

Figure 3: Global Sydney

Global Sydney

Global Sydney is made up of Sydney CBD and adjacent precincts and the CBD of North Sydney. It is the most highly sought after investment location and most internationally visible area of Sydney.

Accounting for over \$99 billion (or just over one third) of the NSW gross regional product,¹⁶ Global Sydney is Australia's most significant concentration of economic, educational, medical, creative and cultural activity in Australia.

Sydney's strategic location in the Asia Pacific, quality of life, human resource base and outstanding beauty help make it the number one location for international banking and business and finance services in the Asia Pacific.

Maintaining Sydney's position as Australia's number one city will be the biggest challenge for Global Sydney.

Priorities for Global Sydney

- create capacity for an additional 114,000 new jobs to strengthen the growing finance and service sector industries in an extended commercial core
- bring forward redevelopment at Barangaroo and investigate the regeneration potential of areas such as Town Hall to Central, Central to City Road and Central to Eveleigh
- prioritise transport investment including light rail along George Street, reducing CBD bus congestion, upgrading CBD rail interchanges and building the second Sydney Harbour rail crossing¹⁷
- use the investment opportunities of the Sydney International Convention, Exhibition and Entertainment Precinct at Darling Harbour and promote arts and culture venues to reinforce Global Sydney as a premier cultural, arts, entertainment and retail destination¹⁸
- continue to enhance the day and night time economy
- strengthen connections to the rest of the Sydney Metropolitan Area, regional NSW, other capital cities and internationally, and invest in strategic arterials such as the Parramatta Road Corridor and to the F3 and F6
- protect and support nationally significant heritage and icons such as the Sydney Opera House, Sydney Harbour Bridge and the Rocks.

¹⁶ RDA Sydney, Sydney Metropolitan Region Economic Baseline Assessment – Update June 2012.

¹⁷ NSW Department of Premier and Cabinet 2012, State Infrastructure Strategy, NSW Government, Sydney, NSW, PP9-11 and Transport for NSW 2012, NSW Long Term Transport Master Plan, NSW Government, Sydney, NSW, PP127, 133, 160, 161, 163.

¹⁸ NSW Department of Premier and Cabinet 2012, State Infrastructure Strategy, NSW Government, Sydney, NSW, P25.

BALANCED GROWTH

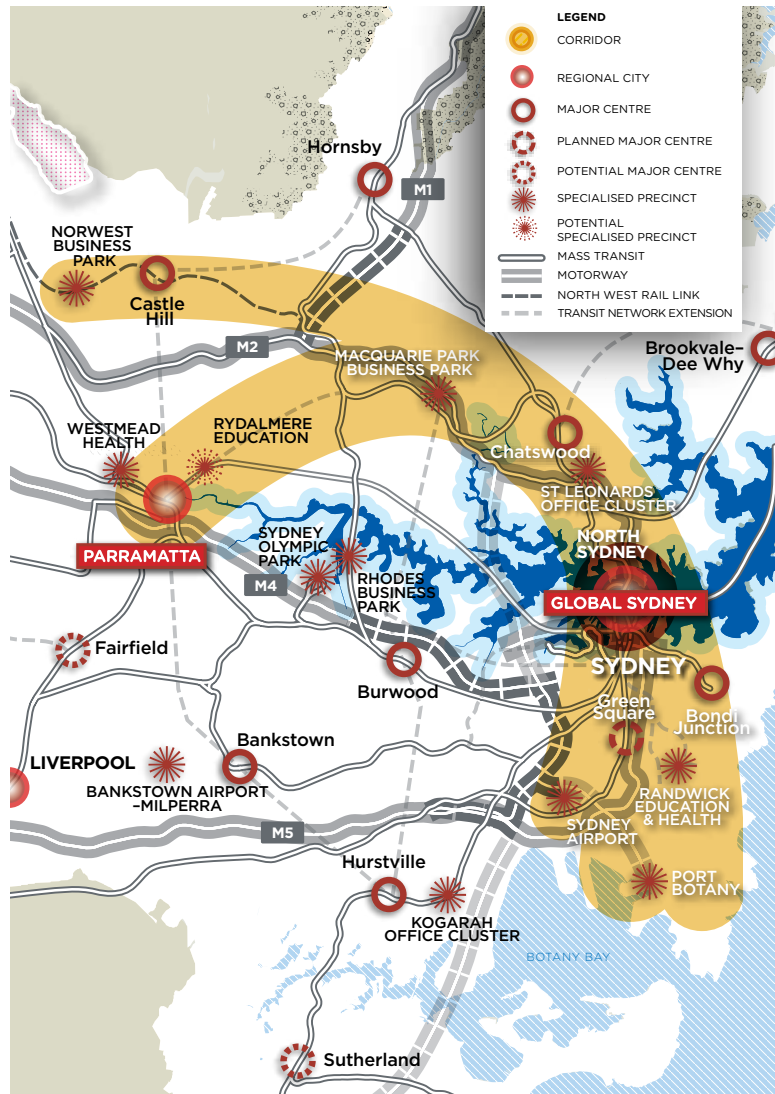


Figure 4: Global Economic Corridor

Global Economic Corridor

The Global Economic Corridor extends from Port Botany and Sydney Airport, through Global Sydney to Macquarie Park. It includes centres such as Chatswood and Bondi Junction, the Specialised Precincts of St Leonards and Macquarie Park, four large universities and major health and entertainment precincts.

This 25 kilometre arc of significant agglomeration of economic activity is unique for its extent, employment diversity and concentration of globally competitive industries.

Around 50 per cent of NSW Gross State Product (GSP) is concentrated within the Global Economic Corridor.¹⁹ As Sydney markets shift towards professional services, healthcare and advanced manufacturing, the benefits of effective clustering will grow. Strengthening and reinforcing the Corridor will influence the expansion of Sydney's economy.²⁰

Priorities for Global Economic Corridor

- create at least 59,000 additional jobs, beyond the 114,000 being provided in Global Sydney, to create a total of 173,000 additional jobs within the existing Corridor
- extend the Corridor towards Norwest and Parramatta
- aim for an additional 40,000 jobs in the extended Corridor²¹ to create a total of 213,000 additional jobs
- reinforce economic clustering in established and emerging centres, particularly for globally competitive industries
- prioritise international gateway functions at Sydney Airport and Port Botany to protect industrial lands supporting the Port and Airport
- implement works to relieve major congestion around Sydney Airport and Port Botany and improve public transport access to the Airport²²
- prioritise projects that support efficient movement of people, goods and telecommunications to and from the Corridor
- improve the efficiency and capacity of rail connections in line with the Long Term Transport Master Plan
- facilitate delivery of Urban Activation Precincts at Epping, Herring Road, North Ryde, Mascot Station, Randwick and Anzac Parade.

¹⁹ DP&I, 2013. Productive and Prosperous Technical and Background Document (P40).

²⁰ SGS Economics and Planning, Planning directions for Metropolitan Sydney September 2012.

²¹ Includes expected jobs growth at Parramatta, Castle Hill and Norwest.

²² NSW Department of Premier and Cabinet 2012. State Infrastructure Strategy, NSW Government, Sydney, NSW, P13.

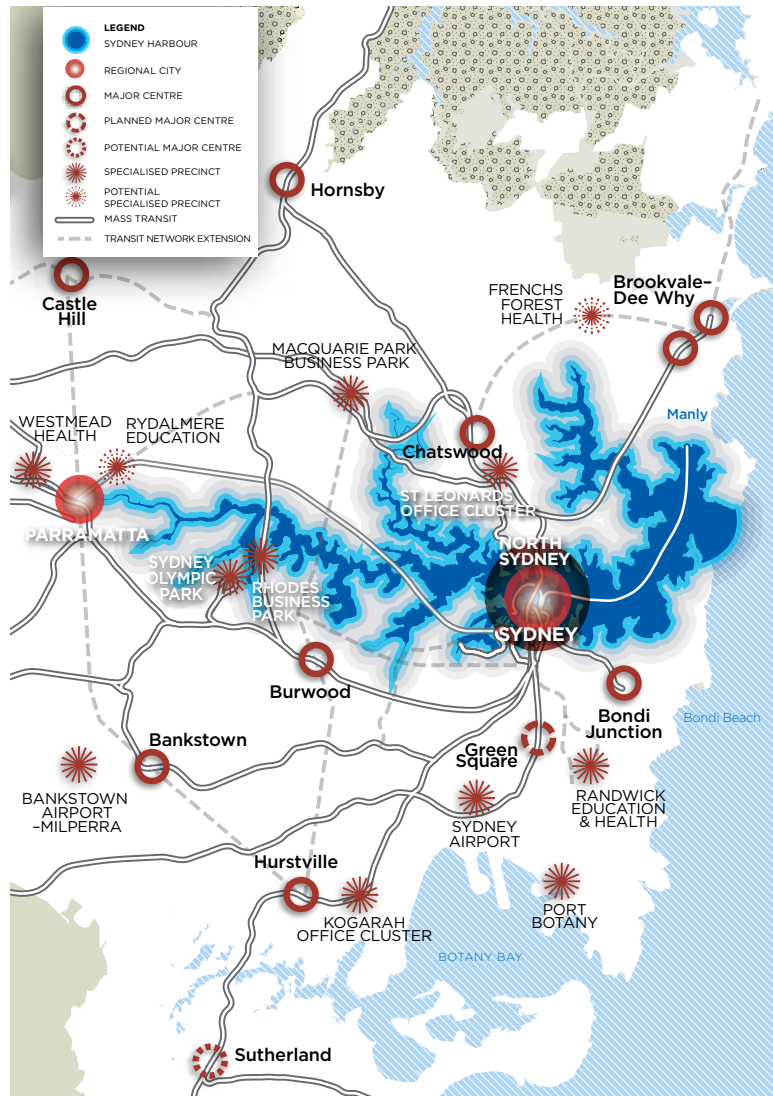


Figure 5: Sydney Harbour

Sydney Harbour

Sydney Harbour is the defining feature of Sydney and one of our biggest economic advantages. It has influenced where and how Sydney has grown and attracts considerable investment from both public and private sectors.

Over the next 20 years, Sydney Harbour and its surroundings will continue to be the major economic driver for our city. It is the site of a nationally significant working port complementing Port Botany, a national and international tourist attraction, a destination of cruise ship companies and a sought-after location for investment in housing and commerce.

Sydney Harbour's biggest success continues to be its free access for all Sydneysiders. Our policies and actions will capitalise on investment opportunities in and around the Harbour and expand access opportunities.

Priorities for Sydney Harbour

- protect Port Jackson and support its function as a major working port²³
- recognise and protect Glebe Island and White Bay for their maritime and working harbour role and investigate the long-term future of the area with the community²⁴
- promote the arts and culture venues around Sydney Harbour and Sydney CBD
- develop long-term options for expanding cruise ship terminal space²⁵
- increase opportunities for recreational access to the foreshore and waters, including those offered through harbourside property regeneration
- improve water quality and protect biodiversity
- provide a new pedestrian connection between Wynyard and Barangaroo
- improve and expand ferry services throughout Sydney Harbour and along Parramatta River
- provide opportunities for sustainable visitor and tourism experiences on the islands and foreshores of Sydney Harbour National Park.

²³ Transport for NSW 2012, NSW Freight and Ports Strategy, NSW Government, Sydney, P94.

²⁴ Ibid, P94.

²⁵ Ibid, P94-5.

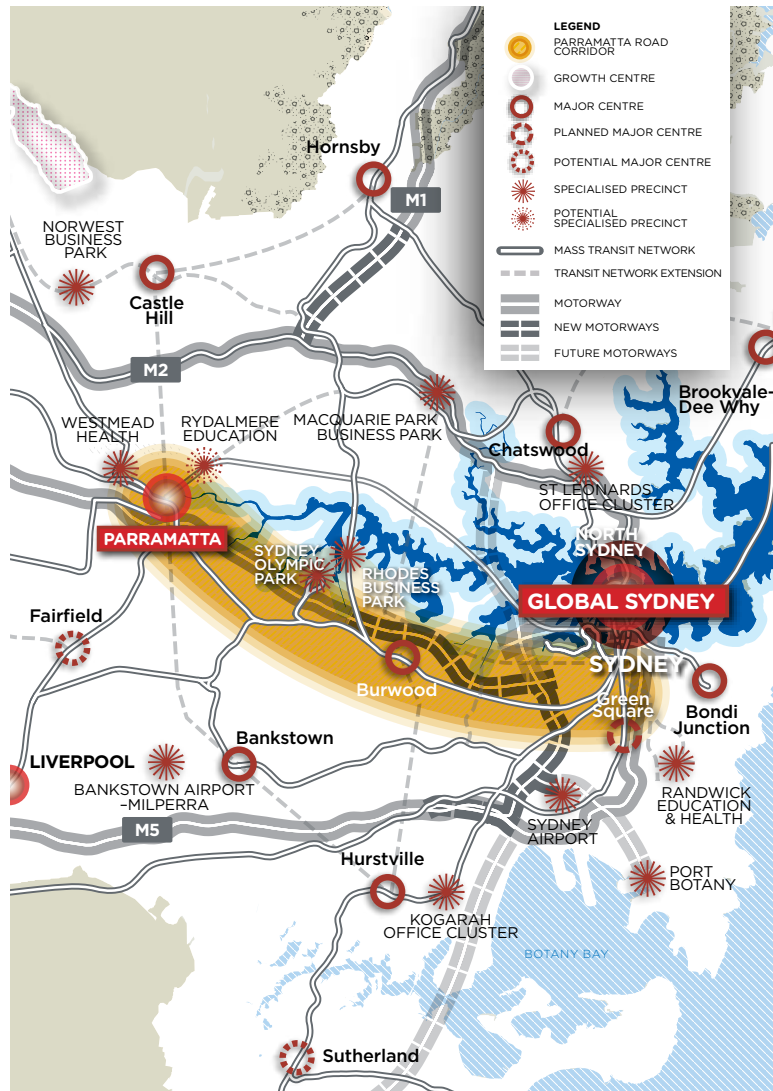


Figure 7: Parramatta Road Corridor

Parramatta Road Corridor

The Parramatta Road Corridor connects Global Sydney and Parramatta via Sydney Olympic Park. It is one of the busiest road corridors in Sydney.²⁹

The WestConnex Motorway will provide opportunities to transform the local centres that exist alongside the Corridor and better connect them as Sydney Olympic Park grows.

The Parramatta Road Corridor offers prime regeneration opportunities to create lively, well-designed centres with improved north-south and east-west linkages currently limited by the busy Parramatta Road.

This will help to deliver a diversity of housing and jobs choices, close to the shops and services in a new, liveable context.

Priorities for Parramatta Road Corridor

- deliver improved road connections through the WestConnex Motorway,³⁰ ensuring improvements allow for better links between local centres so they can flourish and attract new investment
- deliver stronger east-west connections along, and at grade north-south connections across, Parramatta Road
- focus on Sydney Olympic Park as a Specialised Precinct to be a major location for employment, high density housing, sports and entertainment
- use the planned regeneration³¹ to better integrate Sydney Olympic Park into adjacent areas
- facilitate delivery of Urban Activation Precincts at Carter Street and Wentworth Point as part of the wider regeneration of Sydney Olympic Park
- create high quality places and spaces at key points along and adjacent to Parramatta Road
- plan for well-designed housing including smaller dwellings and apartments to ensure the Corridor achieves a higher population density that can stimulate business and retail investment
- plan for a viable and frequent public transport service the length of the Corridor.

²⁹ Transport for NSW 2012, NSW Long Term Transport Master Plan, NSW Government, Sydney, NSW, P152.

³⁰ NSW Department of Premier and Cabinet 2012, State Infrastructure Strategy, NSW Government, Sydney, NSW P7 and Transport for NSW 2012, NSW Long Term Transport Master Plan, NSW Government, Sydney, NSW, P137.

³¹ Sydney Olympic Park Authority 2010, Sydney Olympic Park Master Plan 2030, NSW Government, Sydney, NSW.

BALANCED GROWTH

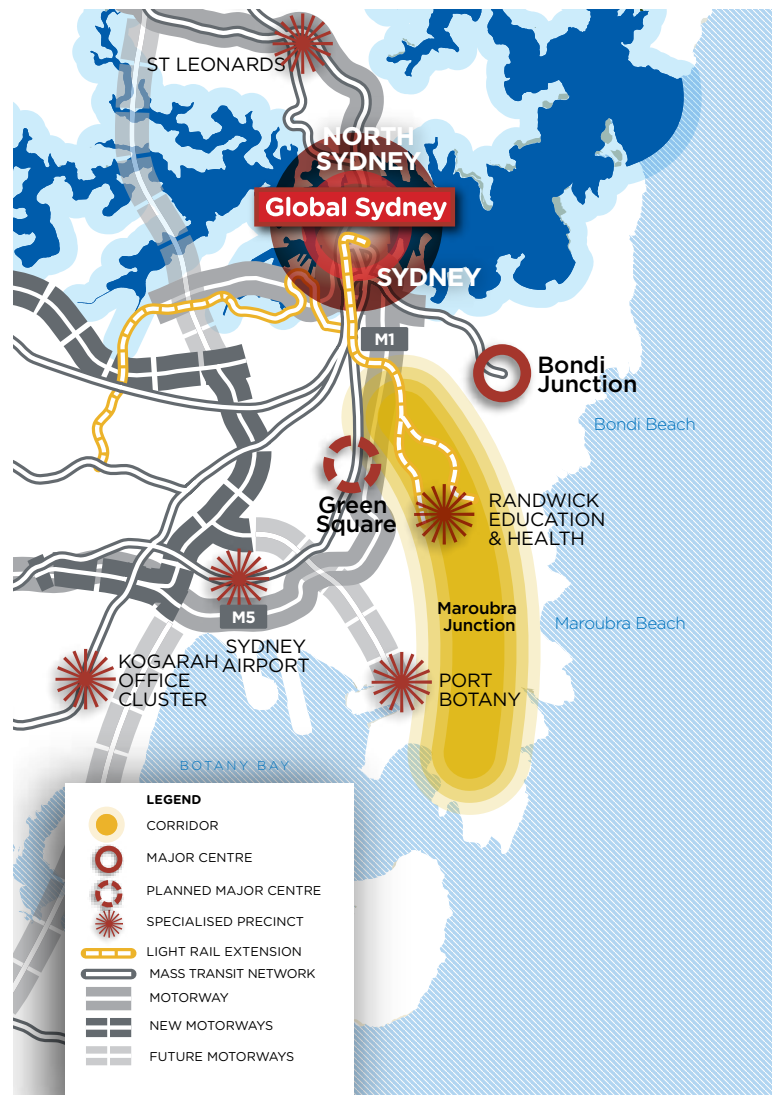


Figure 8: Anzac Parade Corridor

Anzac Parade Corridor

The Anzac Parade Corridor extends the length of Anzac Parade, from Moore Park to La Perouse, and includes the neighbourhoods adjacent to the road itself.

It is identified for new housing and job opportunities integrated with transport improvements in an area that offers a great lifestyle and accessibility to the Global Economic Corridor.

The Anzac Parade Corridor provides additional strategic regeneration opportunities in relation to planned and potential investment in State-owned lands, infrastructure and other services.

Priorities for Anzac Parade Corridor

- support opportunities for light rail between Central Sydney and Randwick and Kingsford; mass transit options to Maroubra, Malabar and La Perouse; and improvement of east-west links to Sydney Airport, Green Square and the Inner West³²
- capitalise on opportunities emerging from the development around Moore Park, including the upgrade of the Sydney Cricket Ground³³
- investigate opportunities to make more efficient use of State-owned land for housing and employment, particularly around the southern part of the corridor
- plan for well-designed housing that provides a range of choice for the changing needs of residents and injects a new level of activity
- allow for higher population density to stimulate interest, confidence and investment in business and retail and good public transport
- facilitate delivery of Urban Activation Precincts at Randwick and Anzac Parade
- plan for a network of green corridors and open space to enhance local amenity.

³² Transport for NSW 2012, NSW Long Term Transport Master Plan, NSW Government, Sydney, NSW, P160.

³³ NSW Department of Premier and Cabinet 2012, State Infrastructure Strategy, NSW Government, Sydney, NSW, P125.