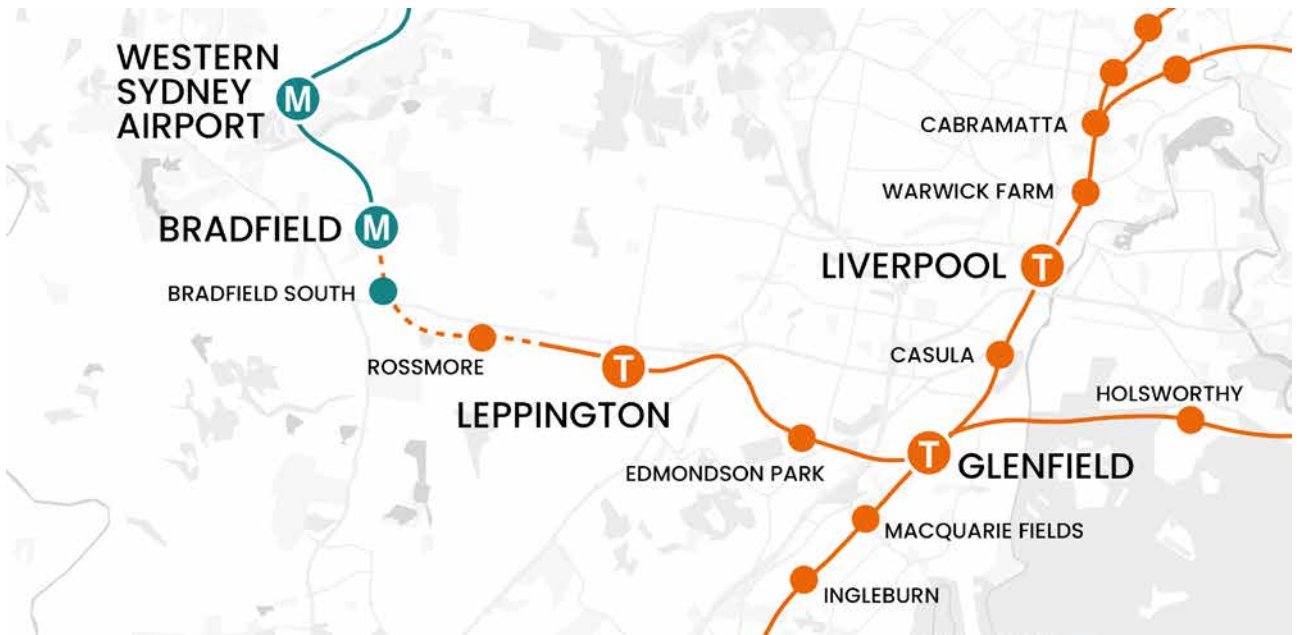
Investment and return

The broad public return includes improved use of the existing railway, a more accessible airport economy and new communities with greater housing choice. Joint government investment and coordinated development contributions would help connect those transport benefits with local infrastructure delivery. The government business case should determine the preferred scope, funding and timetable.

Historical precedent: Glenfield to Leppington

The South West Rail Link opened in 2015, extending services to Edmondson Park and Leppington. Edmondson Park shows the lasting value of coordinating rail with housing and a town centre. Extending the network towards Bradfield would create further opportunities to plan that everyday convenience into growth.





MACARTHUR METRO

//BRADFIELD TO CAMPBELLTOWN

Connecting growing communities and strengthening Macarthur's economy

Extending the airport metro from Bradfield to Campbelltown via Oran Park and Narellan would allow Camden to grow as a series of TODs and connect its growing communities to employment, education and services while strengthening established centres.

It would help the Commonwealth and NSW Governments realise more of the value of their airport and Bradfield investments by making those opportunities accessible to a larger regional workforce.

The Alliance welcomes corridor preservation funding and the business cases currently underway. A clear pathway for investment would connect communities and increase the usefulness of the airport line.

Camden is projected to reach approximately 300,000 residents by 2046, yet its only railway station is at Leppington on the LGA's northern edge. For virtually all households, reaching rail already requires a car journey. Currently 70% of vehicles parked at Campbelltown station are from the LGA's of Camden and Wollondilly. The lack of rail in Campbelltown's neighbouring LGA's have effectively forced it to become a car park rather than a more productive centre.

An opportunity to shape growth

Large, consolidated landholdings give government and developers the opportunity to coordinate whole communities around future stations. Delivery certainty can improve feasibility, support a greater choice of homes and help stage infrastructure contributions alongside development.

The benefits would also reach established and emerging communities. Better access to Campbelltown and Bradfield would strengthen their role as regional centres. Young people would have greater independence and access to education and jobs.

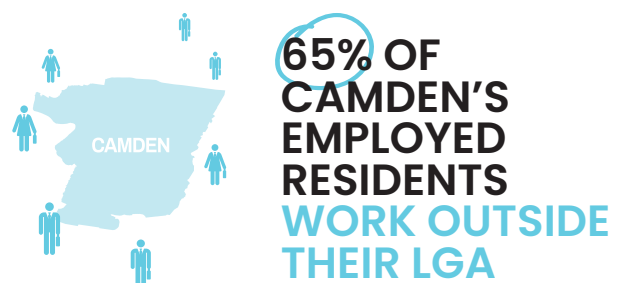
Investment and return

CBRE's September 2026 scenarios identify approximately 17,700–24,000 additional homes by 2066 above the base case for Camden's growth precincts. They also indicate demand for between 190,000 and 258,000 square metres of additional industrial and logistics space, and 33,800–45,800 square metres each of retail and office space, subject to planning and market conditions.

The public return is broader than additional development, stronger local centres, more accessible jobs, greater housing choice and reduced dependence on congested roads. A Commonwealth–NSW funding partnership would help translate the business case into a staged program around which councils, landowners and communities can plan.

Delivery precedent: St Marys to Bradfield Metro

The Western Sydney Airport Metro provides a relevant comparison in scale: 23 km and six stations. Macarthur Metro would be broadly comparable in length at approximately 22 km.



That will mean 195,000 people leaving Camden every day for work by 2046 without rail.



WOLLONDILLY ELECTRIFICATION

Extending metropolitan rail to a growing region

Sydney's suburban electric railway ends at Macarthur train station south of Campbelltown. Further south, communities along the line depend on diesel Southern Highlands services, with limited frequency and connections into the metropolitan network. Freight trains are often given priority over passenger rail along this section of track which further erodes reliability.

For Wollondilly, this represents a significant infrastructure gap. Comparable outer metropolitan areas, including Hawkesbury and the Blue Mountains, already have electrified passenger railways. Wollondilly's population is projected to approach 118,000 by 2046, making improved access to employment, education and healthcare increasingly important.

The Alliance is calling for electrification south from Macarthur station and integration with Sydney's suburban rail network, alongside a clear plan to serve the Wilton growth area.

The investment should include:

- › A new Moreton Park station between Menangle and Douglas Park, supporting access to the Macarthur Business Park and surrounding development
- › A new station at Wilton
- › Relocation of the stabling yards from Campbelltown to Maldon
- › Park and ride facilities
- › Stage 1 of the broader future connections from Macarthur to the Illawarra and Shoalhaven.

**37% OF
WOLLONDILLY
HOUSEHOLDS
HAVE THREE OR
MORE VEHICLES**



compared with 15.7 per cent across Greater Sydney at the 2021 Census. Camden's figure is 26.3 per cent.

Benefits for the corridor:

- › Improve everyday mobility: Provide more frequent metropolitan rail services connecting growing communities with jobs, health care and education.
- › Reduce car dependence: Give families a practical alternative to driving to Campbelltown train station, easing pressure on roads and commuter parking.
- › Support homes, employment and productivity: Connect new development with the suburban network and improve access to emerging employment areas around Wilton and Appin.
- › Campbelltown CBD revitalisation: Relocating heavy rail stabling facilities to Maldon in Wollondilly will free up space around Campbelltown station for renewal.

Investment and return:

Final scope to specify the extent of electrification, new stations and the connection serving Wilton.

The return would include travel-time savings, improved access to employment and reduced reliance on multiple household vehicles. Better rail access could also support additional housing and business investment, generating further State revenue through stamp duty, land tax and payroll tax.

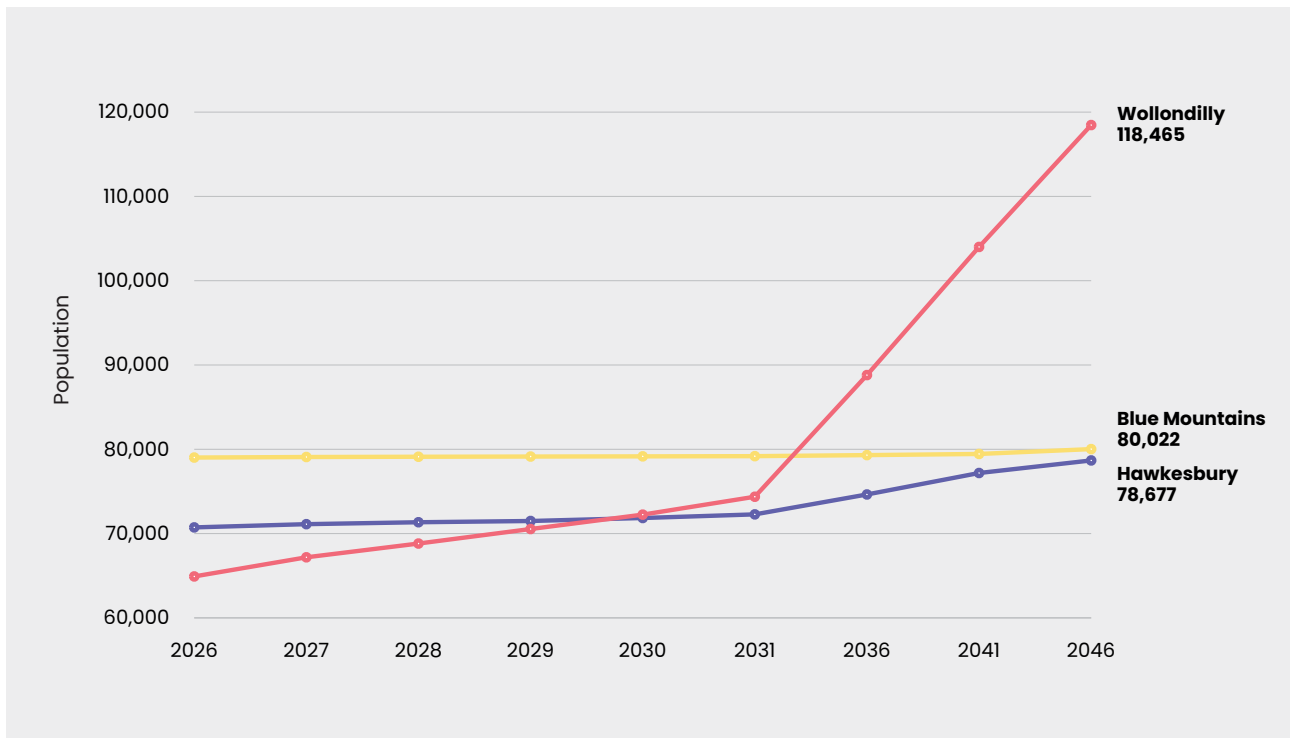
Upgrading an existing corridor offers an opportunity to extend the value of Sydney's established rail network. Planning and delivery should proceed alongside the other South West projects, with a service plan that delivers the full benefit of electrification.

Historical precedent: Riverstone to Richmond

The Riverstone to Richmond electrification provides a strong precedent for Wollondilly. Electric trains replaced diesel services for six stations along the line in 1992. The project took less than 12 months to complete. 35 years later it's time that Wollondilly had the same investment connecting its growing community to Sydney's suburban network, improving access to jobs, education and services.

Population growth, 2026–2046

Wollondilly, Hawkesbury and Blue Mountains



JUSTICE PRECINCT

Bringing jobs and justice closer to home

The South West Sydney Alliance is calling for the delivery of a South West Sydney Community and Justice Precinct in the centre of Campbelltown in proximity to the current location, opposite Campbelltown Station. Bringing Federal Circuit and Family Court facilities together with modern State courts and support services would improve access to justice and provide a catalyst for renewal in Campbelltown's historic CBD. A formal commitment from the Commonwealth and NSW Governments is now essential.

The existing court complex last received a significant upgrade in 1991. It now serves a region that has changed enormously in the intervening decades. Longstanding concerns include overcrowding and inadequate privacy and security. Modern Local, District and Children's Court facilities are urgently needed.

While Sydney and Parramatta have federal family law court facilities, South West Sydney has no equivalent permanent presence. Residents needing to attend proceedings must travel outside the region, often while managing a separation, parenting disputes or family violence. Repeated long distance journeys add transport costs, time away from work and difficult childcare arrangements at an already distressing time.

Research commissioned by the Commonwealth Attorney-General's Department provides strong support for change. The 2022 SGS Economics and Planning study concluded that local demand alone justified a new federal court presence in Campbelltown. It projected demand equivalent to approximately seven Federal Circuit and Family Court courtrooms by 2026, increasing to around 11 by 2051. These findings reinforce the need to plan for sustained growth, with Liverpool and Macarthur approaching a population of one million over the next two decades.

The study also estimated that a Campbelltown precinct could save at least 40 minutes' driving each way for Macarthur residents who are currently forced to travel to either Parramatta or the Sydney

CBD. A local facility would improve access across Liverpool, Camden, Campbelltown, Wollondilly and the Southern Highlands, while reducing pressure on the wider federal court network.

Co-locating courts with legal assistance, family violence support, counselling and housing services would help people obtain coordinated assistance. The precinct must include the judges, registrars and support staff needed to operate effectively, with capacity to expand as demand grows.

University teaching facilities within the precinct could create new pathways into legal education and professional training. Alongside legal practices and other professional services, they could bring employment and activity into the CBD, supporting local businesses and encouraging further private investment.

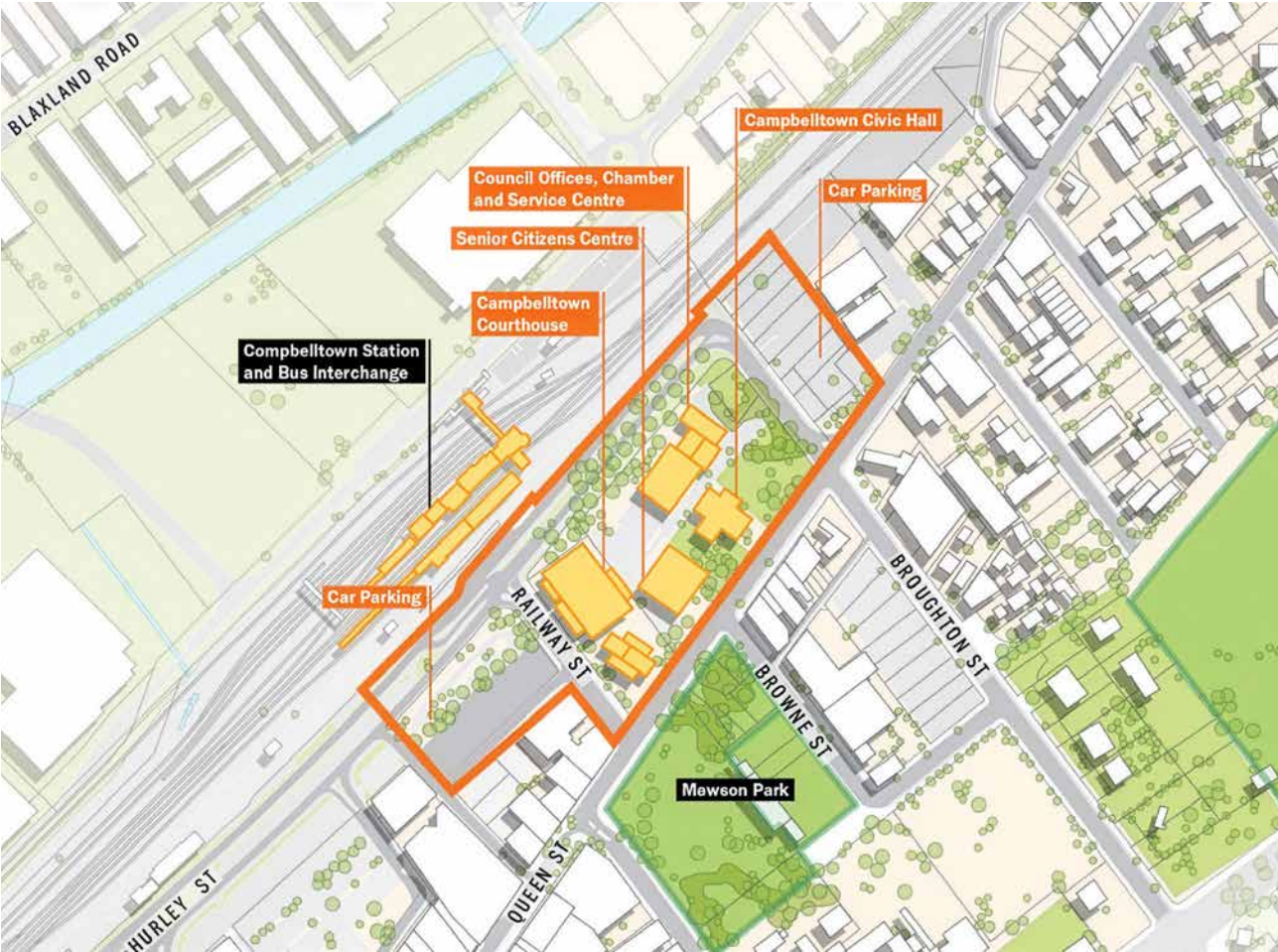
This critical social infrastructure is a once-in-a-generation opportunity to bring jobs and justice to one of Australia's fastest-growing regions.

The Alliance is calling for a \$5 million Commonwealth commitment to fund a detailed business case, alongside NSW Government support for the redevelopment of Campbelltown's State courts.



Sources: SGS Economics and Planning, South West Sydney Community and Justice Precinct: Demand Analysis for Federal Presence, 2022, report pp. 12–13 and 57–58; released by the Attorney-General's Department under FOI25/233. Courtroom figures are modelled demand.

South West Sydney Community and Justice Precinct development boundary



SKILLS CENTRES OF EXCELLENCE

Training the people who will build and care for Sydney

South West Sydney can help meet two of Sydney's most pressing workforce needs, the construction workers required to deliver more homes and the healthcare workforce needed to care for a growing population.

Two dedicated TAFE Centres of Excellence in Liverpool and Campbelltown would give residents more opportunities to train locally for these essential careers.

The Alliance welcomes the Commonwealth and NSW Governments' investment in TAFE and the new electrotechnology facilities announced for Campbelltown. This is a practical example of joint investment connecting local people with in-demand skills. A broader expansion in construction and healthcare training would build on that progress.

The region already has a strong vocational foundation. Business Western Sydney's 2026 education report identifies certificate and diploma qualification rates of approximately 40% in Wollondilly and 35% in Camden in the 2021 Census, this is despite there being no TAFE in either LGA.

The Hawkesbury's Richmond campus and the Blue Mountains campuses at Katoomba and Wentworth Falls illustrate the value of local access. Major investments elsewhere in Western Sydney such as Meadowbank, Wetherill Park and Kingswood demonstrate the ambition that can be applied to modern training facilities.

The South West needs comparable opportunities to support its population.

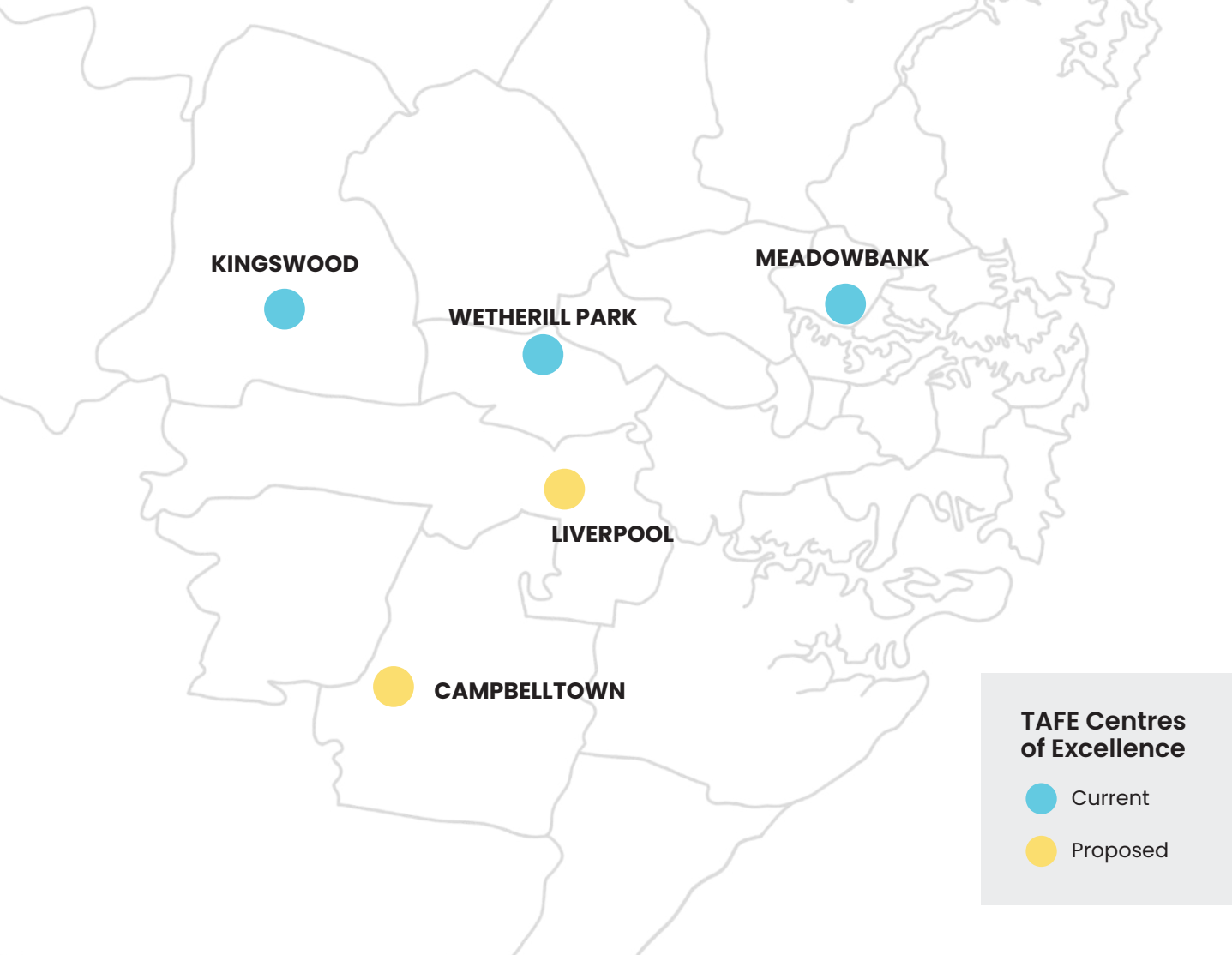
Proposed:

- **Housing Construction Centre of Excellence:** Modern workshops, equipment and practical learning spaces would support apprenticeships, construction trades and new building technologies. Partnerships with builders, developers and universities could link training directly to the homes and infrastructure being delivered across the region.
- **Health Care and Support Centre of Excellence:** Specialist facilities would support enrolled nursing, allied health assistance and care-sector training. Links with hospitals, community health providers and universities could expand placements, clinical learning and pathways from vocational qualifications into degrees.
- **New TAFE campuses in Camden and Wollondilly.**

The Commonwealth–state partnership model under the National Skills Agreement provides a foundation for this approach.

The return would be a stronger local workforce, more accessible careers and greater capacity to deliver government's housing and health objectives. The South West can train the people Sydney needs to build and care for the rest of Sydney.





ROAD FUNDING

A road network for a million people

The Alliance welcomes Commonwealth and NSW investment in Fifteenth Avenue, the M5 Westbound upgrade and roads serving Western Sydney International Airport, together with planning for Spring Farm Parkway Stage 2. These commitments provide a foundation for the sustained program of investment the South West needs to support a population of a million people.

A dedicated South West Sydney Roads Fund, jointly supported by both governments, would provide continuity across that program.

For families, more reliable roads mean more predictable journeys and easier access to work, school and care. For businesses, enabling connections can turn industrially zoned land into operating premises and local jobs.

Moorebank Intermodal, the airport and the region's manufacturing and distribution facilities serve businesses and households well beyond the South

West. Sustained investment in these connections would improve productivity across Sydney while supporting the daily lives of local communities.

Moorebank Intermodal, Western Sydney airport and the region's manufacturing and distribution facilities serve businesses and households well beyond the South West. The planned closure of cement and other bulk-handling operations at Glebe Island by 2030 will increase the importance of Port Kembla in supplying Sydney's construction industry. This will increase truck movements from the Illawarra through South West Sydney, strengthening the case for investment in corridors like Picton Road and the Hume Motorway.

Reliable connections will be essential to keep construction materials moving efficiently to housing and infrastructure projects across Sydney. Sustained road investment would support the productivity of the whole city while improving safety and everyday journeys for local communities.

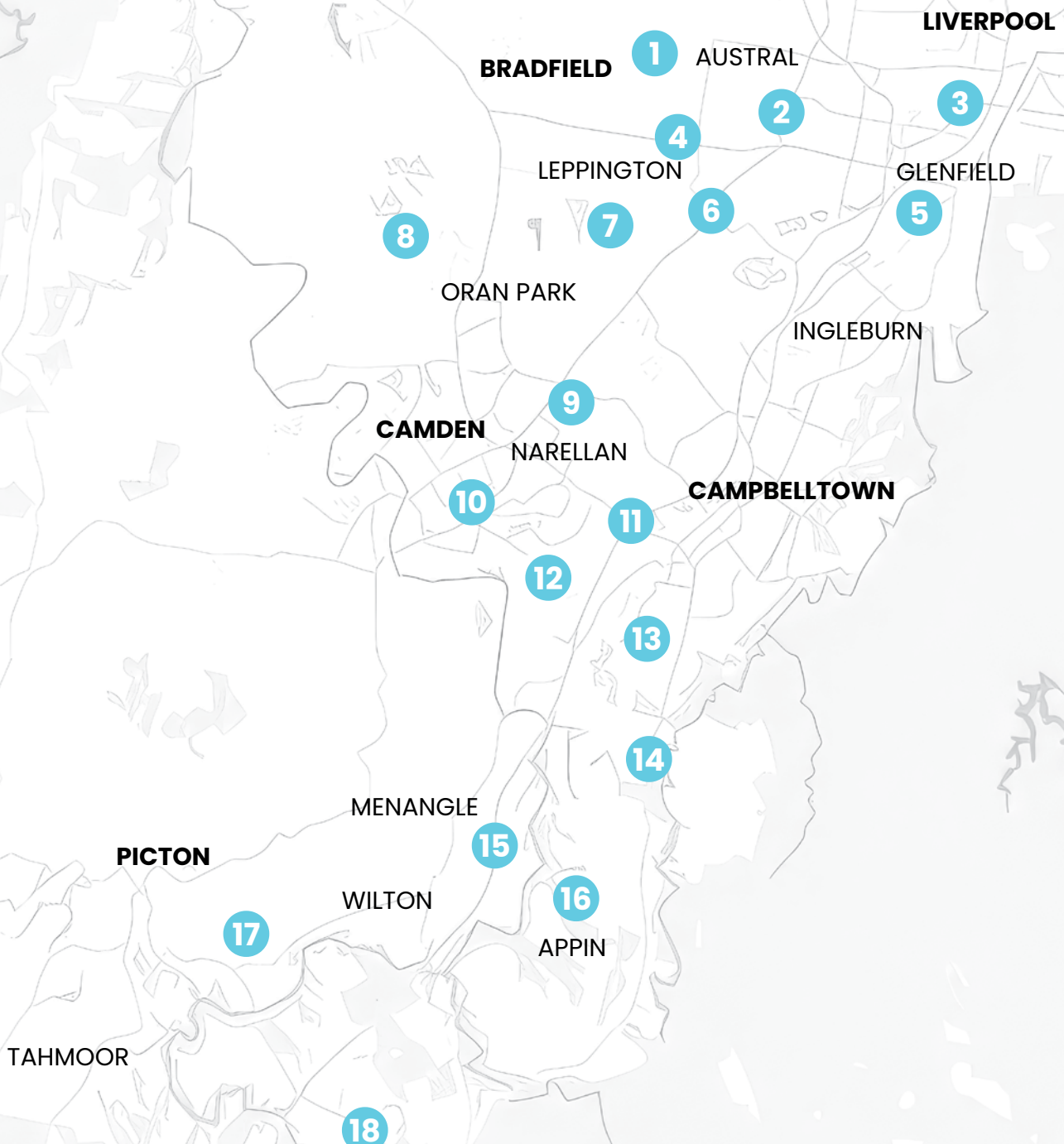


Fifteenth Avenue, Middleton Grange

Funding needed for South West Sydney Roads

The following roads require funding support from government. They are listed from top to bottom, not in a priority order.

- | | | |
|--------------------------|----------------------------|----------------------|
| 1 FIFTEENTH AVENUE | 7 LEPPINGTON ROAD NETWORK | 13 LINK ROAD |
| 2 EDMONDSON AVE | 8 OUTER SYDNEY ORBITAL | 14 APPIN ROAD |
| 3 M5 - HUME HWY OFF RAMP | 9 RABY ROAD | 15 HUME INTERSECTION |
| 4 RICKARD ROAD | 10 CAMDEN BYPASS | 16 TRANSIT CORRIDOR |
| 5 CAMBRIDGE AVE | 11 RAPID AIRPORT BUS LANES | 17 PICTON BYPASS |
| 6 CAMDEN VALLEY WAY | 12 SPRING FARM PARKWAY | 18 PICTON ROAD |



HEALTH INFRASTRUCTURE

A health network for a million people

Investment in South West Sydney's health network would bring care closer to growing communities while strengthening a major centre of employment, education and medical research. The Alliance welcomes government investment in Liverpool and Campbelltown hospitals and seeks a coordinated program that builds on those commitments as the region approaches one million residents.

South West Sydney's hospitals already carry an exceptionally heavy workload. In the April – June 2026 quarter, Liverpool and Campbelltown each recorded more emergency attendances than Royal North Shore, Royal Prince Alfred or St George. Together, they handled more than 47,000 attendances in just three months.

Across the broader South Western Sydney LHD, annual emergency activity was approximately 38% greater than in the Northern Sydney LHD in 2024–25. These comparisons underline the scale of the task facing local health workers and the importance of expanding hospital capacity and community care as the region grows.

Capacity also depends on care beyond the hospital gates. Expanding community care and appropriate accommodation for those awaiting aged care or NDIS support would help these patients leave safely and make beds available for others needing hospital treatment.

The Alliance welcomes the announcement of the Wilton Integrated Health Hub, providing for community, outpatient and preventative care closer to home. With Wollondilly projected to approach 120,000 residents by 2046, this should establish the foundations for a progressively larger health precinct. Securing sufficient land now would preserve the opportunity to deliver a future hospital as demand grows.

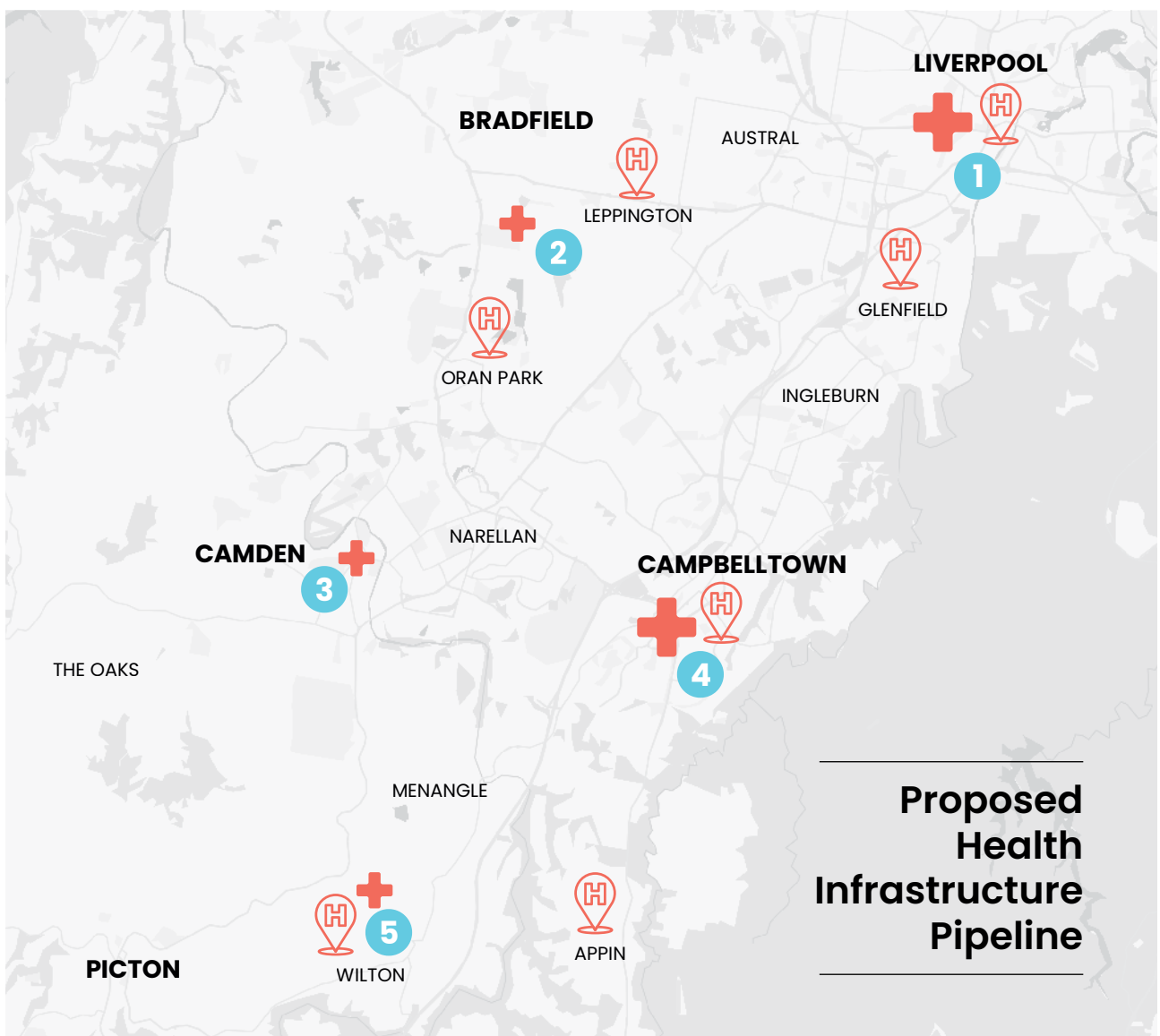
Sources: CBRE, Unlocking Passenger Rail in South West Sydney: Transport and Future Growth, 16 September 2026, slides 16 and 19; Alliance member feedback on Oran Park and Leppington. NSW Government, Wilton Integrated Health Hub planning

The Alliance seeks a coordinated program to:

- › Build on the health hub services already established at Oran Park so it can offer outpatient services, alongside additional community health hubs in Liverpool, Leppington, Glenfield, Wilton and Appin.
- › Progress the Wilton Integrated Health Hub and protect land for future hospitals in Wilton and the Oran Park–Bradfield growth corridor.
- › Continued investment in Liverpool and Campbelltown hospitals, with staffing and operating resources to meet demand.
- › Deliver Stage 3 of Campbelltown Hospital, including specialised paediatric and other services, and plan for a future South West Sydney Children's Hospital.
- › Support planning and investment in Liverpool's Eastern Campus and stronger links between clinical care, education and research.

Health sites should be integrated with rail where possible and reliable connecting buses so patients, families and staff can reach them more easily.

The Alliance also acknowledges the exceptional contribution of philanthropy to the region's health future. The Ingham Institute for Applied Medical Research, the Perich Centre for Robotics and Health Technology in Liverpool, and the Lang Walker AO Medical Research Building in Campbelltown, they are strengthening local research and clinical partnerships. The generosity of the Ingham, Perich, Vitocco and Walker families, alongside other donors and institutional partners, deserves recognition and continued public investment to build on these achievements.



- 1** Investment in Liverpool Hospital's Eastern Campus
- 2** New hospital in the Oran Park - Bradfield growth corridor
- 3** 24 hour Urgent Care services at Camden Hospital
- 4** New Stage 3 of Campbelltown Hospital including specialised paediatric services
- 5** New hospital at Wilton
-  Integrated Health Hubs

