State of the Regions

2025 Edition

Benchmarking Australia's Regions

Extract

METRO REGIONAL INDICATORS

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69. SOR Metro Regions

69.1 Introduction

This chapter compares SOR Metro Region types against a range of economic indicators, describing advantage and disadvantage as well as opportunities and vulnerabilities.

The five largest capital metro regions classified in the *State of the Regions* structure are the Sydney, Melbourne, Brisbane, Adelaide, and Perth Metro regions. Each of the five Metro regions has a distinctive industrial profile, with varying challenges and unique region-based opportunities. As population and economic gravity concentrate within these urban centres, understanding and comparing their economic structure and dynamism is critical for informed national and regional policy formation.

Over the last decade, Australia's Metro City regions have shaped the nation's demographic and economic trajectory. These regions remain the primary engines of economic output, employment, and innovation, but their rapid growth presents acute social, economic, and institutional challenges. The balancing act between growth and liveability is more critical than ever, with housing affordability, infrastructure stress, and labour market adaptation as persistent issues.

Across all metros, outer peri-urban and greenfield areas recorded the most rapid population increases. Inner city areas saw slower overall growth but increased in vertical density and diversity.

Key actions to improve economic outcomes will include integrate housing, transport, and employment planning to address bottlenecks and maximise productivity. Accelerating flexible and medium density dwelling approvals in key growth corridors, including investing in inclusive and frequent public transport for outer metro suburbs to support social and economic access.

This section examines the spatial patterns of population and economic change, highlights regional comparative strengths and weaknesses, and discusses the implications for policy and urban management.

Major Growth Corridors

- Sydney's growth corridors include Parramatta, The Hills, Blacktown and Liverpool with growth underpinned by state infrastructure projects including Metro, Parramatta Light Rail, WestConnex and associated housing expansions. Problems include Infrastructure lag, school shortages, worsening congestion, and "heat islands" issues.
- Melbourne's growth corridors include Wyndham, Melton, Whittlesea, Casey: Greenfield estates, job clusters like Sunshine-Melton, new retail and health precincts. Problems include car dependence, long commutes and lack of local jobs compared to population growth.
- Brisbane's growth corridors include Moreton Bay North and Ipswich which have among the fastest growth rates statewide, benefiting from lower median house prices and new transit-oriented communities. Problems include flood risk, school crowding, transport bottlenecks.
- Adelaide's growth corridors include Playford, Salisbury and Gawler. Problems include social disadvantage, skill and employment gaps and lower amenity compared to established areas.
- Perth's growth corridors include Wanneroo, Rockingham, Mandurah encouraged by land release policies, improved road/rail access and affordable coastal living. Problems include urban sprawl, dependence on Perth CBD and susceptibility to economic 'boom-bust' cycles.

Economic Growth and Performance

- **Sydney Metro:** Continues as the largest contributor to headline GRP, contributing 20 per cent in 2024, but recent growth has moderated due to housing affordability and infrastructure bottlenecks.
- **Melbourne Metro:** Nearly equivalent economic scale, contributing 18 per cent of headline GRP in 2024, up from 17 per cent in 2014, with strong population increases, a robust knowledge economy, and substantial construction activity.
- **Brisbane Metro:** Post-pandemic migration and infrastructure investments have lifted economic growth with a contributing 9 per cent of headline GRP, gradually narrowing the gap with southern metros.
- **Adelaide Metro:** Traditionally slower growth, contributing 3.6 per cent of headline GRP in 2024 (and 2014), but with recent boosts from health, defence, and higher education sectors.
- **Perth Metro:** Growth remains volatile, contributing 8.2 per cent of headline GRP in 2024, its national share declining slightly following the mining boom, recent economic growth led by resources, mining services, and population inflow from interstate.

Table 69.1 Metro area economic growth (2019-2024 average per annum)

Metro	Headline GRP growth (%)	Key drivers
Sydney	1.52	Finance, Professional Services
Melbourne	2.01	Services, Education, Healthcare
Brisbane	3.06	Health, Education, Construction
Adelaide	2.83	Defence, Health, Education
Perth	3.21	Mining Construction

Source: NIEIR *State of the Regions*, ABS.

Industry Structure and Key Sectors

- **Sydney Metro:** Dominant Sectors are finance and insurance, information technology, property, professional/scientific services; substantial construction, education, and health clusters. Emerging Sectors include creative industries, high-tech manufacturing (Western Sydney Aerotropolis). Key Centres include Sydney CBD, Parramatta, North Sydney, Macquarie Park.
- **Melbourne Metro:** Dominant Sectors are professional services, healthcare, education, logistics, and advanced manufacturing. Particular strengths include large education sector (multiple universities and R&D precincts), medical research, design and creative industries.
- **Brisbane Metro:** Dominant Sectors are health and aged care, public administration, education, construction (major role in outer LGAs). Emerging Sectors include renewable energy services and technology hubs with inner region with corporate operations and creative and knowledge-based sectors and outer regions with manufacturing and logistics.
- **Adelaide Metro:** Dominant Sectors are health and life sciences, defence (submarine and shipbuilding) and advanced manufacturing transitioning from industrial base to high-value manufacturing, growth in health and social care. Knowledge and research precincts include BioMed City and Defence precinct.

- **Perth Metro:** Dominant Sectors are mining and related services, energy, construction, advanced technical services and agribusiness exports. Economic activity is closely linked to commodity cycles but highly productive in growth periods. Strong foundations in knowledge of mining services, energy tech and logistics.

Employment and Occupations

- Sydney and Melbourne have the highest concentrations of professional, managerial, and technical jobs, but pronounced inequality in outer suburban LGAs, where service, retail, and logistics jobs dominate.
- Brisbane has the strongest jobs growth in health, social care, education, and construction-related jobs, with a younger workforce profile.
- Adelaide and Perth have high proportion of technical and trades jobs (Adelaide: defence, manufacturing; Perth: mining, construction); professional jobs increasing in the CBDs and innovation precincts.

Commonalities: All metros face skill shortages in health, construction, IT, engineering, and teaching. These are challenges exacerbated by migration patterns and housing issues.

Indigenous Economy

- Sydney and Melbourne have large and diverse Indigenous populations, with participation in all major sectors, but persistent gaps in employment and earnings. Urban Indigenous businesses are growing, particularly in health, education, cultural services, and public sector contracting.
- Brisbane has the fastest-growing urban Indigenous population (notably Logan and Ipswich). Strength particularly in service sector employment but there are still marked disparities.
- Adelaide has a significant urban Indigenous community with government policies including procurement targets and cultural precinct initiatives fostering growth in Indigenous social enterprise.
- Perth has significant Aboriginal population, particularly in the northern and southern suburbs. There has been growth in Indigenous-owned mining services and cultural tourism employment, but continuing challenges in mainstream labour force inclusion.

Housing Construction and Constraints

New Dwelling Supply

- Sydney and Melbourne continue to show a chronic under-supply of new dwellings relative to demand. Constraints include planning lags, high land prices, and infrastructure bottlenecks. NIEIR and Infrastructure Australia estimate a persistent shortfall, particularly for 'missing middle' dwellings (townhouses, apartments).
- Brisbane has experienced strong growth in dwelling construction in outer LGAs, but affordability remains a challenge as prices rise. There is a shortage of medium-density supply.
- Adelaide demonstrates a moderate growth in the supply of apartments and dwellings on greenfield sites, with a slow response to new population inflows.
- Perth: Recent surge in demand after post-pandemic interstate migration outpaced housing supply which has contributed to price growth and rental shortages.

Constraints include:

- **Labour shortages and material costs:** Affects all metros, with acute shortages in skilled trades and significant cost inflation since pandemic.
- **Planning and approval delays:** Cited by all LGAs as a key bottleneck.
- **Infrastructure co-investment:** Lagging behind greenfield housing rollout, limiting effective new supply "at scale".

Infrastructure Construction and Public Transport

Infrastructure Investment

- **Sydney:** Record capital works (Metro West, Western Sydney Airport), but project delivery lags due to workforce shortages and cost blowouts. Outer western LGAs cited as most infrastructure-constrained.
- **Melbourne:** Major projects (Suburban Rail Loop, Melbourne Metro Tunnel), traffic congestion remains persistent, especially in outer growth corridors. Continued calls for faster rollout of bus rapid transit services.
- **Brisbane:** Olympic Games 2032 driving accelerated investment, but lag in outer north and south urban connectors.
- **Adelaide and Perth:** Strategic upgrades (road, public transport) focused on catch-up in new suburbs, but overall pace is moderate.

Public Transport Issues

- Sydney and Melbourne have the highest mass transit mode shares but overcrowding and 'last mile' connectivity problems are still an issue for commuters, particularly in outer suburbs.
- Brisbane, Adelaide and Perth have lower levels of public transport patronage, with greater reliance on private vehicles, resulting in congestion and limited access to jobs and services from new growth suburbs.

Commercial Building Construction Demand

- **Sydney and Melbourne:** CBD Grade-A office demand plateaued post-pandemic; flexible, tech-enabled, and health/education or mixed-use precincts are growth areas. Demand for advanced logistics, light industrial, and health/aged care assets is booming in western/northern/southern corridors.
- **Brisbane:** Logistics, warehousing, and mixed-use developments surging; moderate commercial office growth.
- **Adelaide and Perth:** Emphasis on demand for defence, health, education projects and logistics and industrial precincts. Office demand has plateaued, with some oversupply in older stock, but ongoing upgrades/retrofits for flexible use.

69.2 Sydney Metro

The Sydney Metro area as here defined comprises nine regions: four inner metropolitan (Sydney Central, North, East and Inner West) and five outer metropolitan (South, Mid-West, Parramatta, Outer West and Outer South West). It excludes the lower Blue Mountains and Camden and is therefore smaller than the continuous built-up area as defined by the ABS.

The Sydney Metro is an economic powerhouse, showcasing a complex, knowledge-driven industry structure, robust employment opportunities, and a shifting occupational landscape increasingly focused on high-skill, high-productivity work. However, the region faces considerable challenges, including housing affordability and supply and is more constrained by its geography than Melbourne Metro.

Constraints and Housing Affordability

- **Land Supply:** Greenfield land availability is severely limited by geography (harbour, national parks, Blue Mountains) and planning restrictions. This forces more intensive infill and 'brownfield' redevelopment and if planning is carefully executed these constraints and resulting building patterns will give Sydney and its resident workforce improved connectivity to employment and public transport systems, creating future advantage over cities where urban sprawl continues unabated.
- **Regulatory Bottlenecks:** Complex planning approvals and infrastructure funding lags slow the release of land and dwellings.
- **Labor Shortages and Material Costs:** Chronic skills shortages and high construction costs (especially post-COVID) delay projects.
- **Affordability Crisis:** Median house prices and rents in Sydney Metro are Australia's highest. Home ownership for new entrants is at historic lows, with increasing displacement of lower-income earners to outer LGAs or regional areas.

69.3 Melbourne Metro

The Melbourne Metro region as defined in the SOR taxonomy comprises nine regions: four inner metropolitan (Melbourne Central, Inner North and West, Inner East and Inner South) and five outer metropolitan (Outer West, Outer North, Outer East, Outer South East and Outer South). It approximates but does not completely coincide with the continuous built-up area defined by the ABS.

With a population in excess of 5 million, Melbourne Metro is Australia's second-largest urban economy and the primary engine of Victorian growth and innovation, contributing over 18 per cent of national GDP. Its diverse geography drives a complex economic structure, ranging from global corporate headquarters and financial services in the city centre and Docklands, to advanced manufacturing hubs in the outer suburbs, and robust health, education, and creative sectors scattered throughout.

The Melbourne Metro SOR region faces mounting pressures from rapid population growth, infrastructure lag, and housing affordability.

To sustain long-term economic and social prosperity, the following issues need resolution.

- Accelerating housing supply through faster planning, rezoning, and partnerships with the building sector, while boosting affordable and social housing.
- Investing in infrastructure (transport, schools, health) ahead of housing growth, focusing on integrated multimodal transport for outer suburbs.

- Supporting economic diversity, fostering advanced manufacturing, health, education, Indigenous enterprise and upskill local labour to meet future job demands.
- Improve urban sustainability via design, green construction, transport, and commercial property renewal.
- Enhance data and collaboration across all levels of government and local knowledge for evidence-based planning.

69.4 Brisbane Metro

The Brisbane Metro region as defined in the SOR taxonomy comprises four regions: Inner Brisbane and Brisbane Outer North, Outer South-East and Outer South-West. It approximates the Brisbane metropolitan area defined by the ABS. Local government areas that make up Brisbane Metro are the Brisbane City Council, Logan City, Redland City, Ipswich City, and Moreton Bay Region.

Brisbane Metro is Queensland's political and economic centre, and a nationally significant urban conglomeration. According to the most recent NIEIR *State of the Regions* reports and data, Brisbane Metro continues to experience strong population growth, economic diversification, and challenges related to infrastructure, housing, and the evolving labour market.

Delivering on the region's economic potential will require focused attention on housing, infrastructure roll-out and coordinated metropolitan planning to ensure that growth leads to inclusive and sustainable prosperity. Harnessing the benefits of major infrastructure projects, boosting affordable housing, and facilitating Indigenous economic participation remain critical priorities.

Employment and Occupation Trends

- **Workforce Participation:** Remains above state average at just over 70 per cent, with significant growth in female workforce participation.
- **Occupation Spread:** Skilled professionals dominate inner-city occupations (managers, analysts, educators), while technical/trade occupations and community/personal service roles see strong representation in the outer LGAs.
- **Youth Employment:** Major challenge in outer suburbs, particularly areas like Ipswich and Logan, where unemployment rates are above the metro average.

The Brisbane Olympic and Paralympic games in 2032 will bring excitement, opportunity and development to South East Queensland. For example, a new stadium in Victoria Park will seat 63,000 patrons and will be utilised post games for cricket, AFL and entertainment. Other new facilities planned to be completed by 2032 include, an aquatic centre at Spring Hill, the Brisbane Showgrounds will accommodate an athletes' village. In Logan a facility for indoor sports is being developed. The canoe slalom will be catered for with the construction of the Redland Whitewater Centre. Across the Brisbane Metro Region and South East Queensland, upgrades to existing facilities and the construction of new ones, will create network of community infrastructure connected by upgraded and extended transport.

69.5 Adelaide Metro

The Adelaide Metro region as defined in the SOR taxonomy comprises the total of the Adelaide Inner and Adelaide North regions. It includes Gawler, which is sometimes still regarded as an independent town, but excludes the suburban overflow into the Adelaide Hills and McLaren Vale. On balance, its population is less than the continuous built-up area as defined by the ABS.

As defined in *State of the Regions* taxonomy, Adelaide Metro's population sits at approximately 1.1 million, representing around 57 per cent of South Australia's population. The region displays a mixture of inner-city density, middle ring gentrification, and northern urban expansion, with economic fortunes diverging somewhat between affluent southern/eastern municipalities and northern LGAs marked by industrial restructuring and higher unemployment.

Continued growth in defence and health/education-related construction is anticipated, alongside selective investment in "new economy" hubs (innovation/tech precincts). However, risks remain around supply chain disruptions and skills shortages in the construction workforce.

A clear focus on coordinated infrastructure delivery, housing supply reform, and workforce skills development will be critical as the region plans for future growth.

69.6 Perth Metro

The Perth Metro region as defined in the SOR taxonomy comprises four regions: Inner Perth plus Perth Outer North, Outer East and South Coast and is therefore larger than the metropolitan area defined for WA government planning purposes and encompasses, not only the urban core, but a diverse array of peripheral local government areas (LGAs) ranging from Joondalup in the northwest to Mandurah in the south. This broader, functional definition captures a population and economy greater in scale and complexity than the metropolitan boundary used for Western Australian government planning. The region is economically significant, representing a significant share of Western Australia's population, a significant share of its state product and is the administrative, service, and gateway hub.

Perth Metro is central to Western Australia's demographic and economic future. Its diverse industry base, led by services, construction, and logistics, is adapting to ongoing structural change and population growth. Housing and commercial construction remain the key drivers of growth but face pronounced constraints in land, skills, material costs, and infrastructure delivery. Targeted investment in public transport, utilities, and community infrastructure is essential to maintain liveability, equity, and long-term economic performance.

Table 69.2 Metro area: Population growth

SOR regions	Share of national population (%)	Region's contribution to national population growth (%)		Population growth rate (% p.a.)	
	2024	2014-2019	2019-2024	2014-2019	2019-2024
Sydney Metro	17.6	19.1	11.0	1.6	0.9
Melbourne Metro	19.1	28.5	17.0	2.3	1.3
Brisbane Metro	9.4	10.5	12.8	1.8	2.0
Adelaide Metro	3.9	3.0	3.9	1.1	1.4
Perth Metro	8.6	7.2	13.8	1.3	2.3

Table 69.3 Metro area: Gross regional product

SOR regions	GRP growth rate (% per annum)		GRP per capita growth rate (% per annum)		GRP per hour worked ($/hour)		
	2014-2019	2019-2024	2014-2019	2019-2024	2014	2019	2024
Sydney Metro	3.19	1.52	1.53	0.64	114.6	120.9	124.0
Melbourne Metro	3.75	2.01	1.38	0.75	96.6	100.1	101.1
Brisbane Metro	1.95	3.06	0.16	1.08	96.3	98.2	100.2
Adelaide Metro	1.77	2.83	0.61	1.42	102.7	103.1	106.5
Perth Metro	-0.76	3.21	-2.08	0.87	109.1	100.4	100.7

Table 69.4	Metro area: Wealth per household (2023-24 $'000)							
SOR regions	2014	2016	2019	2020	2021	2022	2023	2024
Sydney Metro	1282.5	1503.3	1451.5	1504.2	1773.9	1840.7	1810.9	1882.2
Melbourne Metro	1070.7	1187.5	1219.3	1253.3	1407.3	1397.5	1253.2	1225.1
Brisbane Metro	883.0	891.0	897.3	898.0	994.6	1152.6	1084.3	1190.6
Adelaide Metro	649.8	657.9	684.3	670.7	748.3	859.4	847.4	917.6
Perth Metro	800.4	680.0	614.8	624.8	712.6	729.9	721.4	850.4

Table 69.5	Metro area: Average dwelling price (2023-24 $'000)							
SOR regions	2014	2016	2019	2020	2021	2022	2023	2024
Sydney Metro	959.2	1194.7	1082.5	1168.8	1405.3	1472.2	1423.0	1451.2
Melbourne Metro	837.2	978.8	979.3	1041.1	1173.2	1169.6	1033.2	996.5
Brisbane Metro	640.1	690.3	687.1	689.8	768.4	933.1	856.1	948.0
Adelaide Metro	474.9	505.5	527.7	521.9	592.7	696.4	681.0	743.2
Perth Metro	569.3	523.2	490.4	481.3	531.1	547.5	542.2	660.2

Table 69.6	Metro area: Employment, Hours worked and Headline unemployment								
	Employment to working age ratio (%)			Annual hours worked per working age resident (hours/annum)			Headline unemployment rate (%)		
SOR regions	2014	2019	2024	2014	2019	2024	2014	2019	2024
Sydney Metro	73.0	75.9	78.3	1227	1264	1275	5.3	4.3	3.8
Melbourne Metro	72.5	75.3	78.2	1204	1255	1288	6.2	5.1	4.1
Brisbane Metro	74.1	75.3	78.3	1277	1282	1325	5.7	6.1	4.2
Adelaide Metro	71.4	73.6	78.2	1150	1200	1249	6.7	6.0	4.1
Perth Metro	76.6	76.6	80.2	1309	1318	1374	4.5	6.3	3.7

Table 69.7	Metro area: Social Security								
	Social Security take-up rate (%)					Hours worked per working-age resident			
				Relative to national (%)		Hours per annum (no.)		Relative to national (%)	
SOR regions	2014	2019	2024	2019	2024	2019	2024	2019	2024
Sydney Metro	8.9	6.8	7.8	64.1	71.0	1264	1275	99.4	97.3
Melbourne Metro	10.0	7.8	8.4	73.7	75.7	1255	1288	98.6	98.3
Brisbane Metro	10.8	9.8	10.2	92.5	92.1	1282	1325	100.7	101.1
Adelaide Metro	14.7	12.9	13.0	122.0	118.1	1200	1249	94.3	95.3
Perth Metro	8.2	9.1	8.7	86.5	79.1	1318	1374	103.5	104.8

70. Sydney Metro

The Sydney metropolitan area as here defined comprises nine regions: four inner metropolitan (Sydney Central, North, East and Inner West) and five outer metropolitan (South, Mid-West, Parramatta, Outer West and Outer South West). It excludes the lower Blue Mountains and Camden and is therefore smaller than the continuous built-up area as defined by the ABS.

The Sydney Metropolitan Region (Sydney Metro), as defined in the National Institute of Economic and Industry Research's (NIEIR) *State of the Regions* Report, represents the largest and most dynamic economic zone in Australia. The defined region is composed of the central, inner, and outer metropolitan local government areas (LGAs) of Sydney but excluding the lower Blue Mountains and Camden.

The Sydney Metro is an economic powerhouse, showcasing a complex, knowledge-driven industry structure, robust employment opportunities, and a shifting occupational landscape increasingly focused on high-skill, high-productivity work. However, the region faces considerable challenges, including housing affordability and supply.

Sydney Metro has over five million residents and is Australia's principal business, financial, educational, and cultural centre when measured by GRP. This section describes Sydney Metro's economic structure, industry composition, jobs and occupational patterns, Indigenous economic activity, and the key issues of housing, infrastructure, and commercial development. Sources used include the NIEIR's annual *State of the Regions* reports and data, ABS releases, and recent transport and infrastructure reviews.

Sydney Metro: Key Economic Indicators

Population 2024

4.752M

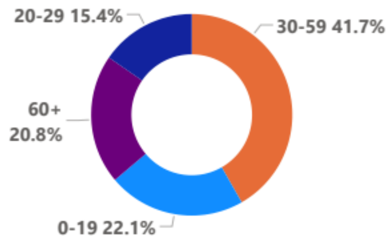
Population Growth Rate p.a. 2019-2024(%)

0.87

Share of National Population 2024(%)

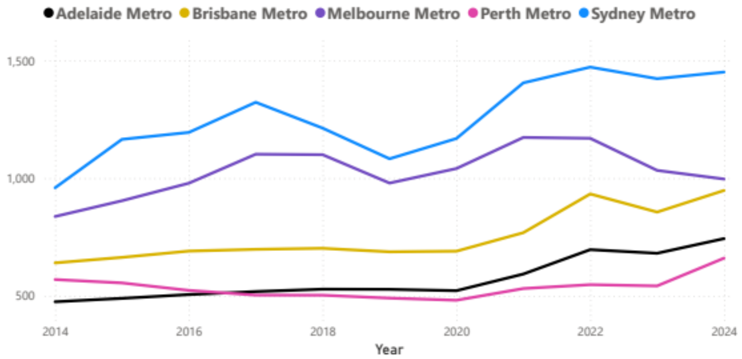
17.58

Age Group

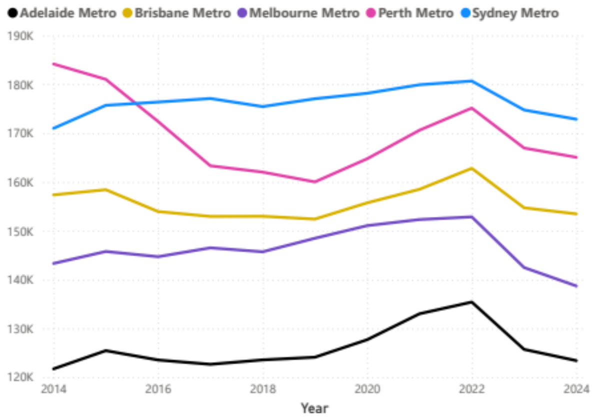


Share of Flats in Dwelling Stock 2024 (%)

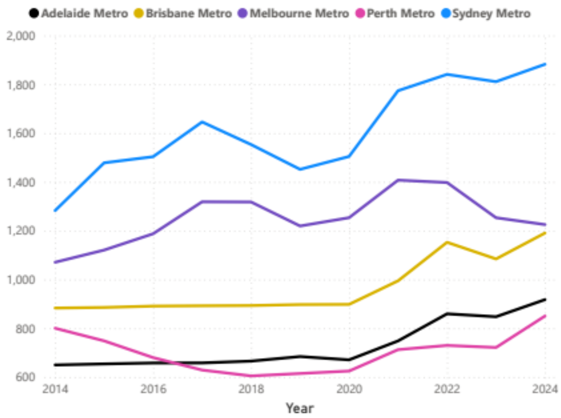
Average Dwelling Price ($'000s)



Disposable Income Per Household ($)

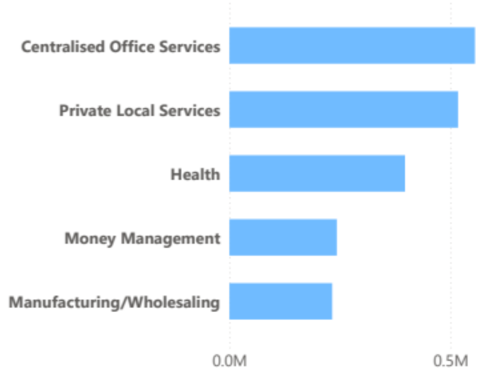


Wealth Per Household ($'000s)



Top 5 Industries 2024

Resident Employment



Top 5 Occupations 2024

Resident Employment

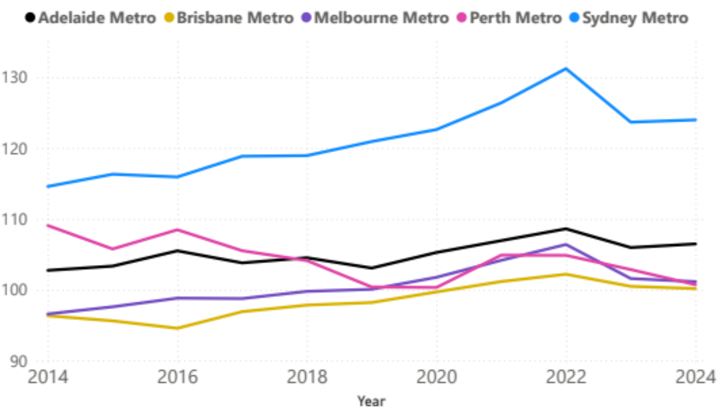
GRP Growth Rate p.a. 2019-2024(%)

1.52

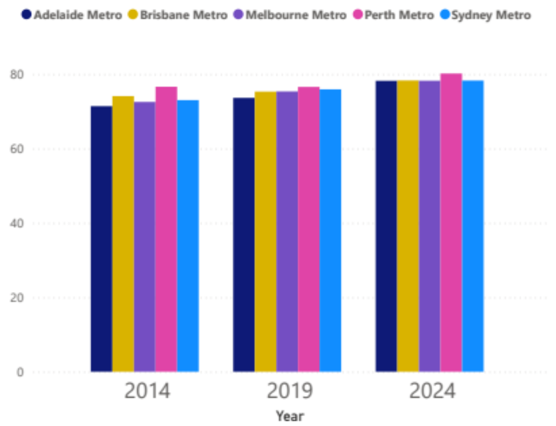
GRP Per Capita Growth Rate p.a. 2019-2024(%)

0.64

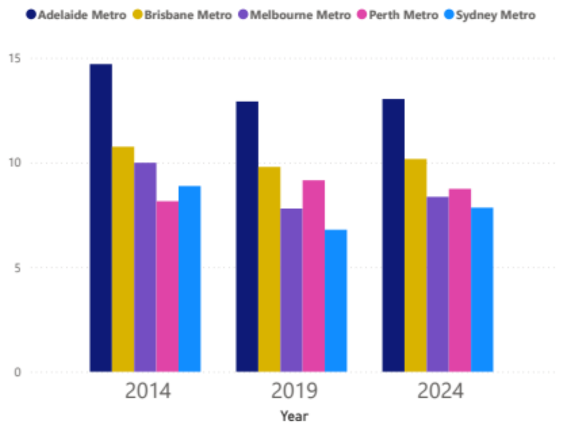
Productivity: GRP Per Hour Worked ($/hour)



Employment to Working Age Ratio (%)



Social Security Takeup (%)



Top 5 Industries 2024

Place of Work Employment

Top 5 Occupations 2024

Place of Work Employment

**Note: All $ values are in constant prices, the base year is 2023.*

70.1 Regional Structure and Economic Composition

Geographical Definition

The Sydney Metro region as defined here consists of nine distinct SOR subregions, ranging from central LGAs (such as City of Sydney, North Sydney, Randwick, and others), through inner northwest, southeast, and north, to the outer west, south-west, and the fast-growing Parramatta corridor and Mid West. The region contains key economic and civic centres including Sydney CBD, North Sydney, Parramatta, Chatswood and Liverpool.

Industry Structure and Key Industries

According to NIEIR's *State of the Regions*, the Sydney Metro region is notable for its highly diversified and advanced industry structure. Key sectors include:

- **Finance and Professional Services:** Sydney's CBD and North Sydney contain Australia's highest concentration of banking, insurance, legal, accounting and IT firms. This sector is the primary engine for Sydney's high GDP-per-capita.
- **Health and Education:** With major hospital and university campuses distributed across Randwick, Camperdown, Parramatta, and Liverpool, Sydney is a national centre for health care and higher education services.
- **Technology, Media, and Creative Industries:** Tech clusters are growing in Pyrmont, Macquarie Park (Ryde), and Chatswood, now home to ICT, game design, and digital startups.
- **Construction and Real Estate:** Fuelled by population growth and urban renewal, this sector manages massive residential, infrastructure, and commercial projects, particularly along the Parramatta corridor and in outer metro growth centres like Liverpool and Penrith.
- **Manufacturing, Transport and Logistics:** While traditional manufacturing is declining, advanced manufacturing, food processing, and warehousing remain strong in Western Sydney, supported by proximity to arterial roads and upcoming developments like the Western Sydney Airport.

70.2 Jobs and Occupations

Labour Market Overview

Sydney Metro supports the largest job market in Australia, registering over 2 million jobs. Employment growth outpaces the national average, especially in high-skill occupations.

- **Professional, Scientific and Technical Services** account for the largest share of jobs regionally, with many clustered in the CBD, North Sydney, and Macquarie Park.
- **Health Care and Social Assistance** is the fastest growing sector, driven by demographic changes and supported by significant hospital and aged care expansions (see Infrastructure section).
- **Retail and Hospitality** remain significant for employment, with vibrant precincts in Bondi Junction, Chatswood, Parramatta, and major suburban town centres.
- **Construction and Engineering** is a critical employer, reflecting the ongoing urban transformation, especially in outer metro LGAs.
- **Transport, Warehousing and Delivery Jobs** are expanding rapidly in the west and south-west, linked to global supply chains and major infrastructure builds.

Occupational Profile

The occupational profile for Sydney Metro reveals strong representation in:

- **Managers and Professionals:** Outnumbered only in the most capital-intensive sectors, professionals are dominant, reflecting the knowledge-driven nature of Sydney's economy (ABS Census 2021: c. 46 per cent of jobs).
- **Community and Personal Services:** Growth is being driven by health, aged care, and child-care provision.
- T**echnicians, Trade Workers and Machinery Operators:** Significant in logistics, infrastructure construction, and advanced manufacturing zones, especially in western and outer metropolitan areas.
- **Youth and graduate** employment rates are higher than the national average, and Sydney is a magnet for skilled migrants, who fill roles both in professional occupations and in community, health, and personal service occupations.

Indigenous Economy

The Sydney Metro region is home to a large and diverse Indigenous population, notably in the inner-city (Redfern, Waterloo), western suburbs, and growing new urban areas. Indigenous participation in education and employment is increasing, but challenges remain.

- **Employment:** Indigenous unemployment rates are higher than the Sydney average. Programs such as Indigenous-run training and job placement services, particularly in construction, have made some headway.
- **Entrepreneurship:** A growing Indigenous business community, including consultancies, cultural tourism (primarily in central city), and service enterprises, is supported by state initiatives and city council procurement targets (City of Sydney Economic Development Strategy 2023-28).
- **Education and social infrastructure:** There is a strong emphasis on expanding Indigenous education and cultural programs via partnerships between universities, TAFEs, and community organisations.

70.3 Housing Construction, Constraints and Affordability

The housing market in Sydney Metro is experiencing acute pressure from population growth, internal migration, and changing household structures.

Demand and Construction

Sydney Metro recorded over 40 per cent of NSW's new dwelling approvals in 2022-23 (ABS Building Activity, Dec 2023), much of it in mid-to-high density formats, especially around new Metro rail and light rail lines. High-rise residential towers dominate key nodes (Parramatta, Chatswood, Green Square, Olympic Park).

Outer Metropolitan Growth: New estates in Liverpool, Blacktown and Penrith, as well as urban renewal zones along the Parramatta corridor, feature rapid greenfield and infill development.

Constraints and Housing Affordability

- **Land Supply:** Greenfield land availability is severely limited by geography (harbour, national parks, Blue Mountains) and planning restrictions. This forces more intensive infill and 'brownfield' redevelopment and if planning is carefully executed these constraints and resulting building patterns will give Sydney and its resident workforce improved connectivity to employment and public transport systems, creating future advantage over cities where urban sprawl continues unabated.
- **Regulatory Bottlenecks:** Complex planning approvals and infrastructure funding lags slow the release of land and dwellings.
- **Labor Shortages and Material Costs:** Chronic skills shortages and high construction costs (especially post-COVID) delay projects.
- **Affordability Crisis:** Median house prices and rents in Sydney Metro are Australia's highest. Home ownership for new entrants is at historic lows, with increasing displacement of lower-income earners to outer LGAs or regional areas.

70.4 Infrastructure Construction, Public Transport, and Lags

Continued population and economic growth require massive infrastructure investment. Recent and ongoing projects have focused on transport, health, education, and utilities.

Transport Infrastructure

Sydney Metro's most significant infrastructure projects include:

- **Metro Rail Expansion:** The Sydney Metro City and Southwest, Sydney Metro West, and Western Sydney Airport lines are reshaping urban connectivity, encouraging denser node-oriented development (NSW Government, Sydney Metro Annual Report 2023).
- **Light Rail and Road Projects:** Completion of CBD, Inner West, and South East Light Rail; the WestConnex motorway; and upgrades to arterial roads in western Sydney.

  The NSW Government has announced plans to complete the construction of the Woollahra Station, abandoned in 1976, and rezone nearby land to allow for the construction of 10,000 more homes.

Infrastructure Lags and Public Transport Issues

While investment is substantial, infrastructure provision often lags behind demand:

- **Western Growth Areas:** Outer LGAs such as Penrith, Blacktown, Liverpool, and Campbelltown face public transport gaps and long commute times, with bus and train services often running below capacity needs.
- **Network Congestion:** Overcrowding remains acute on rail lines into the city during peak hour; upgrades are often outpaced by rapid population increase.
- **Health and Education Facility Gaps:** New public hospitals (e.g., Westmead, Randwick expansions), schools (Westmead, Marsden Park) and universities need faster roll-out to keep up with the residential boom.

NIEIR highlights the necessity of coordinated infrastructure planning so that jobs, housing, and transport can develop in tandem.

70.5 Commercial Building Demand

Sydney Metro is Australia's most buoyant market for commercial development, underpinned by global corporate interest, innovative domestic businesses, and infrastructure-driven urban renewal.

Commercial Construction Trends

- **CBD and Parramatta:** New office towers, refurbishments, and mixed-use precincts dominate, with high demand for premium, 'green' offices. This is attracting head offices and regional HQs.
- **Suburban Hubs:** Chatswood, Macquarie Park, Mascot, and North Sydney are experiencing sustained commercial activity, often anchored by transport upgrades and university/research linkages.
- **Retail and Hospitality:** Growth in Parramatta CBD, Lidcombe, Hurstville, and Blacktown is attracting significant investment in shopping, dining, and leisure complexes.

Constraints

- **Construction Costs:** Rising materials costs and workforce shortages slow some developments.
- **Planning Delays:** Rezoning and approvals, particularly for mixed-use or high-density projects, lag behind investor demand.
- **CBD versus Decentralised Demand:** While the CBD remains a primary focus, hybrid work and "15-minute city" models are shifting demand towards suburban hubs.

Key Economic Indicators 2024 Compared

This section provides data, ranks and shares for 2024, comparing these against regional performance in 2014 and 2019.

Sydney Metro

LABOUR FORCE					% National Total		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Population	4,196,747	4,550,058	4,751,569		18.0	18.1	17.6
No. Households	1,420,001	1,579,465	1,695,097		17.0	17.1	16.8
Workforce	2,231,093	2,471,272	2,643,400		18.3	18.5	18.1
Employment	2,113,895	2,365,105	2,542,710		18.4	18.7	18.1
Unemployment	117,198	106,167	100,690		16.8	15.1	18.4

UNEMPLOYMENT AND UNDER EMPLOYMENT					% National Average		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline U/E Rate	5.3%	4.3%	3.8%		91.9	81.6	101.7
Social Security Takeup	8.9%	6.8%	7.8%		73.8	64.1	71.0
Hours Per Week	23.6	24.3	24.5		99.1	99.4	97.3
Not Employed Share	26.9%	23.4%	22.4%		103.3	103.2	117.0
Not In Employment	37.9%	36.0%	35.5%		101.5	101.2	105.3

OUTPUT & INCOME FLOWS LEVEL $m cvm					% National Total		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline GRP	407,236	476,395	513,699		19.7	20.4	19.7
Local Industry GRP	313,674	367,050	395,809		21.9	22.6	21.5
Local Resident GRP	295,198	344,844	373,089		20.6	21.2	20.2
Wages/Salaries	161,611	190,588	215,668		19.7	20.6	20.1
Business Income	30,495	35,065	31,115		20.0	20.2	19.2
Property Income	41,132	47,083	55,981		21.6	21.4	21.2
Super Payments	22,264	25,997	27,762		20.7	20.4	19.9
Interest Paid	19,189	17,004	25,682		19.6	18.6	18.6
Tax Paid	46,594	60,127	74,531		22.1	22.7	22.3
Government Benefits	22,188	20,084	20,692		14.0	13.0	13.0
Disposable Income	242,813	279,657	293,014		19.3	19.9	19.5
Depreciation	26,296	30,977	35,438		22.9	22.5	21.4

OUTPUT & INCOME FLOWS PER CAPITA $cvm					% National Average		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline GRP	180,052	187,528	190,583		100.0	101.9	103.9
Local Industry GRP	138,685	144,485	146,846		111.0	112.6	113.0
Local Resident GRP	101,962	110,696	114,859		110.9	112.8	110.5
Wages/ Salaries	38,509	41,887	45,389		109.7	113.9	114.2
Business Income	7,266	7,707	6,548		111.1	111.9	109.1
Property Income	9,801	10,348	11,782		120.4	118.7	120.6
Super Payments	5,305	5,714	5,843		114.9	113.2	112.9
Interest Paid	4,572	3,737	5,405		109.1	103.1	105.6
Tax Paid	11,103	13,215	15,686		123.1	125.5	127.0
Government Benefits	5,287	4,414	4,355		77.7	71.8	74.1
Disposable Income	57,857	61,462	61,667		107.3	110.4	110.9
Depreciation	6,266	6,808	7,458		127.2	124.9	121.8

CONSTRUCTION					% National Total		
Value $m cvm per annum	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Residential New Construction	15,136	23,365	16,504		18.9	22.8	17.8
Residential Renovations	7,217	6,502	7,678		20.7	17.3	19.0
Non Residential Buildings	9,436	13,822	13,276		20.5	26.0	21.5
Civil Engineering	13,957	17,791	23,529		8.0	16.4	17.5
Total	45,746	61,481	60,985		13.6	20.4	18.5

POPULATION					% National Total		
Age Range	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
0-19	979,603	1,034,278	1,049,288		17.6	17.6	17.2
20-29	656,863	725,657	730,698		19.5	20.3	19.8
30-59	1,779,557	1,911,845	1,981,568		18.7	18.9	18.4
60+	780,724	878,279	986,962		15.9	15.5	15.2

HOUSEHOLD WEALTH & DEBT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Wealth per Household ($'000s)	1,283	1,451	1,882		147.9	156.1	163.5
Value of Property and Business	1,052	1,200	1,608		145.1	149.4	160.7
Value of Financial Assets	549	589	617		134.3	138.4	139.4
Value of Household Liabilities	319	338	342		119.5	113.0	117.5
Household Debt Service Ratio	17.6	16.6	18.7		102.4	95.0	98.3
Ratio H'hold Debt to Gross Income	1.6	1.6	1.6		103.8	96.1	100.7

HOUSING					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Share flats in dwelling stock	32.2%	36.6%	38.6%		209.4	201.5	198.1
Adult per occupied dwelling	2.3	2.3	2.2		106.3	106.3	104.9
Disposable Income Per HH ($'000s)	171.0	177.1	172.9		113.3	116.8	116.0
Average dwelling price - $'000s	959.2	1,082.5	1,451.2		152.6	154.6	164.2
Dwelling to Income Ratio	5.61	6.11	8.40		134.7	132.5	141.6

INDUSTRY (WORKPLACE)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.2%	0.3%	1.7	2.0	2.2	0.2%	0.2%	0.2%	0.3%
Mining	0.2%	0.2%	1.9	2.1	1.7	0.3%	0.2%	0.1%	0.2%
Manufacturing/Wholesaling	12.5%	9.7%	21.3	20.8	20.1	13.6%	10.3%	13.5%	11.9%
Utilities And Transport	6.6%	6.6%	21.4	21.8	20.7	7.1%	6.9%	7.0%	6.0%
Construction	8.0%	7.5%	17.6	18.2	14.9	8.8%	7.8%	7.1%	6.6%
Centralised Office Services	19.9%	22.5%	24.1	25.7	25.2	21.1%	23.9%	29.8%	32.6%
Money Management	9.1%	9.6%	31.7	33.0	32.7	9.9%	10.5%	12.1%	11.2%
Health	12.7%	15.4%	18.1	17.9	17.0	11.6%	14.2%	9.8%	11.7%
Education	8.2%	8.3%	18.6	18.4	17.6	7.0%	7.8%	7.7%	8.1%
Private Local Services	22.6%	19.9%	18.4	18.3	17.1	20.4%	18.1%	12.8%	11.4%

INDUSTRY (RESIDENTS)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.3%	0.4%	2.0	2.3	2.9	0.3%	0.3%	0.3%	0.5%
Mining	0.2%	0.2%	1.9	2.2	1.6	0.3%	0.2%	0.1%	0.2%
Manufacturing/Wholesaling	12.2%	9.2%	19.3	18.7	17.8	13.4%	9.8%	13.2%	11.4%
Utilities And Transport	6.4%	6.4%	19.3	19.7	18.7	6.9%	6.7%	6.7%	5.7%
Construction	7.6%	7.3%	15.6	16.3	13.6	8.4%	7.6%	6.8%	6.5%
Centralised Office Services	19.9%	22.1%	22.4	23.7	23.0	21.2%	23.6%	30.1%	32.6%
Money Management	9.2%	9.7%	29.6	30.6	30.7	10.0%	10.7%	12.3%	11.4%
Health	12.7%	15.8%	16.8	16.8	16.3	11.6%	14.6%	9.8%	11.9%
Education	8.2%	8.4%	17.2	17.2	16.6	7.0%	7.9%	7.6%	8.2%
Private Local Services	23.3%	20.6%	17.7	17.6	16.4	20.9%	18.5%	13.1%	11.5%

OCCUPATION	Usual Residence		% National Total			Place of Work		% National Total		
ANZSCO	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2019**	**2024**
Managers	13.8%	14.8%	19.8	20.4	19.7	14.0%	15.2%	21.6	22.4	21.7
Professionals	27.6%	31.4%	22.8	23.0	21.7	27.4%	32.4%	24.4	24.9	24.0
Technicians & Trades	11.7%	10.6%	14.8	15.3	14.0	11.8%	10.3%	16.0	16.5	14.6
Community & Personal Service	9.3%	9.8%	16.7	15.3	14.6	9.4%	9.3%	18.2	16.5	14.8
Clerical & Administrative	15.9%	13.7%	19.7	19.7	18.7	16.0%	14.0%	21.5	21.4	20.4
Sales Workers	9.1%	7.5%	17.6	17.6	16.7	9.0%	7.1%	18.8	18.4	17.1
Machinery Operators & Drivers	5.3%	5.5%	14.8	16.4	15.4	5.3%	5.5%	15.9	17.4	16.5
Labourers	7.3%	6.7%	13.8	14.5	13.9	7.0%	6.3%	14.3	15.1	14.0

71. Melbourne Metro

With a population in excess of 5 million, Melbourne Metro is Australia's second-largest urban economy and the primary engine of Victorian growth and innovation. Its diverse geography allows for a complex economic structure, ranging from global corporate headquarters and financial services in the city centre, to advanced manufacturing hubs in the outer suburbs, and robust health, education, and creative sectors scattered throughout.

It should be noted that of all the Australian states, Victoria has the highest ratio of both public sector and household debt to income.

The Melbourne Metro SOR region is the economic engine room of Victoria, globally connected, diverse, and innovative, yet faces mounting pressures from rapid population growth, infrastructure lag, and housing affordability. To sustain long-term economic and social prosperity, the following issues need resolution.

- Accelerating housing supply through faster planning, rezoning, and partnerships with the building sector, while boosting affordable and social housing.
- Investing in infrastructure (transport, schools, health) ahead of housing growth, focusing on integrated multimodal transport for outer suburbs.
- Supporting economic diversity, fostering advanced manufacturing, health, education, Indigenous enterprise and upskill local labour to meet future job demands.
- Improve urban sustainability via design, green construction, transport, and commercial property renewal.
- Enhance data and collaboration across all levels of government and local knowledge for evidence-based planning.

The Melbourne metropolitan area as here defined comprises nine regions: four inner metropolitan (Melbourne Central, Inner North and West, Inner East and Inner South) and five outer metropolitan (Outer West, Outer North, Outer East, Outer South East and Outer South). It approximates but does not completely coincide with the continuous built-up area defined by the ABS.

The Melbourne Metropolitan region (Melbourne Metro), as defined by the NIEIR's *State of the Regions* (SOR) report, occupies a pivotal role in both Victoria's and Australia's urban and economic landscape. Encompassing a diverse range of local government areas (LGAs), the Melbourne Metro region is segmented into nine SOR regions: four inner regions; Melbourne Central, Inner North and West, Inner East, and Inner South, and five outer regions; Outer West, Outer North, Outer East, Outer South East, and Outer South. This extensive area includes both established built-up inner areas and rapidly developing outer growth corridors, representing a microcosm of metropolitan Australia.

Melbourne Metro: Key Economic Indicators

Population 2024

5.160M

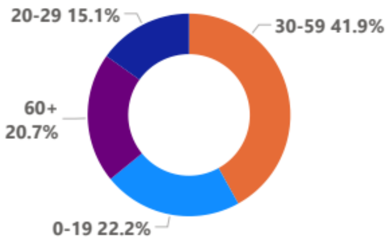
Population Growth Rate p.a. 2019-2024(%)

1.25

Share of National Population 2024(%)

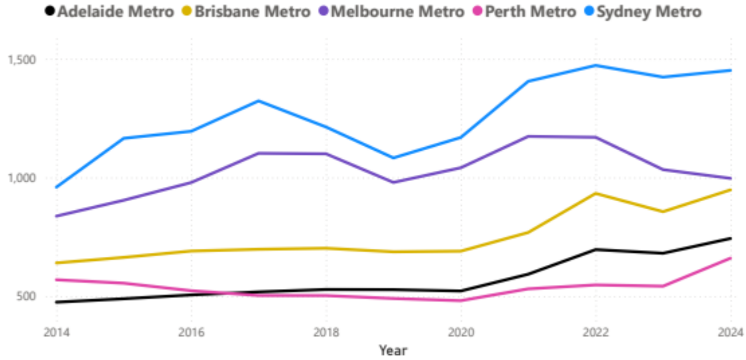
19.09

Age Group

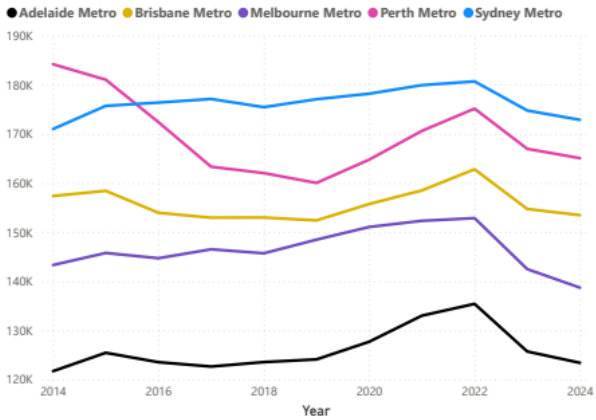


Share of Flats in Dwelling Stock 2024 (%)

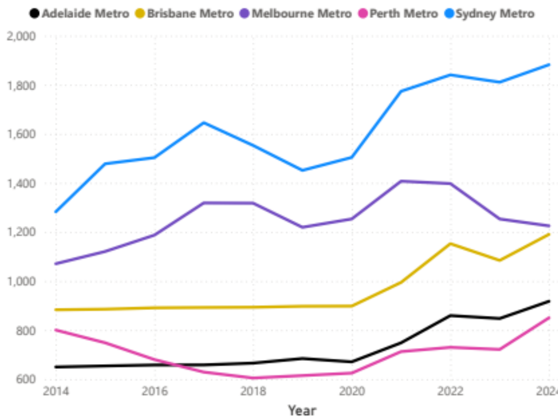
Average Dwelling Price ($'000s)



Disposable Income Per Household ($)

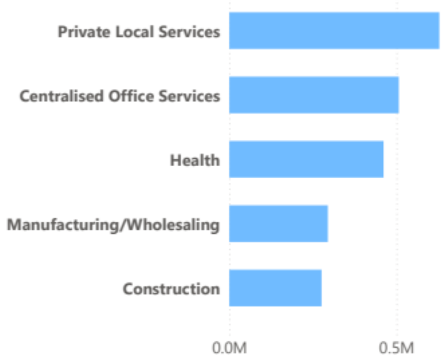


Wealth Per Household ($'000s)



Top 5 Industries 2024

Resident Employment



Top 5 Occupations 2024

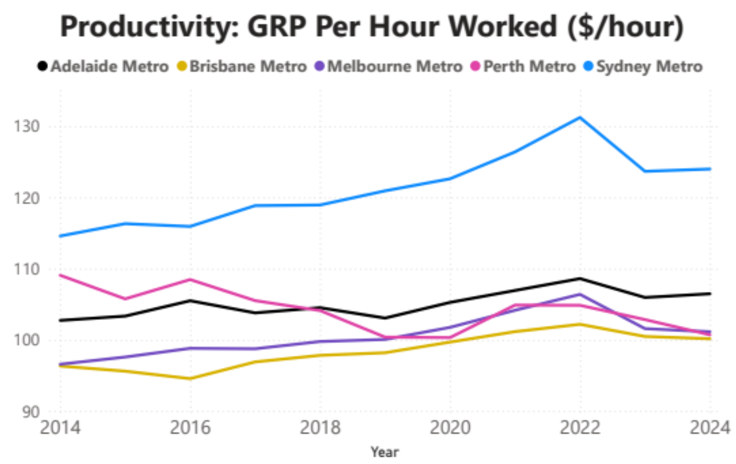
Resident Employment

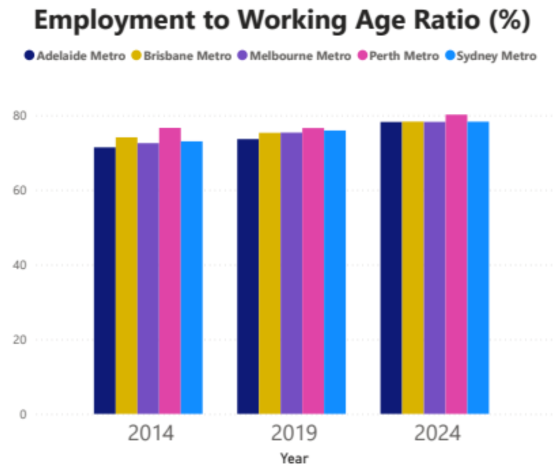
GRP Growth Rate p.a. 2019-2024(%)

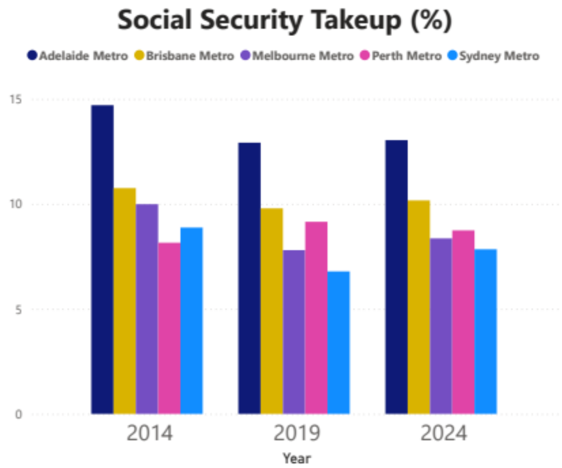
2.01

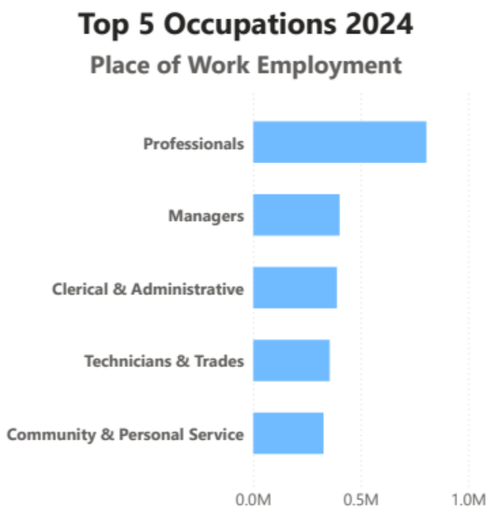
GRP Per Capita Growth Rate p.a. 2019-2024(%)

0.75









Note: All $ values are in constant prices, the base year is 2023.

71.1 Industry Structure and Key Industries

Melbourne Central and Inner Areas

The central and inner metropolitan SOR regions, Melbourne Central, Inner North and West, Inner East, Inner South, are defined by a high concentration of knowledge-intensive, professional, and cultural industries. These regions house the state's major employment nodes, with the City of Melbourne alone accounting for over 470,000 jobs.

Key industries include:

- **Professional services (finance, law, consulting, IT):** The CBD dominates as Victoria's hub for corporate headquarters, digital technologies, and the fast-growing knowledge economy.
- **Health and education:** World-class hospitals (Royal Melbourne, St Vincent's) and globally ranked universities (Melbourne, RMIT, Monash – CBD campus) cluster around the inner zones.
- **Creative industries:** Arts, design, music, and film are concentrated in precincts such as Southbank and Collingwood.
- **Retail and hospitality:** A vibrant food, dining, and retail culture underpins significant numbers of jobs, supported by tourism and events.

Outer Metropolitan Areas

The outer SOR regions (Outer West, North, East, SE, and South) primarily underpin Melbourne's role as a logistics, advanced manufacturing, and residential growth hub.

- **Manufacturing and logistics:** Dandenong (SE), Broadmeadows (North), and Laverton (West) anchor large industrial precincts focused on transport, food processing, pharmaceuticals, and automotive supply chains.
- **Construction and trades:** The outer growth corridors are at the forefront of Victoria's construction boom, supporting jobs in trades, materials supply, and professional services.
- **Agriculture and horticulture:** While limited compared to broader regional Victoria, peri-urban agriculture and food processing are significant in parts of Whittlesea, Cardinia, and Yarra Ranges.
- **Other key sectors:** Health, education, and retail are major employers, given the rapid population influx into these growth suburbs.

71.2 Employment, Jobs and Occupations

Jobs and occupational structures in Melbourne Metro reflect the dynamic and evolving regional economy. According to the 2023 ABS and NIEIR data.

- **Professional and technical occupations** dominate in the inner and central regions, making up over 38 per cent of total employment. This includes managers, professionals (e.g., lawyers, bankers, IT specialists), and administrative workers.
- **Construction trades and manufacturing jobs** are increasingly concentrated in the outer suburbs, accounting for 19 per cent of all jobs in these zones, boosted by residential development, infrastructure, and logistics growth.
- **Health care, social assistance, and education** roles are major sources of stable employment throughout the metro area and particularly pronounced in centres like Box Hill, Dandenong, and Sunshine.

- **Retail and hospitality** provide large, though sometimes precarious, employment for young people and migrants.

Melbourne Metro’s employment base is relatively diverse, with inner areas more resilient to economic shocks, but not necessarily AI, given their high proportions of white-collar and public sector jobs. Outer areas are more vulnerable to downturns in construction or manufacturing.

71.3 The Indigenous Economy

Melbourne Metro has the largest urban Indigenous population in Victoria, with the ABS (2021) reporting over 32,000 Aboriginal and Torres Strait Islander people across the region. Many live in northern and western suburbs, notably Whittlesea, Darebin, and Brimbank.

While the Indigenous economy faces well-documented barriers (NIEIR SOR, 2023), initiatives such as Indigenous business, increased cultural safety in services, and employment programs in construction, health and creative sectors are aiding job creation and business participation. Community-led organisations like the Victorian Aboriginal Health Service and Bunjilaka provide important economic and workforce pathways.

71.4 Housing Construction and Constraints

Housing construction is at the foreground of economic activity, especially in the outer SOR regions of Melbourne Metro, driven by fast population growth and migration.

According to infrastructure and building reports (Infrastructure Victoria, 2023), annual dwelling approvals in growth areas (Wyndham, Melton, Casey) have consistently exceeded 10,000 per year since 2017.

Constraints:

- **Land supply bottlenecks:** Delays in rezoning, infrastructure provision, and greenfield release remain.
- **Rising construction costs:** Labour shortages, supply chain issues, and input price volatility continue to push up prices, slowing delivery and affordability.
- **Planning approval lags:** Councils face backlogs in processing subdivision, apartment, and major project applications.
- The resulting supply-demand imbalance has contributed to rapid price growth and affordability challenges, particularly for first home buyers and renters.

71.5 Infrastructure Construction, Lags, and Public Transport Issues

Melbourne has seen historic infrastructure investments (Melbourne Metro Rail, Level Crossing Removals, West Gate Tunnel), but rapid growth has produced significant lags.

Transport infrastructure gaps:

- Public transport expansion into outer suburbs has not kept pace with residential growth.
- Bus and train frequencies remain low in many growth corridors, leading to car dependency, road congestion, and social disconnection.
- Active transport infrastructure (cycling, walkways) is underdeveloped in many middle and outer LGAs.

Infrastructure lags include:

- Key arterial roads, sewer, water, and schools have experienced 'catch-up' funding, not always matching the scale or pace of housing development.
- A Melbourne Airport rail link.
- The Melbourne Metro's radial transit system struggles to efficiently connect outer suburbs to key employment and services hubs other than the CBD.
- NIEIR (2023) and Infrastructure Victoria (2023) reports consistently highlight the need for better integrated planning and sustained funding for infrastructure that unlocks land, improves mobility, and supports economic participation.

71.6 Demand for Commercial Building Construction

Demand for commercial property is strong, though mixed by sub-region and sector.

CBD and inner areas:

- Office demand is recovering post-pandemic, driven by professional services, tech, education, and start-ups.
- Growth in flexible, co-working spaces, and demand for green, tech-enabled buildings is pronounced.
- Retail and hospitality fit-outs have rebounded, but legacy vacancies remain in some precincts.

Outer areas:

- Industrial and logistics property demand remains extremely buoyant, fuelled by e-commerce, warehousing, and population growth.
- Health and education precincts (e.g. Monash, Sunshine) underpin strong demand for new medical, teaching, and R&D facilities.
- Challenges include planning and approvals delays, lack of zoned land, and under-serviced business parks.

Across all areas, sustainability and adaptation to new work patterns (remote/hybrid work) are key trends reshaping building demand (Property Council, 2023).

Key Economic Indicators 2024 Compared

This section provides data, ranks and shares for 2024, comparing these against regional performance in 2014 and 2019.

Melbourne Metro

LABOUR FORCE				% National Average	% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Population	4,320,713	4,848,902	5,160,042		18.5	19.2	19.1
No. Households	1,524,333	1,716,922	1,902,449		18.3	18.6	18.9
Workforce	2,301,191	2,630,669	2,878,860		18.9	19.7	19.7
Employment	2,159,477	2,497,287	2,761,783		18.8	19.8	19.6
Unemployment	141,714	133,382	117,078		20.4	19.0	21.4

UNEMPLOYMENT AND UNDER EMPLOYMENT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline U/E Rate	6.2%	5.1%	4.1%		107.7	96.3	108.6
Social Security Takeup	10.0%	7.8%	8.4%		83.1	73.7	75.7
Hours Per Week	23.2	24.1	24.8		97.2	98.6	98.3
Not Employed Share	27.1%	23.1%	19.7%		104.2	101.7	102.8
Not In Employment	39.1%	36.5%	34.8%		104.7	102.5	103.4

OUTPUT & INCOME FLOWS LEVEL $m cvm					% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	346,251	416,225	459,829		16.7	17.8	17.7
Local Industry GRP	268,111	323,141	355,892		18.7	19.9	19.3
Local Resident GRP	259,842	313,796	345,273		18.1	19.3	18.7
Wages/Salaries	148,940	179,798	207,223		18.2	19.4	19.3
Business Income	24,928	30,653	23,031		16.3	17.7	14.2
Property Income	33,918	39,309	48,300		17.8	17.9	18.3
Super Payments	18,903	22,432	25,058		17.5	17.6	17.9
Interest Paid	18,747	18,801	30,549		19.2	20.6	22.1
Tax Paid	38,829	52,999	65,620		18.4	20.0	19.7
Government Benefits	25,726	24,009	24,102		16.2	15.5	15.2
Disposable Income	218,473	254,935	263,900		17.4	18.2	17.6
Depreciation	22,071	27,431	33,293		19.2	20.0	20.1

OUTPUT & INCOME FLOWS PER CAPITA $cvm					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	154,818	159,904	159,442		86.0	86.9	86.9
Local Industry GRP	119,880	124,143	123,402		96.0	96.8	94.9
Local Resident GRP	87,265	94,679	97,800		94.9	96.4	94.1
Wages/ Salaries	34,471	37,080	40,159		98.2	100.8	101.1
Business Income	5,769	6,322	4,463		88.2	91.8	74.4
Property Income	7,850	8,107	9,360		96.4	93.0	95.9
Super Payments	4,375	4,626	4,856		94.8	91.7	93.9
Interest Paid	4,339	3,877	5,920		103.5	107.0	115.7
Tax Paid	8,987	10,930	12,717		99.6	103.8	103.0
Government Benefits	5,954	4,951	4,671		87.5	80.5	79.4
Disposable Income	50,564	52,576	51,143		93.8	94.5	92.0
Depreciation	5,108	5,657	6,452		103.7	103.8	105.4

CONSTRUCTION					% National Total		
Value $m cvm per annum	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Residential New Construction	18,241	26,243	22,759		22.7	25.6	24.6
Residential Renovations	5,697	6,117	6,387		16.4	16.3	15.8
Non Residential Buildings	8,151	13,073	15,425		17.7	24.6	25.0
Civil Engineering	10,185	16,859	19,826		5.8	15.5	14.8
Total	42,274	62,292	64,403		12.6	20.6	19.6

POPULATION					% National Total		
Age Range	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
0-19	990,624	1,097,727	1,144,289		17.8	18.6	18.7
20-29	688,598	778,230	781,710		20.5	21.8	21.2
30-59	1,807,464	2,016,937	2,163,908		19.0	20.0	20.1
60+	834,026	956,008	1,070,754		16.9	16.9	16.5

HOUSEHOLD WEALTH & DEBT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Wealth per Household ($'000s)	1,071	1,219	1,225		123.5	131.1	106.4
Value of Property and Business	939	1,106	1,115		129.5	137.7	111.4
Value of Financial Assets	416	450	450		101.6	105.7	101.8
Value of Household Liabilities	284	336	340		106.4	112.6	116.7
Household Debt Service Ratio	18.9	19.7	23.1		109.7	112.7	121.5
Ratio H'hold Debt to Gross Income	1.7	1.9	2.0		110.3	113.2	121.3

HOUSING					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Share flats in dwelling stock	18.4%	22.4%	24.4%		119.3	123.5	125.0
Adult per occupied dwelling	2.2	2.2	2.2		102.7	104.6	101.9
Disposable Income Per HH ($'000s)	143.3	148.5	138.7		95.0	97.9	93.1
Average dwelling price - $'000s	837.2	979.3	996.5		133.2	139.9	112.8
Dwelling to Income Ratio	5.84	6.60	7.18		140.2	142.9	121.1

INDUSTRY (WORKPLACE)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.6%	0.5%	4.1	4.8	4.2	0.6%	0.5%	0.8%	0.6%
Mining	0.3%	0.2%	2.8	2.6	1.6	0.4%	0.2%	0.3%	0.2%
Manufacturing/Wholesaling	14.1%	10.7%	23.9	24.4	23.7	16.0%	11.6%	15.5%	12.4%
Utilities And Transport	6.3%	6.6%	20.1	21.9	22.0	7.0%	7.0%	6.4%	5.8%
Construction	8.5%	9.9%	18.5	21.1	21.1	9.2%	10.8%	8.0%	8.5%
Centralised Office Services	17.9%	18.4%	21.4	22.7	22.0	18.9%	19.8%	25.9%	27.9%
Money Management	6.8%	7.0%	23.3	24.4	25.4	7.1%	7.6%	8.0%	7.7%
Health	13.4%	16.1%	18.8	19.0	19.1	12.0%	15.1%	12.5%	15.2%
Education	8.6%	8.7%	19.3	19.9	19.8	8.0%	8.4%	8.5%	8.6%
Private Local Services	23.6%	22.0%	19.1	20.1	20.1	20.9%	19.1%	14.1%	13.1%

INDUSTRY (RESIDENTS)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.6%	0.5%	4.5	5.2	4.8	0.7%	0.6%	0.9%	0.7%
Mining	0.3%	0.2%	2.9	2.7	1.6	0.4%	0.2%	0.3%	0.3%
Manufacturing/Wholesaling	14.0%	10.5%	22.8	23.3	22.6	15.8%	11.4%	15.4%	12.2%
Utilities And Transport	6.1%	6.4%	18.9	20.8	21.0	6.8%	6.9%	6.2%	5.7%
Construction	8.1%	9.8%	17.2	19.8	20.4	9.0%	10.8%	7.8%	8.5%
Centralised Office Services	17.8%	18.1%	20.7	22.0	21.0	18.9%	19.5%	26.0%	27.6%
Money Management	6.8%	6.9%	22.6	23.7	24.5	7.2%	7.5%	8.1%	7.7%
Health	13.5%	16.4%	18.4	18.7	19.0	12.1%	15.3%	12.6%	15.5%
Education	8.7%	8.7%	18.8	19.6	19.1	8.0%	8.4%	8.6%	8.6%
Private Local Services	24.0%	22.4%	18.8	19.9	19.9	21.1%	19.4%	14.3%	13.3%

OCCUPATION	Usual Residence		% National Total			Place of Work		% National Total		
ANZSCO	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2019**	**2024**
Managers	12.5%	13.6%	18.4	19.7	20.2	12.5%	13.9%	19.1	20.3	21.3
Professionals	26.2%	29.4%	22.2	23.1	22.7	25.9%	27.9%	22.8	23.4	22.1
Technicians & Trades	13.2%	12.0%	17.2	18.5	17.8	13.5%	12.3%	18.1	19.6	18.7
Community & Personal Service	9.5%	11.1%	17.6	18.6	18.4	9.4%	11.3%	18.0	18.8	19.3
Clerical & Administrative	15.4%	13.3%	19.7	20.0	20.1	15.5%	13.5%	20.6	20.9	21.0
Sales Workers	9.8%	7.8%	19.5	21.0	19.6	9.6%	7.9%	19.9	21.7	20.3
Machinery Operators & Drivers	5.7%	5.5%	16.4	17.1	17.3	5.8%	5.7%	17.2	18.1	18.5
Labourers	7.8%	7.3%	15.3	16.5	16.8	7.7%	7.4%	15.6	16.8	17.6

72. Brisbane Metro

The Brisbane metropolitan area as here defined comprises four regions: Brisbane Inner and Brisbane Outer North, Outer South East and Outer South West. It approximates the Brisbane metropolitan area defined by the ABS.

The Brisbane Metropolitan region (Brisbane Metro) and based on NIEIR's *State of the Regions* classification, comprising four significant sub-regions: Brisbane Inner, Outer North, Outer South-East, and Outer South-West. Local government areas that make up Brisbane Metro are the Brisbane City Council, Logan City, Redland City, Ipswich City, and Moreton Bay Region. Brisbane Metro is both Queensland's political and economic centre, and a nationally significant urban conglomeration. According to the most recent NIEIR *State of the Regions* reports and data, Brisbane Metro continues to experience strong population growth, economic diversification, and challenges related to infrastructure, housing, and the evolving labour market. This section summarises the structure of its economy, employment characteristics, Indigenous economic participation, and related challenges in construction and infrastructure.

The Brisbane Metropolitan region continues to lead Queensland as an engine of economic growth, benefiting from diverse industries and a dynamic labour market. However, Brisbane Metro faces mounting challenges, most notably in housing affordability and supply, lagging infrastructure in rapidly expanding outer suburbs, and strains on public transport systems. The Indigenous economy is growing in opportunity and prominence, but outcomes still lag non-Indigenous communities, requiring continued investment and inclusive economic strategies.

Delivering on the region's economic potential will require focused attention on housing, infrastructure roll-out and coordinated metropolitan planning to ensure that growth leads to inclusive and sustainable prosperity. Harnessing the benefits of major infrastructure projects, boosting affordable housing, and facilitating Indigenous economic participation remain critical priorities.

The Brisbane Olympic and Paralympic games in 2032 will bring excitement, opportunity and development to South East Queensland. For example, a new stadium in Victoria Park will seat 63,000 patrons and will be utilised post games for cricket, AFL and entertainment. Other new facilities planned to be completed by 2032 include, an aquatic centre at Spring Hill, the Brisbane Showgrounds will accommodate an athletes' village. In Logan a facility for indoor sports is being developed. The canoe slalom will be catered for with the construction of the Redland Whitewater Centre. Across the Brisbane Metro Region and South East Queensland, upgrades to existing facilities and the construction of new ones, will create network of community infrastructure connected by upgraded and extended transport.

Brisbane Metro: Key Economic Indicators

Population 2024

2.533M

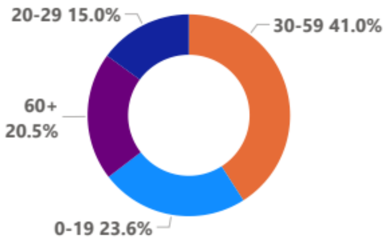
Population Growth Rate p.a. 2019-2024(%)

1.96

Share of National Population 2024(%)

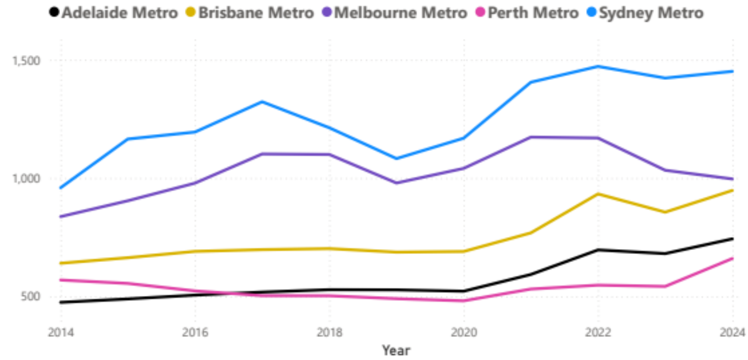
9.37

Age Group

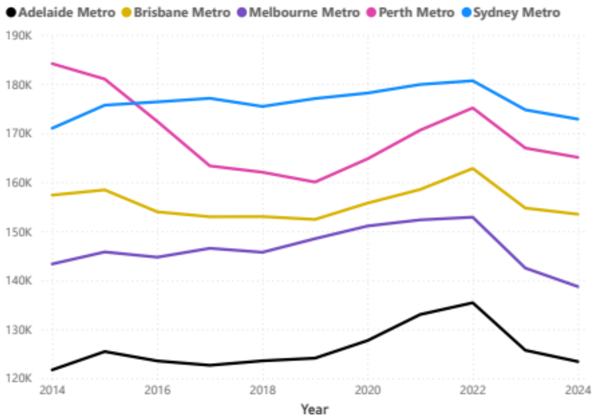


Share of Flats in Dwelling Stock 2024 (%)

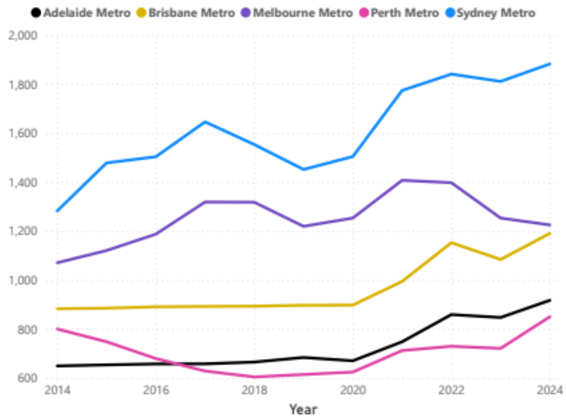
Average Dwelling Price ($'000s)



Disposable Income Per Household ($)

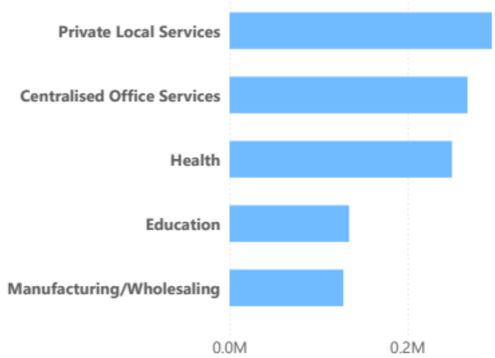


Wealth Per Household ($'000s)



Top 5 Industries 2024

Resident Employment



Top 5 Occupations 2024

Resident Employment

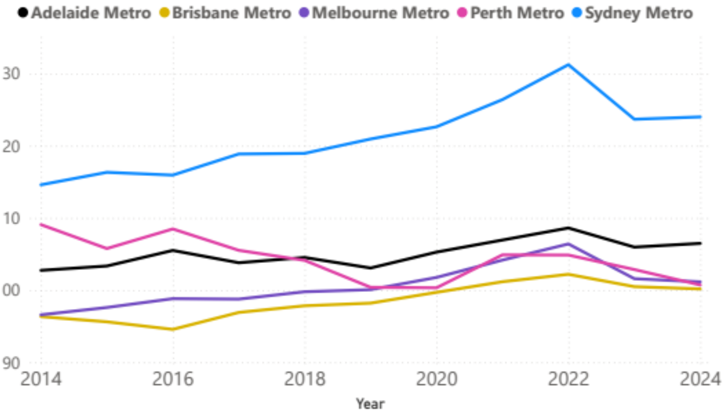
GRP Growth Rate p.a. 2019-2024(%)

3.06

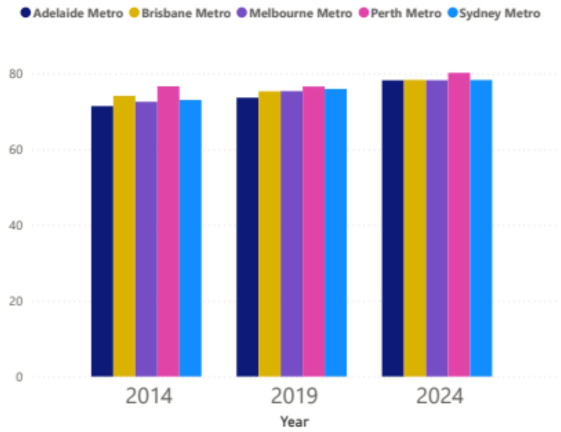
GRP Per Capita Growth Rate p.a. 2019-2024(%)

1.08

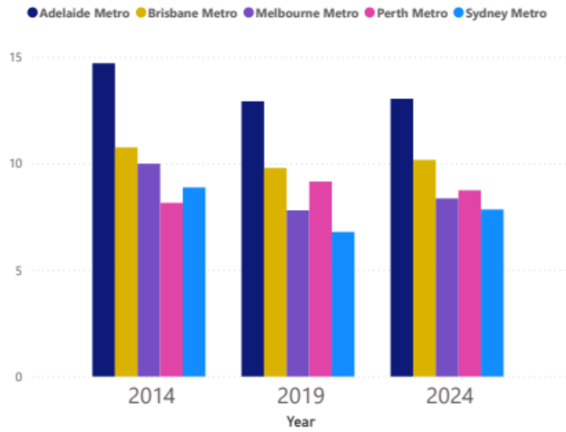
Productivity: GRP Per Hour Worked ($/hour)



Employment to Working Age Ratio (%)

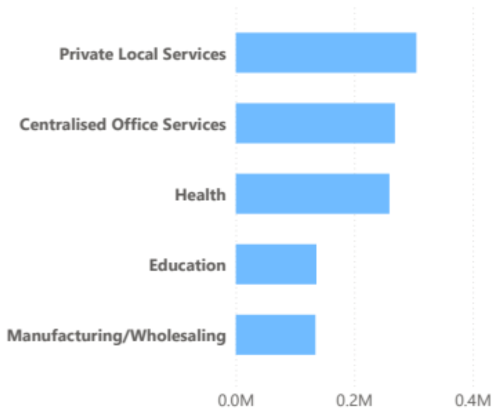


Social Security Takeup (%)



Top 5 Industries 2024

Place of Work Employment



Top 5 Occupations 2024

Place of Work Employment

**Note: All $ values are in constant prices, the base year is 2023.*

72.1 Regional Industry Structure and Key Sectors

Industry Diversity and Economic Output

Brisbane Metro's industry structure is highly diversified, increasingly building resilience through economic cycles. According to the NIEIR *State of the Regions* data, the region's industry value-added is heavily concentrated in the following sectors.

- **Health Care and Social Assistance:** The largest and fastest-growing employer, accounting for nearly 15 per cent of jobs and a significant share of GDP. Growth is fuelled by population increase, an aging demographic, and a strong cluster of hospitals and care facilities (especially within Inner Brisbane).
- **Professional, Scientific, and Technical Services:** A hallmark of the inner-city, this sector's concentration of consultancies, creative industries, engineering, and ICT services reflects Brisbane's role as a major corporate hub (NIEIR, 2023), supported by investments in education and knowledge-based institutions.
- **Education and Training:** Home to multiple universities and higher education providers, Inner Brisbane and adjacent regions draw domestic and international students, yielding robust demand for education, accommodation, and auxiliary services.
- **Construction:** Both residential and commercial construction have underpinned regional growth, with construction jobs prevalent across the metropolitan fringes. Demand fluctuates with population inflows and government capital works.
- **Retail Trade, Accommodation, and Food Services:** Population density and tourism generate significant retail activity, particularly in commercial precincts like Chermside, Upper Mt Gravatt, and Ipswich.
- Manufacturing remains important in the Outer Metro (notably Ipswich and Moreton Bay), although challenged by globalisation and structural change.

Regional Variations

- **Brisbane Inner:** Dominated by white-collar employment, government services, finance, and professional services.
- **Outer North and South-West:** Higher proportion of logistics, transport, manufacturing, and healthcare jobs, with continuing growth in distribution centres and urban logistics serving metropolitan and Northern Queensland markets.
- **Outer South-East:** Noted for a mix of retail, health care, and emerging high-tech enterprises. Logan is also a focal point for food manufacturing and distribution.

72.2 Labour Market Characteristics

Employment and Occupation Trends

According to NIEIR data:

- **Workforce Participation:** Remains above state average at just over 70 per cent, with significant growth in female workforce participation.
- **Occupation Spread:** Skilled professionals dominate inner-city occupations (managers, analysts, educators), while technical/trade occupations and community/personal service roles see strong representation in the outer LGAs.
- **Youth Employment:** Major challenge in outer suburbs, particularly areas like Ipswich and Logan, where unemployment rates are above the metro average.

Indigenous Economy

Brisbane Metro is home to the largest urban Indigenous population in Queensland. The Indigenous economy is growing, although disparities in employment and income persist. According to ABS Census 2021 and referenced in earlier NIEIR *State of the Regions* reports, key points include:

- significant participation in health, education, and public administration;
- a burgeoning Indigenous business sector, supported by local and regional government procurement policies and economic development initiatives; and
- underemployment and skills mismatch remain concerns, driving government and community investment in education and vocational pathways.

72.3 Housing Construction and Affordability Constraints

Residential Construction

Housing construction in Brisbane Metro is highly active but subject to severe constraints. The NIEIR *State of the Regions* report 2023-2024 identified the following issues.

- **Supply Bottlenecks:** Strong population growth, especially from interstate migration, has placed upward pressure on house prices. Supply has lagged due to labour shortages, rising material costs, and lengthy approvals.
- **Affordability Pressures:** Median house prices in Inner Brisbane are $900,000+, posing challenges for first-home buyers and low-to-middle income renters. Rental vacancy rates remain below 1.2 per cent in most inner and middle-ring areas (SQM Research, 2024).
- **Urban Sprawl:** New housing supply is increasingly located in fringe areas like Moreton Bay, Ipswich, and Logan, contributing to longer commute times and demand for infrastructure.
- **Social and Affordable Housing:** Stock is not keeping pace with eligible demand, especially in outer metro areas, and particularly affects Indigenous and low-income households.

Regulatory and Economic Constraints

- **Planning Delays:** Increased regulatory complexity and infrastructure funding gaps delay new developments.
- **Land Supply:** Limited land in key growth corridors constrains project initiation.

72.4 Infrastructure Construction, Lags, and Public Transport

Infrastructure Projects and Gaps

Current and planned infrastructure undertakings are substantial.

- **Cross River Rail:** A flagship public transport project, set to significantly improve inner-city train capacity from 2025. Cross River Rail is a new 10.2km rail line that includes 5.9km of twin tunnels running under the Brisbane River and CBD; with four new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street. The Cross River Rail Delivery Authority is also responsible for a number of other rail related projects including a new above-ground station at Exhibition, a rebuild for seven stations between Dutton Park and Salisbury.
- **Brisbane Metro (bus transit):** Under construction, expected to offset east-west and north-south congestion and improve public transport integration.
- **Bruce Highway and Ipswich Motorway Upgrades:** Essential for improving logistic connectivity and mitigating congestion in the city's fast-growing northern and south-western fringes.

Infrastructure Lags

- **Suburban Catch-Up:** Many outer-growth suburbs are not keeping pace with population and housing supply. Tangible delays in new road, rail and bus facilities risk exacerbating congestion and accessibility issues.
- **School, Health, and Digital Infrastructure:** Pressure is particularly acute in Logan, Ipswich and Moreton Bay, with new schools, hospitals, and NBN upgrades struggling to keep pace with demographic demand.

Public Transport Issues

- **Coverage and Frequency:** Although Inner Brisbane is well-served, service frequency, accessibility, and integration drop sharply in outer suburbs, reinforcing car dependence and reducing equity.
- **Affordability and Sustainability:** Pressure to reduce fares and incentivise modal shifts are evident, especially as fuel costs and congestion mount. Fares have been reduced across public transport to a 50 cents flat rate, across all zones and modes on the Translink network across Queensland. This includes all regional urban buses, and bus, train (excluding Airtrain), ferry, tram and on demand services in South East Queensland.

72.5 Demand for Commercial Building Construction

Office and Retail Space

- **CBD Recovery:** Post-pandemic commercial tenancy demand has rebounded, driven by professional services expansions and major infrastructure project head offices.
- **Outer Metro Centres:** Significant demand for retail, health, and flex-space construction in Springfield, Logan, and Redcliffe, responding to residential growth and decentralised business activity.
- **Logistics and Industrial Space:** Warehousing and distribution demand has soared, particularly in the northern and south-western growth corridors (NIEIR, 2023).

Constraints

- **Material Costs:** Rising construction input prices and earlier interest rates increases have deterred speculative builds since 2022.
- **Planning Bottlenecks:** Delays in approvals and inconsistent local government requirements create bottlenecks, stifling timely supply response.

Key Economic Indicators 2024 Compared

This section provides data, ranks and shares for 2024, comparing these against regional performance in 2014 and 2019.

Brisbane Metro

LABOUR FORCE					% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Population	2,103,523	2,298,667	2,532,615		9.0	9.1	9.4
No. Households	722,421	828,328	912,142		8.7	9.0	9.0
Workforce	1,138,610	1,250,600	1,405,615		9.4	9.4	9.6
Employment	1,073,175	1,174,604	1,346,853		9.4	9.3	9.6
Unemployment	65,435	75,996	58,762		9.4	10.8	10.7

UNEMPLOYMENT AND UNDER EMPLOYMENT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline U/E Rate	5.7%	6.1%	4.2%		100.5	115.4	111.6
Social Security Takeup	10.8%	9.8%	10.2%		89.4	92.5	92.1
Hours Per Week	24.6	24.6	25.5		103.2	100.7	101.1
Not Employed Share	24.1%	22.4%	17.2%		92.5	98.7	89.6
Not In Employment	35.3%	35.1%	32.9%		94.6	98.6	97.7

OUTPUT & INCOME FLOWS LEVEL $m cvm					% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	178,241	196,308	228,239		8.6	8.4	8.8
Local Industry GRP	138,049	157,232	179,068		9.6	9.7	9.7
Local Resident GRP	133,928	153,651	178,288		9.3	9.4	9.7
Wages/Salaries	78,489	88,080	106,477		9.6	9.5	9.9
Business Income	11,056	12,405	12,228		7.2	7.1	7.5
Property Income	18,373	21,674	24,333		9.7	9.9	9.2
Super Payments	11,013	13,247	14,721		10.2	10.4	10.5
Interest Paid	9,530	8,931	13,018		9.7	9.8	9.4
Tax Paid	19,701	24,763	32,206		9.4	9.3	9.6
Government Benefits	13,076	12,646	13,161		8.2	8.2	8.3
Disposable Income	113,685	126,245	139,989		9.0	9.0	9.3
Depreciation	11,161	13,809	15,630		9.7	10.1	9.4

OUTPUT & INCOME FLOWS PER CAPITA $cvm					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	156,534	157,302	159,960		86.9	85.5	87.2
Local Industry GRP	121,237	125,990	125,499		97.0	98.2	96.5
Local Resident GRP	92,465	98,501	103,653		100.6	100.3	99.7
Wages/ Salaries	37,313	38,318	42,042		106.3	104.2	105.8
Business Income	5,256	5,396	4,828		80.4	78.3	80.5
Property Income	8,735	9,429	9,608		107.3	108.1	98.4
Super Payments	5,235	5,763	5,813		113.4	114.2	112.3
Interest Paid	4,530	3,885	5,140		108.1	107.2	100.4
Tax Paid	9,366	10,773	12,716		103.8	102.4	103.0
Government Benefits	6,216	5,501	5,196		91.4	89.5	88.4
Disposable Income	54,045	54,921	55,275		100.3	98.7	99.4
Depreciation	5,306	6,008	6,171		107.8	110.2	100.8

CONSTRUCTION					% National Total		
Value $m cvm per annum	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Residential New Construction	7,405	9,411	8,467		9.2	9.2	9.1
Residential Renovations	2,480	3,888	4,126		7.1	10.3	10.2
Non Residential Buildings	4,951	4,175	5,403		10.7	7.9	8.8
Civil Engineering	25,796	12,182	11,880		14.7	11.2	8.8
Total	40,632	29,655	29,876		12.1	9.8	9.1

POPULATION					% National Total		
Age Range	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
0-19	524,019	560,190	600,192		9.4	9.5	9.8
20-29	341,056	359,847	380,224		10.1	10.1	10.3
30-59	866,713	943,050	1,041,158		9.1	9.3	9.7
60+	381,444	446,164	520,845		7.7	7.9	8.0

HOUSEHOLD WEALTH & DEBT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Wealth per Household ($'000s)	883	897	1,191		101.8	96.5	103.4
Value of Property and Business	713	761	1,041		98.4	94.7	104.1
Value of Financial Assets	466	459	450		113.9	107.8	101.7
Value of Household Liabilities	296	322	300		110.9	107.9	103.0
Household Debt Service Ratio	18.2	18.5	19.1		105.7	106.2	100.2
Ratio H'hold Debt to Gross Income	1.6	1.8	1.6		105.2	105.8	99.8

HOUSING					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Share flats in dwelling stock	14.5%	19.6%	21.3%		94.5	108.1	108.9
Adult per occupied dwelling	2.3	2.2	2.2		103.4	101.3	102.7
Disposable Income Per HH ($'000s)	157.4	152.4	153.5		104.3	100.5	103.0
Average dwelling price - $'000s	640.1	687.1	948.0		101.8	98.2	107.3
Dwelling to Income Ratio	4.07	4.51	6.18		97.7	97.7	104.2

INDUSTRY (WORKPLACE)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.5%	0.4%	1.7	2.2	1.9	0.4%	0.4%	0.6%	0.7%
Mining	1.6%	1.1%	7.4	6.0	5.2	2.1%	1.3%	1.1%	1.5%
Manufacturing/Wholesaling	11.6%	9.4%	10.0	10.3	10.3	12.9%	10.4%	13.0%	10.9%
Utilities And Transport	7.3%	7.3%	11.9	11.8	12.1	8.2%	8.0%	7.9%	7.4%
Construction	8.4%	8.5%	9.4	9.3	9.0	9.8%	9.5%	10.8%	9.4%
Centralised Office Services	18.1%	18.8%	11.0	10.5	11.1	19.3%	20.3%	25.7%	26.7%
Money Management	5.5%	5.3%	9.6	9.8	9.6	5.7%	5.7%	6.4%	6.6%
Health	15.0%	18.2%	10.7	10.7	10.7	13.6%	16.8%	12.2%	15.7%
Education	9.0%	9.5%	10.2	10.4	10.7	7.7%	9.0%	9.0%	8.6%
Private Local Services	23.2%	21.4%	9.5	9.3	9.7	20.2%	18.5%	13.2%	12.5%

INDUSTRY (RESIDENTS)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.5%	0.5%	1.8	2.4	2.4	0.5%	0.6%	0.7%	1.0%
Mining	1.8%	1.5%	8.0	7.1	6.8	2.4%	1.8%	1.3%	2.0%
Manufacturing/Wholesaling	11.3%	9.2%	9.3	9.7	9.8	12.5%	10.1%	12.7%	10.6%
Utilities And Transport	7.0%	7.2%	10.8	10.8	11.7	7.9%	7.9%	7.5%	7.3%
Construction	8.2%	8.4%	8.6	8.7	8.6	9.4%	9.3%	10.3%	9.1%
Centralised Office Services	18.3%	19.2%	10.6	10.2	11.1	19.6%	20.8%	26.2%	27.4%
Money Management	5.4%	5.1%	9.0	9.3	8.9	5.7%	5.4%	6.4%	6.2%
Health	15.0%	18.0%	10.2	10.2	10.3	13.7%	16.7%	12.2%	15.5%
Education	9.1%	9.7%	9.9	10.1	10.5	7.9%	9.1%	9.3%	8.7%
Private Local Services	23.3%	21.2%	9.1	8.9	9.4	20.4%	18.4%	13.3%	12.3%

OCCUPATION	Usual Residence		% National Total			Place of Work		% National Total		
ANZSCO	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2019**	**2024**
Managers	11.5%	12.4%	8.4	8.6	9.1	11.5%	12.4%	8.9	9.1	9.4
Professionals	24.5%	27.6%	10.4	10.1	10.6	23.3%	27.6%	10.4	10.2	10.8
Technicians & Trades	13.1%	12.0%	8.5	8.5	8.8	13.6%	12.3%	9.3	9.1	9.3
Community & Personal Service	10.2%	11.9%	9.5	9.4	9.8	10.3%	11.6%	10.0	9.7	9.8
Clerical & Administrative	16.3%	13.7%	10.5	10.6	10.3	16.3%	14.0%	11.0	11.2	10.8
Sales Workers	9.4%	7.9%	9.4	9.5	9.8	9.5%	7.9%	10.0	10.0	10.0
Machinery Operators & Drivers	5.9%	6.1%	8.4	8.9	9.4	6.1%	5.8%	9.2	9.4	9.3
Labourers	9.0%	8.4%	8.9	8.8	9.7	9.4%	8.4%	9.6	9.2	9.9

73. Adelaide Metro

The Adelaide metropolitan area as here defined comprises the total of the Adelaide Inner and Adelaide North regions. It includes Gawler, which is sometimes still regarded as an independent town, but excludes the suburban overflow into the Adelaide Hills and McLaren Vale. On balance, its population is less than the continuous built-up area as defined by the ABS.

The Adelaide Metropolitan Region (Adelaide Metro) encompassing the Adelaide Inner and Adelaide North and West SOR regions as defined by the National Institute of Economic and Industry Research (NIEIR) and forms the core population and economic hub of South Australia. The region stretches from the city of Adelaide, and extending to significant regional centres such as Port Adelaide, Gawler, Marion, and Salisbury, it is a diverse and dynamic urban economy.

This section provides a comprehensive analysis of economic structure, labour market trends, the Indigenous economy, and focuses on challenges and trends in construction, infrastructure, and transport.

Adelaide Metro: Key Economic Indicators

Population 2024

1.065M

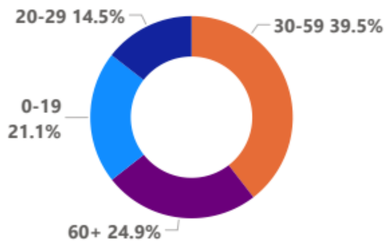
Population Growth Rate p.a. 2019-2024(%)

1.39

Share of National Population 2024(%)

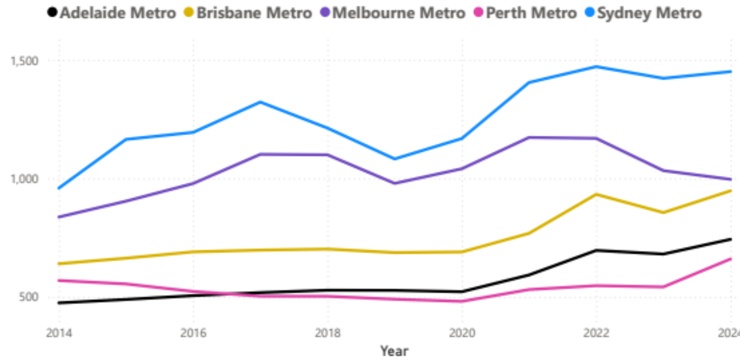
3.94

Age Group

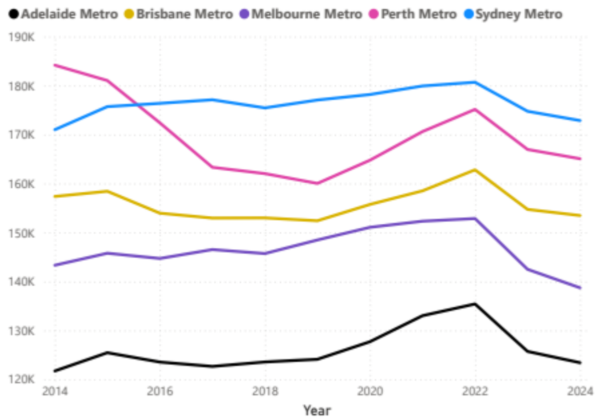


Share of Flats in Dwelling Stock 2024 (%)

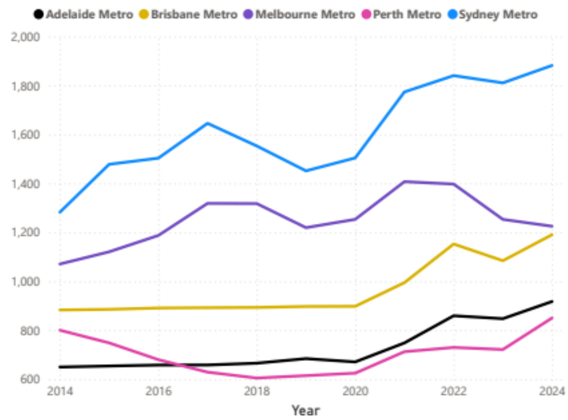
Average Dwelling Price ($'000s)



Disposable Income Per Household ($)

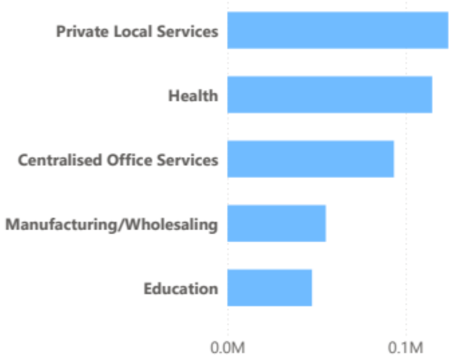


Wealth Per Household ($'000s)



Top 5 Industries 2024

Resident Employment



Top 5 Occupations 2024

Resident Employment

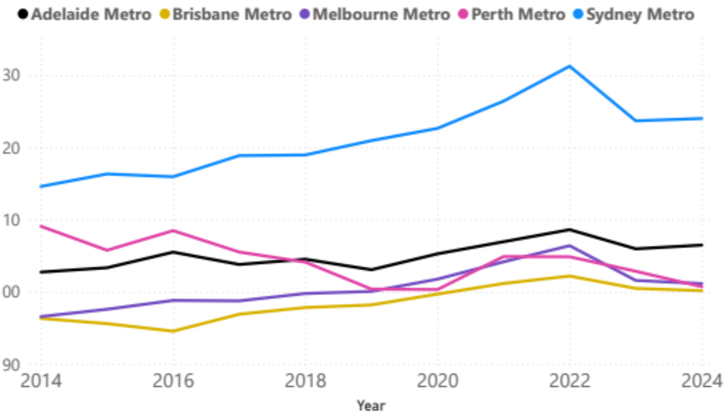
GRP Growth Rate p.a. 2019-2024(%)

2.83

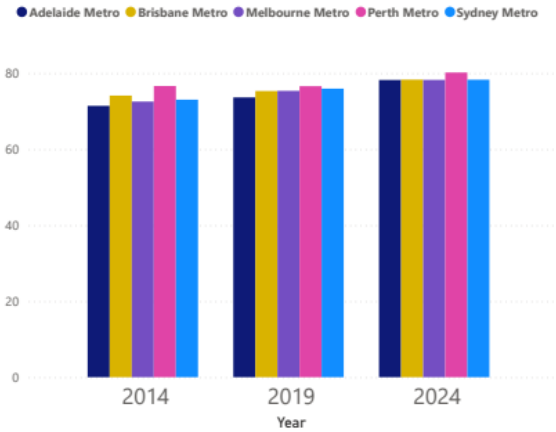
GRP Per Capita Growth Rate p.a. 2019-2024(%)

1.42

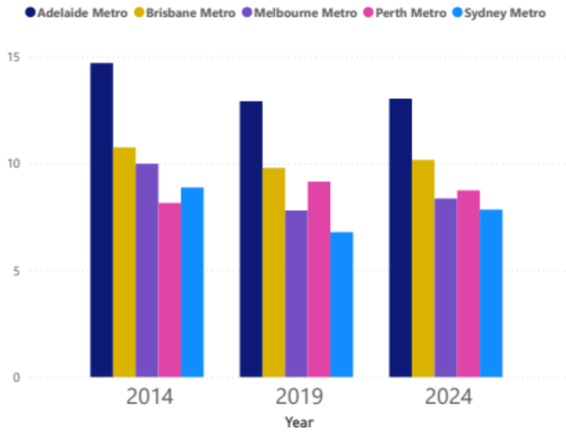
Productivity: GRP Per Hour Worked ($/hour)



Employment to Working Age Ratio (%)

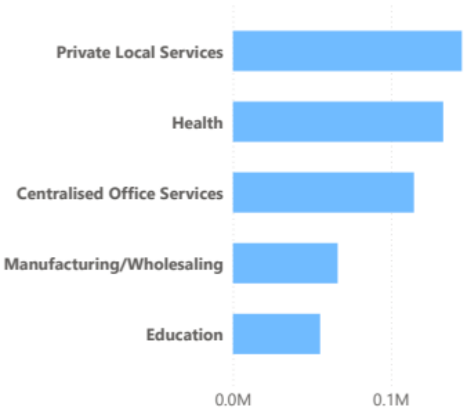


Social Security Takeup (%)



Top 5 Industries 2024

Place of Work Employment



Top 5 Occupations 2024

Place of Work Employment

**Note: All $ values are in constant prices, the base year is 2023.*

73.1 Regional Description and Economic Context

Adelaide Metro, as covered here, includes:

- **Adelaide Inner SOR region:** encompassing key inner-city LGAs such as Adelaide, Burnside, Norwood Payneham and St Peters, Unley, and significant parts of Marion and Mitcham.
- **Adelaide North and West SOR region:** covering the urban and peri-urban north (Salisbury, Playford, Gawler, Port Adelaide Enfield, etc.).
- The region excludes suburban growth in the Adelaide Hills and McLaren Vale and is slightly smaller than the ABS's contiguous Greater Adelaide statistical boundary.

Adelaide Metro's population sits at approximately 1.1 million, representing around 57 per cent of South Australia's population. The region displays a mixture of inner-city density, middle ring gentrification, and northern urban expansion, with economic fortunes diverging somewhat between affluent southern/eastern municipalities and northern LGAs marked by industrial restructuring and higher unemployment.

The Adelaide Metro region remains South Australia's economic heart, with a broadly resilient and diversified economy transitioning towards high-value services and advanced manufacturing. However, persistent disparities between inner and outer metropolitan areas highlight the need for targeted investment in infrastructure, housing, and inclusive workforce development, including realising the economic potential of the Indigenous economy.

A clear focus on coordinated infrastructure delivery, housing supply reform, and workforce skills development will be critical as the region plans for future growth.

73.2 Industry Structure and Key Industries

Industry Overview

Greater Adelaide is South Australia's primary node for employment and value-added production. Its industry structure is broadly diversified, with historical reliance on manufacturing gradually shifting towards services.

- **Health Care and Social Assistance:** The largest sector by employment, driven by Adelaide's status as a medical research and healthcare centre, with several major hospitals and biomedical precincts anchoring jobs.
- **Education and Training:** Tertiary, secondary, and vocational education – including major universities (University of Adelaide, UniSA, Flinders) – is a critical export service, particularly to international students.
- **Public Administration and Safety:** Concentrated in the CBD and surrounds, supported by state government centralisation.
- **Manufacturing:** Historically strong in automotive (notably once Elizabeth/Holden), now focused on advanced manufacturing, defence, food processing, and niche engineering, with significant employment in the northern suburbs.
- **Retail Trade and Accommodation/Food Services:** Serving both urban populations and tourism, with key retail hubs spread across Marion, Tea Tree Plaza, Westfield West Lakes, and Rundle Mall.
- **Defence and ICT:** Anchored in the western precincts (including Osborne shipyards) and the "Lot Fourteen" startup/innovation precinct.

Key Industry Highlights

- **Defence sector** growth – particularly naval shipbuilding/submarine programs.
- **Biomed/Health** innovation precincts (RAH precinct, BioMed City).
- **Wine/food processing** at urban-metro interface.
- **Creative industries** increasingly important to the inner-city economy.

73.3 Jobs, Occupations, and the Labour Market

Employment Overview

Total employment in Metropolitan Adelaide: ~547,674.

Key occupational groups:

- Health professionals and carers (nurses, allied health, aged care);
- Teachers, university/research staff;
- Engineers, technicians (defence, advanced manufacturing);
- Administrative and clerical workers (public service, corporate); and
- Retail and hospitality workers.

Importantly, the northern and western areas (e.g., Playford, Salisbury) face relatively higher unemployment, with jobs concentrated in lower-wage service sectors and ongoing transition from manufacturing. Conversely, inner and eastern LGAs display higher professional/managerial occupational shares and lower jobless rates.

Recent trends: Growth in health and social care, IT and creative occupations, offsetting declines in traditional industrial jobs.

Youth and Skills

Youth unemployment remains elevated in the north, underlining the ongoing need for skills-based education and transition-to-work programs. The region benefits from a strong tertiary sector, but skills mismatches exist, particularly in engineering, trades, and emerging technology fields.

73.4 The Indigenous Economy

Metropolitan Adelaide is home to the largest Aboriginal and Torres Strait Islander population in South Australia, with over 23,000 residents. Notable Indigenous communities are present in the northern suburbs and western metropolitan area.

Economic participation:

- Indigenous employment participation rates still lag the non-Indigenous population.
- Key employers: public sector (local/state government, education), health, community services, and growing entrepreneurship in arts, culture, and services.
- Ongoing challenges include access to culturally-appropriate employment services and training, particularly in the context of urban labour market changes.

- State and local governments support Indigenous economic inclusion via procurement policies, business incubators, and targeted training (e.g., through Kaurna-based programs on city projects).

73.5 Housing Construction and Constraints

Market Overview

- Adelaide Metro's housing market has been under growing pressure, with strong demand, especially for affordable homes in the north and new apartments in the inner-city and along key transport corridors.
- Dwelling approvals: While total approvals have increased since 2021, supply lags persist.
- Vacancy rates: Remain near historic lows, contributing to housing stress for renters and buyers.
- Social and affordable housing: Insufficient supply, particularly in high-demand areas such as Playford and Port Adelaide Enfield.

Constraints and Challenges

- **Land supply bottlenecks:** Development-ready land in strategic northern and coastal areas is limited by infrastructure lag and rezoning processes.
- **Construction labour shortages:** Shortages in key trades (carpenters, electricians, bricklayers) drive up building costs and slow delivery.
- **Material costs:** Global supply chain issues (timber, steel) add to pressure.
- **Planning bottlenecks:** Lengthy approval and rezoning timelines constrain medium- and high-density developments.

Policy Responses

State initiatives include accelerated land release, infill incentives, and social housing investments, but risks remain if infrastructure coordination does not keep pace with projected population growth.

73.6 Infrastructure Construction, Lags and Public Transport

Infrastructure Overview

Adelaide does have significant infrastructure assets but faces several legacy and emergent challenges.

- **Transport infrastructure:** The city retains a historic focus on private cars, with arterial roads and extensive suburban expansion.
- **Public transport:** The Adelaide Metro system (trains, trams, buses) has improved in frequency and reach, but modal share stagnates at ~9 per cent, trailing Sydney/Melbourne. Notably, access gaps exist in the fast-growing outer northern and coastal suburbs.
- **Major construction projects:** Recent focus includes North-South Corridor Road upgrades, the Torrens Junction rail project, Port Adelaide rail spur, and tram network infill. Still, project delivery times are considerable, and budget constraints have delayed several key upgrades.

Infrastructure Lags

- Growth fronts, particularly in Playford, Gawler, and the inner-west, experience infrastructure lags in transport, water, and social services.
- Public transport under-investment reduces access to jobs for low-income and non-driving populations, especially in the north.
- Urban infill development outpaces upgrades in stormwater, sewerage, and active transport infrastructure (bicycle lanes, green corridors).

Challenges

- Long-term underfunding relative to population growth.
- Complex multi-layer governance (state vs local) slows delivery.
- Investment prioritisation remains focused on “catch-up” rather than strategic expansion.

73.7 Demand for Commercial Building Construction

Key Drivers

Population growth and urban densification (CBD, along major corridors) are driving up demand for:

- commercial offices (especially “A-grade” and co-working spaces in the CBD);
- mixed-use residential/retail precincts (Marion, Mawson Lakes, Glenelg, Port Adelaide);
- health/life sciences facilities (e.g., expansion of BioMed City); and
- logistics and distribution centres (linked to defence, e-commerce in industrial north).

Constraints and Opportunities

- Economic headwinds (particularly construction costs) are tempering private sector appetite in some sectors, but public and institutional investment (defence, education, health) remains robust.
- Demand for suburban commercial space increases with population shifts and flexible/hybrid working trends.

Future Outlook

Continued growth in defence and health/education-related construction is anticipated, alongside selective investment in “new economy” hubs (innovation/tech precincts). However, risks remain around supply chain disruptions and skills shortages in the construction workforce.

Key Economic Indicators 2024 Compared

This section provides data, ranks and shares for 2024, comparing these against regional performance in 2014 and 2019.

Adelaide Metro

LABOUR FORCE					% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Population	939,234	994,253	1,065,406		4.0	3.9	3.9
No. Households	365,270	390,135	421,134		4.4	4.2	4.2
Workforce	480,272	513,035	571,039		3.9	3.8	3.9
Employment	448,311	482,042	547,674		3.9	3.8	3.9
Unemployment	31,961	30,994	23,365		4.6	4.4	4.3

UNEMPLOYMENT AND UNDER EMPLOYMENT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline U/E Rate	6.7%	6.0%	4.1%		116.4	114.7	109.3
Social Security Takeup	14.7%	12.9%	13.0%		122.3	122.0	118.1
Hours Per Week	22.1	23.1	24.0		92.8	94.3	95.3
Not Employed Share	28.7%	24.7%	21.7%		110.1	108.9	112.9
Not In Employment	41.8%	39.3%	36.8%		112.0	110.4	109.3

OUTPUT & INCOME FLOWS LEVEL $m cvm					% National Total		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	74,179	80,968	93,106		3.6	3.5	3.6
Local Industry GRP	58,731	64,603	73,745		4.1	4.0	4.0
Local Resident GRP	50,594	56,607	64,364		3.5	3.5	3.5
Wages/Salaries	28,633	32,299	37,884		3.5	3.5	3.5
Business Income	4,441	4,373	3,583		2.9	2.5	2.2
Property Income	6,862	7,786	9,534		3.6	3.5	3.6
Super Payments	3,861	4,435	4,998		3.6	3.5	3.6
Interest Paid	3,752	3,429	4,917		3.8	3.8	3.6
Tax Paid	6,944	8,429	10,718		3.3	3.2	3.2
Government Benefits	6,901	6,520	6,548		4.3	4.2	4.1
Disposable Income	44,466	48,425	51,980		3.5	3.5	3.5
Depreciation	4,020	4,778	5,692		3.5	3.5	3.4

OUTPUT & INCOME FLOWS PER CAPITA $cvm					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Headline GRP	139,077	142,602	141,893		77.2	77.5	77.3
Local Industry GRP	110,114	113,780	112,387		88.1	88.7	86.5
Local Resident GRP	80,571	86,450	91,909		87.6	88.1	88.4
Wages/ Salaries	30,486	32,486	35,558		86.9	88.3	89.5
Business Income	4,728	4,398	3,363		72.3	63.8	56.1
Property Income	7,306	7,831	8,948		89.7	89.8	91.6
Super Payments	4,111	4,461	4,692		89.1	88.4	90.7
Interest Paid	3,995	3,449	4,615		95.3	95.2	90.2
Tax Paid	7,393	8,478	10,060		82.0	80.5	81.5
Government Benefits	7,348	6,557	6,146		108.0	106.6	104.5
Disposable Income	47,343	48,705	48,789		87.8	87.5	87.7
Depreciation	4,280	4,805	5,342		86.9	88.1	87.2

CONSTRUCTION					% National Total		
Value $m cvm per annum	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Residential New Construction	2,308	3,118	3,259		2.9	3.0	3.5
Residential Renovations	1,034	1,432	1,511		3.0	3.8	3.7
Non Residential Buildings	2,107	1,903	2,947		4.6	3.6	4.8
Civil Engineering	5,247	4,675	4,093		3.0	4.3	3.0
Total	10,696	11,127	11,807		3.2	3.7	3.6

POPULATION					% National Total		
Age Range	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
0-19	205,243	215,105	225,248		3.7	3.7	3.7
20-29	144,018	147,430	154,149		4.3	4.1	4.2
30-59	376,043	393,333	421,167		4.0	3.9	3.9
60+	213,929	238,385	264,810		4.3	4.2	4.1

HOUSEHOLD WEALTH & DEBT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Wealth per Household ($'000s)	650	684	918		74.9	73.6	79.7
Value of Property and Business	534	588	801		73.6	73.2	80.1
Value of Financial Assets	354	369	371		86.5	86.7	83.9
Value of Household Liabilities	238	273	254		89.0	91.3	87.3
Household Debt Service Ratio	18.8	19.2	19.8		109.1	110.1	104.2
Ratio H'hold Debt to Gross Income	1.7	1.9	1.7		109.9	111.0	105.2

HOUSING					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Share flats in dwelling stock	13.9%	15.4%	16.1%		90.5	84.8	82.6
Adult per occupied dwelling	2.1	2.0	2.0		94.0	95.5	95.7
Disposable Income Per HH ($'000s)	121.7	124.1	123.4		80.7	81.8	82.8
Average dwelling price - $'000s	474.9	527.7	743.2		75.5	75.4	84.1
Dwelling to Income Ratio	3.90	4.25	6.02		93.7	92.1	101.5

INDUSTRY (WORKPLACE)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.8%	0.9%	1.3	1.5	1.9	0.9%	1.0%	1.1%	1.3%
Mining	1.0%	0.7%	2.1	1.5	1.4	1.3%	0.8%	1.0%	1.0%
Manufacturing/Wholesaling	13.2%	10.1%	5.3	5.1	5.1	14.8%	11.2%	14.7%	12.4%
Utilities And Transport	6.4%	6.7%	4.9	4.8	5.1	7.2%	7.3%	6.9%	7.0%
Construction	8.7%	8.2%	4.5	4.1	4.0	9.7%	9.1%	7.8%	7.4%
Centralised Office Services	17.2%	17.5%	4.9	4.6	4.8	17.9%	18.7%	23.4%	22.6%
Money Management	5.4%	5.3%	4.5	4.2	4.4	5.6%	5.5%	7.0%	6.6%
Health	15.8%	20.3%	5.3	5.1	5.5	14.1%	19.1%	15.2%	20.0%
Education	8.1%	8.4%	4.3	4.3	4.3	8.0%	8.2%	9.2%	9.3%
Private Local Services	23.3%	22.1%	4.5	4.5	4.6	20.5%	19.2%	13.5%	12.3%

INDUSTRY (RESIDENTS)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	1.1%	1.1%	1.5	1.7	1.9	1.3%	1.2%	1.6%	1.6%
Mining	1.2%	1.1%	2.2	1.9	2.0	1.6%	1.4%	1.4%	1.6%
Manufacturing/Wholesaling	12.7%	10.0%	4.3	4.2	4.2	14.4%	11.1%	14.1%	12.0%
Utilities And Transport	5.9%	6.0%	3.8	3.8	3.9	6.7%	6.6%	6.4%	6.3%
Construction	7.9%	8.1%	3.4	3.3	3.3	9.0%	9.0%	7.2%	7.5%
Centralised Office Services	16.3%	16.9%	3.9	3.8	3.9	17.2%	18.3%	22.7%	22.4%
Money Management	5.1%	5.0%	3.5	3.3	3.5	5.3%	5.3%	6.7%	6.4%
Health	16.3%	20.8%	4.6	4.5	4.7	14.5%	19.6%	15.8%	20.4%
Education	8.7%	8.6%	3.9	3.8	3.7	8.6%	8.3%	10.1%	9.5%
Private Local Services	24.7%	22.4%	4.0	4.0	3.9	21.3%	19.2%	14.0%	12.2%

OCCUPATION	Usual Residence		% National Total			Place of Work		% National Total		
ANZSCO	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2019**	**2024**
Managers	11.6%	11.6%	3.5	3.4	3.4	11.4%	11.8%	4.1	4.0	4.1
Professionals	23.3%	26.1%	4.1	3.8	4.0	22.6%	25.9%	4.7	4.4	4.7
Technicians & Trades	13.3%	12.6%	3.5	3.6	3.7	13.8%	12.9%	4.4	4.3	4.5
Community & Personal Service	11.4%	13.6%	4.3	4.4	4.4	11.3%	13.2%	5.1	5.1	5.1
Clerical & Administrative	15.1%	13.7%	4.0	3.8	4.1	16.2%	14.9%	5.1	4.9	5.3
Sales Workers	9.8%	8.0%	4.0	3.9	3.9	9.4%	7.6%	4.6	4.4	4.4
Machinery Operators & Drivers	5.8%	5.7%	3.4	3.5	3.5	6.1%	5.6%	4.3	4.1	4.1
Labourers	9.7%	8.7%	3.9	4.1	4.0	9.2%	8.1%	4.4	4.6	4.4

74. Perth Metro

The Perth metropolitan area as here defined comprises four regions: Perth Central plus Perth Outer North, Perth South East and Perth South Coast. It includes Mandurah and is therefore larger than the metropolitan area defined for WA government planning purposes.

The Perth metropolitan region (Perth Metro), as defined for the National Institute of Economic and Industry Research (NIEIR)'s *State of the Regions* report, encompasses not only the urban core but a diverse array of peripheral local government areas (LGAs) ranging from Joondalup in the northwest to Mandurah in the south. This broader, functional definition captures a population and economy greater in scale and complexity than the metropolitan boundary used for Western Australian government planning. The region is economically significant, representing a significant share of Western Australia's population, a significant share of its state product and is the administrative, service, and gateway hub.

This section provides an analytical summary of the region's structure, key industries, jobs and labour market issues, the Indigenous economy, housing and infrastructure, and construction sector trends, drawing on data from NIEIR data and related sources.

Perth Metro: Key Economic Indicators

Population 2024

2.332M

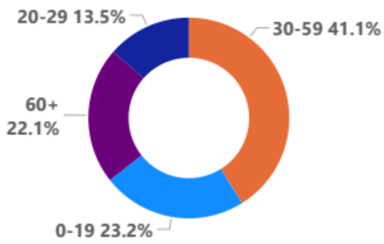
Population Growth Rate p.a. 2019-2024(%)

2.32

Share of National Population 2024(%)

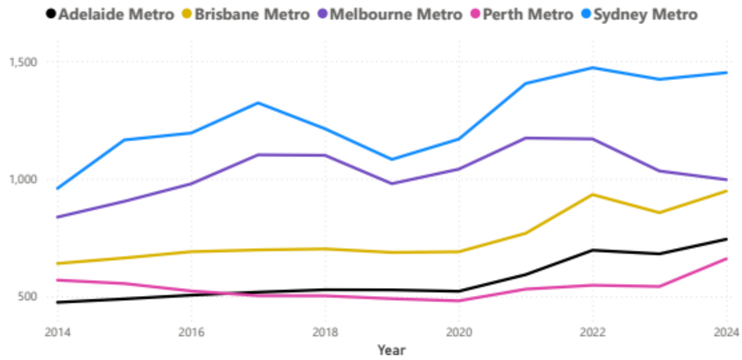
8.63

Age Group

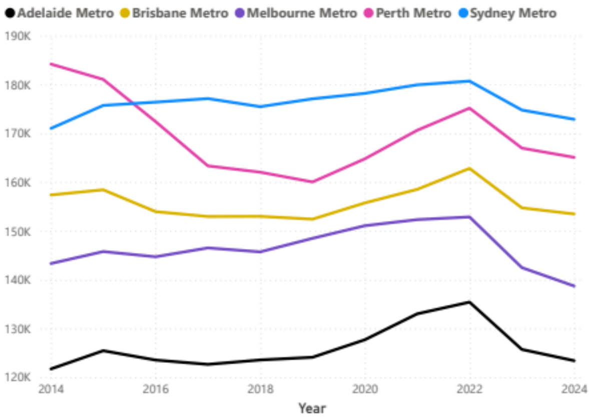


Share of Flats in Dwelling Stock 2024 (%)

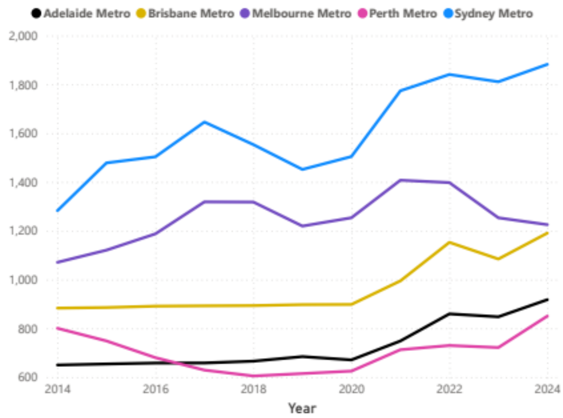
Average Dwelling Price ($'000s)



Disposable Income Per Household ($)

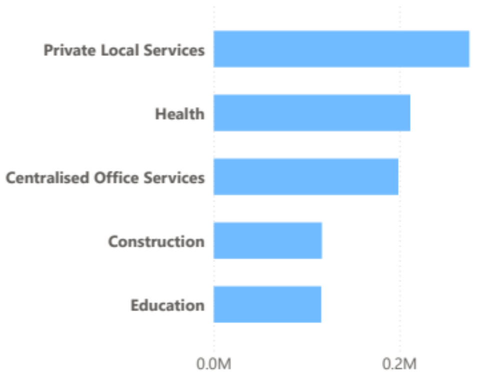


Wealth Per Household ($'000s)



Top 5 Industries 2024

Resident Employment



Top 5 Occupations 2024

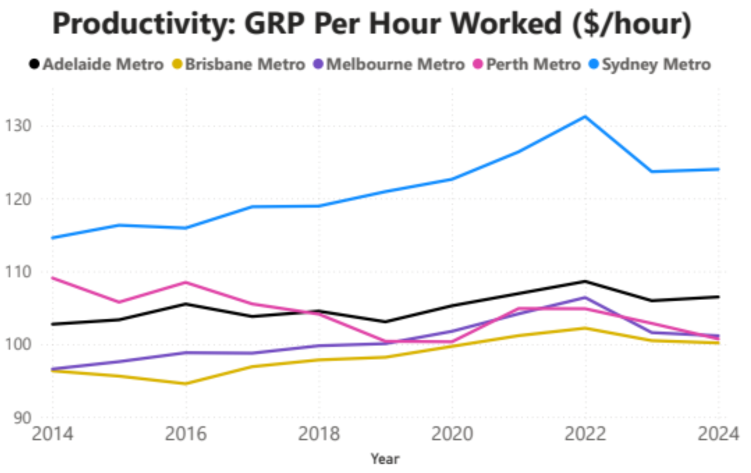
Resident Employment

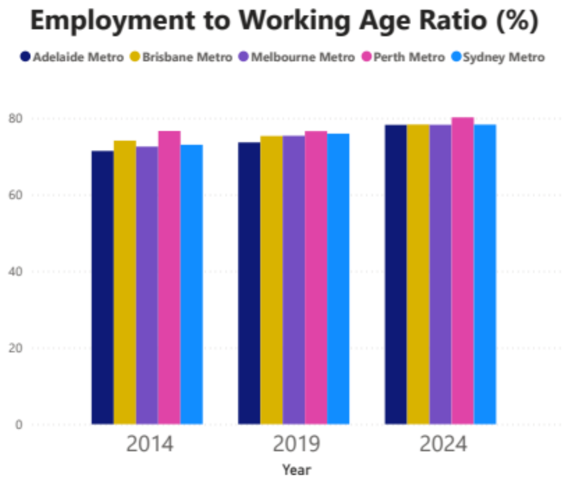
GRP Growth Rate p.a. 2019-2024(%)

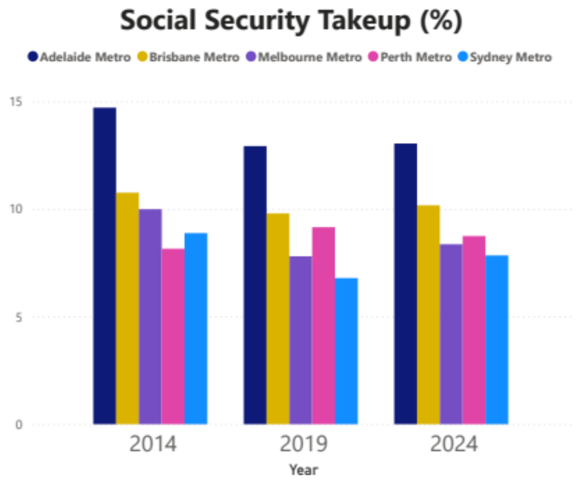
3.21

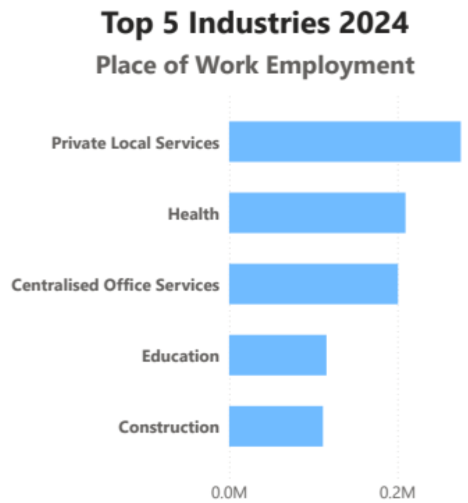
GRP Per Capita Growth Rate p.a. 2019-2024(%)

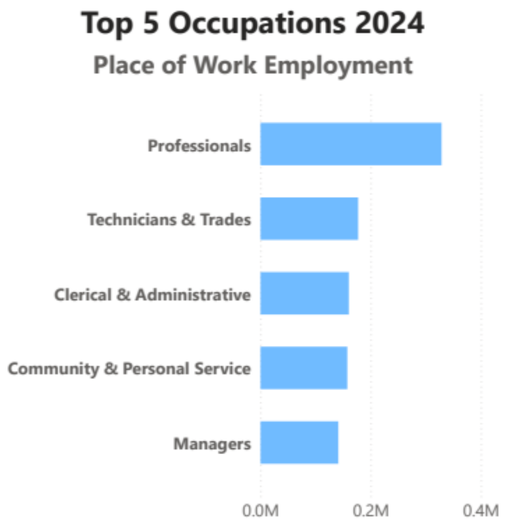
0.87











**Note: All $ values are in constant prices, the base year is 2023.*

74.1 Regional Structure and Key Industries

Geographic and Demographic Overview

The greater Perth metropolitan region, as per NIEIR's SOR structure, combines the Perth Central, Perth Outer North, Perth South East, and Perth South Coast sub-regions, stretching from Yanchep in the north to Mandurah and Rockingham in the south. It includes key centres such as Joondalup, Fremantle, Armadale, Midland, and Mandurah. Perth Metro's population exceeds 2.3 million, about 80 per cent of Western Australia's residents.

Perth Metro is central to Western Australia's demographic and economic future. Its diverse industry base, led by services, construction, and logistics, is adapting to ongoing structural change and population growth. Housing and commercial construction remain the key drivers of growth but face pronounced constraints in land, skills, material costs, and infrastructure delivery. Targeted investment in public transport, utilities, and community infrastructure is essential to maintain liveability, equity, and long-term economic performance.

Industry Structure

Perth is characterised by a diverse and evolving economic base.

- **Professional, scientific, and technical services:** Concentrated in the inner metropolitan areas, particularly Perth City, Subiaco, and West Perth, with a strong presence of legal, consulting, engineering, and research firms.
- **Health care and social assistance:** Perth's most substantial employer, reflecting the aging population and service-centralised economy.
- **Education and training:** A cluster of universities (UWA, Curtin, Murdoch, ECU) and TAFEs, especially in central and southern corridors.
- **Retail trade and accommodation/food services:** Major employment source, especially around suburban centres and coastal nodes.
- **Construction and real estate:** Vital due to ongoing population growth and urban expansion.
- **Manufacturing:** While declining in relative terms, remains significant in places like Kwinana, Cockburn, and Midland.
- **Mining services and logistics:** Perth acts as WA's fly-in fly-out (FIFO) and service base.
- **Seaport and logistics activity** are concentrated around Fremantle, Kwinana, Henderson, and the southern corridor, underpinning WA's export economy.

74.2 Jobs, Occupations, and Workforce Dynamics

Drawing from NIEIR data and ABS Census (2021) data, employment patterns show the following.

- **Professional and managerial occupations** dominate inner Perth, reflecting high levels of tertiary education and a concentration of corporate HQs.
- **Technical and trades roles**, including construction, automotive, and manufacturing, are prominent in Outer North and South Coast areas.
- **Community and personal service workers** are growing, particularly in education, aged care, and health, indicative of demographic shifts.
- **Retail and hospitality jobs** are widely distributed but especially numerous in high-growth corridors and coastal zones.

- **Transport and logistics occupations** have expanded in the south due to port and supply chain activity.
- **Labour market issues** include local skills shortages in health, construction, and engineering, with youth unemployment rates remaining above state averages in parts of the South East and South Coast (NIEIR).

Indigenous Economy

Aboriginal and Torres Strait Islander people comprise 2-4 per cent of Perth Metro's population (ABS, 2021) which is at its highest to the south. Indigenous employment is growing in government, care, education and land management. Programs such as the Noongar Employment Pathways and procurement policies are increasing Indigenous business participation, though gaps in outcomes persist compared to the non-Indigenous population (NIEIR, ABS). There is a notable presence of Indigenous-owned social enterprises, particularly within the urban services sector.

74.3 Housing Construction and Constraints

Residential Construction

New housing approvals across greater Perth rebounded in 2020-21 but have since moderated amid a period of rising interest rates and construction cost inflation. The Perth South East and South Coast corridors are the main growth fronts, with master-planned estates and high-volume greenfield developments. However, medium-density infill is increasing within the inner-city and along transit corridors as part of WA's urban consolidation strategy.

Major Constraints

- **Land availability and zoning:** Delays in rezonings, particularly in the South East and North, constrain supply.
- **Skills and materials shortages:** Acute shortages in skilled trades, exacerbated by national demand for construction and global supply chain disruptions (NIEIR).
- **Rising costs:** Perth's construction cost index rose by over 10 per in the period following COVID, dampening commencements and stretching project delivery times.
- **Infrastructure delays:** The pace of required infrastructure (roads, water, power) lags behind new housing estates, constraining releases.
- As a result, **median house prices and rents** have climbed sharply post-pandemic, outpacing wage growth and pushing affordability to its lowest in two decades (NIEIR SOR).

74.4 Infrastructure Construction, Public Transport, and Lags

Major Projects and Requirements

In recent years, Perth has benefitted from an infrastructure boom including:

- **METRONET:** A multi-billion-dollar metropolitan rail expansion program, linking new suburbs and activity centres;
- **upgrades to major roads** (Tonkin Highway, Mitchell Freeway); and
- **port and industrial upgrades** at Fremantle, Henderson, and Kwinana.

Lagging Investment and Issues

Despite this progress, challenges remain.

- Transport network coverage lags in new growth corridors (e.g., Byford, Yanchep, North Ellenbrook), with "catch-up" bus and road investment vis-à-vis greenfield housing.
- Congestion: Increased private car dependence, especially in southern and northern outer suburbs.
- Public transport reliance in inner-city is high, but mode shift is limited in outer regions due to service frequency and first-mile/last-mile gaps.
- According to Infrastructure WA (2023), there is an accumulated deficit in local road, community infrastructure, and utilities provisioning in "boom" LGAs such as Wanneroo, Armadale, and Serpentine-Jarrahdale. Capital projects regularly run behind schedule due to market capacity constraints and cost blow-outs.

74.5 Commercial Building Construction Demand

Demand Patterns

- There has been sustained demand for office, retail, and industrial construction in activity centres (Perth CBD, Joondalup, Midland, Fremantle), as well as in emerging logistics nodes (Kwinana, Cockburn, Jandakot).
- CBD office vacancy remains elevated due to hybrid work trends, yet premium office stock has strong demand.
- Retail and supermarket construction in new suburbs has tracked population growth but faces cost and supply chain pressures.
- The surge in e-commerce is pushing expansion of warehousing and distribution centres across the metropolitan periphery, a trend noted by NIEIR and corroborated by recent ABS building approvals data.

Constraints

- Planning approval lags, rising material and labour costs, and ongoing skills shortages are stretching project timelines and adding risk to commercial proponents.
- Zoning and infrastructure readiness remain variable; newer centres often confront delays in power, water, and road connections.

Key Economic Indicators 2024 Compared

This section provides data, ranks and shares for 2024, comparing these against regional performance in 2014 and 2019.

Perth Metro

LABOUR FORCE					% National Total		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Population	1,945,318	2,079,495	2,331,856		8.3	8.3	8.6
No. Households	678,036	764,542	830,848		8.1	8.3	8.2
Workforce	1,070,435	1,132,864	1,291,097		8.8	8.5	8.8
Employment	1,022,118	1,061,025	1,243,727		8.9	8.4	8.8
Unemployment	48,317	71,839	47,370		6.9	10.2	8.6

UNEMPLOYMENT AND UNDER EMPLOYMENT					% National Average		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline U/E Rate	4.5%	6.3%	3.7%		79.0	120.4	98.0
Social Security Takeup	8.2%	9.1%	8.7%		67.8	86.5	79.1
Hours Per Week	25.2	25.3	26.4		105.7	103.5	104.8
Not Employed Share	23.0%	21.2%	16.5%		88.5	93.4	85.8
Not In Employment	33.8%	33.3%	30.5%		90.5	93.6	90.5

OUTPUT & INCOME FLOWS LEVEL $m cvm					% National Total		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline GRP	190,459	183,317	214,680		9.2	7.9	8.2
Local Industry GRP	146,405	148,084	171,297		10.2	9.1	9.3
Local Resident GRP	149,938	151,111	178,065		10.5	9.3	9.7
Wages/Salaries	92,981	91,306	109,755		11.3	9.9	10.2
Business Income	14,282	11,854	12,354		9.4	6.8	7.6
Property Income	15,532	18,139	19,993		8.2	8.3	7.6
Super Payments	8,806	10,521	10,596		8.2	8.3	7.6
Interest Paid	10,461	9,698	12,681		10.7	10.6	9.2
Tax Paid	23,105	24,500	32,867		11.0	9.2	9.8
Government Benefits	10,546	11,171	11,350		6.6	7.2	7.1
Disposable Income	124,875	122,348	137,145		9.9	8.7	9.1
Depreciation	11,305	13,814	15,305		9.8	10.1	9.2

OUTPUT & INCOME FLOWS PER CAPITA $cvm					% National Average		
Indicator	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Headline GRP	188,889	173,264	174,359		104.9	94.1	95.0
Local Industry GRP	145,198	139,963	139,124		116.2	109.1	107.0
Local Resident GRP	112,391	109,052	114,772		122.2	111.1	110.4
Wages/ Salaries	47,797	43,908	47,068		136.2	119.4	118.4
Business Income	7,342	5,701	5,298		112.2	82.7	88.3
Property Income	7,985	8,723	8,574		98.1	100.0	87.8
Super Payments	4,527	5,060	4,544		98.1	100.3	87.8
Interest Paid	5,378	4,664	5,438		128.3	128.7	106.2
Tax Paid	11,877	11,782	14,095		131.7	111.9	114.2
Government Benefits	5,421	5,372	4,867		79.7	87.4	82.8
Disposable Income	64,193	58,835	58,813		119.1	105.7	105.8
Depreciation	5,812	6,643	6,563		118.0	121.8	107.2

CONSTRUCTION					% National Total		
Value $m cvm per annum	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
Residential New Construction	9,025	6,823	6,504		11.2	6.6	7.0
Residential Renovations	2,702	2,909	2,655		7.8	7.7	6.6
Non Residential Buildings	4,687	3,765	4,458		10.2	7.1	7.2
Civil Engineering	28,295	14,281	17,980		16.2	13.2	13.4
Total	44,709	27,778	31,595		13.3	9.2	9.6

POPULATION					% National Total		
Age Range	2014	2019	2024	Annual Change (24 yrs)	2014	2019	2024
0-19	464,172	495,500	542,046		8.3	8.4	8.9
20-29	309,494	292,167	315,482		9.2	8.2	8.6
30-59	805,271	860,819	959,141		8.5	8.5	8.9
60+	366,380	431,008	515,416		7.4	7.6	8.0

HOUSEHOLD WEALTH & DEBT					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Wealth per Household ($'000s)	800	615	850		92.3	66.1	73.9
Value of Property and Business	658	560	735		90.8	69.7	73.5
Value of Financial Assets	477	423	431		116.5	99.3	97.4
Value of Household Liabilities	335	368	315		125.4	123.0	108.1
Household Debt Service Ratio	18.0	20.1	18.8		104.2	115.4	98.6
Ratio H'hold Debt to Gross Income	1.5	1.9	1.6		102.3	113.8	97.4

HOUSING					% National Average		
Indicator	**2014**	**2019**	**2024**	**Annual Change (24 yrs)**	**2014**	**2019**	**2024**
Share flats in dwelling stock	10.6%	12.3%	12.6%		68.8	67.9	64.5
Adult per occupied dwelling	2.2	2.1	2.2		102.3	99.1	103.8
Disposable Income Per HH ($'000s)	184.2	160.0	165.1		122.0	105.5	110.8
Average dwelling price - $'000s	569.3	490.4	660.2		90.6	70.1	74.7
Dwelling to Income Ratio	3.09	3.06	4.00		74.2	66.4	67.4

INDUSTRY (WORKPLACE)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.6%	0.6%	2.0	2.3	2.2	0.6%	0.5%	1.0%	0.9%
Mining	4.3%	5.7%	17.2	19.5	23.0	5.7%	7.4%	8.3%	8.4%
Manufacturing/Wholesaling	10.6%	8.4%	8.0	8.0	7.9	11.8%	9.4%	11.1%	10.7%
Utilities And Transport	6.6%	6.5%	9.6	8.8	9.3	7.4%	7.0%	6.3%	6.7%
Construction	9.5%	9.1%	9.4	8.5	8.3	10.6%	9.7%	14.4%	11.3%
Centralised Office Services	16.3%	16.3%	8.8	8.1	8.3	17.2%	17.5%	22.7%	23.7%
Money Management	5.7%	4.6%	8.8	7.4	7.2	6.1%	4.8%	5.5%	5.3%
Health	13.7%	17.0%	8.6	8.3	8.6	12.1%	15.5%	11.4%	14.8%
Education	9.2%	9.4%	9.3	8.8	9.1	8.0%	8.9%	7.5%	7.1%
Private Local Services	23.6%	22.4%	8.6	8.3	8.7	20.5%	19.1%	11.9%	11.0%

INDUSTRY (RESIDENTS)	Employment		% National Total			Hours		Local Income	
Industry group	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2024**
Agriculture	0.7%	0.6%	2.2	2.6	2.5	0.7%	0.6%	1.0%	1.0%
Mining	6.2%	9.0%	25.7	29.6	37.5	8.5%	11.7%	11.6%	12.9%
Manufacturing/Wholesaling	10.4%	8.4%	8.0	8.0	8.2	11.5%	9.3%	10.6%	10.5%
Utilities And Transport	6.4%	6.1%	9.4	8.7	9.1	7.1%	6.6%	5.9%	6.1%
Construction	10.1%	9.1%	10.1	8.6	8.6	11.3%	9.8%	15.4%	11.4%
Centralised Office Services	15.8%	15.5%	8.7	8.0	8.3	16.5%	16.4%	21.6%	22.4%
Money Management	5.5%	4.2%	8.7	7.3	6.8	5.9%	4.4%	5.2%	4.8%
Health	13.2%	16.5%	8.5	8.2	8.7	11.4%	14.7%	10.6%	13.9%
Education	8.7%	9.0%	9.0	8.6	9.1	7.5%	8.4%	6.8%	6.6%
Private Local Services	23.1%	21.5%	8.6	8.3	8.7	19.7%	18.0%	11.3%	10.3%

OCCUPATION	Usual Residence		% National Total			Place of Work		% National Total		
ANZSCO	**2014**	**2024**	**2014**	**2019**	**2024**	**2014**	**2024**	**2014**	**2019**	**2024**
Managers	11.1%	11.1%	7.7	7.3	7.5	11.9%	11.5%	8.1	7.5	7.5
Professionals	21.9%	24.8%	8.8	8.5	8.7	22.7%	26.7%	9.0	8.8	9.0
Technicians & Trades	16.8%	16.0%	10.3	9.7	10.8	15.4%	14.4%	9.3	8.5	9.3
Community & Personal Service	9.7%	12.2%	8.6	8.6	9.2	9.9%	12.8%	8.5	8.8	9.3
Clerical & Administrative	15.1%	12.7%	9.2	8.4	8.8	16.0%	13.0%	9.6	8.6	8.7
Sales Workers	8.9%	7.6%	8.5	8.2	8.7	9.3%	7.7%	8.7	8.3	8.4
Machinery Operators & Drivers	7.0%	7.6%	9.5	9.3	10.9	5.9%	6.3%	7.9	7.7	8.7
Labourers	9.3%	8.0%	8.7	7.9	8.5	8.9%	7.7%	8.1	7.6	7.8

Regional Indicators and Data – More Indicators and at LGA Level

The full online SOR report contains a two-page indicator set for each SOR region, selected metropolitan cities, Australia and Northern Australia. A wider set of indicator data is also available at LGA level from NIEIR (www.nieir.com.au). Enquiries for LGA level data should be directed to Ryan James at NIEIR.

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