

EXECUTIVE SUMMARY

SGS was engaged by Randwick City Council to undertake a strategic and financial assessment of potential options for structural change to local government within eastern Sydney. This review has involved the development of options for structural change, including the amalgamation of current local government areas (LGAs) and part LGAs. The LGAs that have been considered in this report include Randwick, Woollahra, Waverley and Botany Councils.

Scope/Planning context

Eastern Sydney is identified as a sub-region for planning of the Sydney metropolitan area, by the NSW Department of Planning, and includes Botany Bay, Randwick, Waverley and Woollahra LGAs. This sub-region is adjacent (and partly included within) to the Global Economic Corridor, identified in the 2005 *Sydney Metropolitan Strategy*¹ and *Metropolitan Plan for Sydney 2036*² as Australia's pre-eminent higher order job location. The Global Economic Corridor extends from Macquarie Park to North Sydney and continues through Sydney City to Port Botany and Sydney Airport. Key centres in or adjacent to this area are the Sydney CBD, Bondi Junction, the Randwick Health and Education Precinct, Sydney Port and Sydney Airport. These areas are home to over 500,000 jobs, almost one fifth of the total in metropolitan Sydney.

As part of this Global Economic Corridor (GEC), the southern Sydney employment corridor extending from Redfern to Alexandria and beyond to the Mascot area north of the Airport is increasing in complexity and economic value. An integrated economic zone encompassing these southern Sydney employment areas, the airport and the CBD is emerging. This critical economic zone is not well served from a coordinated local planning perspective, partly because four local governments have responsibilities in this area (City of Sydney, Marrickville, Botany Bay and Rockdale). Similarly, the economic zone of the Port and the surrounding industrial activities to its north is split between the Councils of Randwick and Botany Bay, hampering effective planning as an integrated area.

In this analysis the potential for revision of boundaries has been investigated through a number of options. These reflect the community of interest of the eastern suburbs councils and the potential rationalization of local planning and management of the Port, and associated industrial areas to its north and west (east of Southern Cross Drive), as part an expanded Eastern Sydney LGA.

Options Identification

Arising from the strategic analysis, four options for structural change have been developed in addition to the 'do nothing' base case.

The four options that were tested for structural change were:

- Option 1 - the amalgamations of the LGAs of Randwick, Woollahra and Waverley into a new Local Government Authority
- Option 2 – As per option 1 and the addition of the Port Botany and associated industrial areas into one LGA
- Option 3 – As per option 2 and the addition of the rest of Botany Bay except the airport and associated industrial areas connected to South Sydney, and
- Option 4 – the amalgamations of the LGAs of Randwick, Woollahra, Waverley and Botany as well as the airport.

Each of these options is described in the table below.

¹ Department of Planning, *City of Cities, A Plan for Sydney's Future: Metropolitan Strategy, 2005*

² NSW Government, *Metropolitan Plan for Sydney, 2016* 111.