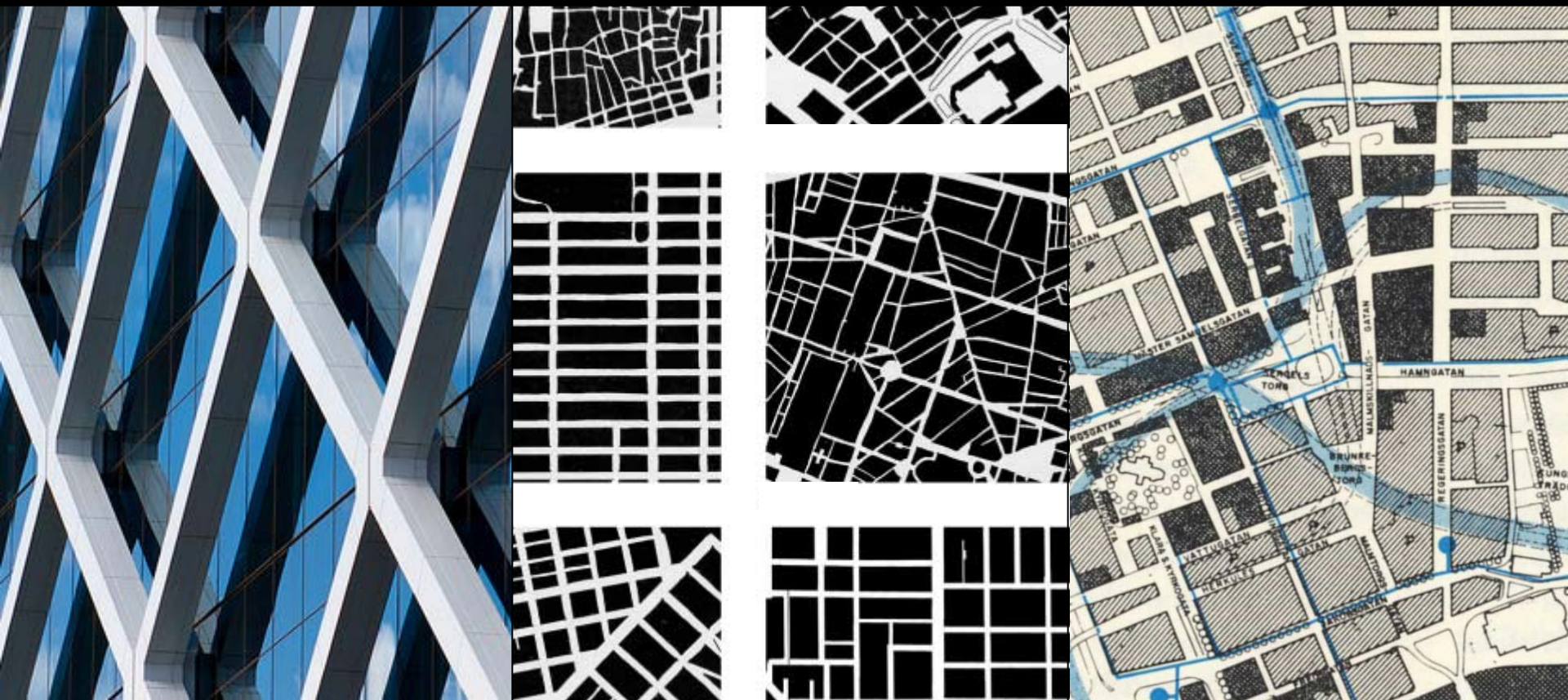
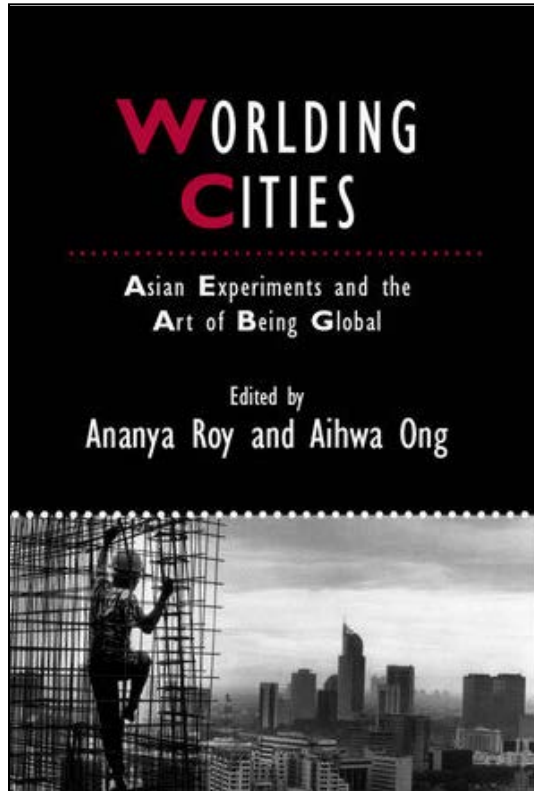


# Global imaginaries, worlding and strategic planning in Sydney

Tom Baker, *University of Newcastle*  
Kristian Ruming, *Macquarie University*



# 'Worlding'



<http://au.wiley.com/WileyCDA/WileyTitle/productCd-1405192763.html>

- Experiments in urban globality:  
'the urban as a milieu that is in constant formation, one shaped by the multitudinous ongoing activities that[,] by wedding *dream* and *technique*, form the art of being global.' (Ong & Roy 2011: xv)
- Worlding practice is rife
- Metro strategies = 'worlding from above' (adapting Simone 2001)

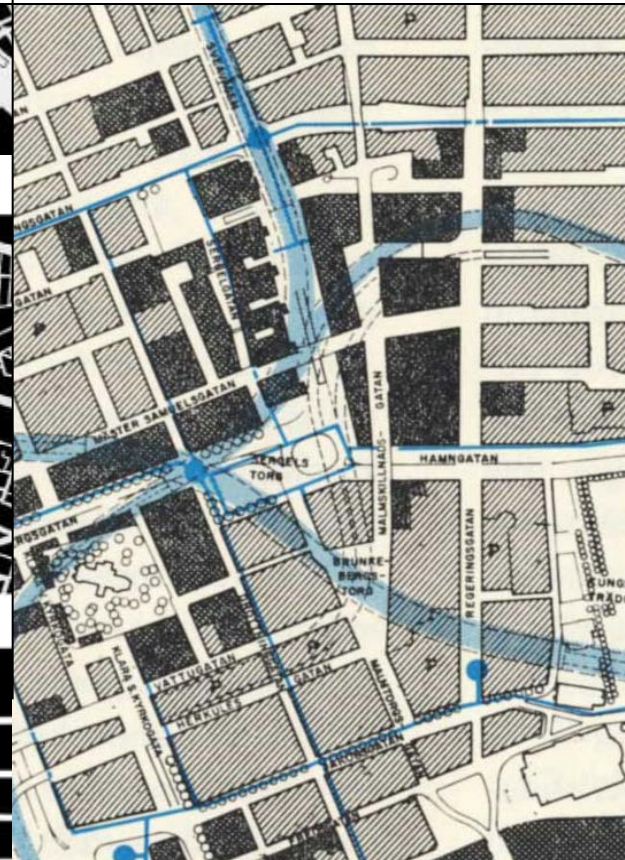
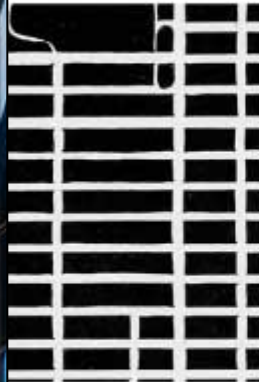


# Interpretive frames

Conditions

Comparison

Models



# Interpretive frames

Conditions



Comparison



Models

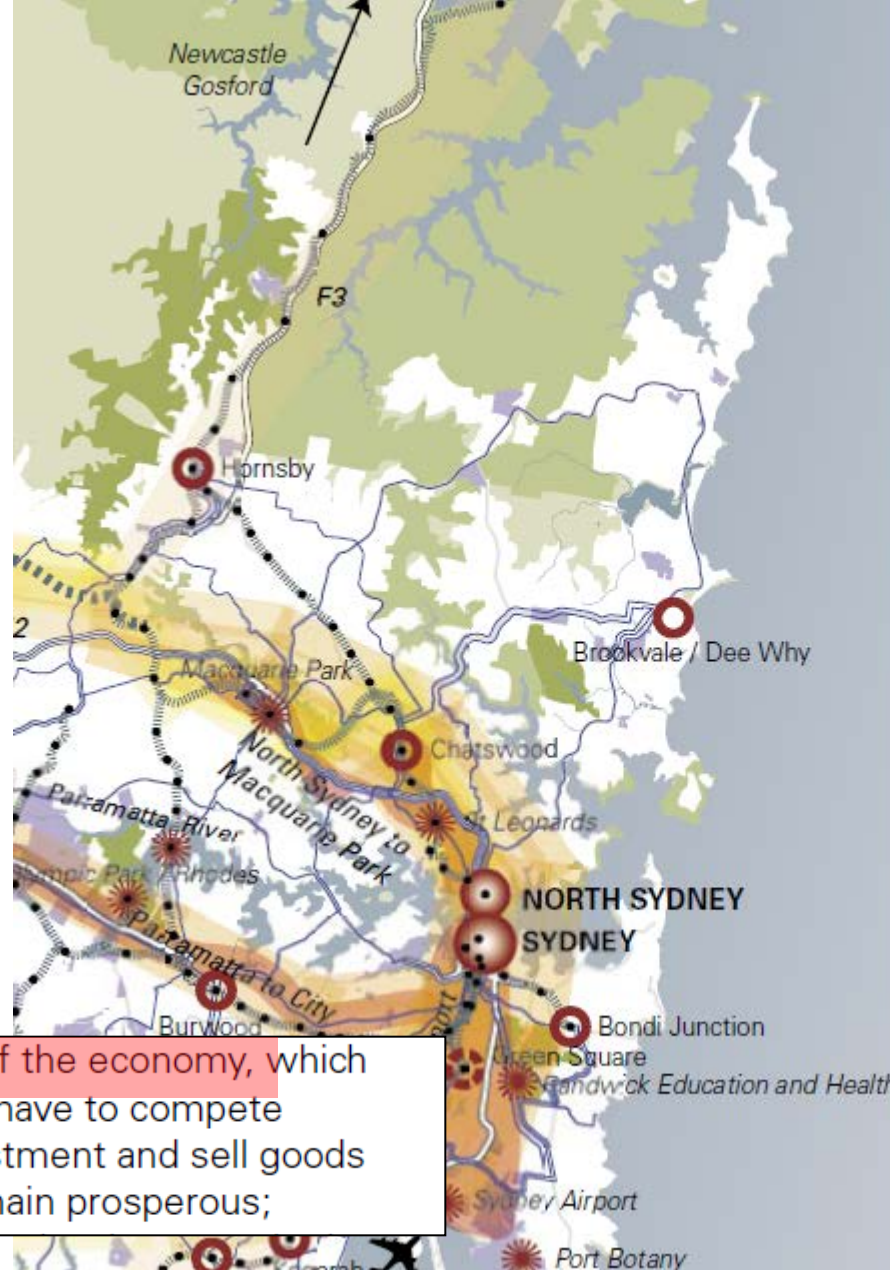


## TRENDS AND DRIVERS

Planning for the future of Sydney must take into account:

- population growth and demographic change, including migration trends, birth rates, and ageing population and less people living in each household;
- employment growth and change, including more service and office based jobs and a shift to integrated office, production and warehousing operations which means more land is required for some economic activities;
- the increasing globalisation of the economy, which means Sydney and Australia have to compete internationally to attract investment and sell goods and services overseas to remain prosperous;
- the push for more sustainable development, in the face of global environmental and climatic changes, which creates drier and more unpredictable weather events, and increased rates of consumption of natural resources such as water and fuels for energy;
- the rising costs of transport – fuel prices, congestion, greenhouse gas emission, air quality and community physical and mental health – are placing increasing burdens on families and business. Demand for travel is increasing faster than population growth and the largest increase is in the use of private vehicles; and
- the basic structure and built fabric of the city which is substantially in place, and will not change fundamentally — even over the life of this Strategy.

- the increasing globalisation of the economy, which means Sydney and Australia have to compete internationally to attract investment and sell goods and services overseas to remain prosperous;



1,100,000 more people  
640,000 new homes  
500,000 new jobs  
25 year plan  
5 cities  
3 corridors  
1 global city



### GLOBAL SYDNEY

Main focus for national and international business, professional services, specialised shops and tourism. It is also a recreation and entertainment destination for the Sydney region with national significance.



### GLOBAL ECONOMIC CORRIDOR

The corridor of concentrated jobs and activities in centres from North Sydney to Macquarie Park and from the City to Airport and Port Botany, will remain the powerhouse of Australia's economy.



### REGIONAL CITY

Parramatta, Liverpool and Penrith will provide for more lifestyle and work opportunities close to the growing parts of Sydney.



### SPECIALISED CENTRE

Places such as hospitals, universities and major research and business centres that perform vital economic and employment roles across Sydney.



### MEASURING PERFORMANCE

Aim	Measure	Benchmark
<b>Enhance Liveability</b>	<b>Quality of Living</b> Maintain or improve Sydney's index and ranking of quality of living, according to Mercer Human Resource Consulting global quality of living survey.	In 2005 Sydney ranked 8 out of 260 cities in the Quality of Living Survey with an index of 105.
<b>Strengthen Economic Competitiveness</b>	<b>Contribution to National Economy</b> Maintain or increase the proportion and value of Sydney's contribution to Gross Domestic Product (GDP).	In 1998–99, Sydney produced 23% of Australia's value added wealth, totalling \$130 billion.

**Mercer Quality of Living Survey - Worldwide Rankings, 2011**

Rank	City	Country
1	Vienna	Austria
2	Zurich	Switzerland
3	Auckland	New Zealand
4	Munich	Germany
5	Düsseldorf	Germany
5	Vancouver	Canada
7	Frankfurt	Germany
8	Geneva	Switzerland
9	Bern	Switzerland
9	Copenhagen	Denmark
11	Sydney	Australia
12	Amsterdam	Netherlands

residents can access a  
y or global Sydney within 30  
ort.

94 to 1999, the  
f Sydney's residents  
hectares per person.

to transport and  
identified in the State

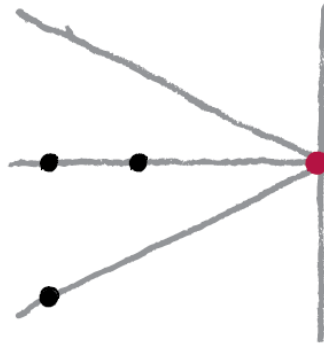
transport and infrastructure needs inform the  
annual State Infrastructure Strategy.

Infrastructure Strategy.



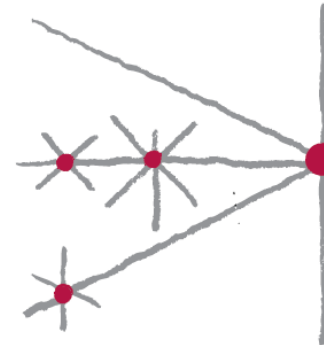


# The networked city



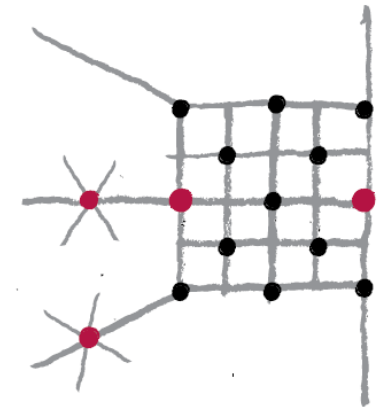
PAST

- A radial system focused on Global Sydney



'CITY OF CITIES'  
TO 2036

- Radial system focussing on Global Sydney and the Regional Cities of Parramatta, Penrith and Liverpool



NETWORK SCENARIO  
BEYOND 2036

- A network city
- Linked centres
- Strong cross regional links

*The best cities in the world are cities that are easy to get around. [...]  
Sydney must develop more efficient, more extensive and more usable  
transport networks if it is to remain one of the world's great cities.  
(DOPI 2012: 18)*

*Some of Sydney's **competitor cities** such as Shanghai and Tokyo have, or are building, significant fast rail and communications networks between cities and within the economic zones that service their global city centres.*

# Conclusion

- Speaking/acting the global into existence
- From categorical measures of globality to selective worlding

