VOLUME 4

Appendix P1 Social impact assessment

Department of Infrastructure and Regional Development

Western Sydney Airport EIS

Socio-Economic Impact Assessment

August 2016

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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Executive summary

Purpose

This report presents a Social Impact Assessment (SIA) as part of the Environmental Impact Assessment (EIS) for the proposed Western Sydney Airport (proposed airport).

This SIA seeks to:

- Identify and define the social area of influence (hereafter referred to as the 'study area') including communities and regions likely to be affected by the proposed airport, including the airport site, surrounding communities (local study area), surrounding local government areas that are likely to engage in socio-economic interaction with the airport (referred to as the Western Sydney region) and the wider area of influence (Greater Sydney);
- Develop an appreciation of the existing social, economic and cultural characteristics and dynamics of the communities within the study area to establish a social baseline on which potential social impacts could be predicted;
- Identify potential benefits and impacts of the airport on the study area communities and assess these impacts in terms of the likelihood and consequence of their occurrence; and
- Develop mitigation and management strategies to avoid or minimise potential adverse impacts and maximise benefits to the stakeholders and communities.

Scope of SIA

The SIA investigations are based on the following principal stages of airport development:

- Stage 1 construction – site preparation activities associated with Stage 1 construction start indicatively in late 2016, construction of aviation infrastructure start mid-2019 ending four years later and commissioning and operational readiness activities will be conducted allowing for a start of operations in mid-2020s.
- Stage 1 operation – operation of the proposed airport includes a single runway, air traffic control tower and terminal and facilities capable of handling approximately 10 million passengers annually. For assessment purposes, the EIS assumes the proposed airport commences operations in the mid-2020s and would reach 10 million passengers in 2030.
- Long term development – an indicative future stage in the development of the proposed airport, where the airport site is assumed to comprise parallel runways and handling approximately 82 million passengers annually. For assessment purposes, the EIS assumes this occurs in 2063.

To understand the existing social environment, a social baseline for both the local study area and Western Sydney region were prepared, with appropriate comparative reference to Greater Sydney. The baseline was prepared through consultation with all 14 local councils included in the Western Sydney region, NSW Government service providers and other relevant organisations. It also included social research including demographic analysis and review of relevant strategic documents. Based on this research, as well as review of other relevant EIS technical studies, an assessment of the potential social benefits and impacts arising from the proposed airport was undertaken.

Summary of key socio-economic benefits

The majority of benefits for Western Sydney and Greater Sydney communities as a result of the proposed airport are expected to be related to economic development and employment opportunities. The project would create jobs for many types of workers of various ages, skills and qualifications, contributing to increased incomes across the Western Sydney region. This report's recommendation to develop a local participation plan as part of an Australian Industry Participation Plan would aim to ensure a high level of local and regional community involvement in the construction of the proposed airport. As a catalyst for growth and change in Western Sydney, the proposed airport would stimulate further development in regional and local centres, providing better quality social infrastructure, such as shops, health services, recreation and leisure services. Additionally, the development of training opportunities in the region undertaken by the state government and local governments will encourage innovation to create new small and large businesses supporting the proposed airport development.

When considered with other employment initiatives taking place in the region, the opportunities for positive change from improved socio-economic outcomes for Western Sydney are significant. This transformation is validated by the size of the economic benefits outlined in the economic assessment (EY 2016). The following table presents a summary of the expected key social and economic benefits of the project.

Social and economic benefits	Stage 1 construction	Stage 1 operations	Long term development
The proposed airport will contribute substantial amounts of value-add to the economy of Western Sydney, including $1.9 billion over the construction period, and $77 million per year during Stage 1 operations (EY, 2016). The proposed airport will contribute further benefits to the rest of Sydney, particularly during operations. These benefits will increase commensurate with passenger movements. In 2063 the proposed airport would increase value-add in the Western Sydney economy by $1,507 million, the Rest of Sydney economy by $4,640 million and the Rest of New South Wales economy by $506 million.	✓	✓	✓
The proposed airport development will generate a number of direct, indirect and induced jobs including: • Peak of construction employment at 758 direct FTE jobs in 2022 in Western Sydney (EY, 2016) • A total of approximately 8,730 direct FTE jobs would be required per year during operations of Stage 1 in 2031 for airport operations. In addition, a further 4,440FTE jobs could be generated from commercial activities on business parks on the airport site (EY, 2016). A total of approximately 61,500 direct FTE jobs would be required in the long term for airport operations in 2063. A further 27,148 FTE jobs in 2063 would be generated from commercial activities from business on the airport site (EY, 2016).	✓	✓	✓
Business growth and development in other industry sectors such as construction, utilities, trade, transport and services, accommodation, retail, professional services and public administration is anticipated (EY, 2016). This is projected to occur from the sourcing of goods and services for the proposed airport as well as through indirect and induced economic impacts.	✓	✓	✓
New areas of land surrounding the airport site may become available for transport and logistics, warehousing and office space (RPS, 2016a). This may lead to industry and economic growth and lead to Western Sydney becoming more attractive to businesses.	-	✓	✓

Social and economic benefits	Stage 1 construction	Stage 1 operations	Long term development
The proposed Western Sydney Airport will provide employment opportunities, with more job choices and work closer to home for the residents of Western Sydney, reducing their travel time and offering improved lifestyle and amenity. As a catalyst to overall growth of Western Sydney the airport will attract investment for increased and improved infrastructure which would offer access to reliable and efficient transport, communications and utilities.	✓	✓	✓
Employment opportunities generated by the proposed airport may contribute to population growth by additional 17,800 persons by 2031 in Western Sydney, and will continue to grow in the future with new residents likely to be younger people attracted to employment opportunities and more affordable housing opportunities in Western Sydney. As a catalyst to overall growth of Western Sydney the airport will attract investment for increased and improved infrastructure which would offer access to reliable and efficient transport, communications and utilities.	-	✓	✓
Change to a more urban character and urbanised lifestyle may attract people from culturally diverse backgrounds, changing the existing demographic profile of some areas of Western Sydney which may currently have lower levels of diversity.	-	✓	✓
There is a potential for increase in demand for accommodation facilities (hotels/motels) and associated services (entertainment) close to the proposed airport. SIA stakeholder consultation has indicated that Western Sydney has the capacity to develop these to meet demand.	-	✓	✓
Majority of construction and operational workforce is expected to be sourced from Western Sydney and the Greater Sydney region. Some technical specialists may be sourced from other parts of Australia or internationally, and may require temporary short or long term accommodation. It is expected that existing or proposed new housing and accommodation in the Western Sydney region would accommodate this demand.	✓	✓	✓
Some workers at the airport may choose to move from other parts of Sydney or outside of Sydney to areas in Western Sydney, resulting in a small increase in demand for housing.	-	✓	✓
The forecast increase in workers may result in increased demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools). It is anticipated that future social infrastructure provision should have capacity to meet future demand as a result of the long timeframe of development allowing appropriate planning by service providers. It is likely that such demand will stimulate further growth in the region.	-	✓	✓

Summary of key social and economic impacts

The construction and operation of the proposed airport would result in changes to the social amenity and lifestyle of communities both in the vicinity of the airport site, and in Western Sydney more broadly. Expected key social amenity and economic impacts as a result of the proposed airport development are summarised in the table below.

Social and economic impacts	Stage 1 construction	Stage 1 operations	Long term development
Stage 1 operations and long term development may lead to some workers potentially giving up existing jobs to take up work at the proposed airport which may create vacancies/shortfalls in those industries. Given the availability of, and future growth in, the labour pool, job vacancies would be easily filled.	✓	✓	-
Changes to land use in Western Sydney due to the proposed airport development in addition to the changes brought about by other planned development in the region may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing. Existing trends show that these industries are already in decline in Western Sydney.	-	✓	✓
Increase in housing prices associated with the announcement of the proposed airport may lead to increased rental prices which may lead to housing affordability issues in parts of Western Sydney.	✓	✓	✓
Communities may experience reduction in amenity as a result of aircraft overflights and operational noise. Such communities could be Badgerys Creek, Luddenham, St Marys and Erskine Park in the Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, Blacktown and the Blue Mountains. While a general significance rating has been provided for all communities, the significance rating for each community will depend on a number of factors including, but not limited to: the future operating strategy of the proposed airport, the distance of a community from the airport, the height of aircraft over a community, and the existing lifestyle and amenity characteristics of a community.	-	✓	✓
Reduced recreational value of nearby recreational areas (e.g. Bents Basin Conservation Area) may occur, as well as reduced wilderness value of GBMWHA due to aircraft noise and visual impacts, potentially reducing the demand for recreational and wilderness use of the area, reducing associated tourism activities in the area.	-	✓	✓
Reduced social amenity and rural/semi-rural residential lifestyle may occur as a result of construction ground-based noise for areas close to the airport site.	✓	-	-
Reduced social amenity and rural/semi-rural lifestyle may occur as a result of operational ground-based noise for areas close to the airport site.	-	✓	✓
Reduced amenity of sensitive social infrastructure may occur as a result of operational ground-based noise in areas close to airport site.	-	✓	✓
The uncertainty over the location of flight paths and airport operating modes that may be adopted could cause anxiety among the local community. This could be exacerbated due to the timeframes required to develop and certify a comprehensive airspace design for the proposed airport.	✓	-	-
Reduced air quality of semi-rural communities close to airport operations may occur. However there were almost no predicted exceedances of air quality assessment criteria at any of the sensitive receptors investigated as part of the assessment of the Stage 1 development.7	-	✓	✓
Most air quality impacts as a result of construction activities would be contained within the airport site boundary. Vehicles travelling on unsealed roads and transporting materials onto the road network may lead to temporary air quality impacts.	✓	-	-

Social and economic impacts	Stage 1 construction	Stage 1 operations	Long term development
Increase in traffic on roads surrounding the site, road closures and diversions during construction may lead to inconvenience, congestion and delays for local road users and communities surrounding the site.	✓	-	-
Increase in traffic on roads surrounding site may occur during Stage 1 operations. However, with the planned upgrades of surrounding roads and introduction of new roads in areas surrounding the site, the increase in traffic is not expected to result in capacity issues.	-	✓	-
Potential increase in traffic on roads in Western Sydney may occur during long term operations which, along with future population growth, may lead to road capacity impacts.	-	-	✓
Improved and increased road infrastructure and traffic would change the semi-rural visual amenity of the area and contribute to a more urbanised amenity.	-	✓	✓
Reduced visual amenity for areas close to the site may occur due to permanent change in landscape from semi-rural to an airport and associated development.	✓	✓	✓
Reduced amenity for areas to the north and south of the site may occur due to visual impact from the proximity of overflights.	-	✓	✓
Reduced amenity for recreational areas surrounding the proposed airport site due to aircraft noise.	-	✓	✓
In areas surrounding the proposed airport site, exposure to pollutants may have a small increase in long-term and short -term mortality, increases in hospital admissions and increases in emergency department attendances for asthma especially in children.	-	✓	✓
Low community health risks would also be associated with ground-based operations and aircraft noise, leading to a small increase in sleep disturbance (assessed as awakenings), increases in risk of cardiovascular disease and potential delays in childhood learning and cognitive development, especially in areas close to the airport site.	-	✓	✓
Concerns about health impacts may lead to some residents making different housing choices. Parents may also choose to move children from educational institutions near the site.	-	✓	✓
Increase in population of Western Sydney due to the airport development and wider Western Sydney development could increase local traffic, urbanise the currently rural/semi-rural areas, decrease housing availability and affordability in some areas potentially leading to inadequate affordable housing options for socially disadvantaged groups.	-	✓	✓

Key impact management strategies

The management strategies recommended in this report are based on existing industry practices and stakeholder feedback received during SIA consultation. They are recommended in addition to other specific impact mitigation and management measures contained in other EIS technical studies.

Due to the timeframes of the proposed airport development, it is expected that the associated socio-economic impacts would vary over time, subject to changes outside the control of the Australian Government or the airport operator. The majority of these changes are associated with the ongoing development of Western Sydney. Socio-economic impacts will be monitored over time through ongoing stakeholder engagement, in particular with the NSW Government and local governments. As a result, the management strategies proposed are intended to adapt to these changing conditions and would be reviewed and updated routinely as required.

Key strategies recommended to enhance social benefits and manage adverse impacts would include:

- Developing an overarching local procurement policy to encourage all contractors to give preference to recruitment of a locally based workforce and local suppliers for goods and services. Contractors may be asked to develop a local industry participation plan as part of an Australian Industry Participation Plan. Local recruitment services with appropriate training programs may be engaged as required.
- Preparing and implementing an equal opportunities policy during construction of the proposed airport. Indigenous participation and participation of people with disadvantages will be considered equally in the training and recruitment programs.
- Aligning the policies, strategies and plans developed for Western Sydney region for better co-ordination to realise the full potential of benefits from the proposed airport..
- Continue to liaise with relevant agencies that may include local and state government agencies, tourism agencies, agencies responsible for affordable housing, Western Sydney Business Chamber and educational facilities including universities and TAFE, to inform agency planning activities and allocation of funding to programs that may benefit or otherwise be affected by the proposed airport.
- Continuing engagement with the general public and key stakeholders on the proposed airport's development, timeframes and requirements to align development plans and services provision.
- Managing and mitigating community concerns, particularly about amenity and health impacts. Providing timely information to communities whose lifestyle and amenity may be affected would allow them to understand how they may be impacted, prepare for the impacts, and make informed decisions.
- Implementing mitigation and management measures that would also address social amenity impacts, and community concerns, as detailed in the EIS.

Terms and abbreviations

Abbreviation	Name
ABS	Australian Bureau of Statistics
AFP	Australian Federal Police
ANEC/ANEF	Australian Noise Exposure Concept/Forecast
ARFFS	Aviation Rescue Fire Fighting Services
APU	Auxiliary Power Units
BWSEA	Broader Wester Sydney Employment Area
CBD	Central Business District
dBA	A-Weighted Noise Level (dBA) – A value representing the loudness of a sound at a specific time, allowing for the differential response of the human ear to sound frequencies
DEC	NSW Department of Education and Communities
DIRD	Australian Government Department of Infrastructure and Regional Development
DPandE	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
FTE	Full Time Equivalent - a standard unit of measurement of employment
GBMWHA	Greater Blue Mountains World Heritage Area
GDP	Gross Domestic Product
GSM	Greater Sydney Metropolitan region – as defined by the ABS Census 2011
GSE	Ground support equipment
GSP	Gross State Product
GVA	Gross Value Added - a measure of income earned from the production of goods and services in the area
IAIA	International Association for Impact Assessment
IO	Input Output Model
KSA	Sydney (Kingsford Smith) Airport
LGA	Local Government Area
MACROC	Macarthur Regional Organisation of Councils
MAP	Million Annual Passengers
NSW	New South Wales
NWGC	North West Growth Centre
PPK	PPK Environment and Infrastructure Pty Ltd

Abbreviation	Name
RAAF	Royal Australian Air Force
RFS	Rural Fire Service
SIA	Social Impact Assessment
SEIFA	Socio-Economic Indexes for Areas
SGS	SGS Economics and Planning Pty Ltd
SLA	Statistical Local Area
SMEC	Snowy Mountains Engineering Corporation Pty Ltd
SWGC	South West Growth Centre
TAFE	Technical and Further Education Institution
UWS	University of Western Sydney
WSA	The proposed Western Sydney Airport
WSEA	Western Sydney Employment Area
WSROC	Western Sydney Regional Organisation of Councils
WSU	Western Sydney Unit, Australian Government Department of Infrastructure and Regional Development

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1. Introduction

1.1 Background

Planning investigations to identify a site for a second Sydney airport first commenced in 1946, with a number of comprehensive studies—including two previous environmental impact statements for a site at Badgerys Creek—having been completed over the last 30 years.

More recently, the Joint Study on Aviation Capacity in the Sydney Region (Department of Infrastructure and Transport, 2012) and A Study of Wilton and RAAF Base Richmond for civil aviation operations (Department of Infrastructure and Transport, 2013) led to the Australian Government announcement on 15 April 2014 that Badgerys Creek will be the site of a new airport for Western Sydney. The airport is proposed to be developed on approximately 1,780 hectares of land acquired by the Commonwealth in the 1980s and 1990s. Airport operations are expected to commence in the mid-2020s.

The proposed airport would provide both domestic and international services, with development staged in response to demand. The initial development of the proposed airport (referred to as the Stage 1 development) would include a single, 3,700 metre runway coupled with landside and airside facilities such as passenger terminals, cargo and maintenance areas, car parks and navigational instrumentation capable of facilitating the safe and efficient movement of approximately 10 million passengers per year as well as freight operations. To maximise the potential of the site, the airport is proposed to operate on a 24 hour basis. Consistent with the practice at all federally leased airports, non-aeronautical commercial uses could be permitted on the airport site subject to relevant approvals.

While the proposed Stage 1 development does not currently include a rail service, planning for the proposed airport preserves flexibility for several possible rail alignments including a potential express service. A joint scoping study is being undertaken with the NSW Government to determine rail needs for Western Sydney and the airport. A potential final rail alignment will be determined through the joint scoping study with the New South Wales Government, with any significant enabling work required during Stage 1 expected to be subject to a separate approval and environmental assessment process.

As demand increases, additional aviation infrastructure and aviation support precincts are expected to be developed until the first runway reaches capacity at around 37 million passenger movements. At this time, expected to be around 2050, a second parallel runway is expected to be required. In the long term, approximately 40 years after operations commence, the airport development is expected to fully occupy the airport site, with additional passenger and transport facilities for around 82 million passenger movements per year.

On 23 December 2014, the Australian Government Minister for the Environment determined that the construction and operation of the airport would require assessment in accordance with the Environment Protection and Biodiversity Conservation Act 1999 (Cth) (EPBC Act). Guidelines for the content of an environmental impact statement (EIS) were issued in January 2015.

Approval for the construction and operation of the proposed airport will be controlled by the Airports Act 1996 (Cth) (Airports Act). The Airports Act provides for the preparation of an Airport Plan, which will serve as the authorisation for the development of the proposed airport.

The Australian Government Department of Infrastructure and Regional Development is undertaking detailed planning and investigations for the proposed airport, including the development of an Airport Plan. A draft Airport Plan was exhibited for public comment with the draft EIS late in 2015.

Following receipt of public comments, a revised draft Airport Plan has been developed. The revised draft Airport Plan is the primary source of reference for, and companion document to, the EIS. The revised draft Airport Plan identifies a staged development of the proposed airport. It provides details of the initial development being authorised, as well as a long-term vision of the airport's development over a number of stages. This enables preliminary consideration of the implications of long term airport operations. Any airport development beyond Stage 1, including the construction of additional terminal areas or supporting infrastructure to expand the capacity of the airport using the first runway or construction of a second runway, would be managed in accordance with the existing process in the Airports Act. This includes a requirement that, for major airport developments (defined in the Airports Act), a major development plan be approved by the Australian Government Minister for Infrastructure and Regional Development following a referral under the EPBC Act.

The Airport Plan will be required to include any conditions notified by the Environment Minister following this EIS. Any subsequent approvals for future stages of the development will form part of the airport lessee company's responsibilities in accordance with the relevant legislation.

1.2 Purpose of the report

The social impact assessment (SIA) report has been prepared as part of the proposed Western Sydney Airport (referred to as the proposed airport) EIS, in accordance with Section 10 of the EIS Guidelines issued in January 2015 by the Department of the Environment. Section 10 of the Guidelines sets out the following requirements:

- The economic and social impacts of the action, both positive and negative, must be analysed. Matters of interest may include:
  - Details of any public consultation activities undertaken, and their outcomes
  - Details of any consultation with Indigenous stakeholders [1]
  - Projected economic costs and benefits of the project, including the basis for their estimation through cost/benefit analysis or similar studies
  - Employment opportunities expected to be generated by the project (including construction and operational phases).
- The economic and social impacts must include impacts at the local, regional and national level.
- Details of the relevant cost and benefits of alternative options to the proposed action, as identified in section 3, should also be included.

To fulfil these requirements, the SIA undertook to:

- Identify and define the social area of influence (hereafter referred to as the 'study area') including communities and regions likely to be affected by the proposed airport
- Develop an appreciation of the existing social, economic and cultural characteristics and dynamics of the communities within the study area to establish a social baseline on which potential social impacts could be predicted
- Identify potential benefits and impacts of the airport on the study area communities and assess these impacts in terms of the likelihood and consequence of their occurrence
- Develop mitigation and management strategies to avoid or minimise potential adverse impacts and maximise benefits to the stakeholders and communities.

[1] This scope of work was undertaken by Navin Officer (2015) as a component of the EIS Aboriginal Cultural Heritage

The proposed airport would be developed in a number of stages as described in the revised draft Airport Plan. In line with the scope of the EIS, the social impacts associated with the following stages of the development have been considered and addressed in this document:

- Stage 1 construction – site preparation activities associated with Stage 1 construction start indicatively in late 2016, construction of aviation infrastructure start mid-2019 ending four years later and commissioning and operational readiness activities will be conducted allowing for a start of operations in the mid-2020s;
- Stage 1 development – the airport includes a single runway, air traffic control tower and terminal and facilities approximately 10 million annual passengers. This is the operational component of the action being assessed and for assessment purposes, the EIS assumes this occurs in 2030; and
- Long term development – a future stage in the development of the proposed airport, where the airport is assumed to comprise parallel runways and handling approximately 82 million passengers annually. For assessment purposes, the EIS assumes the long term development is operational in 2063.

1.3 Structure of the report

The remainder of this report is structured as follows:

- **Chapter 1 – Introduction:** This chapter introduces the project and outlines the purpose and structure of the SIA.
- **Chapter 2 – Methodology:** This chapter outlines the approach to the SIA and details the steps undertaken to complete the assessment.
- **Chapter 3 – Review of relevant literature:** This chapter nominates the relevant regional and local plans that are applicable to the study area and presents key findings from the previous EIS studies undertaken for the proposed airport, namely the Second Sydney Airport Site Selection Programme Environmental Impact Statement (1985) and the Draft Environmental Impact Statement (1997).
- **Chapter 4 and 5 – Social baseline:** These chapters provide a high level overview of the existing environmental values of the study area relevant to the social aspects. This includes results of any desktop assessments and stakeholder consultations where applicable (as detailed in the relevant Appendices).
- **Chapter 6 – Impact assessment:** This chapter examines the potential socio-economic impacts associated with construction, Stage 1 operations and the long term development of the proposed airport.
- **Chapter 7 – Mitigation and management measures:** This chapter outlines the proposed mitigation strategies to be implemented to manage the potential socio-economic impacts.
- **Chapter 8 – Conclusions:** This chapter presents a conclusion to the report and presents recommended next steps.

2. Methodology

2.1 Overall approach

The overall approach to this SIA has been guided by practices developed by the International Association for Impact Assessment (IAIA); specifically the *International Principles for Social Impact Assessment 2003* (Vanclay, 2003) and *Social Impact Assessment: Guidance for Assessing and Managing the Social Impacts of Projects* (Vanclay F, et al, 2015). According to these principles, social impacts are changes to:

- people's way of life – that is, how they live, work, play and interact with one another on a day-to-day basis;
- their culture – that is, their shared beliefs, customs, values and language;
- their community – its cohesion, stability, character, services and facilities;
- their environment – the quality of their physical environment including air, noise, water, soil and hazard or risk;
- their physical safety - their access to and control over resources;
- their health and wellbeing – including physical, mental and social wellbeing and not merely the absence of disease or infirmity;
- their personal and property rights – particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties;
- their fears and aspirations – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children; and
- their economic environment – including employment and business development opportunities or loss of certain employment opportunities.

The SIA is concerned with potential future impacts that may be caused by the construction and operation of the Stage 1 development as described in Part 3 of the revised draft Airport Plan as well as the potential impacts associated with the indicative long term development. Many of these impacts have been assessed in the EIS in technical studies on biodiversity, air quality, noise, water, community health, property values, land use and planning, transport and access, Aboriginal heritage and European and other heritage. The SIA has considered the outcomes of these studies to understand and interpret the social implications. Importantly, the SIA has not re-assessed these matters, but instead has considered the social aspects of the environmental impacts identified in the other technical studies.

2.2 Detailed methodology

In accordance with this framework, the following key activities were undertaken to complete the SIA:

- literature review – including reviewing relevant project information and other project documentation;
- study area definition – determining an area of influence for potential impacts through a preliminary understanding of study area characteristics, identifying relevant stakeholders, and scoping of the project related social benefits and issues;
- developing the social baseline for the project area (airport site) and the regional baseline with reference to a wider area of influence;

- identifying and assessing social benefits and impacts; and
- developing the management and mitigation strategies for potential social impacts.

Specific tasks performed under each of the above are detailed in Section 2.2.

2.2.1 Literature review

A detailed review of a number of key project documents, strategic policy documents and case study examples was undertaken. This included review of the EIS guidelines and legislative framework, the proposed Western Sydney Airport EIS project documents, previous studies undertaken for the proposed airport and examples of socio-economic studies undertaken for other similar airport projects, as well as strategic plans and community plans for the study area. The literature reviewed is outlined in Chapter 3.

2.2.2 Study area definition

This stage included a number of activities that determined the scope, spatial boundaries and limitations of the SIA. These activities are detailed below.

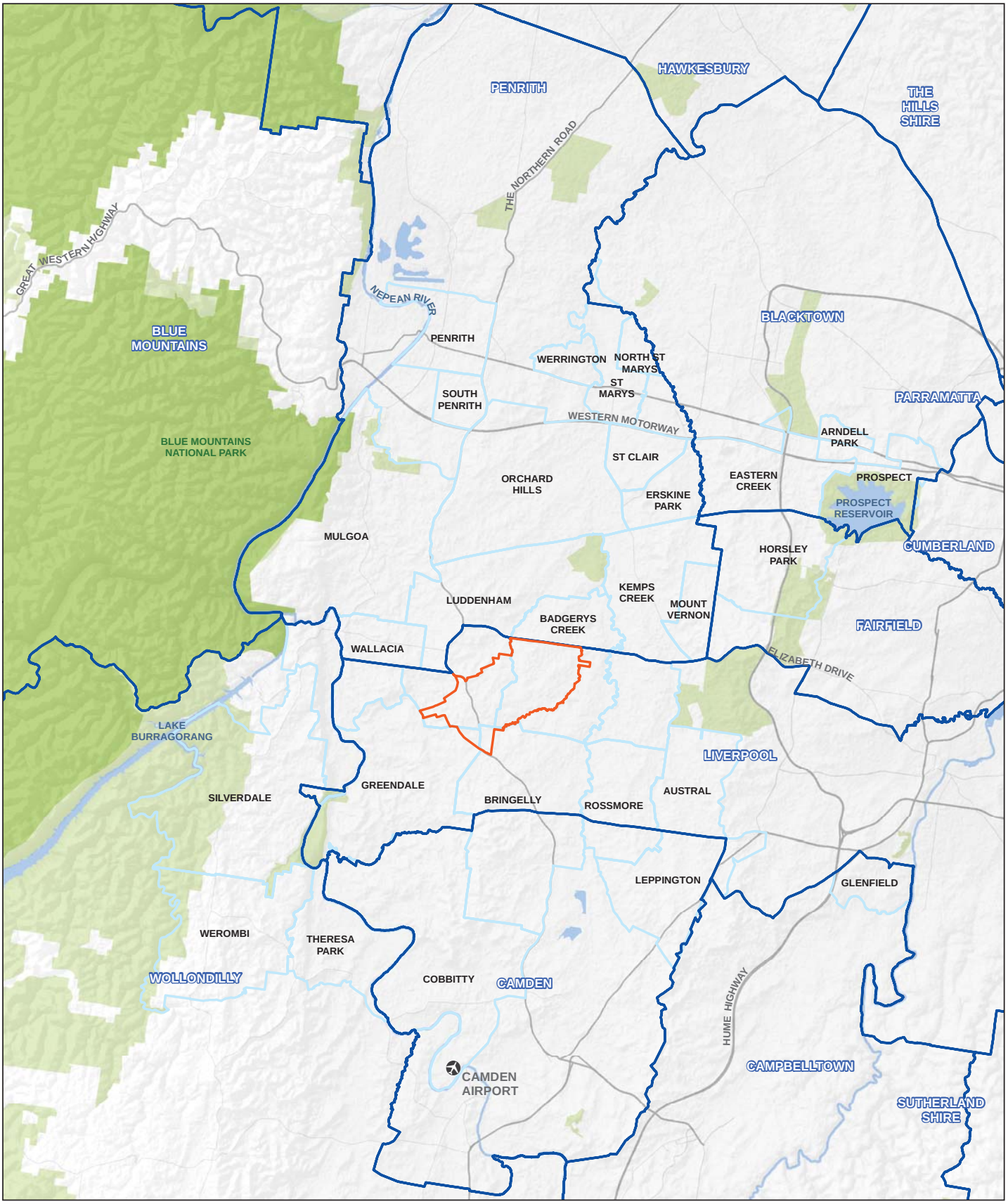
The construction and operations activities related to the proposed airport will generate social, economic and cultural interactions with surrounding regions and communities. To enable effective identification and assessment of socio-economic impacts the area of social influence has been categorised into the following four levels.

- Airport site – this is defined as the area within the airport site boundary (refer to Figure 2-1).
- Local study area – the local study area includes communities in close proximity to the airport site. These communities are likely to experience the most impacts from the proposed Western Sydney Airport development (Figure 2-1). These communities are: Arndell Park, Austral, Badgerys Creek, Bringelly, Chatsworth, Cobbitty, Eastern Creek, Erskine Park, Glenfield, Greendale, Horsley Park, Kemps Creek, Leppington, Luddenham, Mount Vernon, Mulgoa, North St Marys, Orchard Hills, Penrith, Prospect, Rossmore, Silverdale, South Penrith, St Clair, St Marys, Theresa Park, Wallacia, Werombi and Werrington.
- Western Sydney region – this is defined as the area and communities which may experience a high level of social interaction with the proposed airport development. For the purpose of this SIA the Western Sydney region includes the three planning regions, as defined by the New South Wales (NSW) Government in *A Plan for Growing Sydney 2014*, surrounding the proposed airport and all the local government areas (LGAs) within these planning regions, as listed below and shown in Figure 2-1.
  - Sydney South West region – includes Liverpool, Fairfield, Camden, Campbelltown and Wollondilly LGAs.
  - Sydney West region – includes Penrith, Hawkesbury and Blue Mountains LGAs.
  - Sydney West Central region – includes Auburn, Bankstown, Blacktown, Cumberland, Parramatta and The Hills LGAs (as per the new LGA boundaries from May 2016 the following LGAs from West Central region are included the study area - Blacktown, part of Canterbury-Bankstown, Cumberland, Parramatta and The Hills LGAs).

- Greater Sydney – this wider area of influence is anticipated to interact with the proposed airport through the provision of some goods, services and workforce. Greater Sydney is based on the Greater Sydney Metropolitan (GSM) region as defined by the ABS Census 2011, and which is detailed in Figure 2-2.

It is noted that Figure 2-2 reflects publicly available data at the time of preparation but does not reflect ongoing local council amalgamations in NSW (see Section 2.2.5).

Preliminary community profiles were developed to gain an initial appreciation of the diversity and dynamics within the study area. These profiles were based on desktop research and local knowledge of the GHD SIA team.



LEGEND

- Airport site
- Local government areas
- Social local study area
- Greater Blue Mountains World Heritage Area
- Parks and reserves
- Airfields

Paper Size A3

0 1 2 4

Kilometres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

Job Number	21-24265
Revision	A
Date	18 Aug 2016

Airport site and social local study area

Figure 2-1

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Level 15, 133 Castlereagh Street Sydney NSW 2000 T 61 2 9239 7100 F 61 2 9239 7199 E sydmail@ghd.com.au W www.ghd.com.au

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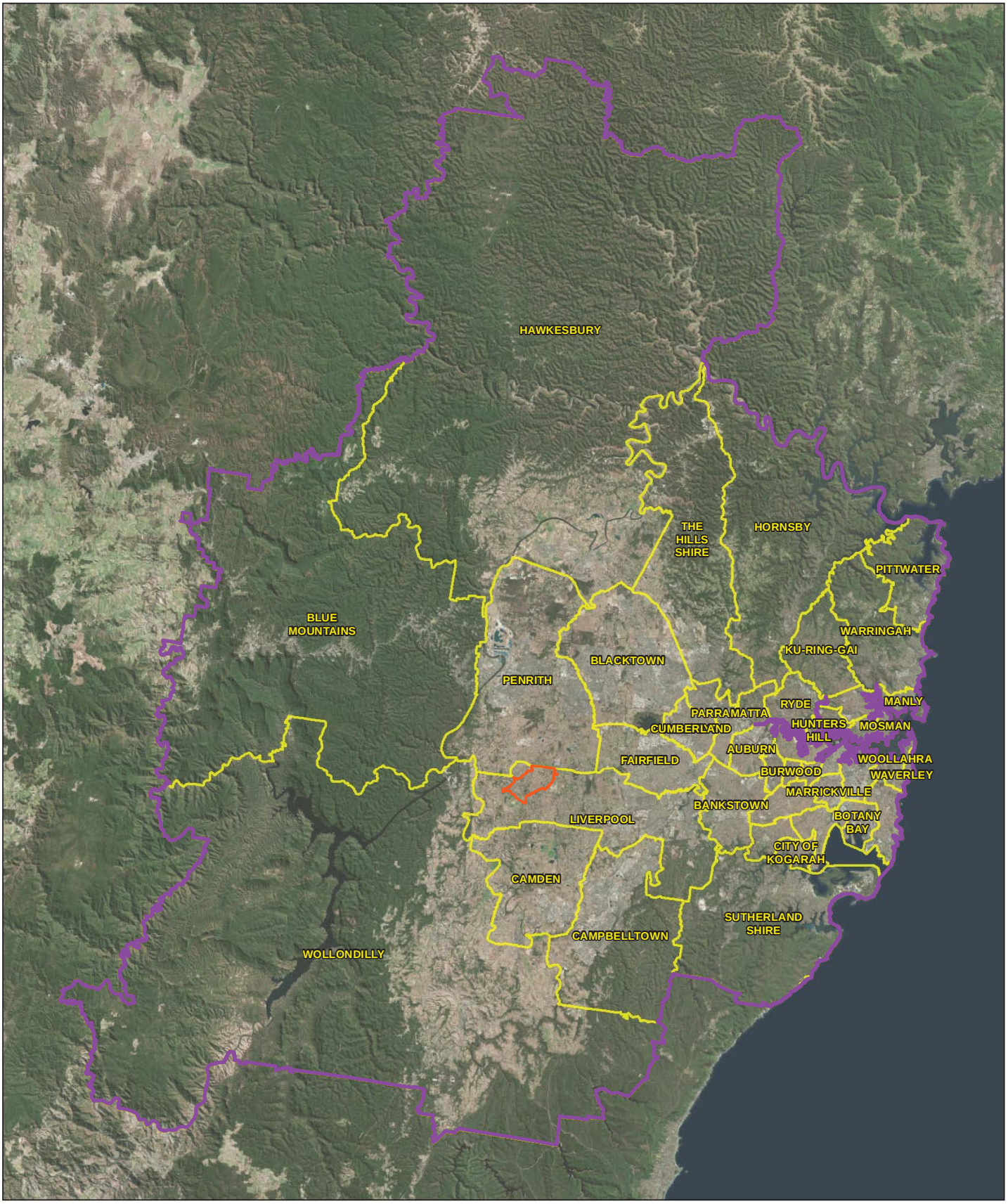
Data source: Please refer to 'Digital Data Sources' on the second page of the EIS



LEGEND

- Airport site
- Social wider area of influence (Greater Sydney Metropolitan Region)
- Social regional study area (local government area boundaries)

Paper Size A3

0 4,000 8,000 16,000

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

Job Number	21-24265
Revision	A
Date	04 Aug 2016

Social study area - Western Sydney region and Greater Sydney region

Figure 2-2

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Data Source: Please refer to "Digital Data Sources" on the second page of the EIS

2.2.3 Initial identification of potential social benefits and issues

Based on the proposed airport development activities, previous EIS studies, and other case studies, an initial list of potential benefits and impacts relevant to the project was developed to inform the research and consultation. These were identified for each study area (i.e. the project site, the local study area, Western Sydney region, and the wider area of influence) and for the pre-construction, construction and operational phases. This scoping exercise is included at Appendix A. This initial identification of impacts did not preclude the addition of other impacts that were identified during the later stages of the SIA.

2.2.4 Developing the social baseline

A description of the existing social characteristics and community dynamics was compiled to form a basis on which social impacts could be predicted. The existing social environment (also referred to as the social baseline) was developed for the local study area and Western Sydney region with references to the wider area of influence where required.

Data and information for the social baseline were gathered from the various sources listed below.

Existing characteristics

Information has been sourced from:

- Australian Bureau of Statistics (ABS) Census 2011 data;
- websites and publications of local governments in the Western Sydney region;
- NSW Government agencies; and
- where possible the baseline was also supplemented with information from stakeholder consultations (see Section 2.2.4), site visits and information from other technical studies.

Population forecasts

The development of the proposed airport occurs over a considerably long period of time. The population of Greater Sydney and Western Sydney is expected to change over this period. To support the impact assessment discussion, this SIA has referred to the demographic projections prepared by SGS Economics and Planning referred to as SGS, 2015 (Appendix B). Demographic projections by SGS, 2015 have been determined for Statistical Local Areas (SLA) within Greater Sydney. In most cases LGA boundaries align reasonably well with SLA boundaries, hence for the purpose of this SIA, projections for SLAs within each of the study area LGAs have been aggregated.

The years for which the population projections have been considered in the SIA broadly align with the key Western Sydney Airport development milestones as shown in Table 2-1.

Table 2-1 Proposed Western Sydney Airport notional development milestones

Project milestone	Notional Year
Start of site preparation activities	Late 2016
Construction of aviation infrastructure	Start mid 2019 end four years later
Operations commence	Mid 2020s
Stage 1 development – the airport includes a single runway, air traffic control tower and terminal and facilities capable of handling approximately 10 million passengers annually. Beyond 10 million passengers further airport infrastructure and facilities may be required to accommodate further airport growth.	2030
Long term development – the airport is assumed to comprise parallel runways, an air traffic control tower and expanded terminal and facilities capable of handling approximately 82 million passengers annually.	2063

The population projections provided by SGS, 2015 do not align with project milestones for the years 2024 and 2063. Therefore, a year close to these milestone years was selected, namely:

- 2025 data representative for the project milestone year 2024;
- 2030 data representative for the project milestone year 2030; and
- 2065 data representative for the project milestone year 2063.

Structure of social baseline

The social baseline describes the following community characteristics and issues (see also Appendix D and Appendix E).

- Community lifestyle, values and aspirations
- Demographic characteristics, including
  - total population, population trends, growth and forecasts;
  - age and gender profile;
  - family composition;
  - cultural and ethnic composition;
  - employment and unemployment profile; nad
  - employment by industry and occupation profile
- Housing availability, affordability and costs
- Social and community infrastructure, including:
  - health services and facilities;
  - community support services; and
  - education and training facilities.
- Challenges and opportunities within each community.

2.2.5 SIA stakeholder consultations

To satisfy the requirements of the EIS guidelines, stakeholder consultation was integrated as part of the SIA methodology. Face to face and telephone meetings were undertaken from January to August 2015 to consult with a range of stakeholders to:

- inform and validate the social baseline;
- understand existing opportunities and challenges to support the airport development in communities within the study area;
- identify and discuss perceived and real potential social benefits and impacts arising from the airport development; and
- discuss successful examples and lessons learnt with respect to impact management strategies adopted by the stakeholders/communities on past development projects in the area.

The stakeholders consulted during the SIA are outlined below.

Internal stakeholders

- Department of Infrastructure and Regional Development (DIRD)
- EIS stakeholder engagement team
- EIS technical specialists for noise, air quality, community health, hazard and risk, traffic and transport, visual amenity, economic and world heritage studies
- Airport site place manager and property manager.

NSW Government agencies

Consultation took place with staff responsible for service planning at the following agencies.

- NSW emergency services including NSW Police, NSW Fire and Rescue and NSW Ambulance
- NSW Land and Housing Corporation – South Western Sydney and Nepean Blue Mountains District
- NSW Department of Education and Communities
- South West Sydney Local Health District and Nepean Blue Mountains Local Health District (as part of the consultations undertaken for the community health study).

Local government authorities

Consultations took place with staff responsible for social and economic planning/development, development/maintenance of open spaces and recreational areas, and urban planning, at the following councils.

- Auburn City Council
- Bankstown City Council
- Blacktown City Council
- Blue Mountains City Council
- Camden Council
- Campbelltown City Council
- Fairfield City Council

- Hawkesbury City Council
- Holroyd City Council
- Liverpool City Council
- Parramatta City Council
- Penrith City Council
- The Hills Shire Council
- Wollondilly Shire Council.

As a result of ongoing local council amalgamations in NSW, the names and boundaries of some of the above councils are liable to change. Actions that are underway include:

- Amalgamation of Bankstown City Council in Canterbury-Bankstown Council;
- Amalgamation of parts of Auburn City Council, Holroyd City Council, Hornsby Shire Council and The Hills Shire Council into an amalgamated City of Parramatta Council; and
- Amalgamation of parts of Parramatta City Council, Auburn City Council and Holroyd City Council into an amalgamated Cumberland Council.

Other organisations

- Western Sydney Business Chamber
- Catholic Education Office Archdiocese of Sydney.

2.2.6 Identification and assessment of social benefits and impacts

For the purpose of this SIA, social impacts are defined based on the description by Vanclay. F, et al. (2015). This defines social impacts as issues associated with a planned intervention that affect or concern people due to actual or perceived social changes invoked by the intervention. It includes any aspect of human life and its environs as long as it is valued or considered important by people who will directly or indirectly experience the change. It should be noted that perceived impacts are as important as actual (measurable) impacts as people may modify their behaviours or experience discomfort simply because of a perceived impact. Therefore, references to social impacts throughout this assessment refer to both actual impacts and perceived impacts.

The prediction of the social benefits and impacts took into account that the airport development would occur over a long period of time. Social benefits and impacts are likely to change and new social benefits and impacts are likely to occur over the life of the airport. Although the certainty of some impacts could not be fully confirmed, they are still considered and addressed as part of this SIA.

The predicted impacts were identified based on the social conditions (including trends and forecasts) in the study area at the time when the SIA was undertaken (February – August 2015). It is recognised that the predicted social impacts and their assessment may change with any alterations to the socio-economic and political context or as stakeholder perceptions change over time as more information about the project is available. The social impacts may also change once the airport is in the construction phase, and once it becomes operational.

In light of the variables mentioned above, the process of impact prediction was made robust through data triangulation, where the SIA team used multiple sources of information to identify social impacts. Impact identification was informed by:

- targeted stakeholder consultations undertaken during the SIA process;
- airport development information available at the time, the social baseline of the study area and the scoping of social issues carried out by the SIA team;
- a literature review of social impact assessments of similar projects, community and regional plans for the study area and relevant information/documents shared by stakeholders; and
- other technical studies prepared for the EIS namely the planning and land use assessment, landscape and visual impact assessment, noise and vibration impact assessment, air quality impact assessment, economic impact report, traffic and transport impact assessment, property values study, Aboriginal heritage assessment, European and other heritage assessment and hazard and risk assessment.

Once the impacts were identified, they were categorised based on the nature of each impact:

- positive benefits and impacts – where the impacted stakeholders would be 'better off' from a social perspective or would benefit due to the proposed development; and
- negative impacts – where the impacted stakeholders would be 'worse off' from a social perspective due to the proposed development.

The positive and negative impacts for the Western Sydney region were assessed to determine their impact significance, using the 'impact likelihood and consequence' framework explained in Table 2-2, Table 2-3 and Table 2-4.

Table 2-2 Likelihood criteria

Likelihood level	Description
Almost certain Common	Will occur, or is of a continuous nature. It often occurs in similar environments. The event is expected to occur in most circumstances.
Likely Has occurred in recent history	There is likely to be an event on average every one to five years. Likely to have been a similar incident occurring in similar situations. The event will probably occur in most circumstances.
Possible Could happen, has occurred in the past, but not common	The event could occur, but there is no certainty of the occurrence.
Unlikely Not expected to occur or uncommon	The event could occur but is not expected. A rare occurrence (once per one hundred years).
Remote Rare or practically impossible	The event may occur only in exceptional circumstances. Very rare occurrence (once per one thousand years). Unlikely that it has occurred elsewhere; if it has occurred, it is regarded as unique.

Table 2-3 Consequence criteria

Consequence category	Social/community/reputation description
Critical Severe, widespread long-term effect Exessive	Irreversible changes to social characteristics and values of the communities of interest or the community has no capacity to adapt and cope with change. Widespread, long term social and economic opportunities allowing all or most of the people in the region to be better off.
Major Wider spread, short term to long-term effect	A long-term recoverable change to social characteristics and values of the communities of interest or the community has limited capacity to adapt and cope with change. Long-term socio-economic opportunities emanating from the project, allowing a higher proportion of people in a larger region to be better off.
Moderate Localised, short-term to moderate effect	Medium-term recoverable changes to social characteristics and values of the communities of interest or the community has some capacity to adapt and cope with change. Medium term opportunities emanating from the project, allowing fewer people within a community/area to be better off.
Minor Localised short-term effect	A short-term recoverable change to social characteristics and values of the communities of interest or the community has substantial capacity to adapt and cope with change. Short-term opportunities emanating from the project, allowing a small number of people to be better off. Such opportunities can be availed immediately, but last for a short period.
Negligible Minimal impact or no lasting effect	Local, small-scale, easily reversible change on social characteristics or values of the communities of interest or the community can easily adapt or cope with change. Local small-scale opportunities emanating from the project that only a small number of people can readily pursue and capitalise on.

Table 2-4 Impact significance matrix

Consequence	Likelihood				
	Almost certain	**Likely**	**Possible**	**Unlikely**	**Remote**
Critical	Very High	Very High	High	High	Medium
Major	Very High	High	High	Medium	Medium
Moderate	High	Medium	Medium	Medium	Low
Minor	Medium	Medium	Low	Low	Very Low
Negligible	Medium	Low	Low	Very Low	Very Low

Socio-economic impacts on the local study area and Western Sydney region have been identified and discussed in Chapter 6, with the assessment of impacts presented in Section 6.11. Because many of the impacts for the wider area of influence will be similar to those for the Western Sydney region, these impacts have not been assessed according to the impact significance criteria detailed above. Instead the impacts have been discussed in detail within the impact assessment for the Western Sydney region and referenced, where relevant, as Greater Sydney or the wider area of influence.

2.2.7 Social impact management strategies

The social impact management strategies outlined in this report seek to both enhance the benefits for the stakeholders and communities as well as mitigate negative impacts from the airport development. The SIA also draws upon the various EIS technical studies for mitigation/management of specific impacts such as noise, air quality, visual amenity, traffic and transport and others as specified in Chapter 7.

Management strategies included in this report were developed using adaptive management principles as there is recognition that impacts may change over time (see Section 2.2.6) and that ongoing monitoring of impacts would provide the flexibility to accommodate such changes.

3. Review of relevant literature

3.1 Strategic planning documents

As the proposed airport is located in NSW, the socio-economic context of the study considers NSW Government and local government policies and strategies relevant to the Western Sydney region.

The following plans and strategies were carefully considered.

Regional area plans/strategies

- Western Sydney Infrastructure Plan, DIRD
- A Plan for Growing Sydney, NSW Department of Planning and Environment
- 2014 State Infrastructure Strategy Update, Infrastructure NSW
- Broader Western Sydney Employment Area (WSEA) – Draft Structure Plan, NSW Department of Planning and Environment
- Regional Plan for Sydney, Regional Development Australia
- Future Directions Western Sydney 2030, Western Sydney Regional Organisation of Councils (WSROC)
- South West Rail Link Extension Submission, Macarthur Regional Organisation of Councils (MACROC).

Local government plans/strategies

- Auburn City Community Strategic Plan 2013 – 2023
- Bankstown Community Plan 2030
- Blacktown City 2030
- Sustainable Blue Mountains 2025
- Camden 2040
- Creating our Future Together – Campbelltown's Community Strategic Plan
- Fairfield City Plan 2012-2022
- Hawkesbury Community Strategy Plan 2013 - 2023
- Living Holroyd – Community Strategic Plan
- Growing Liverpool 2023
- Parramatta 2038
- Penrith Community Plan
- The Hills Future Community Strategic Plan
- Wollondilly Community Strategic Plan 2033.

Appendix C provides a summary of these key planning documents and details their relevance and implications for this SIA.

3.2 Review of previous studies undertaken

This section summarises the socio-economic issues identified in the previous environmental assessments. It also summarises issues identified in the other reports relevant to the proposed airport development at Badgerys Creek.

3.2.1 Second Sydney Airport Site Selection Programme Environmental Impact Statement - 1985

The *Second Sydney Airport Site Selection Programme Environmental Impact Statement* (1985 EIS) was undertaken by Kinhill Stearns, and considered 10 potential locations for a second airport. The 1985 EIS short-listed Badgerys Creek as the 'best' close site and Wilton as the 'best' mid-distance site. These two locations are then evaluated more closely in the 1985 EIS. Socio-economic impacts are discussed in Chapter 9 of the 1985 EIS. The chapter includes a description of the existing socio-economic environment, the likely effects of acquisition of land, and construction and operation of the airport, and environmental safeguards and monitoring programs.

Identified social impacts and benefits

The principal social impacts and benefits identified in the 1985 EIS are:

- noise impacts and their effects on property values;
- impacts on sites with archaeological potential;
- decrease in available agricultural land and associated agricultural activities and production;
- economic effects - including employment opportunities and contribution to the economy; and
- regional planning and development including changes to land use at the site and in the surrounding region due to the airport and activities associated with the airport.

Recommended impact mitigation measures

A range of mitigation measures were also identified to address the various socio-economic impacts identified in the 1985 EIS.

The 1985 EIS states that the Department of Aviation was limited in the ways it could ameliorate the adverse social effects of uncertainty and loss associated with the process of land acquisition. The 1985 EIS makes a number of suggestions to minimise the impacts, namely:

- ensure the Department of Aviation maintained a tight schedule to prepare and exhibit the 1985 EIS;
- ensure public consultation procedures included an information hot line to ensure residents had access to relevant information throughout the processes; and
- provide a lease-back arrangement to residents following the acquisition of their properties by the Government.

The report also identifies three key measures to ameliorate noise impacts.

- Source operation controls: an improvement in aircraft technology to reduce noise and management of runways and flight paths to minimise the area affected by noise.
- Land use controls: creating a Section 117(2) direction under the NSW Environmental Planning and Assessment Act 1979, to restrict powers of councils to rezone land in areas where the ANEF level exceeds 20.
- Building controls: in conjunction with the land use controls, implement building standards and construction techniques to ensure desired indoor sound levels can be achieved.

Following completion of the 1985 EIS, the Australian Government proceeded to acquire land at Badgerys Creek for a future airport. The land acquisition process was undertaken in accordance with the mitigation measures recommended in the 1985 EIS, including leasing back properties to residents following acquisition to allow property owners to remain in their homes in the interim, if they chose to. Penrith City Council and Liverpool City Council also implemented planning controls to limit development in areas that were identified to be impacted by aircraft noise.

3.2.2 Second Sydney Airport Draft Environmental Impact Statement - 1997

The *Second Sydney Airport Draft Environmental Impact Statement* (1997 Draft EIS) was undertaken by PPK and considers three options for an airport located at Badgerys Creek capable of handling up to around 360,000 aircraft movements and 30 million passengers per year. Key issues in this study include:

- Aboriginal Cultural Heritage;
- non-Aboriginal Cultural Heritage;
- transport;
- aviation;
- visual and landscape impacts;
- economic and financial costs; and
- social and economic impacts.

The Social and Economic Chapter in the 1997 Draft EIS summarises the detailed findings of *Technical Paper 2 Planning, Land Use and Social Impacts* and *Technical Paper 15 Economics*.

The methodology adopted for the SIA is based on an analysis of 1991 Australian Bureau of Statistics Census data and 1995 NSW Department of Urban Affairs and Planning data for 13 LGAs in Western Sydney, with updated information from each Council provided. The SIA considers the character and social cohesion of the communities affected by each option, including community lifestyles, character, activities and interrelationships in terms of use and dependence on facilities and services.

The economic impact assessment is based on an assessment of impacts on employment, businesses, agricultural displacement, property devaluation from noise impacts and displacement of businesses.

Information from other chapters of the 1997 Draft EIS is also incorporated including noise, property values, air quality, water, risks and hazards, and results of community consultation undertaken prior to the EIS being publicly exhibited.

Identified social impacts and benefits

Major social impacts and benefits considered as part of the SIA are listed below.

- Construction impacts including construction traffic, air quality, vibration, noise, water quality and lighting. Traffic would particularly impact on the 'peace and quiet of the area' including disturbance to local schools, and on the character and amenity of land uses adjoining major roads.
- Potential relocation of existing residents living in properties at the airport site, and reordering of future urban release areas.
- Subsequent change in demand for, and potential closure of, community services and facilities.
- Reduction in the ability to use community facilities, particularly open space and recreation facilities located in high noise areas.
- Loss of residential amenity and impact on quality of life, including increased urbanisation of communities in the vicinity of the airport as a result of increases in population and traffic.
- Potential severance impacts including loss of Badgerys Creek community services (e.g. Badgerys Creek Public School, the Post Office and convenience store).
- Provision of road upgrades and new rail lines.

Major economic benefits and impacts considered as part of the economic impact assessment are listed below.

- Demand onsite and off-site for construction employment, as well as indirect positive employment effects on other industries during construction.
- Substantial increases in the level of direct and indirect employment in the Badgerys Creek region over the period to 2016.
- Considerable changes in the structure of local industry towards a greater number of value added services.

Recommended impact mitigation measures

The 1997 Draft EIS does not recommend specific measures to manage social and economic impacts, and instead refers to the environmental management measures recommended for the other chapters of the 1997 Draft EIS.

Ongoing consultation is also mentioned as an important part of managing social impacts, particularly with the local councils, and the involvement of the community in the development of environmental management plans.

Assessment of Draft Environmental Impact Statement

The 1997 Draft EIS was evaluated by SMEC Australia in an Auditor's Report, released in January 1998. The audit found that Technical Paper 2 (Planning, Land Use and Social Impact) is "an inadequate assessment of the issues it was to address". Most of the deficiencies the audit identified related to the assumptions made and conclusions drawn about potential land use and planning impacts, which were not considered to realistically reflect the impact that the airport proposal could have on land use, and therefore related social impacts. The inadequacy of the SIA was considered to be primarily due to the inability to "draw a picture of the urban form once the airport is completed".

According to the audit, the SIA also failed to address issues raised in the EIS Guidelines including impacts on potential Native Title Claimants and impacts on radio and television reception. Other deficiencies include a lack of evidence from other similar projects, and a lack of viable scenarios to assist in quantifying impacts or benefits.

3.2.3 Second Sydney Airport Environmental Impact Statement, Supplement to Draft - 1999

Based on the outcomes of the public exhibition of the 1997 Draft EIS and the Audit Report by SMEC, additional work was undertaken by PPK to address the issues raised. Together, the Draft EIS and Supplement Report form the Final EIS.

The supplementary report is structured in the same way as the draft report, including *Part G - Social and Economic Impacts.* The Supplement provides a more detailed assessment of cumulative impacts and specific issues raised during the public consultation process.

Assessment of Supplement to the Draft Environmental Impact Statement

SMEC audited the Supplement Reports in June 1999. The Audit Report finds that although in some areas the analysis was brief, in the context of the project the coverage was adequate to identify the principal impacts.

3.2.4 Second Sydney Airport Environmental Assessment Report – 1999

Environment Australia provided an assessment report on the environmental assessment to the Minister for the Environment and Heritage in accordance with the Administrative Procedures of the *Environmental Protection (Impact of Proposals) Act 1974*. The report takes into account the public comments received on the 1997 Draft EIS.

The report states that no single environmental issue identified in the EIS or its assessment should lead to a decision that the construction of an airport at Badgerys Creek should not proceed, although the direct cumulative impacts of the construction and operation of an airport would be very substantial for the Western Sydney region. The presence of an airport would act as a catalyst for urban development, and substantial and permanent changes to the character of the area within a 10 to 15 kilometre radius around the airport site would result.

The impacts of aircraft noise was identified as a major environmental issue, and further work would be required to identify the specific impacts of each airport concept design or option. Other impacts of note in the report included increased pollution, health impacts resulting from exposure to noise, traffic volumes and congestion, and impacts on existing communities. Further requirements for strategic planning for road and rail connectivity, community services and health services for Western Sydney are also identified.

The report identifies potential benefits such as increases in economic activities and jobs, potential increases in land values in many areas, and the provision of better and more comprehensive services and infrastructure.

The report finds that the preparation and public review of the EIS was conducted in a manner consistent with the procedures of the *Environmental Protection (Impact of Proposals) Act 1974*. Nevertheless, the report states that there should be limits to the scope of decisions taken following the EIS, particularly regarding which option would be chosen for the new airport.

The environmental assessment report makes a number of recommendations to the Minister for action by the proponent and other relevant parties if the Government decides to proceed with construction of an airport at Badgerys Creek. Where relevant, these recommendations have been reviewed in the drafting of this SIA.

3.2.5 Joint Study on Aviation Capacity in the Sydney Region - 2012

The Joint Study was completed for the Australian and NSW Governments in 2012 to examine:

- future demand for aviation in the Sydney region;
- how the demand relates to the growth of the population and economic activity in the region; and
- how an integrated aviation, surface transport and land development strategy can be developed and implemented over time.

The study provides a brief profile of the existing population, and the proposed growth for Sydney, which indicates that Sydney's South West and North West will experience the greatest rate of population growth. According to the projections used, by 2036 nearly half the population of Sydney will live in Western Sydney. The study also provides an overview of Sydney's economy, which in 2009-10 accounted for almost a quarter of Australia's gross domestic product (GDP) and 70% of the NSW gross state product (GSP).

The report also discusses the role of the aviation industry in driving economic growth, both through creation of jobs in the sector, and flow-on effects for other industries (e.g. retail, tourism), as well as through the facilitation of finance and trade.

Based on the outcomes of the study, a number of recommendations are made to increase the aviation capacity of Sydney, including the need to select a site for a new supplementary airport that could accommodate a full service airport in the long term.

3.3 Review of other relevant airport projects

The proposed airport would be the first new major greenfield airport to be developed in Australia in the last 40 years and is therefore relatively unique. It will lead to changes in the socio-economic environment of the local area and the Western Sydney region.

Selected comparable case studies have focused on expansions of existing airports. These case studies are relevant as there may be similar impacts with proven mitigation strategies. The case studies reviewed include:

- A Second Runway for Gatwick Airport;
- Sunshine Coast Airport Expansion; and
- Brisbane Airport New Parallel Runway.

A summary of these SIAs, including the key impacts and mitigation measures, are outlined in Table 3-1 below.

Table 3-1 Summary of SIAs for recent airport expansions

Case study name	Date	Location and project description	Key socio-economic issues considered	Suggested management strategies
A Second Runway for Gatwick	May 2014	London Gatwick is 45km south of London and the project was to develop a second runway at the existing airport.	• Noise impacts – Annoyance, sleep disturbance, cardiovascular responses, cognitive responses in children • Air quality impacts • Impacts on surface access and local transport networks • Required property acquisition Changes to community facilities • Social capital (i.e. the quality and quantity of social connections in a given population, such as a sense of belonging to the local community) • Employment and income • Access to leisure and economic opportunities overseas.	• Noise insulation and management • Expand the Home Owners Support Scheme to owners of properties whose homes would be newly exposed to medium-to-high levels of noise (66dB), as a direct result of the development. Eligible property owners can require Gatwick to purchase their property for its unblighted value (i.e. if no runway development had been proposed) if Gatwick announces its intention to proceed with construction (having received the necessary consents) • Engagement and communication • Minimise land-take • Supporting sustainable communities • Financial compensation for loss of resources including loss of property, care home, pre-schools, place of worship and other community resources • Relocation of facilities.
Airport Expansion Project – Sunshine Coast Airport	Exhibited September 2014	The Sunshine Coast Airport is located in Marcoola and the project is to develop a new runway and expand the terminal.	• Potential for change in the demographic structure of communities as a result of economic development attracting people to the region • Impacts on the characteristics of the area due to amenity impacts from construction activities • Indirect impacts on land uses and ownership as a result of growth in aviation and aviation-related commercial uses • Changed use and access to local recreational areas (during operation) and coastal pathways (during construction)	• Environmental management plan and traffic management plan to address impacts during construction • Dredge management plan to address dredge-related activities • Alternative pathways provided for pedestrian access along coast

Case study name	Date	Location and project description	Key socio-economic issues considered	Suggested management strategies
New Parallel Runway – Brisbane Airport	Exhibited in September 2007	The airport is located on the north side of Brisbane and will be expanded with a new runway.	• Amenity and lifestyle impacts during construction including air quality, noise, visual pollution, traffic impacts. • Changes to access and movement patterns • Noise and visual impacts from sand transfer operations during construction • Impacts on ecological or community values due to removal of vegetation • Impacts on Indigenous cultural heritage • Impacts on adjacent communities including social infrastructure as a result of overflight noise • Decreased amenity for recreational areas which may impact on users • Community safety or access to the airport by emergency services • Economic benefits for South East Queensland/ Brisbane/Queensland business community including increased investment opportunity, contribution to tourism etc.	• Limit plant equipment operating during construction, implement best practice noise management during construction, manage construction noise within regulation standards, prepare dust and odour management plan for the duration of the construction phase, implement effective community engagement program to address complaints • Terrestrial flora and flora management plans for construction e.g. Fauna Movement and Animal Welfare Plan • Develop Cultural Heritage Management Plan to minimise harm to Aboriginal cultural heritage • Develop emergency management plan

4. Airport site social baseline

4.1 Overview

The Badgerys Creek social baseline describes the existing environment of the proposed Western Sydney Airport site, located in Badgerys Creek in the Liverpool LGA (further details on community characteristics are included in Appendix D). The northern boundary of the airport site adjoins the Penrith LGA boundary. The study area is situated about 50 kilometres west-southwest of the Sydney CBD. Badgerys Creek can be accessed from the north via Elizabeth Drive or from the south via The Northern Road, both of which are main roads in this area. Kemps Creek and Luddenham are the closest town centres for Badgerys Creek residents.

4.2 Area and ownership of land

The airport site is around 1,768 hectares in size. The Australian Government acquired the land in the 1980s and 1990s. Since the land was acquired, the Australian Government has been leasing properties to private tenants, and a property management agency has been contracted to manage the properties.

4.3 Existing land use

The main existing land uses, prior to the tenant transition process, as described in the Planning and Land Use Report include:

- 139 residential tenancies ranging in area from approximately one to 40 hectares;
- 16 minor agricultural tenancies including market gardens growing cucumber, strawberry, Asian herb and tomato, and livestock farming including a poultry farming, and cattle grazing;
- eight major commercial tenancies including the operator of a shale quarry, a vineyard, dairy operations, and a Christmas tree farm;
- the former Badgerys Creek Primary School which was closed by the NSW Department of Education and Communities in December 2014 (Figure 4-1);
- Badgerys Creek Park, which is located on Badgerys Creek Road (Figure 4-2);
- two cemeteries (St Johns Anglican Church and Badgerys Creek Uniting Church); and
- a Scout hall located on Elizabeth Drive.

Figure 4-1 Former Badgerys Creek Primary School

Figure 4-2 Badgerys Creek Park

4.4 Indicative social characteristics of the community on-site at Badgerys Creek

Information about tenants has been sourced from information provided to GHD by DIRD and consultations with the property manager and place manager (see Section 4.5 below). Indicative demographic data was sourced from ABS Census 2011 data for the suburb of Badgerys Creek (refer to Appendix D and Appendix G for detailed social profile of Badgerys Creek community).

Consistent with the semi-rural location of the site and the ABS data for Badgerys Creek, dwellings on the 139 residential tenancies were separate houses. The tenancies included a range of household types, including families with children (both large and small), couples without children, and single households. Tenants were primarily from English speaking backgrounds, with some people from Italian and Maltese backgrounds.

Some tenants were over 65 years of age, a few of which were on pensions or disability pensions. This is supported by the lower rate of labour force participation for Badgerys Creek (49 per cent) compared to the whole of the Liverpool LGA (58 per cent).

Of the 139 residential tenancies, 38 were long term tenants who had been living in the same property for 20 years or more, while five per cent (six tenancies) were original land owners who had been leasing properties on the site since they were acquired by the Australian Government.

The occupations of tenants varied, from those who were self-employed and worked from home, or worked on the land (i.e. agriculture), to professionals, contractors and truck drivers. This is reflected by the employment profile for Badgerys Creek, with the top industries of employment being construction (13.3 per cent), agriculture (9.8 per cent), and transport and warehousing (9.2 per cent). The top occupations were managers (18.5 per cent), labourers (16.8 per cent) and technicians and trades (16.8 per cent).

ABS Census 2011 data indicate that Badgerys Creek households had lower incomes compared to the Liverpool LGA average, with Badgerys Creek having a SEIFA score of 913, indicating a higher level of disadvantage[2].

4.5 Current relocation process

Information about the tenant relocation process was provided to GHD by DIRD in July and August 2015 and supplemented by consultations with the Property Manager and Place Manager in 2015.

Since taking over ownership of the site, DIRD has acted as a landlord, leasing properties to tenants through private lease arrangements, with a property management company dealing with day to day matters such as collection of rent, property inspections and general site maintenance. The site is largely vacated and the Australian Government is in the process of arranging vacant possession of the site in preparation for the development of the proposed airport.

[2] Based on the SEIFA Score for Advantage and Disadvantage, where a score below 1,000 indicates a higher level of disadvantage.

5. Social baseline - Western Sydney region

5.1 Overview

The social baselines for the local study area and Western Sydney region in this section analyse the demographic characteristics, economic characteristics, opportunities and challenges within these areas. This section considers the key recreational areas and major transport infrastructure projects in the region. It also considers economic projections for the region.

Detailed socio-economic profiles of each of the LGAs included in the Western Sydney region have been organised in alphabetical order and are presented in Appendix E, as follows:

- Auburn
- Bankstown
- Blacktown
- Blue Mountains
- Camden
- Campbelltown
- Fairfield
- Hawkesbury
- Holroyd
- Liverpool
- Parramatta
- Penrith
- The Hills
- Wollondilly.

As a result of ongoing local council amalgamations in NSW, the names and boundaries of some of the above councils are undergoing change or may be subject to change.

5.2 About the Western Sydney region

Western Sydney is a large and diverse region including, at the time of writing, 13 LGAs. Sustained population growth has resulted from continued residential development which has led to a gradual change of the region from a peri-urban character to a more urbanised one. Increased urbanisation has seen the growth of Parramatta CBD and other emerging centres, however large areas of Western Sydney continue to experience challenges associated with the spread of housing and economic activity across the region. Some of the key challenges include the need to address demand for employment and supporting infrastructure development.

The following sections provide a summary of the overall demographic profile, community values, economic and employment profile, and housing profile for the Western Sydney region. This is based on the social baseline developed for each of the LGAs within the region (Appendix E), and has informed the assessment of potential opportunities and impacts resulting from the proposal.

5.2.1 Demographic profile and community values for the Western Sydney region

It is likely that some communities within the Western Sydney region will experience impacts and benefits more noticeably than others, which may change the existing character and social amenity of these communities. To understand these potential impacts and changes, selected demographic indicators are provided below to give a snapshot of the local study area. This encompasses communities which are located within five kilometres of the airport site and/or within likely noise contours for overflights.

These communities include - Arndell Park, Austral, Badgerys Creek, Bringelly, Chatsworth, Cobbitty, Eastern Creek, Erskine Park, Glenfield, Greendale, Horsley Park, Kemps Creek, Leppington, Luddenham, Mount Vernon, Mulgoa, North St Marys, Orchard Hills, Penrith, Prospect, Rossmore, Silverdale, South Penrith, St Clair, St Marys, Theresa Park, Wallacia, Werombi and Werrington. The demographic profiles and values of these communities are outliens in Table 5 1. Information presented in Table 5-1 is sourced from the ABS Census 2011.

Further to the demographic summary below, detailed social profiles of representative communities are described in Appendix G.

Table 5-1 Selected demographic indicators for suburbs within the local study area

2011 State Suburb (SSC)	LGA	Usual resident population	Median age	Indigenous population	Born in non-main English speaking country	Speaks other language and speaks English very well or well	Need for assistance	Median household Income	Unemployment rate	Completion of Year 12	Lived at same address 5 years ago	Living in social housing	SEIFA score of advantage and disadvantage
Arndell Park* (comprises Huntingwood)	Blacktown	12	34	0.0%	83.3%	50.0%	0.0%	-	0.0%	75%	50%	0.0.%	-
Austral	Liverpool	3,026	39	1.4%	28.3%	15.5%	10.4%	$1,191	4.7%	27%	65%	0.0%	961
Badgerys Creek**	Liverpool	454	34	3.7%	14.9%	6.6%	4.4%	$1,172	6.1%	18%	62%	11.5%	914
Bringelly	Liverpool Camden	2,390	37	1.1%	16.6%	10.9%	3.6%	$1,540	3.7%	29%	62%	0.0%	1029
Chatsworth	Penrith	216	50	0.0%	0.0%	0.0%	7.4%	$693	7.6%	27%	58%	0.0%	961
Cobbitty	Camden	1,060	39	1.5%	9.2%	5.1%	3.9%	$1,472	4.1%	41%	63%	4.8%	1067
Eastern Creek	Blacktown	803	31	3.1%	19.6%	14.5%	5.3%	$1,068	8.2%	32%	59%	8.1%	937
Erskine Park	Penrith	6,665	31	1.7%	16.4%	12.4%	2.7%	$1,858	5.2%	40%	70%	7.4%	1049
Glenfield	Campbelltown	7,547	36	1.5%	34.5%	27.6%	8.6%	$1,394	6.8%	49%	51%	18.9%	1004
Greendale	Liverpool	354	37	0.0%	13.6%	9.9%	1.7%	$1,275	3.6%	29%	60%	0.0%	976
Horsley Park	Fairfield	1,935	39	0.8%	24.6%	16.1%	5.2%	$1,361	33.4%	28%	65%	8.7%	997
Kemps Creek	Penrith Liverpool	2,307	38	1.1%	25.1%	16.6%	6.9%	$1,148	3.5%	30%	68%	0.0%	982
Leppington	Liverpool Camden	2,384	40	0.6%	22.1%	12.6%	5.4%	$1,040	5.2%	28%	64%	4.6%	961
Luddenham**	Penrith Liverpool	1,495	36	2.3%	9.5%	6.0%	3.7%	$1,562	4.3%	33%	59%	2.5%	1024
Mount Vernon	Penrith	1,034	39	0.8%	22.6%	16.4%	3.7%	$1,773	3.2%	36%	72%	0.0%	1080
Mulgoa	Penrith	1,786	37	2.0%	10.9%	4.9%	2.8%	$1,783	4.7%	42%	63%	0.0%	1058

2011 State Suburb (SSC)	LGA	Usual resident population	Median age	Indigenous population	Born in non-main English speaking country	Speaks other language and speaks English very well or well	Need for assistance	Median household Income	Unemployment rate	Completion of Year 12	Lived at same address 5 years ago	Living in social housing	SEIFA score of advantage and disadvantage
North St Marys	Penrith	3,688	35	5.7%	15.6%	11.1%	6.1%	$994	10.3%	27%	60%	47.6%	847
Orchard Hills	Penrith	1,911	40	1.4%	17.7%	11.6%	4.2%	$1,512	3.5%	35%	72%	0.0%	1051
Penrith	Penrith	11,804	37	4.0%	13.6%	8.8%	7.7%	$949	7.6%	36%	47%	23.1%	920
Prospect	Blacktown	4,621	35	1.1%	28.2%	21.1%	3.5%	$1,594	5.3%	48%	67%	5.9%	1031
Rossmore	Liverpool Camden	2,415	37	1.7%	23.5%	14.4%	4.3%	$1,284	5.9%	30%	63%	1.7%	984
Silverdale	Wollondilly	3,443	35	2.2%	5.9%	2.8%	2.5%	$1,806	2.7%	35%	67%	0.0%	1074
South Penrith	Penrith	11,644	36	2.9%	8.7%	5.1%	4.3%	$1,377	5.2%	38%	61%	16.4%	1017
St Clair	Penrith	19,841	32	2.6%	18.0%	12.8%	3.1%	$1,670	5.1%	42%	66%	5.0%	1029
St Marys	Penrith	10,960	35	4.0%	22.1%	15.7%	5.9%	$996	8.2%	34%	48%	18.3%	881
Theresa Park	Wollondilly	548	40	1.1%	7.3%	3.8%	3.6%	$1,793	2.4%	41%	71%	0.0%	1083
Wallacia	Penrith Wollondilly	1,689	39	1.4%	8.1%	5.2%	3.8%	$1,309	3.4%	31%	65%	0.0%	1038
Warragamba	Wollondilly	1,238	35	3.2%	5.3%	2.3%	4.9%	$1,073	5.1%	24%	60%	0.0%	941
Werombi	Wollondilly	841	37	1.1%	5.5%	3.0%	3.2%	$1,814	3.1%	37%	64%	0.0%	1088
Werrington	Penrith	3,847	32	3.5%	18.2%	14.1%	4.2%	$1,078	7.7%	40%	47%	14.6%	918

* Limited information is available for this area due to its small population.

**As at ABS Census 2011. The population has now be reduced as a result of tenants relocating from the Commonwealth-owned land (airport site).

The following broad opportunities and challenges relating to lifestyle and amenity in the Western Sydney region have been identified and considered in this SIA.

Opportunities
• Celebrating cultural and linguistic diversity to create a unique community identity, with strong connections and networks (e.g. through coordinated activities, public artworks and festivals). • Engaging young people and providing accessible, youth-specific spaces. • Implementing health and wellbeing programs which encourage physical activity. • Providing safe and accessible public transport networks which are functional, accessible and acceptable to the community with designated pedestrian and bike paths. • Highlighting the close proximity to the Greater Blue Mountains World Heritage Area, with its environmental, cultural and recreational significance as a major tourism destination. • Preserving the rich cultural and built heritage. • Enjoying the variety of cuisines, cafes, and local businesses that reflect the diverse population. • Providing and promoting high quality community facilities including libraries and child care centres which meet the needs of families.

Challenges
• Managing population growth effectively and ensuring new development is supported by transport infrastructure and services to meet community, health, education, economic and recreational needs (social infrastructure). • Improving community identified issues with transport infrastructure to reduce car dependency, traffic and congestion. Such issues include the need for more frequent and accessible public transport services and links between centres and key destinations, upgrades to roads, parking, afterhours access including lighting, pedestrian and cycle facilities and footpaths.. • Catering to the ageing population and large proportion of young children requiring high quality health services. • Addressing concerns around safety in public areas and reducing vandalism. • Providing services and support to the increasingly culturally diverse community e.g. translation services, support networks. • Conserving natural, built and cultural heritage in the context of limited resources and responding to increased pressures for change and growth. • Providing more accessible recreation and entertainment options to encourage a healthier lifestyle.

5.2.2 Economic and employment profile for the Western Sydney region

As highlighted in Appendix E, the communities of the Western Sydney region are diverse and stretch from densely populated and highly urbanised areas to semi-rural and recreational/natural areas. Many communities are known for, and are proud of, their cultural diversity, heritage (both Indigenous and non-Indigenous), strong and cohesive communities, natural areas and recreational values, and connections to the employment hubs of Parramatta and Sydney CBDs.

It is also important to mention that, separate to the impacts of the proposed airport, these communities are currently undergoing major change (see Section 5.3). Many areas of Western Sydney are transitioning from peri-urban land uses to more urban uses as population and employment grows in the region. Western Sydney will continue to evolve in light of the growth projections and infrastructure planned for the region.

The major employment, residential and transport infrastructure projects proposed for Western Sydney demonstrate the critical role the Western Sydney region plays in Sydney's future. These projects, along with the proposed airport, will be a significant catalyst for economic and employment growth for Western Sydney, and Greater Sydney more broadly.

The following broad opportunities and challenges relating to economic and employment issues in the Western Sydney region have been identified and considered in this SIA.

Opportunities
• Development of employment lands and development of residential precincts bringing new infrastructure to enable population growth. • Investment in education, health services and aged care. • Promotion of the agricultural and farming sectors. • Development of local employment initiatives which target service gaps and employment barriers for migrants and refugees. • Harnessing the increasingly educated population, including university, vocational and trade qualifications. • Encouraging a wider variety of businesses to locate in the area to improve access to services.

Challenges
• Reducing the relatively high rates of unemployment and limited job opportunities, particularly the high rates of youth unemployment. • Finding work for unskilled or semi-skilled occupations, particularly for new migrants and refugees who have low English levels, low skill levels, or skills not recognised in Australia. • Replacing jobs lost in the decline of the manufacturing and trade industries. • Managing the loss of agricultural land and associated industries as a result of development. • Ensuring sufficient jobs, services and facilities and infrastructure are provided in time to meet the needs of a growing population, and to reduce the incidence of long distance commuting (particularly by car).

5.2.3 Housing profile for the Western Sydney region

The following opportunities and challenges relating to housing and accommodation issues in the Western Sydney region have been identified and considered in this SIA.

Opportunities
• Significant urban revitalisation projects driven from new transport infrastructure construction. • Housing and land more affordable than other areas of Sydney, leading to new population growth and high numbers of young families. • Preserving areas of ‘rural living’ and lifestyle.

Challenges
• Addressing the fall in housing affordability in areas previously known as affordable, and reducing the incidence of housing stress. • Housing the significant population of newly arrived migrants and refugees, many of whom experience multiple disadvantages e.g. poverty, housing stress, and unemployment. • Providing affordable housing and a mix of housing types so residents can still live in the area when circumstances change. • Avoiding and improving pockets of significant socio-economic disadvantage e.g. large social housing areas.

5.2.4 Regional open space and recreational areas

As the airport site is located on the edge of the Sydney metropolitan area, a number of significant natural areas are located in proximity to the site and may be impacted by the proposed airport. These areas provide for a range of recreational pursuits and are significant for their natural, cultural and heritage values. They include:

- Blue Mountains National Park and World Heritage Area, including the WaterNSW 'Special Areas' which prevent public access to protect Sydney's drinking water supply;
- Bents Basin State Conservation Area;
- Burragorang State Conservation Area;
- Gulguer Nature Reserve;
- Mulgoa Nature Reserve;
- Warragamba Dam; and
- Western Sydney Parklands (including Nurragingy Reserve, Prospect Reservoir and Nature Reserve, Kemps Creek Nature Reserve).

Further information on each of these regional open space and recreation areas is presented in Appendix F.

5.3 Summary of Western Sydney future growth

Greater Sydney and particularly Western Sydney have experienced significant population growth and development in recent times, with this trend expected to continue over coming decades. The growth of Western Sydney will be supported by a number of major planning initiatives and transport projects established by the NSW Government. Major planning initiatives include priority growth areas, urban renewal areas, and the continued development of new and existing regional centres such as Parramatta as Sydney's second CBD, Liverpool, Campbelltown-Macarthur Penrith and Leppington. Major transport projects cover a range of transport modes and corridors including Sydney Metro, Western Sydney Infrastructure Plan, South West Rail Link, and Westconnex.

These projects and initiatives will provide a major focus for jobs, housing, transport and services in Western Sydney communities as the region continues to grow. Many of these projects are being implemented specifically to maximise the benefits and minimise the impacts of the proposed airport by ensuring the proposed airport is connected to the surrounding region and to promote compatible land uses around the airport site.

This section provides an overview of the major employment, residential and transport infrastructure projects planned for Western Sydney and, where relevant, identifies potential interactions with the proposed airport.

5.3.1 Economic and employment growth

A Plan for Growing Sydney focuses heavily on the role of Western Sydney in driving the future productivity of Sydney and NSW. Parramatta's emergence as Sydney's second CBD will increase Western Sydney's national and metropolitan influence. As well as an employment hub, Parramatta will become an education hub, with the University of Western Sydney currently developing a new campus in the CBD and planning to increase the capacity of the campus at Rydalmere. Adjacent to Parramatta, the Westmead Health precinct is one of the largest integrated health, research, education and training precincts in the world.

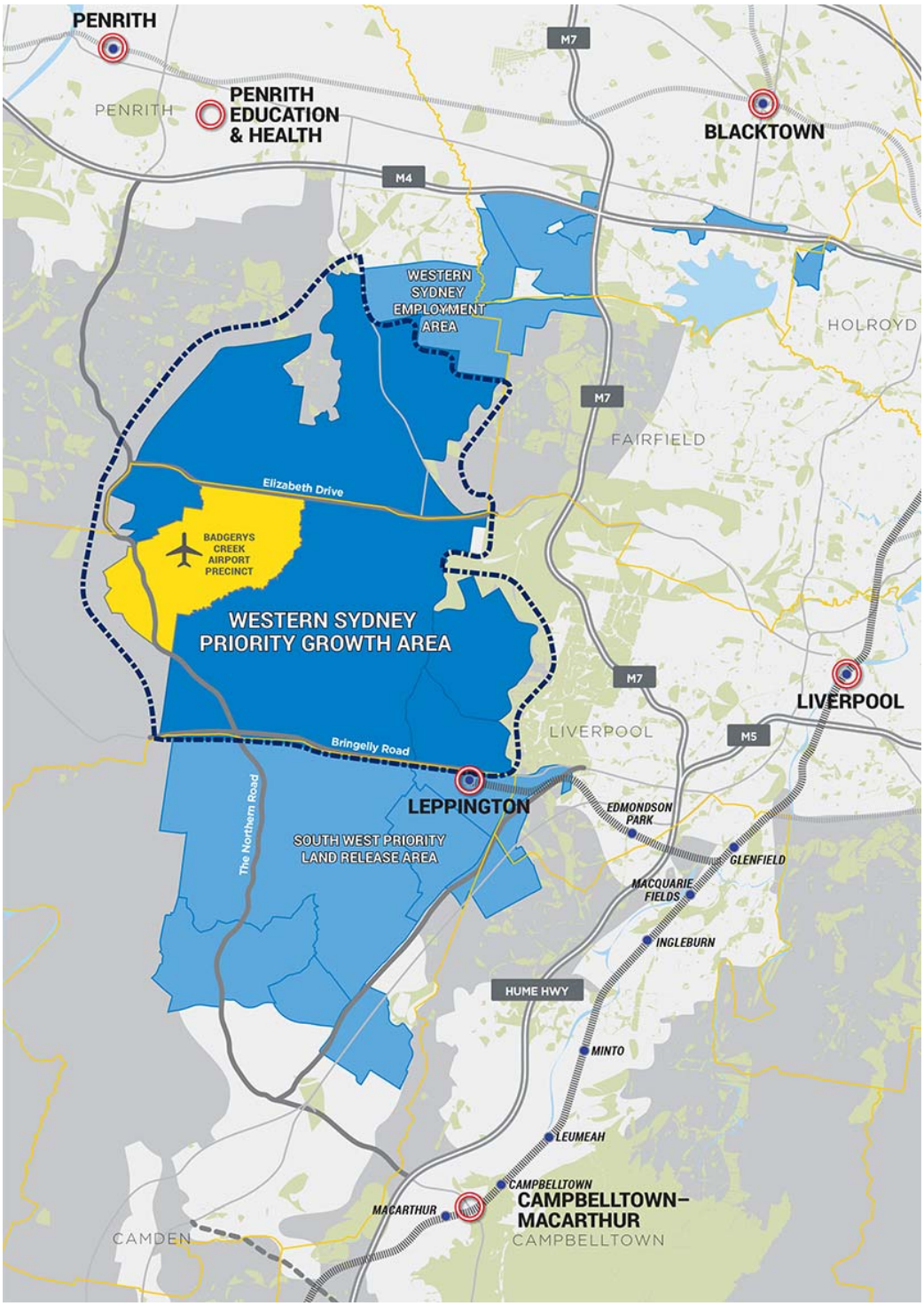
Parramatta CBD will be part of the Global Economic Corridor which will link Port Botany and Sydney (Kingsford Smith) Airport to the future employment hubs at Norwest and Sydney Olympic Park.

Providing more jobs in Western Sydney is a key requirement to providing liveable and healthy communities. Although half of Sydney's population lives in Western Sydney, only a third of Sydney's jobs are located in Western Sydney, leading to long commutes for many workers.

This will be particularly important given that, due to expected population growth, demand for employment in Western Sydney is expected to increase faster than overall demand for employment in Greater Sydney. By 2025, the total labour force (persons aged 15 to 64 years) of Western Sydney is expected to be 1,609,401 persons, increasing to 1,744,955 persons by 2030 and 2,664,991 persons by 2065. This is equivalent to an increase of approximately 66 per cent between 2025 and 2065. The total labour force for Greater Sydney is expected to be 3,297,664 by 2025, 3,522,912 persons by 2030 and 5,016,069 by 2065, which is equivalent to an increase of approximately 52 per cent over the same period (SGS, 2015).

Employment areas will be key contributors to providing new jobs to meet this projected demand. The Western Sydney Employment Area is planned to be a major contributor to the economic development of Western Sydney. The area has been established to provide businesses with land for industry and employment, particularly transport and logistics, warehousing and office space and is located close to major roads and utility services, as well as the proposed airport.

In October 2015, the NSW Government announced the establishment of the Western Sydney Priority Growth Area to coordinate the planning and delivery of new jobs and homes around the proposed airport. This area is in the early stages of planning and will guide infrastructure investment, identify locations for homes and jobs and coordinate services in the area (NSW Department of Planning and Environment 2015a). Figure 5-1 shows the Western Sydney Priority Growth Area and the Western Sydney Employment Area.



(Source: NSW Department of Planning and Environment, 2015a).

Figure 5-1 Western Sydney Priority Growth Area, Western Sydney Employment Area and South West Priority Land Release Area

5.3.2 Population growth and development

Many areas in Western Sydney have experienced a significant amount of development and growth over recent years. This is expected to continue, as new areas in Western Sydney are developed, and population density intensifies around regional and town centres.

The population of Western Sydney is expected to grow significantly. By 2030 the population is expected to increase by 29 per cent from 2015 to 2,734,565 persons (SGS, 2015). Significant new development is required to house this expected population growth. A recent report by the Property Council of Australia shows that Sydney will be facing a housing deficit of 190,000 homes by 2024 (Property Council of Australia 2015). The report notes that failing to keep up with demand for housing drives up property prices and makes housing less affordable. Housing affordability was noted by most stakeholders during consultation for this SIA as a key issue for communities in the Western Sydney region.

To provide for this growth, the NSW Government has earmarked areas for residential development in Western Sydney, as described below.

Priority growth and land release areas

A number of strategic planning initiatives and associated land release areas are planned for Western Sydney that would facilitate urban growth. These include:

- Western Sydney Priority Growth Area;
- Western Sydney Employment Area;
- South West Priority Growth Area;
- North West Priority Growth Area; and
- Greater Macarthur Priority Growth Area.

The Western Sydney Priority Growth Area is a strategic planning initiative that aims to provide jobs, homes and services in the land around the proposed airport. The extent of the Western Sydney Priority Growth Area is shown in Figure 5-1. As outlined earlier, the Western Sydney Priority Growth Area is expected to be the primary planning initiative to coordinate housing and employment growth in the area and promote compatible developments around the airport site. This will help to maximise the benefits and minimise the impacts of the proposed airport. An accompanying Land Use and Infrastructure Strategy is under development to guide infrastructure investment in the Western Sydney Priority Growth Area. A key aim of investment will be to connect the proposed airport with the regional centres of Penrith and Liverpool.

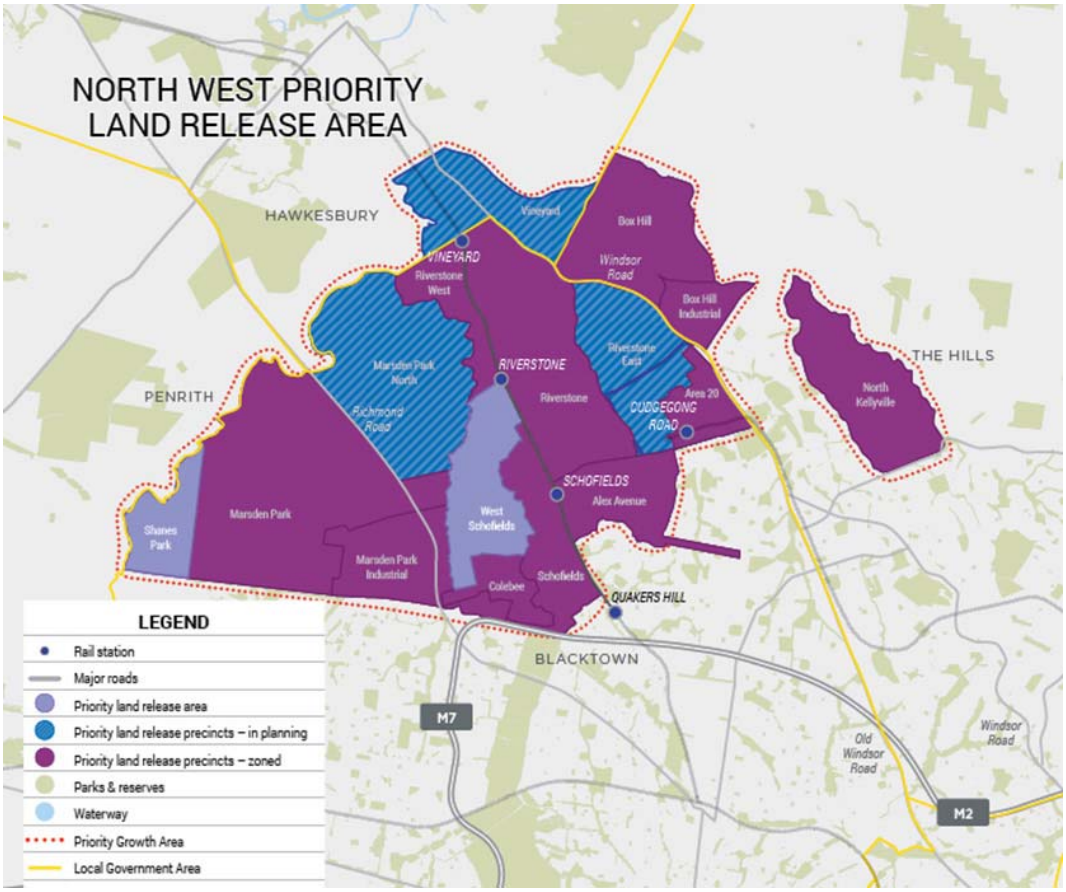
The Western Sydney Employment Area is a strategic planning initiative that aims to provide businesses in Western Sydney with land for industry and employment including transport, logistics, warehousing and office space. The Western Sydney Employment Area is adjacent to the Western Sydney Priority Growth Area and is shown in Figure 5-1. The Western Sydney Employment Area would provide opportunities for residents of Western Sydney to work locally.

The South West Priority Growth Area is a strategic planning initiative dedicated to providing housing in Western Sydney. The supply of housing generated by the initiative is also expected to place downward pressure on housing costs. The associated land release area is adjacent to the Western Sydney Priority Growth Area and is shown in Figure 5-1. The South West Priority Growth Area involves development of communities in precincts including Oran Park, Turner Road, East Leppington, Austral and Leppington North, Edmondson Park and Catherine Fields. Collectively the developments would create around 40,000 residences along with local amenities such as schools, public parks, employment areas and town centres. Planning is ongoing for other precincts such as Lowes Creek and Marylands.

The North West Priority Growth Area is a strategic planning initiative dedicated to providing housing in Western Sydney. The supply of housing generated by the initiative is expected to put downward pressure on housing costs. The associated land release area is shown in Figure 5-2.

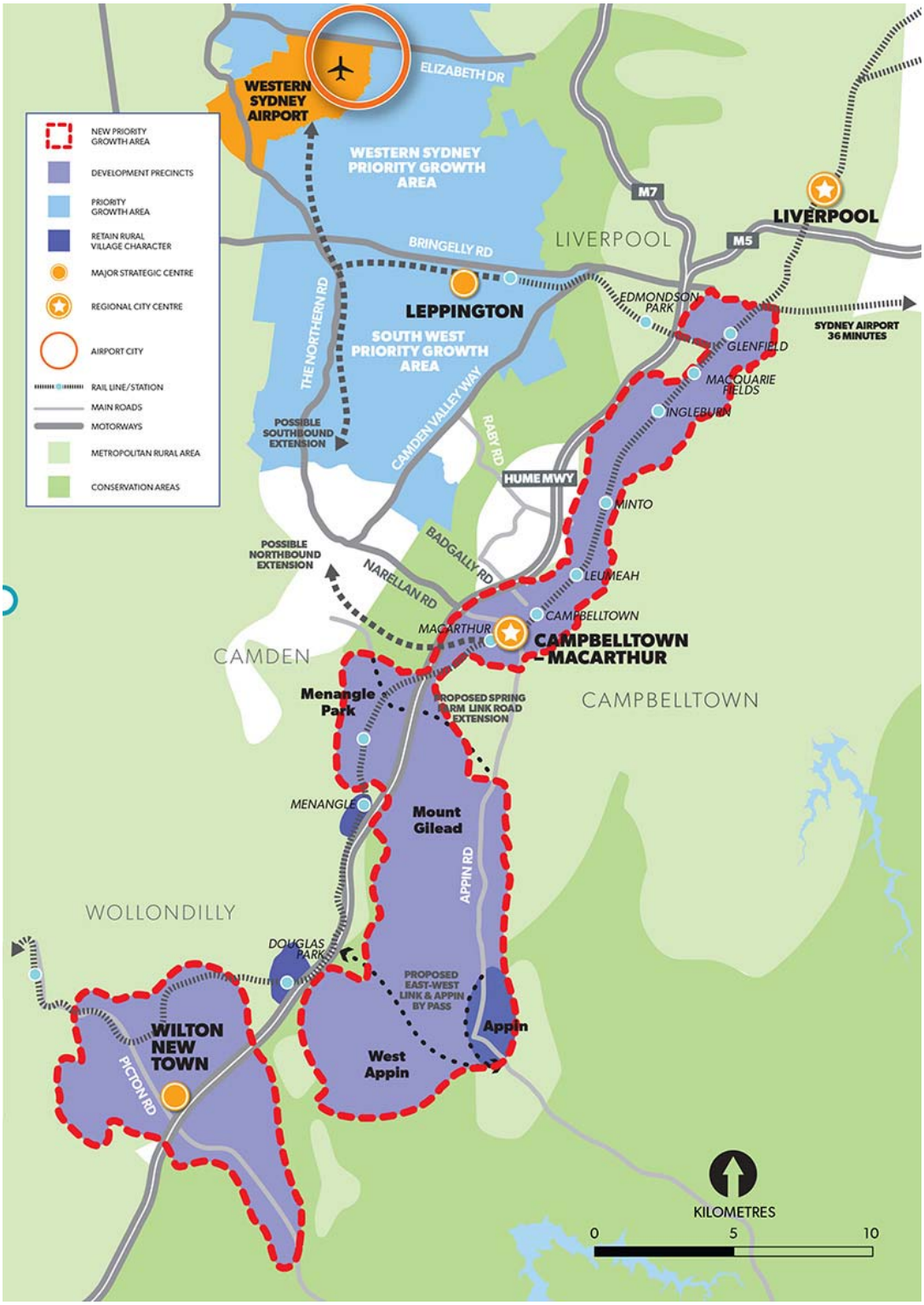
The North West Priority Growth Area involves development of communities in precincts including Alex Avenue, Riverstone, Marsden Park, Box Hill, Colebee, Cudgegong Road Station, North Kellyville and Schofields. Collectively the developments would create around 47,000 new residences along with local amenities such as schools, public parks, employment areas and town centres. Planning is ongoing for other new precincts such as Riverstone East, Vineyard, Marsden Park North and West Schofields.

The Greater Macarthur Priority Growth Area is a strategic planning initiative for urban renewal, land release and infrastructure development around the Campbelltown-Macarthur Regional City. The Greater Macarthur Priority Growth Area is shown in Figure 5-3. The area would facilitate the urban renewal around seven train station precincts from Glenfield to Macarthur and incorporate land release areas at Menangle Park and Mount Gilead. It is expected to provide up to 33,000 new homes and 30,000 readily accessible jobs.



(Source: NSW Department of Planning and Environment, 2016)

Figure 5-2 North West Priority Land Release Area



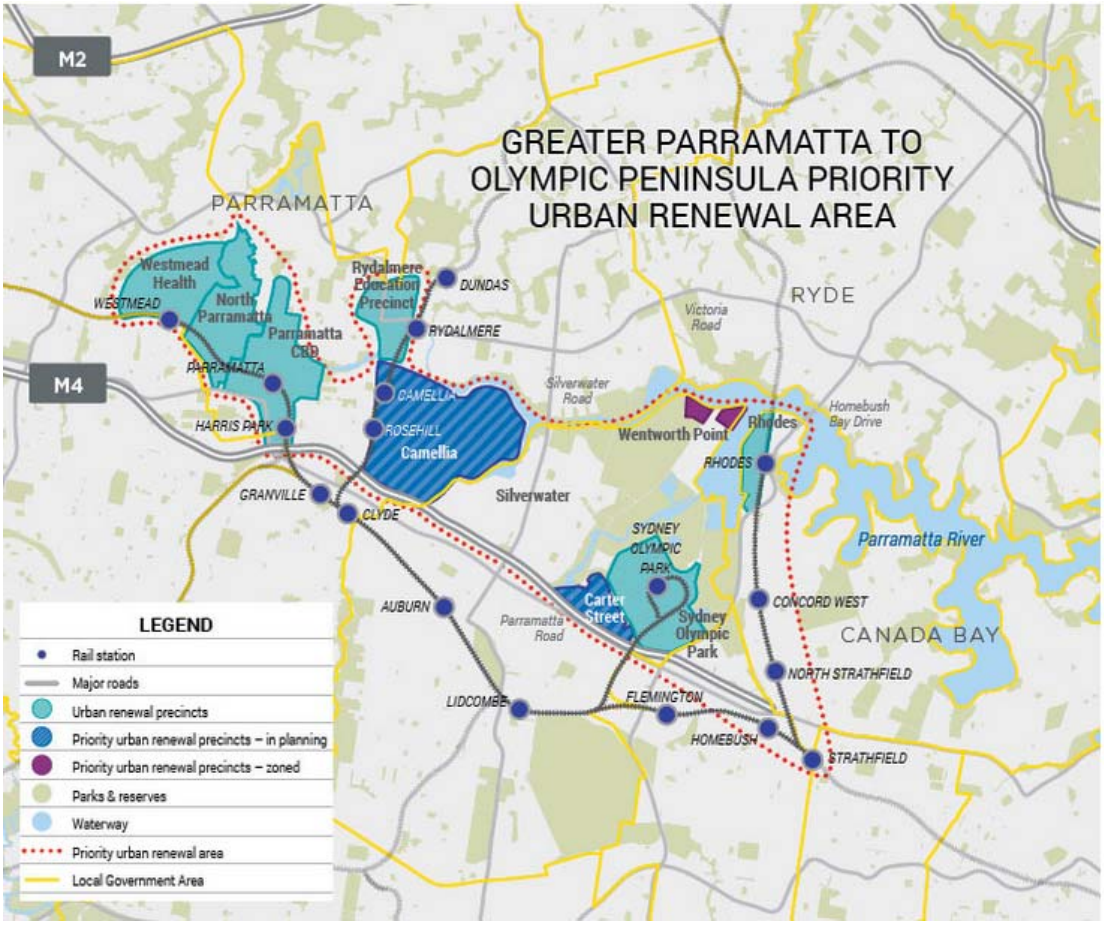
(Source: NSW Department of Planning and Environment, 2016)

Figure 5-3 Greater Macarthur Priority Growth Area

Urban renewal areas

The renewal of established areas is also a key strategy for the NSW Government to provide increased housing and jobs in Sydney, with a focus on transport corridors and areas around strategic centres. A number of areas in Western Sydney have been identified as priority urban renewal areas including:

- Greater Parramatta to Olympic Peninsula priority urban renewal area – located across the Parramatta and Cumberland LGAs and the unnamed amalgamation of Strathfield, Canada Bay and Burwood LGAs,, work has already begun on revitalising Wentworth Point and Carter Street, and plans are being developed for Camellia (see Figure 5-4 below).
- Sydney Metro Northwest Priority urban renewal corridor – located between the proposed Cherrybrook and Cudgegong Road stations (see Figure 5-5) this corridor will focus development around new transport hubs.



(Source: NSW Department of Planning and Environment, 2015c)

Figure 5-4 Greater Parramatta to Olympic Peninsula Priority Urban Renewal Area

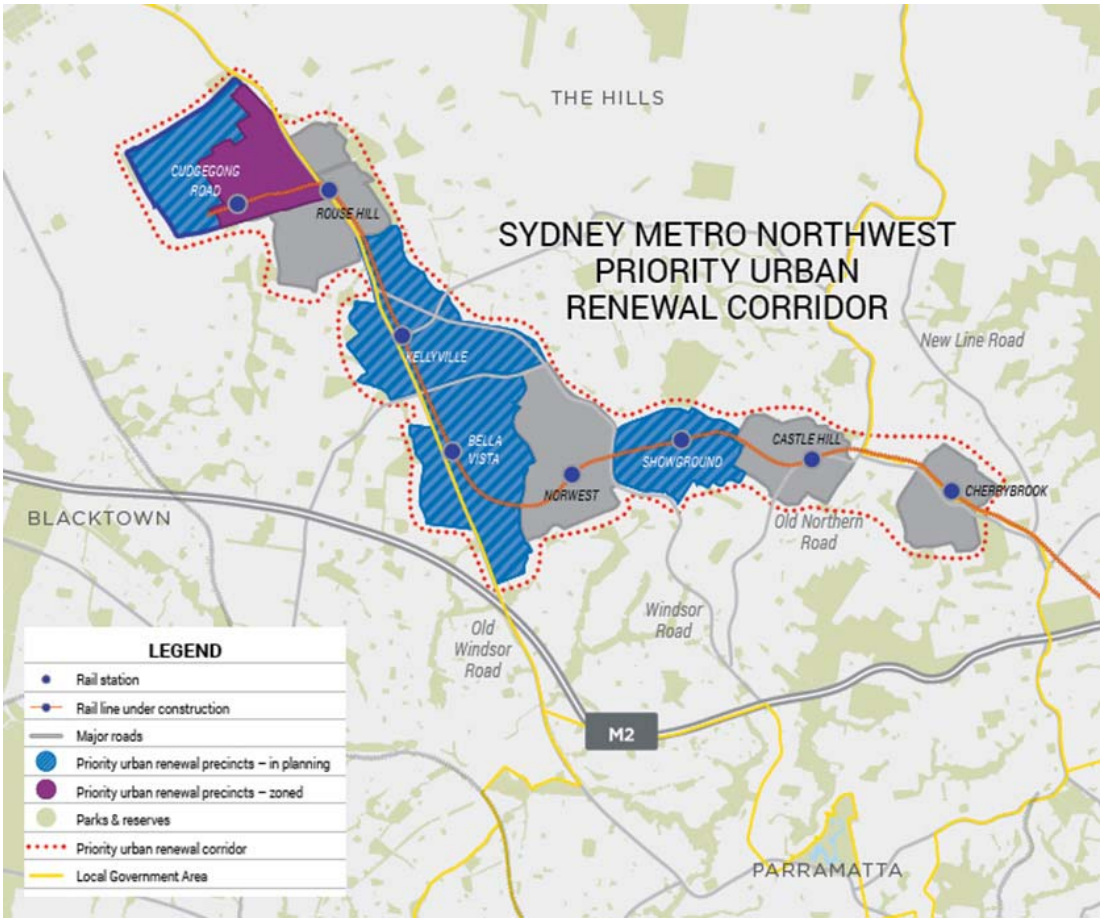


Figure 5-5 Sydney Metro Northwest Priority Urban Renewal Corridor

5.3.3 Major transport projects

A number of major transport projects are in various stages of planning and construction throughout Greater Sydney, which will connect Western Sydney to various centres and the CBDs at Parramatta and the City.

Sydney Metro

Sydney Metro is a new standalone railway network that will deliver higher frequency train services across Sydney. There are two core components to the Sydney Metro network including:

- Sydney Metro Northwest – construction has begun on this 36km line which will connect from Chatswood through to the NWGC. This project is currently under construction, and is expected to be open to customers in 2019.
- Sydney Metro City and Southwest – a new 30km metro line will link with Metro Northwest at Chatswood, then travel under Sydney Harbour, through the CBD including a station at Waterloo and southwest to Bankstown. A possible extension to Liverpool is also being investigated.

Figure 5-6 shows the location of the Sydney Metro network including existing and proposed stations.

(Source: Transport for NSW, 2015a)

Figure 5-6 Sydney Metro network

South West Rail Link

The South West Rail Link was delivered in response to population growth and reliability issues on the metropolitan rail network in south-west Sydney. The South West Rail Link opened to the public in early 2015 and included a major upgrade of the existing station at Glenfield, and a new twin track passenger rail line between Glenfield and Leppington.

The NSW Government is also currently investigating an extension of the South West Rail Link with a view to preserving a corridor. The extension is proposed to connect Leppington Station to Bringelly, and then head into two different directions: north via the airport site to the Western Line near St Marys in the Penrith LGA; and south to Narellan in the Camden LGA. The NSW Government is also considering extending the corridor further south to Campbelltown.

The extension will provide a north-south connection through the SWPGA and WSEA including the proposed airport. New stations are proposed for Rossmore, Bringelly, North Bringelly, Oran Park, Narellan, and at the proposed airport (Transport for NSW 2015b).

The investigation of the extension has now become part of the Scoping Study of Rail Needs for Western Sydney discussed below.

Scoping Study of Rail Needs for Western Sydney

On 13 November 2015 the Australian and NSW governments announced they were jointly undertaking the Scoping Study of Rail Needs for Western Sydney. The study will look at the Westen Sydney and the proposed airport as a whole to deteremine the rail transport needs for the people living, working and visiting the broader Western Sydney region. According to the terms of reference, the study is reviewing existing plans for the proposed airport, existing transport and infrastructure initiatives, and assess the need for rail now and in the long term.

The types of solutions being considered by the study include, but are not limited to:

- Extending the existing South West Rail Link
- Extending other elements of the metro rail network
- Developing a dedicated airport express service between the proposed airport and a key transport hub in the Sydney basin.

The scoping study is expected to produce a discussion paper to be released for public consultation in 2016.

Light Rail

Sydney's light rail network is being extended through the Sydney CBD to Circular Quay and Kingsford and Randwick in the eastern suburbs, and has recently been extended through the inner west to Dulwich Hill.

The NSW Government has announced the preferred light rail route through the Greater Parramatta to Olympic Peninsula Priority Growth Area. It includes a core spine linking Greater Parramatta, Westmead health precinct, Parramatta CBD and Camellia. Also featured is the replacement of the heavy rail between Camellia and Carlingford service and a light rail service through Camellia, Sydney Olympic Park and Strathfield.

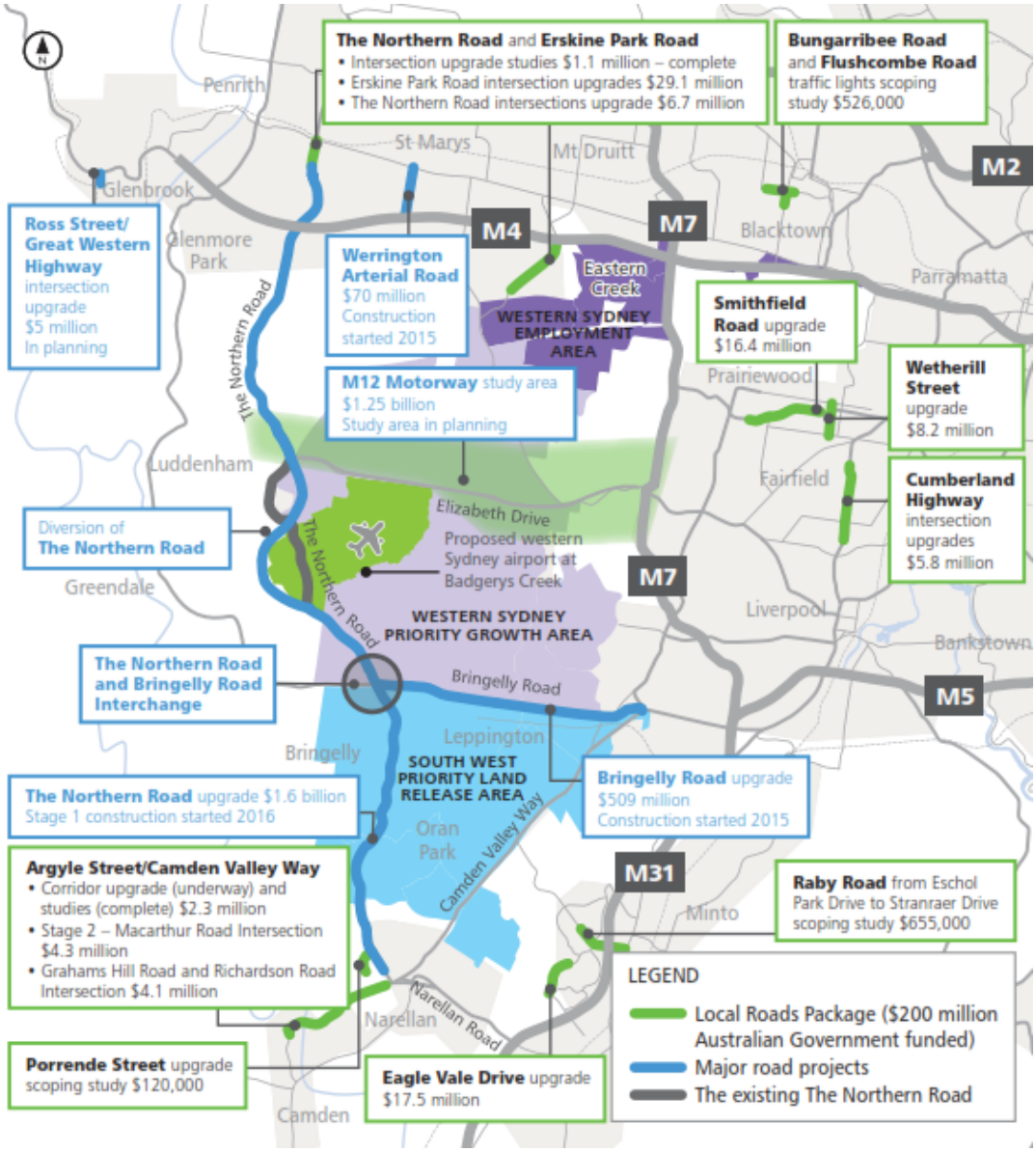
Western Sydney Infrastructure Plan

Under the Western Sydney Infrastructure Plan the Australian and NSW governments are investing $3.6 billion in a number of road upgrades and new roads in Western Sydney to support the proposed airport and improve transport connections for the Western Sydney community. The package includes:

- upgrade of The Northern Road to a minimum of four lanes from Narellan to Jamison Road;
- construction of a new east-west motorway to the proposed airport between the M7 Motorway and The Northern Road (to be known as the M12 Motorway);
- upgrade of Bringelly Road to a minimum of four lanes between The Northern Road and Camden Valley Way;
- construction of the Werrington Arterial Road between the M4 Motorway and the Great Western Highway;
- upgrade of Ross Street and Great Western Highway intersection at Glenbrook; and
- a $200 million package for local roads upgrades.

Together, the package of new roads and upgrades aims to ease congestion and relieve pressure on existing roads while improving connections between major hubs (Department of Infrastructure and Regional Development 2015).

Figure 5-7 shows the location of the roads and upgrades.

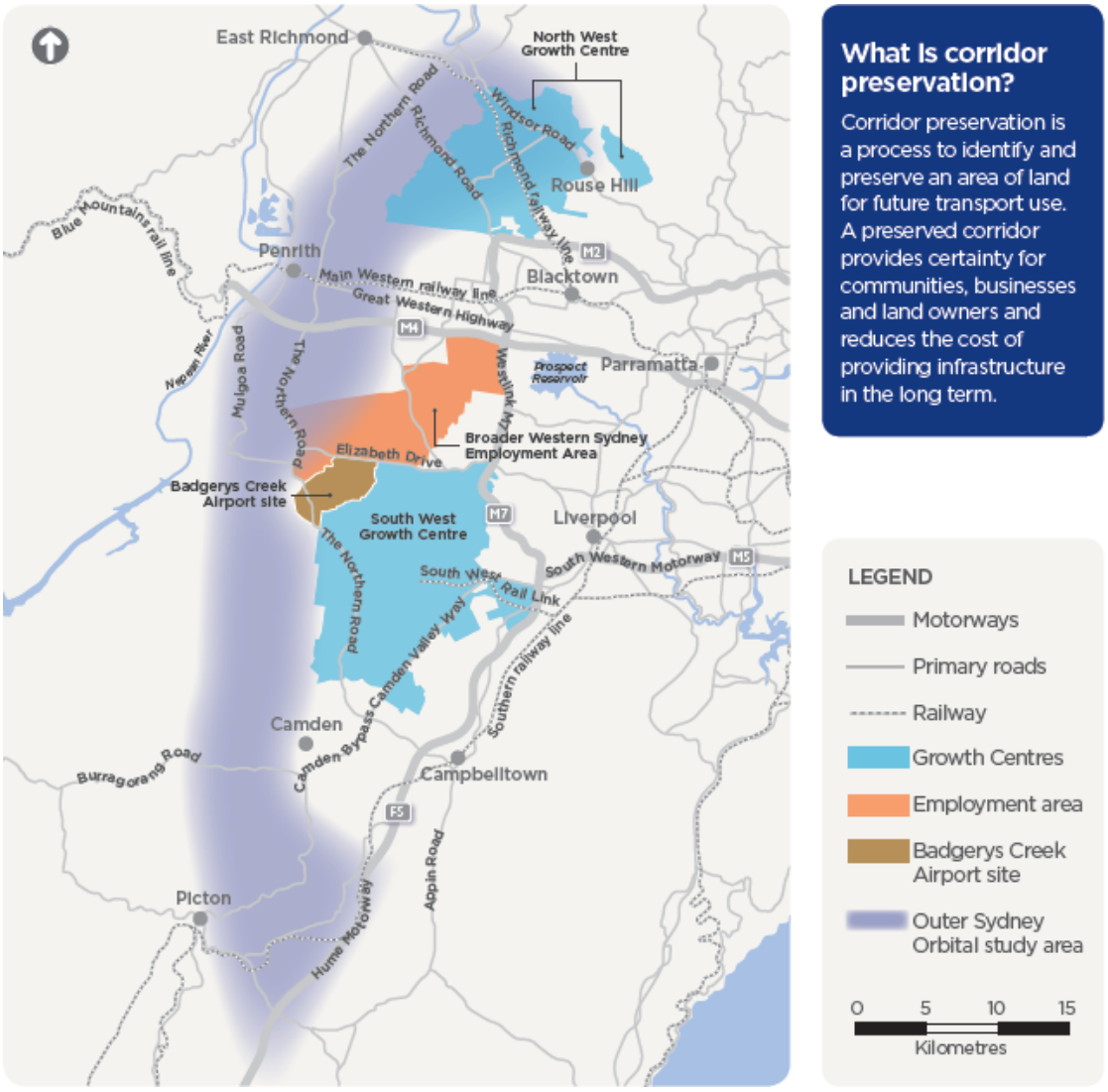


(Source: RMS, 2015, http://www.rms.nsw.gov.au/documents/projects/sydney-west/infrastructure-plan/western-sydney-infrastructure-plan-map.pdf)

Figure 5-7 Locations of new roads and upgrades as part of the Western Sydney Infrastructure Plan

Outer Sydney Orbital – Potential Corridor Preservation

A corridor for the Outer Sydney Orbital is being investigated by the NSW Government. The corridor is intended to include a north – south connection for a future motorway, freight rail, and where practical a passenger rail line. The corridor would provide increased capacity for the road network to improve accessibility to housing and employment, and the freight rail would link Port Kembla to the South Line, Western Line and Northern Line. The area under investigation, shown in Figure 5-8, starts at the NWPGA in the north, finishes in the south near Picton in Wollondilly LGA, and travels to the west of the proposed airport site.



(Source: Transport for NSW, 2015c)

Figure 5-8 Investigation corridor for the proposed Outer Sydney Orbital

WestConnex

This project stretches 33 kilometres and provides links to the Sydney Orbital Network by connecting to the M4 east of Parramatta and the M5 east. WestConnex is the largest integrated transport and urban revitalisation project in Australia. The project aims to support Sydney's long term growth by providing quicker, more reliable trips between Western Sydney and the Port Botany/Sydney Airport precinct and allow for urban revitalisation along Parramatta Road.

6. Identification and assessment of socio-economic impacts

This section identifies, describes and assesses the potential socio-economic impacts arising from the proposed airport development, including site preparation and terminal development activities, operation of the Stage 1 development and operation of the indicative long term development.

This impact assessment has been carried out by first describing the social and economic issues, analysing if these issues are caused by the proposed airport, and then making a determination on the nature and significance of each impact (refer to Section 2.2.6). It should be noted that where social issues are identified that are not considered to be directly caused by the proposed airport, they have been discussed but not assessed for their significance.

Mitigation measures and management strategies to address the potential social impacts are described in Section 7.

6.1 Economic benefits and impacts

Numerous studies have found that the economic benefits of an airport at Badgerys Creek would be substantial, both in the short and long term. In particular, an airport at Badgerys Creek would be a major generator of economic activity, bringing investment and employment opportunities to the region and Australia (Department of Infrastructure and Transport, 2013; NSW Business Chamber, 2013; EY, 2016).

The economic impacts of the proposed Western Sydney Airport are outlined in Appendix P3 of this EIS (EY, 2016). It shows major growth in gross value added (GVA) – which is a measure of income earned from the production of goods and services in the area – due to the proposed development. The results of the economic assessment are presented for the following regions (EY, 2016):

- Western Sydney – comprises the following LGAs - Liverpool, Fairfield, Camden, Campbelltown Wollondilly, Penrith, Hawkesbury, Blue Mountains, Auburn, Bankstown, Blacktown, Holroyd, Parramatta and The Hills Shire.
- Rest of Sydney – comprises areas of Greater Sydney not included in Western Sydney, it includes the following LGAs - Sydney, Botany Bay, Rockdale, Marrickville, Canterbury, Strathfield, Burwood, Canada Bay, Ashfield, Leichhardt, Woollahra, Waverley, Randwick, Manly, Kogarah, Hurstville, North Sydney, Mosman, Willoughby, Lane Cove, Hunters Hill, Ryde, Ku-ring-gai, Hornsby, Sutherland Shire, Warringah and Pittwater.
- Rest of NSW and Rest of Australia.

As a result of ongoing local council amalgamations in NSW, the names and boundaries of some of the above councils are liable to change.

The value-add from construction of the proposed airport would peak in 2022 with benefits to Greater Sydney reaching $540 million, of which Western Sydney would comprise $446 million. The cumulative value-add from the construction of the Stage 1 development is expected to be $2.3 billion for Greater Sydney, of which $1.9 billion would be for Western Sydney alone (EY, 2016). This includes direct spending from the development, spending from industries supplying the project and flow on benefits.

During operations, the value-add is also expected to increase commensurate with passenger movements. In 2031 the proposed airport is estimated to generate an additional value-add per

year of $77 million in Western Sydney, $145 million in the Rest of Sydney and $23 million in the Rest of New South Wales (EY, 2016). The increase in value-add will also increase productivity per worker, averaging $23 across the country, but reaching $90 per worker in Western Sydney, $95 per worker in the Rest of Sydney, and $20 per worker in the Rest of NSW (EY, 2016). During the same period the impact on household incomes would be $44 million per year in Western Sydney, $50 million per year in Rest of Sydney, $15 million per year in Rest of NSW (EY, 2016).

In 2063, the proposed airport would increase value-add in the Western Sydney economy by $1,507 million, the Rest of Sydney economy by $4,640 million and the Rest of New South Wales economy by $506 million (EY, 2016). Household incomes increase across all the regions, from around $869 million per year in Western Sydney, $1,6 million per year in Rest of Sydney to $333m per year in the Rest of NSW.

The increased value-add in Western Sydney, the Rest of Sydney and the Rest of NSW, as well as a reduction in value-add for the Rest of Australia (in both 2031 and 2063), reflects the economic activity that is attracted to Sydney and NSW from all over the country and the widespread economic impacts generated by the proposed airport development. It should be noted that it is not possible for the economic modelling to predict the sources of this redistributed economic activity, particularly as it would depend on numerous economic factors at the time of operation. However, this redistribution of economic activity is not considered likely to affect any one particular region or community. It is also important to note that the proposed airport is nonetheless predicted to generate net economic benefit for Western Sydney, Greater Sydney and Australia. As such, the social implications of the redistribution of economic activity are not considered to be significant.

From a social perspective such economic development will result in social impacts which are discussed later in this report. In particular, economic development will create employment and income generation opportunities (Section 6.2), change land use (Section 6.5.5), attract population growth (Section 6.7), infrastructure growth (Section 6.9) and potentially generate environmental impacts as discussed in the EIS.

6.2 Employment opportunities

The Stage 1 and long term development would generate a large number of direct, indirect and induced jobs.

During construction, the direct jobs would be anticipated to require skills in:

- Non-Residential Building Construction - construction of buildings such as hotels, motels, or other buildings;
- Heavy and Civil Engineering Construction - construction or general repair of roads, bridges, aerodrome runways or parking lots
- Construction Services – services such as installation, finishing, and management .

Direct jobs during operations are those that are entirely related to, and dependent on, the proposed airport. Examples include airport ground staff and baggage handlers. Indirect jobs are those businesses which supply goods and services to the airport. Examples include catering companies, valet services, airport security, cleaning companies, and waste management services. In addition to this, there are also induced jobs created by the expenditure from employees of industries servicing the airport development. This expenditure may be directed to retail stores, restaurants, and professional services that would result in the creation of new job opportunities.

The economic impact assessment of the proposed Western Sydney Airport Stage 1 (EY, 2016) estimates the workforce during Stage 1 construction to peak at 758 direct full time equivalent (FTE)[3] jobs in 2022. In the same year the employment footprint would include over 1,238 FTE jobs in the supply chain and another 664 FTE jobs through consumption effects. The total Western Sydney employment footprint therefore is estimated to reach 2,660 FTE jobs in 2022. Taken together, the proposed airport would result in a total of 11,346 person years[4] of employment over the construction period (EY, 2016).

According to the benchmark analysis undertaken by EY (2016) for airports in Australia and overseas, the proposed Western Sydney Airport is expected to have a ratio of 750 airport employees per million annual passengers (MAP). By using this ratio, a total of 8,730 direct FTE jobs would be required during the Stage 1 development in 2031. A further 4,440 FTE jobs could be generated from commercial activities on the proposed business park on the airport site. This business park would only be developed following subsequent approval processes and the assessment of the business park is outside of the scope of this EIS (EY, 2016). Considering the forecasted availability of the labour pool in the Western Sydney region in 2025, it is evident that such workforce demand will be comfortably met.

Airport operation activities will generate demand for a variety of skilled and un-skilled jobs for airport ground services, aviation services and inflight services. Research by the Australian Government, Department of Infrastructure and Regional Development (2013) shows that in Australia, on-site employment at airports is principally in the transport, postal and warehousing (48 per cent) and in public administration and safety (16 per cent) industries, with occupations in areas such as clerical and administrative work, community and personal services, technical work, trades and professional services. On average, 20 per cent of jobs at Australian airports require a bachelor's degree or higher qualification, 15 per cent require an advance diploma or diploma, 27 per cent require a certificate level qualification and 39 per cent require no post-school qualification.

By 2063 it is forecast that the proposed airport could serve approximately 82 MAP which would mean 61,500 FTE direct jobs at the proposed airport. A further 27,150 FTE jobs could be generated from commercial activities on the business park on the airport site (EY, 2016). While it is possible that the number of jobs required in 2063 may reduce due to factors such as changes in technology in airport and aviation services, other non-aviation related developments on the site not included in these calculations would potentially substantially increase these aviation specific forecasts. The development of non-aeronautical commercial activities on the airport site may further increase employment opportunities during Stage 1 and the long term development.

Population forecast data for 2065 shows a higher rate of increase in overall population and working age population in the Western Sydney region compared to the rest of Greater Sydney. This would create a large labour pool which could meet the workforce demand from the proposed Western Sydney Airport. Any potential shortfalls in any particular industries would be absorbed by the broader labour pool available in Greater Sydney.

As identified through stakeholder consultation, several studies and local and regional plans (refer to Section 3.1 and Section 5), the majority of the residents of Western Sydney undertake prolonged commutes on a daily basis to access work opportunities in other parts of Sydney. The proposed airport, along with other proposed developments in Western Sydney, would bring

[3] Full time equivalent (FTE) is a standard unit of measurement of employee time (EY, 2016).
[4] The term 'person years' refers to the number of people employed, multiplied by the number of years that they are employed for. Therefore, 10 people employed for one year, or one person employed for 10 years, are both equivalent to 10 person years of employment. For the purposes of this economic contribution analysis, all employment totals over the construction period (i.e. indicatively from 2016 to 2024) are expressed in person years (EY, 2016).

much needed employment opportunities for the current and future residents of Western Sydney. Residents currently employed in other parts of Sydney may choose to take up opportunities closer to home, which would generage positive lifestyle benefits associated with increased imcone, reduced travel time from reduced daily commute allowing more time for families and leisure activities, also refer to Section 6.5.6. This could create job vacancies in other parts of Greater Sydney. Unemployment rates and population forecasts, highlighted in Section 5.2.1, show that such job vacancies could easily be filled given the availability of, and future growth in, the labour pool in Greater Sydney.

6.3 Impacts on other industries

The Stage 1 and long term development would create demand for goods and services from the Western Sydney region, Greater Sydney and the wider NSW and Australian economies. This increased demand would provide a stimulus to business growth and development and generate a positive impact on other industry sectors such as construction, utilities, trade, transport and services, accommodation, retail, professional services and public administration (EY, 2016). It is considered that the overall benefits for businesses and industries in the Western Sydney region and Greater Sydney would be more pronounced than the benefits for NSW and Australia.

The proposed airport is expected to help make Western Sydney an attractive location for business activities and stimulate growth in multiple sectors including tourism (EY 2016). The proximity of the proposed airport to the Western Sydney Priority Growth Area, Western Sydney Employment Area and South West Priority Land Release Area will facilitate linkages with other developments including employment areas for transport, logistics and office work (RPS 2016a).

The proposed airport and other planned growth and developments in the regional area would result in changes to land use. It is likely that the combined effect of this would lead to a further decline in industry sectors such as agriculture and manufacturing due to competition for land and cost of labour (see Appendix B, SIA stakeholder consultations and RPS, 2016a). Stakeholder consultation undertaken as part of the SIA as well as data trends show that these industries have already been on a slow decline in parts of Western Sydney, particularly as a result of continued development of the region.

The land use study identifies that loss to agricultural production from the airport site as relatively small (being up to 0.23 percent of total regional agricultural production), with any production losses likely to be replaced by agricultural activity elsewhere in the region or state. Whilst acknowledging the importance of agricultural production close to the Sydney market, NSW Government's *A Plan for Growing Sydney* (2014) confirms its support for the delivery of the proposed airport as it would transform and drive future investment and jobs in Western Sydney and identifies other rural lands within the Sydney metropolitan area which may be used as alternate agricultural sites (RPS, 2016a). However, it is likely that reduction in agricultural land and associated production would reduce agricultural employment, potentially leading to the agricultural workers to find employment in areas further away or in other industries.

6.4 Impacts on property values

A number of Australian and international studies analyse the potential adverse effect on property prices associated with aircraft noise (among other factors). A study of potential property price effects was conducted as part of the 1997 Draft EIS and concluded that, depending on the level of noise affectation, expressed in terms of the noise contour band known as ANEF, the effect could range from 0 to -24.3%, with the latter applying to the most noise affected properties (JLL, 2015).

A review of more recent literature and a revised analysis was conducted for the current EIS to explore the potential price devaluation effects on lower density, large lot land holdings similar to

those found at Badgerys Creek (JLL 2015). Comparable examples including Melbourne (Tullamarine and Avalon) and Perth airports were analysed for a potential relationship between price and noise effects. The analysis failed to establish a statistically significant relationship between noise exposure and property prices (JLL, 2015). Possible reasons for this might include the lesser significance of the dwelling in the context of large land areas, land used for primary production may be less affected by noise and/or the wider range of factors influencing price that cannot be analysed. None of the previous studies have sought to explore the impact on large lot landholdings comparable to those around Badgerys Creek, where few existing dwellings fall within areas expected to be exposed to noise levels in excess of 20 ANEF. Table 6-1 presents a summary of the report findings based on previous studies and examples from other airport developments in Australia.

Table 6-1 Assessment of property values by land use

Land use	ANEF/ANEI 20-25	ANEF/ANEI 25-30	ANEF/ANEI 30-35
Residential	-9.5%	-14.7%	-19.8%
Large lot land holdings	No discernible effect	No discernible effect	No discernible effect

Source: JLL 2015

Note: Compared to noise levels < 20 ANEI/ANEF where the price change is assumed to be zero.

The potential effects of a reduction in property values as seen in the table above could affect a range of people given the nature of the development and the scale of the noise envelope. The affect will be different depending upon where people are located as well as individual circumstances. However, analysis of long run house prices in Sydney since 1991 found no appreciable difference in growth rate between median prices in suburbs subject to in excess of 20 ANEF and those in similar areas not exposed to aircraft noise (JLL, 2015). As stated in the JLL study, this could be because:

- housing pressures restrict housing choices;
- the benefits of living close to the city outweigh possible noise effects in the minds of potential purchasers;
- noise attenuation measures to dwellings in above 20 ANEF noise contours may have reduced the impact of noise on residents; and
- aircraft noise sharing protocols and rising ambient noise levels in many suburbs may reduce the perceived impact of noise.

Overall, the property price analysis in JLL failed to establish conclusive evidence of increase in property prices of large lot land holdings as a result of aircraft noise at levels of 20-25 ANEF (Table 6-1). This suggests that the development of the proposed airport may not have a major adverse impact on property prices in the vicinity.

The property values report (JLL 2015) indicates that over the past 12 months since the announcement that the Commonwealth owned land at Badgerys Creek will be the site for a new airport for Western Sydney, there has been a spike in house prices in areas closer to the airport site. Analysis of long term growth rates of residential sales in the suburbs around Badgerys Creek between 1991 and 2015 indicates that despite short term fluctuations, property prices have increased at a similar rate in the wider Western Sydney and metropolitan regions. Further, rather than suffering a slowing of growth as a result of possible fears of noise (or other impacts), residential prices in the suburbs around Badgerys Creek grew strongly in the period following the announcement in April 2014, increasing by almost 24 per cent, which was substantially greater than the average increase in both Western Sydney and the Sydney metropolitan regions.

In view of the potential future opening of a second runway at the proposed airport, the long term time series analysis of Sydney Airport suggests no material difference exists in property pricing of noise versus non-noise affected areas. That is likely because factors of much greater significance would influence property values in the future than any incremental increase in noise over the period. More specifically, it is considered that the positive influences of in-area employment as well as improved infrastructure and services would more than likely make up for any additional noise from a second (future) runway. The property values report further noted that there have been advancements in aircraft technology over the last 20 years that have resulted in a material reduction in noise footprints across all major Australian airports, despite increasing aircraft movements. It is considered reasonable therefore that advancements in technology would also be made in the future which will further reduce aircraft noise. For these reasons, an adverse impact on property prices in the long term was not identified as a result of opening of a future second runway at the proposed airport.

As discussed in Section 5.2 some areas in Western Sydney have been attractive due to affordable housing prices as compared to rest of Sydney. The spike in housing prices associated with the announcement of the airport may result in increased rents in the area and give rise to housing affordability issues. This could potentially deter first time home buyers aspiring to get into the housing market in this area, and may result in people making different housing choices such as looking at other areas with more affordable housing, downsizing or living in higher density housing. On the other hand increased employment opportunities and increased income brought about by the proposed airport would increase the buying capacity of some people. Also increase in property prices would be considered as a benefit by some existing property owners.

6.5 Lifestyle and amenity

The proposed airport would lead to a number of changes in lifestyle and amenity for communities in Western Sydney. These changes would include both impacts and benefits for different community members, depending on a range of factors.

For example, some communities may experience a negative impact on amenity (e.g. noise impacts as a result of aircraft operations).

Lifestyle benefits are also expected for some communities as a result of potential employment and income generation opportunities (e.g. future employees of the airport that live in Western Sydney would experience reduced commuting times).

Lifestyle and social amenity impacts and benefits have been assessed with consideration of the following issues associated with the airport development:

- aircraft noise impacts;
- ground-based noise impacts;
- air quality impacts;
- traffic and access impacts;
- land use, landscape and visual amenity impacts;
- community health impacts; and
- economic impacts.

6.5.1 Aircraft operation noise

The impacts of aircraft operation noise including take off, reverse thrust on landing and overflight noise have been assessed in the *Aircraft Overflight and Operational Noise Study* (Wilkinson Murray, 2015a).

Terminology relevant to understanding noise levels and associated social impacts

Sound is a vibration travelling as a wave of pressure through the air from a source to a receiver, such as the human ear. The frequency of a sound is what gives it a distinctive pitch or tone - the rumble of distant thunder is an example of a low frequency sound and a whistle is an example of a high frequency sound. The human ear is more sensitive to high frequency sounds.

The loudness of a sound depends on its sound pressure level, which is expressed in decibels (dB). Most sounds we hear in our daily lives have sound pressure levels in the range of 30-90 decibels. A-weighted decibels (dBA) are generally used for the purposes of assessment and have been adjusted to account for the varying sensitivity of the human ear to different frequencies of sound. The main effect of the adjustment is that low and very high frequencies are given less weight.

The sound level in a typical residential home is about 40 dBA. The average noise level of conversation is about 60-65 dBA. Typical levels for listening to music at home are about 85 dBA, while a loud rock concert would produce about 110 dBA. Figure 10–1 illustrates indicative dBA noise levels in these and other typical situations.

In terms of sound perception generally, 3 dBA is the minimum change in sound level that most people can detect and every 10 dBA increase in sound level is perceived as a doubling of loudness. However, individuals may perceive the same sound differently and may be more or less affected by a particular sound. For example, experience has shown that many factors can influence an individual's response to aircraft noise, including:

- the specific characteristics of the noise (e.g. the frequency, intensity and duration of noise events) and the time of day noise events occur;
- their personal circumstances and expectations about the number, frequency, loudness and timing of noise events;
- their individual sensitivities and lifestyle (e.g. whether they spend a lot of time outdoors or sleep with a window open);
- their reaction to a new noise source (in the case of a new airport or new runway infrastructure) or to changed airport operational procedures;
- their understanding of whether the noise is avoidable and their notions of fairness; and
- their attitudes towards the source of the noise (e.g. general views about aviation activities and airports).

Aircraft noise impacts are measured using the A-weighted decibels (dBA) unit. N70 refers to the average number of aircraft noise events per day with maximum noise levels exceeding 70 dBA. A noise level of 70dBA outside a building would generally result in an internal noise level of approximately 60dBA if windows are open to a normal extent. This noise level is sufficient to disturb conversation, in that a speaker would generally be forced to raise their voice to be understood, or some words may be missed in speech from a television or radio (Wilkinson Murray, 2015a).

N60 refers to the average number of aircraft noise events per day with maximum noise levels exceeding 60 dBA during the night-time period of 10pm-7am. An external noise level of 60dBA represents an internal level of approximately 50dBA if windows are open to a normal extent. An internal noise level of 50dBA is commonly used as an indicator of potential sleep disturbance (for example in Australian Standard 2021) (Wilkinson Murray, 2015a).

ANEC refers to a standard measure of aircraft noise exposure used in Australia to define land use planning around airports based on hypothetical operating scenarios. In the ANEF system areas outside the 20 ANEF contour are 'acceptable' for new residential development. Between ANEF 20 and 25 new residential development is considered 'conditionally acceptable'. Above ANEF 25 new residential development is considered "unacceptable".

Study approach

The introduction of aircraft operations at the proposed airport would result in changes to the pattern of aircraft noise in the Western Sydney region due to the implementation of new aircraft flight paths for the proposed airport. Changes would result in noise impacts which may be pronounced in some areas, depending on the final flight path design and airport operating modes adopted. In addition, projected future growth in air traffic would result in increased numbers of aircraft operations at the airport, so noise impacts will also generally increase in the future, although this would likely be mitigated to some extent by the introduction of new, quieter aircraft into the fleet over time. Key findings from the assessment of aircraft operation noise and an interpretation of the predicted consequential social impacts are summarised below.

The airspace design for the proposed airport will be finalised closer to operations commencing at the airport. Therefore the overflight noise study has been based on an indicative proof-of-concept airspace design undertaken by Airservices Australia.

The noise assessment is therefore indicative but is considered to provide a valid and contemporary basis for assessing the potential extent and intensity of noise impacts and ways those impacts could be mitigated and otherwise managed. Actual noise impacts that would result from operation of the airport depends on approved flight paths and operating modes, time of day, season, weather conditions as well as other factors.

Summary of indicative impacts from aircraft operational noise

Aircraft operational noise impacts have been assessed for the nominal years 2030, 2050 and for the long term development. Key findings of the overflight noise report for the Stage 1 development (2030) include:

- Identified residences that would indicatively be impacted by operational noise are mapped in Figure 6-1.
- Identified social infrastructure that would indicatively be impacted by operational noise are mapped in Figure 6 1.
- Maximum noise levels exceeding 70 dBA from at least five aircraft per day would be experienced by around 1,500 people in areas surrounding the airport. None of these affected areas would classify as built-up residential areas.
- During the night, maximum indoor noise levels above 50 dBA could be experience by around 4,300 people, presuming a 'head to head' operating strategy whereby aircraft take off and land from the same end of the runway. Without this 'head to head' operating strategy in place, substantially more residents could be affected.

- Higher maximum noise levels from aircraft take-offs and landings would extend in into areas including St Marys and Erskine Park to the north and Bringelly, Lake Burragorang and The Oaks to the south. Although not directly under the flight path, overflight noise levels would also affect Luddenham. These noise levels would indicatively reach 60-70 dBA for commonly used aircraft such as the Airbus A320 or in the order of 70-75 dBA for noisier but less commonly used aircraft like the Boeing 747. For a small number of residences immediately south-west of the proposed airport, levels would indicatively reach 85 dBA.
- The Greater Blue Mountains World Heritage Area (GBMWHA) would be subjected to an increase in overflights, in addition to those originating from Sydney Airport. Overflights from the proposed airport would generally be over 5,000 feet above ground level. The number of audible overflights be in the order of 70 per day with average noise levels less than 70 dBA. Where the level of noise exposure is predicted, the average number of events above 70 dBA would on average be less than one event per day.

To provide an indicative 'worst case' representation, Figure 6-1 presents an overview of the annual average noise scenarios (N70 – daytime; N60 – night time) for operational noise impacts in 2030. It should be noted that these figures are composite Prefer 05 and Prefer 23 contours and consequently, show a larger combined area of noise impact than would be expected if one of the operating modes was adopted as a preferred mode. It should be noted that Figure 6-1 does not show a combined noise contour for all noise impacts as it is not possible to combine different noise metrics and noise types. Instead, Figure 6-1 overlays a number of different noise contours for different noise types to provide an understanding of how a particular area may be exposed to different noise impacts.

Key findings of the overflight noise report for the nominal capacity of the first runway (2050) include:

- In a worst case scenario, the loudest aircraft operations may lead to maximum noise levels once every two days in 2050 and less often in earlier years for a small number of residential locations close to the airport site in Badgerys Creek (over 85dBA) and built-up areas in St Marys and Erskine Park (Penrith LGA) (75 – 80dBA).
- In the case of noise impacts over 24 hours, the Prefer 05 scenario would impact more residents compared to the Prefer 23 scenario in 2050 (30,000 compared to 5,000 residents experiencing more than five events per day over 70dBA), with the majority located to the north in St Marys and Erskine Park. The Prefer 23 scenario would have a greater impact on residents to the south-west including Greendale (Liverpool LGA) and parts of Silverdale (Wollondilly LGA). These residents would be affected to a greater extent than those to the north – an estimated 700 residents in this area would experience more than 100 events per day above 70 dBA, compared with 300 residents under the "Prefer 05" scenario.
- Night time noise impacts would largely depend on the operating strategy in use. A Prefer 23 with Head-to-Head scenario would have the least impact in terms of total population affected, with approximately 40,000 residents in 2050 experiencing an average of more than five aircraft noise events per night above 60dBA in 2050, which would correspond to approximately 50dBA internal noise levels. Under this scenario, residents most affected would be in areas to the north-east of the airport including Horsley Park (Fairfield LGA), Blacktown and St Marys, with 5 – 10 noise events.
- Other night time operating scenarios would result in a greater number of residents impacted by night time noise. In particular, a Prefer 05 scenario would result in large parts of St Marys experiencing more than 20 aircraft noise events per night above 60dBA in 2050.

- Parts of the GBMWHA would be subjected to a number of aircraft overflights, with maximum noise levels occasionally reaching 60dBA at some points, but generally below 55dBA, and often much lower. Locations directly under indicative flight tracks within the GBMWHA may experience over 200 audible flights per day in 2050, with worst-case locations being under one of two approach paths emanating from a 'point' merge in the lower Blue Mountains Based on the current nominal location of the proposed merge point, residents of Blaxland in 2050 may experience up to 230 overflights per day with noise levels ranging up to 55dBA.

The aircraft noise impacts in the long term development would be similar to those described above. However, the total number of residents affected is generally higher, largely as a result of population growth and ongoing housing development. Ongoing land use planning would assist in managing population growth in areas likely to experience high noise levels.

It is important to keep in mind that these findings are based on indicative flight path design. The process to finalise flight tracks will have regard to the environmental impacts of aircraft noise exposure. This would enable a more accurate estimate of noise affected areas to be completed, and strategies to address noise issues would be developed.

Assessment of impacts on social amenity and lifestyle

Based on the findings of the aircraft noise report, the proposed airport could lead to a reduction in social amenity and have lifestyle impacts for some communities in the local study area and Western Sydney region depending on the operating scenario adopted. The communities that could be impacted by aircraft noise include areas of Badgerys Creek, Luddenham, Bringelly, St Marys and Erskine Park in the Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, and parts of Blacktown.

While continued development of peri-urban areas in Western Sydney has led to gradual loss of agricultural lands, many of these areas (particularly Greendale, Silverdale and Horsley Park) are semi-rural and large lot suburban areas with lower population density and therefore currently offer a relatively quiet lifestyle.

Noise has the potential to reduce the amenity of affected communities to its residence. Particularly during the day and evening noise could intermittently interrupt conversation or other activities such as watching television or listening to the radio. Noise during the night would also have the potential to affect sleep to varying degrees, in addition to the aforementioned activities. To manage the indoor noise levels some people would adapt by putting mitigation measures in place such as they may choose to keep the doors and windows closed at most times, which could be unlike their current semi-rural lifestyle where they enjoy leaving the windows open for light and fresh air.

Depending on individual sensitivity to noise, it is likely that as a result of the increased noise levels (real or perceived) some existing residents may consider move out of the impacted areas and some people aspiring to buy houses in these areas may consider buying elsewhere.

It is likely that some sensitive social infrastructure in affected areas could also be subject to noise (including childcare centres, schools, churches, parks and recreation facilities, hospitals and other health care facilities) which may impact on their users. In the case of childcare centres and schools the concern among the community would chiefly regard the impacts to attentiveness and enjoyment of children during hours of education, and hence their cognitive development. It is also reasonable to assume that noise at other social infrastructure such a churches, parks or recreation facilities would degrade the utility of this infrastructure places and the value the community places upon it. Depending on the level of noise and sensitivity of the users of the facilities, it is likely that some social infrastructure users may adapt with mitigation measures in place, some users may consider moving to other facilities and in rare cases some

infrastructure facilities may consider relocating. However, long standing land use planning controls have been applicable to the majority of these areas and have prevented incompatible development. The impacts of noise on health including sleep disturbance is discussed in section 6.5.6.

The uncertainty over the location of flight paths and airport operating modes that may be adopted could cause anxiety among the local community. This could be exacerbated due to the timeframes required to develop and certify a comprehensive airspace design for the proposed Western Sydney Airport. Even if the noise does not interrupt particular activities, the prospect of noise has the potential to cause annoyance, stress and anxiety. These psychological effects can have flow on effects into other areas of life within the family and community. These impacts are unpredictable in the sense they affect people differently (or not at all) and can be highly subjective.

It is important to note that the formal flight path design process for the proposed airport will not be finalised until much closer to operations commencing at the airport site. The formal design process will provide an opportunity to optimise flight paths on the basis of safety, efficiency, capacity, and noise and environmental considerations, while minimising changes to existing airspace arrangements in the Sydney region.

The Department of Infrastructure and Regional Development will be responsible for the flight path design for the proposed Western Sydney Airport, working in close collaboration with Airservices Australia and the Civil Aviation Safety Authority (CASA). The proposed airspace design arrangements will be formally referred under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). CASA would ultimately approve the proposed airspace management arrangements, including the authorisation of final flight paths, before the commencement of operations. Extensive community and stakeholder engagement will occur throughout the formal flight path design process.

The amenity of the GBMWHA and Blue Mountains communities is also expected to be impacted by an increase in aircraft noise. The locals and visitors to the GBMWHA and the Blue Mountians value the quiet and peaceful nature of the area, increased frequency and intensity of noise in the area is perceived to disturb the serenity of the area and may disrupt peoples enjoyment of the sounds of nature, such as sounds of birds and breeze. Although audible, noise levels are expected to be lower than levels that would interrupt conservation or daily activities such as watching television.

An increase in the number of audible overflights may be considered intrusive by recreational and tourist visitors as well as communities in the GBMWHA more generally. It is perceived that such increase in noise would disturb the peacefulness and serenity of the area and may potentially deter tourists and visitor from coming to the area for these values. Substantial areas within the GBMWHA are predicted to be impacted by aircraft overflight noise are ‘Special Areas’ managed by WaterNSW. Public access to these areas is prevented, and therefore overflight noise impacts would not impact people in these designated ‘Special Areas’. Refer to Section 6.3 for potential increased tourism in Western Sydney.

Other recreational areas that are valued for environmental and lifestyle value and which may also be impacted by aircraft noise are discussed and assessed in Section 6.9 and 6.11 and identified in the planning and land use assessment. Particular areas in rural or more isolated locations such as the Bents Basin Recreational Area in Greendale, Rossmore Grange, Twins Creek Golf and Country Club, Whalan Reserve at St Marys, Burragorang State Conservation Area and a small part of the Western Sydney Parklands and Prospect Nature Reserve would likely have a reduction in actual or perceived amenity for users, because increase in noise levels would disturb the peace and tranquillity that people seek at recreational areas. However it is not understood if the changes in the noise levels at these recreational areas would impact

on the usage of the areas. It is expected that noie levels and frequency would be different at each of these recreational areas depending on distance from the airport, flight paths and weather conditions.

Aside from frequency or intensity of the noise, the seriousness of the impact and the response of individuals would be dependent on a range of factors, some also subjective. These include:

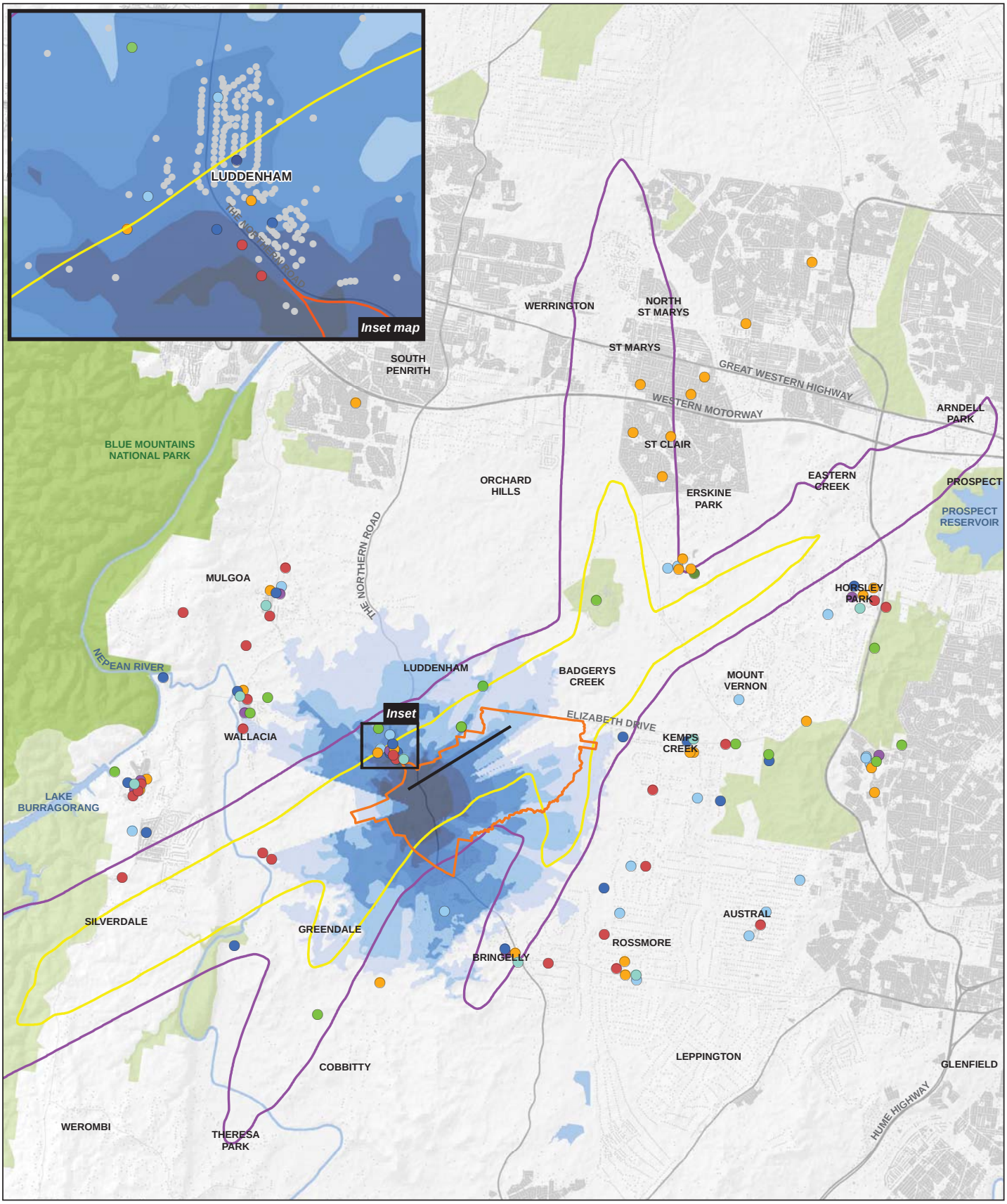
- Prior exposure to aircraft noise;
- Lifestyle and work factors; and
- Habituation over time.

Prior exposure to aircraft noise would potentially reduce the perceived seriousness of the impact. The emergence of aircraft noise where there previously was none would more reasonably be expected to trigger a negative response than an increase in flights on an existing flight path.

It is reasonable to assume that by the time of the long term development existing residents would have adapted and mitigated the noise levels and the new residents would move into the area with awareness of the potential noise levels.

Lifestyle factors such as place of work, work hours and the nature of work would also be a factor. For people who work away from home, noise may be experienced solely in the work or the home environment. Noise could more reasonably be expected to trigger a negative response in the home – particularly at time of rest or recreation – but also for people who work at home.

Airports necessarily occur in proximity to urban development. As such, there are numerous examples around the world of communities that are affected by aircraft noise. Over time it is reasonable to assume these communities adapt and become habituated to some levels of noise. The same could be expected of the broader urbanisation of Western Sydney, which is expected to increase other noise generating activities including background traffic.



LEGEND

- Airport site
- **Sensitive receivers**
  - Residential
  - Aged Care
  - Childcare
  - Community Centre
  - Education
  - Park
  - Recreation
  - Religious Facility
  - Shopping Centre
- Buildings
- 24 hours overflight noise impacts, N70 (n = 5-10) 2030
- Night time overflight noise impacts, N60 (n = 5-10) 2030

Ground Engine Run-Up Single Runway 2030

45dBA	60dBA
50dBA	65dBA
55dBA	70dBA

Paper Size A3

0 1 2 4

Kilometres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

GHD

Social infrastructure and residences potentially affected by worst case operational noise envelope in 2030 (combined 05 and 23 operating modes)

Job Number	21-24265
Revision	A
Date	18 Aug 2016

Figure 6-1

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Level 15, 133 Castlereagh Street Sydney NSW 2000 **T** 61 2 9239 7100 **F** 61 2 9239 7199 **E** sydmail@ghd.com.au **W** www.ghd.com.au

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6.5.2 Ground-based airport noise sources

The *Assessment of Ground-Based Noise* (Wilkinson Murray 2016b) considers the impacts associated with ground running of aircraft engines, taxiing of aircraft, road traffic changes in the surrounding area including construction generated traffic, and construction noise.

Terminology

For the purpose of the ground-based noise study, an overall noise criterion of 40dBA is taken as generally appropriate for indoor levels at residential locations in the vicinity of the airport at night. Criteria used for other receivers are 50dBA for school classrooms, 55dBA for hospital wards, place of worship, passive recreation areas and 60dBA for active recreation areas.

Summary of ground-based noise impacts

Predicted impacts of ground-based noise are summarised below.

- Construction noise would be mostly confined to the airport site, however some impact to the west of the airport site near Luddenham, and to the north-east around Badgerys Creek is expected. However, no residence will be affected by construction noise levels in excess of the criteria in the Airports (Environment Protection) Regulations.
- In 2030 under worst case meteorological conditions, it is estimated that a population of 1,595 people would be exposed to 45 dBA noise levels from engine ground running and 3,117 people would be exposed to 40 dBA levels of noise from taxiing in areas such as Luddenham, Badgerys Creek, Bringelly, Wallacia and Greendale.
- Road traffic noise impacts during construction are expected to be minimal. Some sections are Elizabeth Drive and Adams Road would experience modest noise level increases of around 2 dBA from traffic generated by the operation of the proposed airport.
- Ground-based noise levels are not expected to change significantly between the proposed Stage 1 development and the maximum single runway capacity scenario expected around 2050. It is not anticipated that taxiing and engine run-up noise levels would increase, but these types of noise may become more frequent in the intermediate 2050 scenario. The assessment of the proposed Stage 1 development is also considered generally appropriate for the 2050 scenario.
- The long term development anticipates the commissioning of a second runway some time before 2063. A second runway would be accompanied by increased aircraft activity and additional noise sources in the south-eastern portion of the site. The assessment of ground-based noise for a long term development has therefore focused on the 2063 scenario.
- With regard to noise impacts of traffic in the long term, two sections of Elizabeth Drive, part of the proposed M12 and part of Adams Road are predicted to experience an increase greater than 2 dBA during either of or2dBA for both ofthe Stage 1 and the Long - Term developmentdevelopment stages. These increases reflect the increases in traffic volumes resulting from the airport development, for example an increase in light vehicle movements on Elizabeth Drive west of Lawson Road from 7,564 movements per hour during daytime to 12,139 movements resulting from the airport development.

Impacts on social amenity and lifestyle

Based on the outcomes of the ground-based noise study, the proposed airport may lead to changes in social amenity and impact on existing lifestyles for communities close to the airport site, particularly Luddenham, Badgerys Creek, Bringelly, Wallacia and Greendale. The impacts of ground-based noise in these communities would be expected to lead to changes to the semi-

rural and relatively quiet nature of several of these areas. Impacts would predominantly be experienced at residences as opposed to public facilities, with the exception of Bringelly Child Care Centre. Noise impacts on the lifestyle and amenity of the residents and child care center are detailed in Section 6.5.1.

It is expected that the semi-rural character of these areas is also likely to change in the future in line with the continued development of peri-urban areas in Western Sydney, the gradual loss of agricultural lands, and the development of major infrastructure projects such as The Northern Road upgrade as part of the Western Sydney Infrastructure Plan, and the Outer Sydney Orbital development. The impacts of ground-based noise on health including sleep disturbance is discussed further in Section 6.5.6.

6.5.3 Air quality

Local air quality

The *Local Air Quality and Greenhouse Gas Assessment* (Pacific Environment 2016a) found that there would be reduced air quality as a result of the operation of the proposed airport for some areas within five kilometres of the airport site.

Aside from background road vehicle emissions from other developments in the region (which would make up the majority of anticipated emissions depending on the pollutant), aircraft movements were found to be the largest source of pollutants during the Stage 1 development. Other factors contributing to reduced air quality were onsite equipment, power sources ground operations, and airport-related road vehicles accessing the airport site.

Dispersion modelling of airport emissions from bulk earthworks and construction of infrastructure for the Stage 1 development indicated that construction dust would meet the relevant air quality criteria at all identified sensitive receptors outside the airport site.

Construction emissions are expected to be temporary and isolated in nature, with routine mitigation measures employed on other construction sites considered capable of addressing these issues. However given the long construction period, the assessment recommends particular attention be given to controlling particles generated by vehicles travelling on unsealed roads and transporting materials onto the road network.

Dispersion modelling of airport emissions during the operation of the Stage 1 development indicated that air quality would meet the current air quality criteria at all identified sensitive receptors for assessed pollutants such as nitrogen oxides and particulate matter. Odour from aircraft exhaust was similarly predicted to be below detection levels.

Predicted concentrations of particulate matter ($PM_{2.5}$) does exceed a planned air quality objective for 2025 at a number of sensitive receptors – however this is primarily attributable to background concentrations.

Dispersion modelling of airport emissions during the operation of the long term development indicated that air quality would exceed the relevant air quality criteria for nitrogen oxides at seven residential receptors and one airport site receptor.

Particulate matter was predicted to comply with the relevant hourly air quality criteria at all identified receptors, but was predicted to exceed the current annual criteria at three sensitive receptors and planned air quality objective for 2025 at 15 sensitive receptors. During both the Stage 1 development and long term development, emissions were typically more concentrated in areas immediately to the north and north-east of the airport site as a function of proximity to the airport site and direction of the more prevalent winds.

Management and mitigation measures to address air quality impacts associated with aircraft taking off and landing would mostly be beyond the remit of the proposed airport operator,

however the study identifies potential measures which could be implemented by terminal operators and individual airlines. To address community concerns about potential air quality related impacts, the report recommends undertaking air quality monitoring within or in the vicinity of the proposed airport to provide robust data which demonstrates that local air quality changes associated with the proposed airport are within regulatory guidelines.

Further information on the local air quality assessment is provided in the technical report prepared by Pacific Environment (2016a). The assessed community health effects of these local air quality impacts are discussed in Section 6.6.

Regional air quality (ozone)

The impacts of ozone due to the proposed airport development are assessed in the Regional Air Quality Assessment (Ramboll Environ, 2016). The assessment involved the modelling of ozone levels within the regional air shed for a range of scenarios, including:

- a 2008/2009 base case based on historic emissions data;
- a 2030 base case assuming the proposed airport is not developed;
- a 2030 Stage 1 development case assuming the proposed airport is developed; and
- a 2063 long term development case assuming the proposed airport is developed.

Under each scenario, a number of days were simulated. The days were selected from historic weather data proven to be conducive to peak ozone formation.

The assessment indicated that ozone would exceed the relevant air quality criteria of 100 parts per billion during all but one of the simulated days under the 2030 base case in which the airport is not developed, the Stage 1 development and long term development scenarios.

The operation of the Stage 1 development was shown to marginally increase peak ozone concentrations at particular locations by a maximum of 0.1 parts per billion (4-hour average). Separately to peak concentrations, the largest changes in concentrations at particular locations were 2.4, 1.3 and around 0.9 parts per billion (4-hour average). Increases in one-hour concentrations were higher at 5.5, 1.3 and around 1.2 parts per billion.

The operation of the long term development was shown to marginally increase peak ozone concentrations at particular locations by a maximum of 0.2 parts per billion (4-hour average). Separately to peak concentrations, the largest changes in concentrations at particular locations were 6.5, 5.9 and around 3.8 parts per billion (4-hour average). Increases in one-hour concentrations were higher at 12.5, 5.7 and 1.2 parts per billion.

Further information on the regional air quality assessment is provided in the technical report prepared by Ramboll Environ (2016). The assessed community health effects of these ozone increases are discussed in Section 6.6.

Impacts on social amenity and lifestyle

Based on the outcomes of the air quality study, development of the proposed airport may lead to changes in air quality for communities close to the airport site during Stage 1 and the long term development.

Potentially affected communities include Luddenham, Wallacia, Greendale, Badgerys Creek, Rossmore, Mt Vernon and Kemps Creek. These semi-rural areas are likely to value the clean, fresh air afforded by the location compared to more urbanised areas. Impacts of changes in air quality can result in health impacts for communities, which are discussed in Section 6.6 below.

Aside from the potential health impacts associated with changes to air quality, other social implications include:

- Stress and anxiety caused by the knowledge of potential health impacts.
- There could potentially be more dust settling on cars and furniture.
- Most residents in semi-rural areas are use to leaving the windows and doors open at most times, some people may see the need change this habit and close their windows and use air conditioning to keep the pollution and dust out.
- Since the change in air quality is expected to occur with or without the proposed airport, hence it is anticipated that airport related air quality changes would be minor and gradual, which would allow people to adapt to the change over time.Due to the low level and gradual changes to air quality it is not expected that people may consider to relocate to other areas.

Concerns have also been raised by the community about fuel jettisoning (commonly referred to as fuel dumping). The air quality assessment found that local effects of fuel jettisoning would be limited due to the rarity of such events, the inability of many aircraft to jettison fuel, the rapid vaporisation and wide dispersion of jettisoned fuel and the strict regulations on fuel jettisoning altitudes and locations. In addition, in the unlikely event that fuel is required to be jettisoned over land, research indicates that vaporisation and dispersion of fuel occurs rapidly. Fuel jettisoning is not expected to impact on air quality and therefore the amenity and lifestyle of communities.

6.5.4 Transport and access

The *Surface Transport and Access Study* (GHD, 2016) found that the proposed airport would lead to an increase in traffic on the local road network during construction, Stage 1 and the long term development.

The key major roads surrounding and connecting to the site would include the M7 Motorway, The Northern Road, Elizabeth Drive, Bringelly Road, Badgerys Creek Road, Adams Road and Mamre Road. The surface transport and access study found that the strategic road network (i.e. the M7 Motorway and other arterial motorways including the M4 and M5) currently experiences capacity constraints during peak periods, however the immediate area surrounding the site does not exhibit much congestion. Annual average daily traffic is around 17,000 vehicles on The Northern Road, 7,000 vehicles on Elizabeth Drive, 14,000 vehicles on Mamre Road and in the order of 6,000 – 9,000 on Bringelly Road, based on historical traffic data. Level of service on the existing road network varies, ranging between Level of Service A (free flowing) and Level of Service D (close to the limit of stable flow).

The construction phase would lead to an increase in construction traffic of 1,254 additional vehicle movements per day on the road network surrounding the airport site. Traffic modelling indicates construction would generate in the order of 150 – 160 additional vehicles per hour during peak periods along the planned construction vehicle route, primarily utilising Elizabeth Drive. This increase in traffic is not expected to deteriorate the level of service on Elizabeth Drive or the broader strategic road network, however minor decreases in level of service are predicted on stretches of Cowpasture Road and Luddenham Drive. Temporary road closures may also be required to facilitate safe movement of oversized vehicles construction.

Passengers, employees and freight from the Stage 1 development would generate traffic on the external road network in the order of 22,000 trips per day in 2031. While it is noted that other assessments of the Stage 1 development adopt 2030 as the assessment year, 2031 is the nearest year that is readily assessable in the industry standard Strategic Travel Model administered by the NSW Bureau of Statistics and Analytics. The adoption of 2031 as the assessment year is not considered to materially affect the assessment results.

Overall there would not be a notable decrease in the level of service of the road network, in part due to the numerous transport infrastructure projects and upgrades planned for Western Sydney (see Section 5.3.3). These projects and upgrades would provide sufficient capacity to cater for the expected airport passenger and employee traffic demand in 2031 as well as general traffic in the area. The public transport, walking and cycling infrastructure proposed by the NSW Government and local councils would also have sufficient capacity to cater to the expected airport passenger and employee demand.

The long term airport operations and forecast development growth in Western Sydney would have cumulative impacts on traffic and transport. The long term airport operations will also rely on rail services including potentially an extension of the South West Rail Link. Even so, the expected increases in demand for 2063 suggest that planning is required to preserve additional corridors and transport upgrades to cater for the population and travel growth associated with the airport and surrounding developments.

Impacts on social amenity and lifestyle

Based on the outcomes of the traffic and access study outlined above, the proposed airport may lead to an increase in traffic on roads surrounding the site during construction. Stage 1 operation would also result in an increase in traffic, however with the planned upgrades of surrounding roads and introduction of new roads in areas surrounding the site, the increase in traffic would not be expected to result in major capacity issues.

The long term operation would lead to an increase of traffic on roads in Western Sydney, which along with future population growth and continued development of the region (see section 5.3), may lead to road capacity issues if planning is not undertaken sufficiently early. This would require future planning beyond current road upgrade plans and the potential extension of public transport such as the South West Rail Link to reduce impacts on Western Sydney communities.

It is expected that increased traffic, road closures and diversions related to airport construction traffic and road works could cause some inconvenience, congestion and delays for local road users in areas surrounding the airport especially on Elizabeth Drive, Mamre Road and the Northern Road. Other major road infrastructure upgrades and associated construction activities in Western Sydney by the Australian and NSW governments likely be implemented by 2031 could also contribute to some inconvenience, delays and congestion to people in the area.

Local residents who are used to the semi-rural lifestyle would need to exercise additional caution while travelling, walking or accessing driveways along these roads. Increased traffic would lead to increased dust settling on cars, houses and furniture. Improved and increased road infrastructure and traffic is also likely to change the semi-rural visual amenity and feel of the areas surrounding the airport to a more urbanised amenity and lifestyle.

6.5.5 Land use, landscape character and visual amenity

The Planning and Land Use Impact Assessment (RPS, 2016a) concludes that construction and operation of the proposed airport would change the rural/semi-rural character of Badgerys Creek and the surrounding suburbs/LGAs in Western Sydney. This land use outcome has been anticipated in Commonwealth, NSW and local government strategic planning for the area over several decades. The development of the proposed airport is a key part of the transformation of Western Sydney. The currently semi-rural character of the area will change into an urban landscape as suburban Western Sydney is extended, with a loss of agricultural land which will be rezoned for employment and industrial land uses. The quiet rural amenity experienced at recreational areas would alter as the aircraft noise in areas close to the airport site may be audible by people engaged in recreational activities such as organised sport, walking, cycling, boating or camping (RPS, 2016a).

In addition to the above, development surrounding the airport would be shaped by long standing planning restrictions in place to prohibit developments that are incompativle with the proposed airport. Restrictions of this type have been reflected in planning by successive Australian, State and local governments given the long standing commitment to develop an airport at the airport site. These restriction would serve in part to protect the lifestyle and amenity of residents in Western Sydney from unacceptable noise levels by preventing residential development occurring in incompatible areas. These restrictions would continue to be refined through iterations of various planning instruments.

The landscape and visual assessment (RPS, 2016b) concludes that visual impacts will occur during Stage 1 and long term development of the proposed airport. The construction and operation of the airport would result in landscape changes at the site, views of overflights, and impacts from construction and operation lighting on-site. The assessment indicates varying levels of impact on different communities depending on their distance and elevation from the airport site, the presence of visual obstructions such as vegetation or terrain, their cultural and recreational values and their location with respect to the orientation of the runways and flight paths.

Key findings from the visual assessment are outlined below.

- The proposed airport development would involve substantial modification of the landscape and the existing rural visual quality in the area to a more urbanised and commercial character.
- The Stage 1 and long term development would likely have the most visual impacts on areas to the north such as Luddenham and Badgerys Creek due to their relative proximity to the airport as well as areas to the south of the airport such as Bringelly, Greendale and Bents Basin due to aircraft overflights.
- Surrounding rural residential areas at higher elevations such as Mount Vernon, Silverdale and Rossmore would experience moderate to low visual impact due to views of the airport site. The impact would, however, be increased by aircraft overflights.
- Visual impacts at selected important cultural and recreational areas, such as the Bents Basin State Recreation Area, would range from moderate to high due to the high sensitivity ratings of the viewpoints and the effect of aircraft overflights.

Impacts on social amenity and lifestyle

Based on the outcomes of the land use, and landscape and visual amenity studies outlined above, the proposed airport would lead to changes of the semi-rural land use and visual landscape in areas surrounding the airport. This would be likely to impact communities close to the site to the north (such as Luddenham and residences along Elizabeth Drive) which previously enjoyed a rural landscape. Further north, visual impacts will also affect the rural character and visual landscape of those communities which have a view over the site (Mount Vernon, Silverdale and Rossmore). Areas to the south of the site (such as Bringelly and Greendale) would be likely to experience visual amenity changes from rural to more urbanised views as a result of overflights.

As discussed in Section 6.5.1, the value of recreational areas such as Bents Basin State Recreation Area may also be reduced for users as a result of visual impacts due to the proximity of overflights. The implications of the broad transition for social amenity and lifestyle would essentially involve the progressive transition from quiet, rural or village lifestyles to more urban lifestyles in parallel with urban development and population growth.

The experience of these changes would be largely subjective. Established or long term residents who have experienced the change first hand would be more likely to regard it

negatively than more recent residents or other who travel to Western Sydney for work or otherwise.

It is important to note that this transition would occur as part of the broader urbanisation of Western Sydney which would occur to some extent independently of the proposed airport. Also planning restrictions in areas around the airport site have been in place for several years to avoid such impacts as discussed in section 6.5. This growth, including the proposed airport, would also bring a range of social benefits including stimulation of investment in better quality social infrastructure, such as shopping, health and recreation.

6.5.6 Economic and employment impacts

The proposed airport would bring increased employment and income generation opportunities to the Western Sydney region (refer to Section 6.1) leading to flow-on impacts on lifestyle and amenity of locals.

Impacts on social amenity and lifestyle

Consultation revealed that a large proportion of the population undertake long commutes on a daily basis to access work opportunities in other parts of Greater Sydney region, leading to long drives, sedentary lifestyles and less family or leisure time. During the Stage 1 and long term development, the proposed airport would provide much needed employment opportunities closer to home for residents of the Western Sydney region. This could lead to reduced commuting times for some residents, offering prospects for improved lifestyle by allowing workers more time for leisure activities and family. Additionally, increased employment opportunities would provide more choice for individually suited job options. Also cost savings from transport related to daily commute for employment and increased income in the Western Sydney region would provide options for improved quality of life and provide income to cope with increased cost of living over the years.

As a catalyst to overall growth of Western Sydney the airport will attract investment for increased and improved infrastructure which would offer access to reliable and efficient transport, communications and utilities.

6.6 Community health impacts

The health risk assessment (Pacific Environment, 2016b) concludes that the health risks from the airport development would mainly be related to the changes to air quality and noise levels in areas surrounding the airport. The exposure to pollutants such as particulate matter, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), benzene and diesel. This increased exposure may have a small increase in the predicted risk of mortality, hospital admissions and emergency department attendances for asthma especially in children. This is likely to occur in areas such as Bringelly, Kemps Creek and Rossmore. However, with mitigation measures in place to control emissions it is predicted that exposure to emissions would be reduced and associated health risks would be further reduced.

Low community health risks would also be associated with noise from ground-based operations and aircraft. These impacts are predicted to leading to an increase in the risk of sleep disturbance (assessed as awakenings), cardiovascular disease and may increase the risk of potential delays in childhood learning and cognitive development, especially in areas close to the airport site such as Luddenham.

6.6.1 Social implications of community health impacts

Although the predicted increase in health risks for the community are low and within acceptable limits, it is possible that a combination of noise, air quality changes and associated health risks may lead to social impacts. Some residents may make different housing choices such as moving to other areas where health impacts are perceived to be lower, subject to housing availability, affordability and employment opportunities. It is also possible that parents of children attending the education institutions and child care facilities impacted by ground operation and aircraft noise may be concerned about the impacts on their children and consider other options for schooling in the area. Healths impacts from noise such as annoyance and sleep disturbance have the potential to change some people's behaviour which could lead to changes in how people react to certain situations and potentially strain family and social relations. The potential amenity impacts on social infrastructure are discussed further in section 6.9.

As a catalyst for development and change in Western Sydney, the proposed airport may have a long term impact on the social determinants of health for some community members. The social determinants of health are the conditions in which people are born, grow, work, live, and age, and the wider set of forces and systems shaping the conditions of daily life. These forces and systems include economic policies and systems, development agendas, social norms, social policies and political systems (WHO, 2016).

The proposed airport may be the catalyst for increased employment opportunities and higher incomes, the urbanisation of formerly rural and suburban areas, improved transport infrastructure, and increased social infrastructure including health services, in Western Sydney. Collectively, these factors could provide socio-economic benefits to some community members, and therefore lead to positive community wellbeing and health impacts.

As discussed in section 6.7 however, reduced lifestyle and social amenity for some community members, particularly those living in areas close to the airport site, may have a negative impact on the health and wellbeing, particularly as a result of noise, air quality and visual impacts. The increased development and urbanisation of Western Sydney may also lead to long term reduced social amenity for some community members, particularly those who chose to live in areas of a rural or suburban setting. Lifestyle and amenity impacts can lead to stress for community members, particularly if they feel like they are powerless to change their circumstances. This can lead to a negative health and wellbeing outcomes for the affected community members.

6.7 Demographics

As discussed in Section 6.1, it is anticipated that the majority of the Stage 1 and long term development workforce requirements for the proposed airport would be met by the existing and forecast labour pool in the Western Sydney region and Greater Sydney.

Population growth has been forecast for Western Sydney and Greater Sydney without the proposed airport (from 2016 to 2063 and beyond). The growth in Western Sydney is likely due to factors such as housing affordability, availability of land for residential developments and the various development initiatives planned for Western Sydney (refer to Appendix B, Section 5).

The proposed airport would accelerate this growth, but would not be the sole factor contributing to the growth in Western Sydney and Greater Sydney. It is anticipated that the majority of the proposed airport workforce would be existing residents of Western Sydney, with some moving into the area permanently with their families and a small proportion commuting to the proposed airport on a daily basis from other parts of Greater Sydney. It is quite common in larger metropolitan cities for people to commute longer distances for competitive work opportunities.

The Economic Impacts of WSA Stage 1 (EY, 2016) states that by 2031 the proposed airport will result in an additional population of 17,823 in Western Sydney. Strongest growth is estimated to occur in the following LGAs:

- Penrith;
- The Blue Mountains;
- Blacktown;
- Wollondilly; and
- Camden.

This population will be redistributed away from other parts of Sydney and NSW. The LGAs which will see a slowing of population growth as a result of this redistribution include Sydney, Parramatta, Bankstown and Hornsby.

In 2063, Sydney West is expected to have an additional 63,400 people. Sydney South West is also anticipated to see strong growth relative to the base case with an additional 31,100 people in 2063. These population increases would be redistributed away from the rest of Sydney, the rest of NSW, and Sydney West Central. As mentioned earlier, the rest of Sydney, the rest of Sydney, the rest of NSW and Sydney West Central would not experience a decline in population. Rather, they would not grow by as much as they otherwise would have without the proposed airport.

Based on the population forecast data (Appendix B), it is predicted that the population in Western Sydney will continue to be younger than in other parts of Sydney and may also have a lesser proportion of the population over 65 years of age compared to the rest of Sydney. This could be because relatively cheaper housing in Western Sydney has and will continue to attract younger people starting out in life, in particular young families or soon-to-be families who wish to raise a family in areas that are less densely populated. Additionally, employment opportunities generated by the proposed Western Sydney Airport and other development in Western Sydney will continue to attract a younger population.

Population growth in the area, resulting from increased employment opportunities, increased connectivity through infrastructure developments and the transition from the existing rural character a more urbanised lifestyle, would increase the demographic and cultural diversity in the region. These changes will be particularly pronounced in areas to the west of the airport, where many communities currently have lower levels of cultural diversity compared to other parts of Western Sydney. Population growth will also increase demand for housing and social infrastructure discussed in Sections 6.8 and 6.9.

6.8 Housing and accommodation

As discussed in Sections 3.2 and 5.2.3, the majority of the Stage 1 and long term development workforce for the construction and operation of the proposed airport would likely be sourced from Western Sydney and the Greater Sydney region. It is expected that these workers will be existing residents of these areas and will commute to work on a daily basis. It is possible that a small number of technical specialists may be sourced from other parts of NSW, Australia, or internationally and may require temporary short or long term accommodation. It is anticipated that these workers would be housed in existing or proposed new housing in the Western Sydney region or Sydney. Since such demand is expected to be very small, it is not likely to impact on the availability of either temporary or permanent accommodation facilities in the Greater Sydney region as a whole.

The SIA stakeholder consultation identified that the Western Sydney region has the capacity to develop additional accommodation facilities and associated services to take advantage of the

potential increase in demand for such facilities and services from the operation of the proposed airport. This is a natural development associated with international airports, with business travellers, flight crews, and international tourists being most likely to use this form of accommodation.

The proposed airport workers who are anticipated to be residents of the Western Sydney region may comprise:

- long term residents of the region availing of work opportunities at the proposed airport during Stage 1 and long term development;
- some long term residents of the region, working in other parts of Sydney, who would give up their employment to take advantage of work opportunities closer to home;
- some who would move to the Western Sydney region as part of the overall growth of the region; and
- some who would move to the region specifically to work at the proposed airport.

It is not possible to accurately predict exactly how many workers and their families would move to the area specifically due to work opportunities at the proposed airport versus those who would move to the region for the other opportunities afforded by the general development and growth of Western Sydney. However, as the total workforce required for the proposed airport during Stage 1 is only a small proportion of the total labour pool available and forecast for the Western Sydney region, it can be assumed that during Stage 1 there would be a small number of the proposed airport workers who may choose to move to the region, therefore generating a small demand for long term housing in Western Sydney. It is possible that this small demand for housing from the proposed airport Stage 1 operational workforce could be absorbed by the significant amount of housing development proposed for the Western Sydney region.

As identified in Appendix C and E, Western Sydney offers housing that is more affordable compared to the rest of Sydney. Average incomes in Western Sydney including Western Sydney are lower than the Greater Sydney region average income, with some of the LGAs showing high socio-economic disadvantage on the SEIFA index. It is likely that the overall population growth in Western Sydney (with the proposed airport as a catalyst) may increase overall demand for long term housing potentially creating housing availability and affordability issues, which may particularly disadvantage groups who are already vulnerable or disadvantaged. Similarly as discussed in Section 6.4 increasing property values in Western Sydney as a result of increasing property values in rest of Sydney and announcement of the airport may also contribute to housing stress and inaffordability issues.

6.9 Impacts on social infrastructure

As discussed in Section 6.7 , the proposed airport is likely to result in a small increase in the population of Western Sydney due to some of the operational workforce moving into the region. This small increase in population would generate additional demand on social infrastructure in the region. For the purpose of this assessment, social infrastructure incorporates the facilities and services that are used for the physical, social, cultural or intellectual development or welfare of the community. It includes physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses. Importantly, social infrastructure also incorporates the services, activities and programs that operate within these built facilities. Social infrastructure is not limited to that provided by Federal, State and Local Governments. It also includes those services and facilities that are operated by non-profit community organisations as well as the private sector.

It is anticipated that construction of the Stage 1 development would not generate demand for social infrastructure in the areas near the airport site, because of the local and temporary nature of construction work. It is anticipated that the workers will largely be residents of Western Sydney or Greater Sydney and will access social infrastructure facilities and services at their area of residence.

The Stage 1 and long term operational workforce at the proposed airport may impose additional demand on social infrastructure in areas near the airport site. For example, workers at the airport may choose to use local services such as child care, medical services (e.g. General Practitioners, dentists, pharmacies), and recreational facilities (e.g. swimming pools, gymnasiums, public parks) and this may increase competition with existing residents. This was raised as a potential impact during stakeholder consultation for the SIA.

Consultation with the NSW Department of Education and Communities (DEC) indicated there may be some impact on demand for schools as a result of the operational workforce. Some workers may prefer their children to attend a school near their workplace, which is an existing trend at schools near Sydney Airport. While DEC catchments for public schools are based on where students live, DEC may allow students to attend a school near their parent's workplace if there is capacity at the school, however this would be at the discretion of the DEC and require a policy review.

As discussed in Section 5.2.3 and Appendix B, the population of the Greater Sydney region is expected to grow significantly over the coming decades, with much of this growth expected to occur in Western Sydney. This population growth will lead to increased demand for all types of social infrastructure. This overall population growth in Western Sydney coupled with potential health impacts from the airport development may increase demand for health and medical services and facilities in the region.

Planning is currently underway by the NSW Government and relevant local councils to determine what is required to service the existing and future populations of the areas already identified for new growth. This planning is reflected in part through the establishment of various priority growth areas and land release areas (see Section 5.3).

Due to the relatively recent announcement in April 2014 that Badgerys Creek will be the site of the proposed airport, the impact of the proposed airport on future population growth has not yet been fully considered and analysed by the relevant agencies and councils, a fact which was confirmed during consultation for this SIA. As a catalyst for development in Western Sydney, the proposed airport may result in the following changes to the expected population growth:

- a faster rate of population growth;
- a greater increase in population overall;
- changes in the expected profile of future residents and workers; and
- changes in the distribution of population growth across the region with some locations experiencing more or less growth (or faster or slower growth) than previously anticipated.

All of these factors would take place within the context of the continuing transformation of Western Sydney. Taken together, these factors would impact on social infrastructure planning and provision, and therefore on the lives of Western Sydney residents and workers. To meet the increasing demand, NSW Government agencies and councils will need to plan for the appropriate, timely and well-located provision of social infrastructure for Western Sydney communities, to meet the future needs for both the proposed airport workforce and overall growth in Western Sydney.

In addition to impacts posed by demand factors, as discussed in Section 6.7, airport operational activities such as take-offs, landings, and overflights, as well as increased road traffic are likely to generate noise, visual and air quality impacts for sensitive social infrastructure such as child care, schools, hospitals, recreational spaces and places of worship. Impacts on such sensitive receivers are discussed in Section 6.7 and in the respective EIS technical studies. These technical studies also discuss mitigation measures for such impacts.

6.10 Impacts on emergency services

The hazard and risk assessment (R2A Due Diligence Engineers 2015) outlines that the lead construction contractor and future operator of the proposed airport would develop and implement safety protocols including an Emergency Response Plan. It is anticipated this would be developed in collaboration with all NSW emergency services and the Australian Federal Police (AFP) if required (see below). DIRD is also currently updating a Bushfire Management Plan for the site. It is anticipated that together these plans will cover emergency response, first aid and basic medical services, fire prevention, firefighting equipment, and security.

An Airservices Aviation Rescue Fire Fighting Services (ARFFS) station is proposed for each runway at the proposed Western Sydney Airport, with a mutual aid agreement with the Rural Fire Service (RFS) expected to be in place before airport operations commence (R2A Due Diligence Engineers, 2015). During consultation, NSW Fire and Rescue services indicated that currently at Sydney Airport they are required to respond to situations surrounding the airport and some issues on-site e.g. situations at retail outlets in terminal buildings. This leaves the on-site ARFFS resources available to respond to airside operational emergencies. It is anticipated there would be similar arrangements at the proposed airport. NSW Fire and Rescue services anticipate that should local resources be required to assist with an emergency situation at the proposed airport, NSW Fire and Rescue would manage and re-distribute its resources from other areas to ensure that their ability to service the local community is not impacted.

The hazard and risk assessment indicates that NSW Police have primary responsibility for security and safety issues associated with the proposed airport. However, it has been suggested that consideration be given to providing an AFP station at the proposed airport similar to that at Sydney Airport (R2A Due Diligence Engineers, 2015). It is important to note that the decision on whether AFP services should be provided at the proposed airport will be a matter for the AFP and the Australian Government. An agreement regarding the respective roles of the AFP and NSW Police will be established as part of detailed operational planning for the airport.

NSW Ambulance was also consulted during the SIA process, to understand potential demand from the proposed airport in light of their current arrangements at Sydney Airport. The SIA was informed that NSW Ambulance does not have an on-site station at Sydney Airport. The existing station at Mascot responds to emergencies at Sydney Airport when a 000 call is received. NSW Ambulance does not expect an on-site station to be provided at the proposed airport unless there is major commercial and residential development at the airport. NSW Ambulance does not expect the proposed airport to directly impact its ability to service the local community.

The lead construction contractor of the airport would develop and implement safety protocols including an Emergency Response Plan in collaboration with all NSW emergency services and the AFP. A Bushfire Management Plan will also be prepared for the airport site. It is anticipated that together, these plans will cover emergency response, first aid and basic medical services, fire prevention, firefighting equipment, and security.

In summary, the proposed airport may increase demand for emergency services as a result of the population growth and economic growth in Western Sydney (Sections 6.2 and 6.7), increased traffic and transport (Section 6.7), and increase in the associated health impacts (Section 6.6). Nevertheless, the ability of emergency services to respond to local community needs are not expected to be impacted during construction and operation of the proposed airport development.

6.11 Summary of socio-economic impacts and assessment

Table 6-2 summarises the socio-economic impacts discussed in Section 6 and assesses their significance rating as per the methodology outlined in Section 2.2.6 for Western Sydney and the local study area communities.

Table 6-2 Summary of social impacts, both actual and perceived, and their significance rating

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Economic, employment and industry benefits and impacts						
Economic benefits and impacts: The proposed airport will contribute substantial amounts of value-add to the economy of Western Sydney, including $1.9 billion over the construction period, and $77 million per year during Stage 1 operations (EY, 2016). The proposed airport will contribute further benefits to the rest of Sydney, particularly during operations. These benefits will increase commensurate with passenger movements. In the long term the proposed airport would increase value-add in the Western Sydney economy by $1,507 million, the Rest of Sydney economy by $4,640 million and the Rest of New South Wales economy by $506 million. The increased value-add in Western Sydney, the Rest of Sydney and the Rest of NSW, as well as a reduction in value-add for the Rest of Australia (in both 2031 and 2063), reflects the economic activity that is attracted to Sydney and NSW from all over the country and the widespread economic impacts generated by the proposed airport development.	Stage 1 construction Stage 1 operation Long term development	Positive	Western Sydney and Greater Sydney communities	Almost certain	Major	Very high
Employment opportunities: The proposed airport development will generate a number of direct, indirect and induced jobs including: • Peak of construction employment at 758 direct FTE jobs in 2022 in Western Sydney (EY, 2016) • A total of approximately 8,730 direct FTE jobs would be required per year in 2031 during operations of the Stage 1 development. In addition, a further 4,440 FTE jobs could be generated from commercial activities on the business park on the airport site (EY, 2016) • A total of approximately 61,500 direct FTE jobs would be required in 2063 during the long term development. A further 27,150 FTE jobs could be generated from commercial activities from business on the airport site (EY, 2016).	Stage 1 construction Stage 1 operation Long term development	Positive	Western Sydney and Greater Sydney labour pool	Almost certain	Major	Very high

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Employment opportunities: Operation of the proposed airport may lead to some workers potentially giving up existing jobs to take up work at the airport which may create vacancies/shortfalls in those industries. Given the availability of, and future growth in, the labour pool, job vacancies would be easily filled.	Stage 1 operation Long term development	Negative	Existing industries/businesses in Western Sydney and Greater Sydney	Possible	Negligible	Low
Impacts on other industries: Business growth and development in other industry sectors such as construction, utilities, trade, transport and services, accommodation, retail, professional services and public administration is anticipated (EY, 2016). This is anticipated to occur from the sourcing of goods and services for the proposed airport and well as through indirect and induced economic impacts.	Stage 1 construction Stage 1 operation Long term development	Positive	Business/services in Western Sydney and Greater Sydney	Almost certain	Major	Very high
Impacts on other industries: New areas of land surrounding the airport site may become available for transport and logistics, warehousing and office space (RPS, 2016a). This may lead to industry and economic growth and lead to Western Sydney becoming more attractive to businesses.	Stage 1 operations Long term development	Positive	Business/services in Western Sydney and Greater Sydney	Almost certain	Moderate	High
Impacts on other industries: Changes to land use in Western Sydney due to the proposed airport development as well as other planned developments may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing. Existing trends show that these industries are already in decline in Western Sydney.	Stage 1 operation Long term development	Negative	Industry sectors such as agriculture, forestry and manufacturing	Likely	Moderate	Medium
Property impacts						
Property impacts: Overall no discernible effect on property values is forecast as a result of other positive factors which offset the adverse impacts of noise.	Stage 1 construction Stage 1 operation Long term development	Neutral	Communities close to the airport site	-	-	-
Property impacts: Increase in housing prices associated with the announcement of the proposed airport may lead to increased rental prices which may lead to housing affordability issues in parts of Western Sydney.	Stage 1 construction Stage 1 operation Long term development	Negative	Western Sydney communities	Likely	Moderate	Medium

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Lifestyle and amenity						
Lifestyle and amenity impacts: Communities that may experience reduction in amenity as a result of aircraft overflights and operational noise could be Badgerys Creek, Luddenham, St Marys and Erskine Park in Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, as well as parts of Blacktown and the Blue Mountains. While a general significance rating has been provided for all communities, the significance rating for each community will depend on a number of factors including, but not limited to: the future operating strategy of the proposed airport, the distance of a community from the airport, the height of aircraft over a community, and the existing lifestyle and amenity characteristics of a community.	Stage 1 operation Long term development	Negative	Badgerys Creek, Luddenham, St Marys and Erskine Park in Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, and parts of Blacktown and the Blue Mountains	Almost certain	Moderate	High
Lifestyle and amenity impacts: Reduced recreational value of nearby recreational areas (e.g. Bents Basin Conservation Area) may occur as well as wilderness value of GBMWHA due to aircraft noise and visual impacts. Overflights in the GBMWHA from the proposed airport would generally be over 5,000 feet above ground level. The number of audible overflights be in the order of 70 per day.	Stage 1 operation Long term development	Negative	Communities in Bents Basin Conservation Area, Burragorang State Conservation Area, Gulguer Conservation Area and GBMWHA and Blue Mountains.	Likely	Minor	Medium
Lifestyle and amenity impacts: Reduced social amenity and rural/semi-rural residential lifestyle may occur as a result of construction ground-based noise for areas close to the airport site	Stage 1 construction	Negative	Areas to the west (Luddenham) and north-east (Badgerys Creek) of the site	Almost certain	Moderate	High
Lifestyle and amenity impacts: Reduced social amenity and rural/semi-rural lifestyle may occur as a result of operational ground-based noise for areas close to the airport site.	Stage 1 operation Long term development	Negative	Communities close to the airport site, particularly Luddenham, Badgerys Creek, Bringelly, Wallacia and Greendale	Almost certain	Major	Very high
Lifestyle and amenity impacts: Reduced amenity of sensitive social infrastructure may occur as a result of operational ground-based noise in areas close to airport site including Bringelly Child Care Centre. .	Stage 1 operation Long term development	Negative	Users of the Bringelly Child Care Centre	Almost certain	Minor	Medium

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Lifestyle and amenity impacts: The uncertainty over the location of flight paths and airport operating modes that may be adopted could cause anxiety among the local community. This could be exacerbated due to the timeframes required to develop and certify a comprehensive airspace design for the proposed airport.	Pre-construction Stage 1 construction	Negative	Local communities impacted by lifestyle and amenity impacts	Likely	Minor	Medium
Lifestyle and amenity impacts: Air quality impacts as a result of construction activities at the airport would be readily managed and are not expected to generate concentrations above the relevant air quality criteria at surrounding residential sensitive receptors. Vehicles travelling on unsealed roads and transporting materials onto the road network would require mitigation and management measures to control potential impacts.	Stage 1 construction	Negative	Sensitive receivers along roads carrying construction material surrounding the site	Almost certain	Minor	Medium
Lifestyle and amenity impacts: Changes to air quality of existing semi-rural communities close to airport operations may occur. Although air quality may be affected, it is noted that emissions from the proposed airport during the construction and operation of the Stage 1 development are in most cases not predicted to exceed relevant air quality criteria at identified residential receptors in the vicinity of the airport site.	Stage 1 operation	Negative	Luddenham, Wallacia, Greendale, Badgerys Creek, Rossmore, Mt Vernon and Kemps Creek	Almost certain	Minor	Medium
Predicted exceedances of air quality criteria due to the proposed airport are limited to ozone, which are predicted to occur with or without the proposed airport, and nitrogen oxides during the long term development. It is noted that these exceedances are predicted without the implementation of specific mitigation and management measures to control emissions. As such, actual emissions and concentrations at sensitive receptors would potentially be less than predicted.	Long term development	Negative	Luddenham, Wallacia, Greendale, Badgerys Creek, Rossmore, Mt Vernon and Kemps Creek	Almost certain	Minor	Medium
Lifestyle and amenity impacts: Increase in traffic on roads surrounding the site, road closures and diversions during construction leading to inconvenience, congestion and delays for local road users and communities surrounding the site.	Stage 1 construction	Negative	Communities and local road users in areas surrounding site	Almost certain	Moderate	High
Lifestyle and amenity impacts: Increase in traffic on roads surrounding the site may occur during Stage 1 operations. However, with the planned upgrades of surrounding roads and introduction of new roads in areas surrounding the site, the increase in traffic is not expected to result in capacity issues.	Stage 1 operation	Negative	Communities in areas surrounding site	Almost certain	Moderate	High

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Lifestyle and amenity impacts: Potential increase in traffic on roads in Western Sydney may occur during long term operations which, along with future population growth, may lead to road capacity impacts.	Long term operation	Negative	Western Sydney communities	Likely	Minor	Medium
Lifestyle and amenity impacts: Improved road infrastructure and increased traffic would change the semi-rural visual amenity of the area and contribute to a more urbanised landscape.	Stage 1 operation Long term operation	Negative	Community in areas surrounding site	Almost certain	Minor	Medium
Lifestyle and amenity impacts: Reduced visual amenity for areas close to the site may occur due to a permanent change in the landscape from semi-rural to a predominantly built environment.	Stage 1 construction Stage 1 operation Long term operation	Negative	Communities close to the site including Luddenham, Elizabeth Drive, Mount Vernon, Silverdale, Rossmore	Almost certain	Minor	Medium
Lifestyle and amenity impacts: Reduced amenity for areas to the north and south of the site may occur due to the visual impact from the proximity of overflights.	Stage 1 operation Long term operation	Negative	Communities close to the site including Badgerys Creek, Luddenham, Bringelly, Bents Basin, Mount Vernon, Silverdale, Rossmore, Bents Basin	Almost certain	Minor	Medium
Lifestyle and amenity impacts: Reduced amenity for recreational areas surrounding the proposed airport site due to aircraft noise.	Stage 1 operation Long term operation	Negative	Communities close to the site and users of recreational areas including Bents Basin and the Blue Mountains	Almost certain	Minor	Medium
Lifestyle and amenity impacts: The proposed Western Sydney Airport will provide employment opportunities, with more job choices and work closer to home for the residents of Western Sydney, reducing their travel time and offering improved lifestyle and amenity. As a catalyst to overall growth of Western Sydney the airport will attract investment for increased and improved infrastructure which would offer access to reliable and efficient transport, communications and utilities.	Stage 1 construction Stage 1 operation Long term development	Positive	Proposed airport employees and their families who are/will be residents of Western Sydney	Likely	Moderate	Medium

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Community health impacts						
Community health impacts: In areas surrounding the proposed airport site, exposure to pollutants may have a small increase in long-term and short -term mortality, increases in hospital admissions and increases in emergency department attendances for asthma especially in children.	Stage 1 operation Long term development	Negative	Bringelly, Kemps Creek, Rossmore	Unlikely	Moderate	Medium
Community health impacts: Low community health risks would also be associated with ground-based operations and aircraft noise, leading to a small increase in sleep disturbance (assessed as awakenings), increases in risk of cardiovascular disease and potential delays in childhood learning and cognitive development, especially in areas close to the airport site.	Stage 1 operation Long term development	Negative	Communities surrounding the site including Luddenham	Unlikely	Moderate	Medium
Community health impacts: Concerns about health impacts may lead to some residents making different housing choices. Parents may also choose to move children from educational institutions near the site.	Stage 1 operations Long term development	Negative	Communities and recreational areas in Western Sydney region	Unlikely	Negligible	Very low
Demographic impacts						
Demographic impacts: Employment opportunities generated by the proposed airport may contribute to population growth of an additional 17,800 persons by 2031 in Western Sydney. New residents are likely to be younger people attracted to employment opportunities and more affordable housing opportunities in Western Sydney. Such population growth would also result in provision of additional infrastructure.	Stage 1 operation Long term development	Positive	Western Sydney communities	Possible	Moderate	Medium
Demographic impacts: Change to a more urban character and urbanised lifestyle may attract people from culturally diverse backgrounds, changing the existing demographic profile of some areas of Western Sydney which may currently have lower levels of diversity.	Stage 1 operation Long term development	Positive	Western Sydney communities	Possible	Minor	Low

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Housing and accommodation benefits and impacts						
Housing and accommodation impacts: There is a potential for increase in demand for accommodation facilities (hotels/motels) and associated services (entertainment) close to the proposed airport. SIA stakeholder consultation has indicated that Western Sydney has the capacity to develop these to meet demand.	Stage 1 operation Long term development	Positive	Western Sydney accommodation industry	Likely	Moderate	Medium
Housing and accommodation impacts: Majority of construction and operational workforce is expected to be sourced from Western Sydney and the Greater Sydney region. Some technical specialists may be sourced from other parts of Australia or internationally, and may require temporary short or long term accommodation. It is expected that existing or proposed new housing and accommodation in the Western Sydney region would accommodate this demand.	Stage 1 construction Stage 1 operation Long term operation	Positive	Construction and operational workforce	Possible	Moderate	Medium
Housing and accommodation impacts: Some workers at the airport may choose to move from other parts of Sydney or outside of Sydney to areas in Western Sydney, resulting in a small increase in demand for housing.	Stage 1 operation Long term development	Positive	Existing and future residents of Western Sydney	Possible	Minor	Low
Housing and accommodation impacts: Decreasing housing availability and affordability issues in some areas potentially due to the proposed airport and wider Western Sydney development may lead to inadequate affordable housing options for socially disadvantaged groups.	Stage 1 operation Long term development	Negative	Socially disadvantaged residents in Western Sydney	Unlikely	Minor	Low
Impacts on social infrastructure:						
Impacts on social infrastructure: The forecast increase in construction workers is unlikely to lead to demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools) due to the small number of workers and temporary nature of construction work.	Stage 1 construction	Neutral	Communities in areas close to airport site and service providers	-	-	-

Impact description	Western Sydney Airport development phase	Nature of impact	Impacted stakeholder groups/communities	Likelihood	Consequence	Significance rating
Impacts on social infrastructure: The forecast increase in workers may result in increased demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools). It is anticipated that future social infrastructure provision should have capacity to meet future demand as a result of the long timeframe of development allowing appropriate planning by service providers. It is likely that such demand will stimulate further growth in the region.	Stage 1 operation Long term development	Positive	Communities in areas close to airport site and service providers	Likely	Minor	Medium
Impacts on emergency services: There is a potential impact on capacity of emergency services during an emergency at the proposed airport. However, during SIA consultation, all providers (NSW Police, Fire and Rescue, Ambulance) indicated there are existing procedures to bring in additional resources if needed.	Stage 1 construction Stage 1 operation Long term operation	Neutral	NSW emergency services Western Sydney communities	-	-	-

7. Mitigation and management measures

7.1 Introduction

This section outlines recommended mitigation measures and management strategies that have been identified to address the socio-economic impacts arising from the proposed airport. The management strategies developed in this section are based on existing industry practices and stakeholder feedback received during the SIA consultation.

Given the nature of this SIA, some of the mitigation measures identified in this SIA are not measures which an airport operator could implement. For example, some are measures which the NSW Government or local councils may be able to implement. In this regard, this SIA recommends that consideration be given to the measures proposed in this SIA in the development of future policy and decision-making, where appropriate.

Due to the timeframes of the proposed airport development, it is expected that the associated socio-economic impacts would vary over time,. The majority of these changes are more generally associated with the continuing development of Western Sydney. Socio-economic impacts will be monitored over time through ongoing stakeholder engagement, in particular with the NSW Government and local government. As a result, the management strategies proposed are intended to adapt to these changing conditions and would be reviewed and updated routinely as required.

The socio-economic impact management strategies are outlined below in Sections 7.2 to 7.5.

7.2 Regional employment and business development

To maximise local benefits, the development of a local procurement policy would encourage the proposed airport contractors to, where possible, source their workforce and their suppliers for goods and services locally. To facilitate this, as part of contractor terms and conditions, contractors may be asked to develop a local industry participation plan as part of an Australian Industry Participation Plan. Local recruitment services with appropriate training programs may be engaged as required. The proposed airport development would follow equal opportunities policy. Indigenous participation and participation of people with disadvantages would be considered equally in the training and recruitment programs.

To realise the full benefit from the proposed airport development, a number of economic and employment strategies and plans developed for the Western Sydney region (refer to Section 3.1) need to be aligned. Skills development and training programs for industries supporting the airport development, as well as other existing industries in the region, will better provide for the long term sustainability of the region.

7.3 Stakeholder engagement and complaints management

To allow for community and stakeholder feedback, the following stakeholder engagement activities would be implemented:

- Continue to liaise with relevant agencies that may include local and state government agencies, tourism agencies, agencies responsible for affordable housing, Western Sydney Business Chamber and educational facilities including universities and TAFE, to inform agency planning activities and allocation of funding to programs that may benefit or otherwise be affected by the proposed airport.
- Continue engaging with the general public and key stakeholders on the proposed airport's development, timeframes and requirements to align development plans and service provision.
- Manage and mitigate community concerns, particularly about amenity and health impacts. Provide timely information to communities whose lifestyle and amenity may be affected, allowing them to understand how they may be impacted, prepare for the impacts, and make informed decisions.

7.4 Planning interventions

To realise the full potential of benefits from the proposed airport development and minimise negative impacts, it will be necessary for there to be increased coordination between government agencies, coordinated planning interventions and the commitment of appropriate investments from various government agencies in planning and development of Western Sydney region. These agencies may include Western Sydney local government agencies, NSW Government agencies (e.g. Department of Planning and Environment, the Greater Sydney Commission, Transport for NSW, Department of Education and Communities, Community Services, NSW Health), tourism agencies, agencies responsible for affordable housing and other organisations (e.g. Western Sydney Business Chamber, educational facilities including universities and TAFE).

7.5 Implementation of other mitigation measures

The EIS indicates that the potential social amenity and lifestyle impacts, such as those caused by increased noise, decreased air quality, changes to visual amenity and changes to traffic conditions are expected to be unavoidable for certain Western Sydney communities, particularly those in areas close to the airport site. In addition, the mitigation or management of some impacts, such as air quality and overflight/ground-based aircraft impacts as a result of aircraft operations is beyond the control of the Australian Government and/or the airport operator. However, there are measures which could be implemented by other key stakeholders (e.g. airline operators) to assist with reducing amenity and lifestyle impacts on communities. Where relevant, a number of mitigation measures related to noise, air quality, visual amenity and traffic related to construction, phase 1 operation and long term operation have been developed in the EIS. Some relevant mitigation measures are referred to in Section 7.6.

The formal process for delivering final flight paths may serve to address community concerns about potential noise impacts. The Department of Infrastructure and Regional Development will be responsible for delivering the flight path design, in close consultation with Airservices Australia and CASA. Identifying flight paths and operating procedures that minimise noise impacts will be a critical component of this work. Other measures to control the potential impacts of noise that would be considered include insulation or acquisition of buildings most affected by noise in accordance with Australian Standard *AS 2021-2000 Acoustics – Aircraft noise intrusion – Building siting and construction*. Operation of the proposed airport would also be subject to further detailed design including further analysis of the location of noise generating facilities and activities, and detailed consideration of practicable noise mitigation measures for engine maintenance testing associated with ground operations.

Communication of measures to control noise may also serve to address community concerns. As such, extensive community and stakeholder consultation will be carried out during the formal process for delivering final flight paths and thereafter through forums in place at other major Australian airports such as Community Aviation Consultation Groups.

7.6 Summary of social impacts and corresponding management measures

Table 7-1 summarises the social impact management measures as they relate to specific impacts identified in Table 6-2.

Table 7-1 Summary of social impacts, both actual and perceived, and mitigation measures

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Economic, employment and industry benefits and impacts			
Economic benefits and impacts: The proposed airport will contribute substantial amounts of value-add to the economy of Western Sydney, including $1.9 billion over the construction period, and $77 million per year during Stage 1 operations (EY, 2016). The proposed airport will contribute further benefits to the rest of Sydney, particularly during operations. These benefits will increase commensurate with passenger movements. In the long term the proposed airport would increase value-add in the Western Sydney economy by $1,507 million, the Rest of Sydney economy by $4,640 million and the Rest of New South Wales economy by $506 million.	Stage 1 construction Stage 1 operation Long term development	Positive	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period, including skills training to ensure high local and regional participation levels in the workforce.
Employment opportunities: The proposed airport development will generate a number of direct, indirect and induced jobs including: • Peak of construction employment at 758 direct FTE jobs in 2022 in Western Sydney (EY, 2016) • A total of approximately 8,730 direct FTE jobs would be required per year during operations of Stage 1 in 2031 for airport operations. In addition, a further 4,440 FTE jobs could be generated from commercial activities on business parks on the airport site (EY, 2016) • A total of approximately 61,500 direct FTE jobs would be required in the long term for airport operations. A further 27,148 FTE jobs would be generated from commercial activities from business on the airport site (EY, 2016).	Stage 1 construction Stage 1 operation Long term development	Positive	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period, including skills training to ensure high local and regional participation levels in the workforce. Develop an equal opportunities policy including training and suitable employment opportunities for Indigenous people and people with disadvantages during the construction period. Communicate employment opportunities and required skills to local governments and the community. Continue to liaise with relevant agencies that may include local and State government agencies, tourism agencies, agencies responsible for affordable housing, Western Sydney Business Chamber and educational facilities including universities and TAFE, to inform agency planning activities and the allocation of funding to programs that may benefit or otherwise be affected by the proposed airport.

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Employment opportunities: Stage 1 operations and long term development may lead to some workers potentially giving up existing jobs to take up work at the proposed airport which may create vacancies/shortfalls in those industries. Given the availability of, and future growth in, the labour pool, job vacancies would be easily filled.	Stage 1 operation Long term development	Negative	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period, including skills training to ensure high local and regional participation levels in the new workforce. Communicate employment opportunities and required skills to the local governments and community to develop appropriate training programs for direct and indirect employment opportunities with the proposed airport including for industries that will supply goods and services to the proposed airport. Continue to liaise with relevant agencies that may include local and State government agencies, tourism agencies, agencies responsible for affordable housing, Western Sydney Business Chamber and educational facilities including universities and TAFE, to inform agency planning activities and the allocation of funding to programs that may benefit or otherwise be affected by the proposed airport.
Impacts on other industries: Business growth and development in other industry sectors such as construction, utilities, trade, transport and services, accommodation, retail, professional services and public administration is anticipated (EY, 2016). This is anticipated to occur from the sourcing of goods and services for the proposed airport and well as through indirect and induced economic impacts.	Stage 1 construction Stage 1 operation Long term development	Positive	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period including skills training to ensure high local participation levels in the supply of goods and services for the proposed airport. Communicate employment opportunities and required skills to the local governments and community to develop appropriate training programs for direct and indirect employment opportunities with the proposed airport including for industries that will supply goods and services to the proposed airport.
Impacts on other industries: New areas of land surrounding the airport site may become available for transport and logistics, warehousing and office space (RPS, 2016a). This may lead to industry and economic growth and lead to Western Sydney becoming more attractive to businesses.	Stage 1 operations Long term development	Positive	Communicate growth plans of the airport with the local governments and other state agencies to engage in appropriate planning and development of the areas surrounding the site.
Impacts on other industries: Changes to land use in Western Sydney due to the proposed airport development and other planned development may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing. Existing trends show that these industries are already in decline in Western Sydney.	Stage 1 operation Long term development	Negative	Engage in ongoing interaction with NSW Government and local governments about the airport development and associated land uses. This will facilitate exploration of opportunities for alternative locations and/or value add opportunities to maintain industry sector presence in the wider region, while attracting appropriate investment in other industries through Government policy coordination.

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Property impacts			
Property impacts: Overall no discernible effect on property values is forecast as a result of other positive factors which offset the adverse impacts of noise	Stage 1 construction Stage 1 operation Long term development	Neutral	No action required
Property impacts: Spike in housing prices associated with the announcement of the proposed airport may lead to increased rental prices which may lead to housing affordability issues in parts of Western Sydney.	Stage 1 construction Stage 1 operation Long term development	Negative	Ongoing engagement with NSW Government and local governments to support their planning process to meet these future demands from the airport development
Lifestyle and amenity			
Lifestyle and amenity impacts: Communities that may experience reduction in amenity as a result of aircraft overflights and operational noise could be Badgerys Creek, Luddenham, St Marys and Erskine Park in the Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, Blacktown, and the Blue Mountains. While a general significance rating has been provided for all communities, the significance rating for each community will depend on a number of factors including, but not limited to: the future operating strategy of the proposed airport, the distance of a community from the airport, the height of aircraft over a community, and the existing lifestyle and amenity characteristics of a community.	Stage 1 operation Long term development	Negative	Impact mitigation measures as outlined in the EIS including development of a noise management plan which would be prepared for aircraft operations prior to the commencement of airport operations. The formal process for delivering final flight paths may serve to address community concerns about potential noise impacts. The Department of Infrastructure and Regional Development will be responsible for delivering the flight path design, in close consultation with Airservices Australia and CASA. Identifying flight paths and operating procedures that minimise noise impacts will be a critical component of this work. Other measures to control the potential impacts of noise that would be considered include insulation or acquisition of buildings most affected by noise in accordance with Australian Standard *AS 2021-2000 Acoustics—Aircraft noise intrusion—Building siting and construction.* Operation of the proposed airport would also be subject to further detailed design including further analysis of the location of noise generating facilities and activities, and detailed consideration of practicable noise mitigation measures for engine maintenance testing associated with ground operations.

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
			Communication of measures to control noise may also serve to address community concerns. As such, extensive community and stakeholder consultation will be carried out during the formal process for delivering final flight paths and thereafter through forums in place at other major Australian airports such as Community Aviation Consultation Groups.
Lifestyle and amenity impacts: Reduced recreational value of nearby recreational areas (e.g. Bents Basin Conservation Area) may occur as well as wilderness value of GBMWHA due to aircraft noise and visual impacts	Stage 1 operation Long term development	Negative	Impact mitigation measures as outlined in the EIS including: Development of a noise management plan which would be prepared for aircraft operations prior to the commencement of airport operations. Existing vegetation would be retained along the airport site boundary, where practicable, which would provide visual screening.
Lifestyle and amenity impacts: Reduced social amenity and rural/semi-rural residential lifestyle may occur as a result of construction ground-based noise for areas close to the airport site	Stage 1 construction	Negative	A Construction Environmental Management Framework will be developed to address noise and vibration impacts.
Lifestyle and amenity impacts: Reduced social amenity and rural/semi-rural lifestyle may occur as a result of operational ground-based noise for areas close to the airport site.	Stage 1 operation Long term development	Negative	A ground-based noise amelioration management strategy will be developed that identifies reasonable and feasible noise mitigation measures.
Lifestyle and amenity impacts: Reduced amenity of sensitive social infrastructure may occur as a result of operational ground-based noise at Bringelly child care centre in areas close to airport site	Stage 1 operation Long term development	Negative	A ground-based noise amelioration management strategy will be developed that identifies reasonable and feasible noise mitigation measures.
Lifestyle and amenity impacts: The uncertainty over the location of flight paths and airport operating modes that may be adopted could cause anxiety among the local community. This could be exacerbated due to the timeframes required to develop and certify a comprehensive airspace design for the proposed airport.	Pre-construction Stage 1 construction	Negative	Regular ongoing communication and airport development updates as per the Communication and Engagement Strategy to be provided to local communities through various stages of the development
Lifestyle and amenity impacts: Reduced air quality of semi-rural communities close to airport operations may occur. However emissions from airport operations will be within permissible levels in most instances.	Stage 1 operation Long term development	Negative	Develop and implement an operational air quality and odour management plan for the proposed airport. Install an air quality monitoring station at the airport site to monitor NO_x, NO, NO_2, CO, O_3, PM_{10}, $PM_{2.5}$ and VOCs. Conduct ambient air quality monitoring to record baseline air quality conditions prior to operation activities. Consider best available techniques to reduce the potential for ground level ozone formation

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Lifestyle and amenity impacts: Air quality impacts as a result of construction activities at the airport would be readily managed and are not expected to generate concentrations above the relevant air quality criteria at surrounding residential sensitive receptors. Vehicles travelling on unsealed roads and transporting materials onto the road network would require mitigation and management measures to control potential impacts.	Stage 1 construction	Negative	Implement traffic management plan to address impacts during construction.
Lifestyle and amenity impacts: Increase in traffic on roads surrounding the site, road closures and diversions during construction leading to inconvenience, congestion and delays for local road users and communities surrounding the site.	Stage 1 construction	Negative	A Construction Environmental Management Framework will be developed to address construction traffic and access.
Lifestyle and amenity impacts: Increase in traffic on roads surrounding site may occur during Stage 1 operations. However, with the planned upgrades of surrounding roads and introduction of new roads in areas surrounding the site, the increase in traffic is not expected to result in capacity issues.	Stage 1 operation	Negative	Implement the impact mitigation measures outlined in the EIS including – A ground transport management plan would be prepared as part of the detailed design of Stage 1 and before the proposed airport begins operating. Ongoing engagement with NSW Government to support their functions to identify and implement appropriate public transport solutions to reduce vehicle movements and for the implementation of the WSIP designed to alleviate traffic in the proposed Western Sydney Airport region. Ongoing consultations with RMS and local governments
Lifestyle and amenity impacts: Potential increase in traffic on roads in Western Sydney may occur during long term operations which, along with future population growth, may lead to road capacity impacts.	Long term operation	Negative	Implement the impact mitigation measures outlined in the EIS including – A ground transport management plan would be prepared as part of the detailed design of Stage 1 and before the proposed airport begins operating. Ongoing engagement with NSW Government to support their functions to identify and implement appropriate public transport solutions to reduce vehicle movements and for the implementation of the WSIP designed to alleviate traffic in the proposed Western Sydney Airport region. Ongoing consultations with RMS and local governments
Lifestyle and amenity impacts: Improved and increased road infrastructure and traffic would change the semi-rural visual amenity of the area and contribute to a more urbanised amenity.	Stage 1 operation Long term operation	Negative	Implement the impact mitigation measures outlined in the EIS including – Reduce visual impacts through appropriate tree plantings and incorporation of other screening solutions where appropriate

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Lifestyle and amenity impacts: Reduced visual amenity for areas close to the site may occur due to permanent change in landscape from semi-rural to an airport and associated development.	Stage 1 construction Stage 1 operation Long term operation	Negative	Engage with the NSW Government and local governments to involve in appropriate land use planning of the airport development, associated development and other proposed Western Sydney growth and development plans Implement the impact mitigation measures outlined in the EIS including – Reduce visual impacts through appropriate tree plantings and incorporation of other screening solutions where appropriate
Lifestyle and amenity impacts: Reduced amenity for areas to the north and south of the site may occur due to visual impact from the proximity of overflights.	Stage 1 operation Long term operation	Negative	Implement the impact mitigation measures outlined in the EIS including – Reduce visual impacts through appropriate tree plantings and incorporate other screening solutions where appropriate Engage with the NSW Government and local governments to involve in appropriate land use planning of the airport development, associated development and other proposed Western Sydney growth and development plans
Lifestyle and amenity impacts: Reduced amenity for recreational areas surrounding the proposed airport site due to aircraft noise.	Stage 1 operation Long term operation	Negative	A noise management plan will be prepared for aircraft operations prior to the commencement of airport operations.
Lifestyle and amenity impacts: The proposed Western Sydney Airport will provide employment opportunities closer to home for the residents of Western Sydney, reducing their travel time and offering improved lifestyle and amenity	Stage 1 construction Stage 1 operation Long term development	Positive	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period to ensure high local and regional participation levels in the new workforce. Communicate employment opportunities to the local community.
Community health impacts			
Community health impacts: In areas surrounding the proposed airport site, exposure to pollutants may have a small increase in long-term and short -term mortality, increases in hospital admissions and increases in emergency department attendances for asthma especially in children.	Stage 1 operation Long term development	Negative	Implement impact mitigation measures outlined in the EIS including: Develop and implement an operational air quality and odour management plan for the proposed airport. Install an air quality monitoring station at the airport site Conduct ambient air quality monitoring prior to operation to record baseline air quality conditions prior to operation activities.

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Community health impacts: Low community health risks would also be associated with ground-based operations and aircraft noise, leading to a small increase in sleep disturbance (assessed as awakenings), increases in risk of cardiovascular disease and potential delays in childhood learning and cognitive development, especially in areas close to the airport site.	Stage 1 operation Long term development	Negative	A noise management plan will be prepared for aircraft operations prior to the commencement of airport operations.
Community health impacts: Concerns about health impacts may lead to some residents making different housing choices. Parents may also choose to move children from educational institutions near the site.	Stage 1 operations Long term development	Negative	Communicate future noise mitigation policy to community
Demographic impacts			
Demographic impacts: Employment opportunities generated by the proposed airport may contribute to population growth by additional 17,800 persons by 2031 in Western Sydney, and will continue to grow in the future with new residents likely to be younger people attracted to employment opportunities and more affordable housing opportunities in Western Sydney.	Stage 1 operation Long term development	Positive	Develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period including skills training to ensure high local participation levels in the new workforce. Communicate employment opportunities to the local governments and community.
Demographic impacts: Change to a more urban character and urbanised lifestyle may attract people from culturally diverse backgrounds, changing the existing demographic profile of some areas of Western Sydney which may currently have lower levels of diversity.	Stage 1 operation Long term development	Positive	No action required
Housing and accommodation benefits and impacts			
Housing and accommodation impacts: There is a potential for increase in demand for accommodation facilities (hotels/motels) and associated services (entertainment) close to the proposed airport. SIA stakeholder consultation has indicated that Western Sydney has the capacity to develop these to meet demand.	Stage 1 operation Long term development	Positive	Ongoing engagement with NSW Government and local governments to support their planning process to meet these future demands from airport development

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Housing and accommodation impacts: Majority of construction and operational workforce is expected to be sourced from Western Sydney and the Greater Sydney region. Some technical specialists may be sourced from other parts of Australia or internationally, and may require temporary short or long term accommodation. It is expected that existing or proposed new housing and accommodation in the Western Sydney region would accommodate this demand.	Stage 1 construction Stage 1 operation Long term operation	Positive	Develop and implement a Australian industry participation plan to ensure high local participation levels in the new workforce. Communicate employment opportunities to the local community. Ongoing engagement with NSW Government and local governments to support their planning process to meet these future demands from airport development
Housing and accommodation impacts: Some workers at the airport may choose to move from other parts of Sydney or outside of Sydney to areas in Western Sydney, resulting in a small increase in demand for housing.	Stage 1 operation Long term development	Positive	Engage with NSW Government and local governments to inform about the project development stages and workforce requirements and potential housing and accommodation requirements to plan for future housing requirements from the proposed airport and other developments in Western Sydney. Appropriate state government agencies will need to be involved in such communication to assist them in planning for affordable housing options in Western Sydney
Housing and accommodation impacts: Decreasing housing availability and affordability issues in some areas potentially due to the proposed airport and wider Western Sydney development may lead to inadequate affordable housing options for socially disadvantaged groups.	Stage 1 operation Long term development	Negative	Liaise with relevant agencies to inform their planning allocation of funding to programs that may benefit from the proposed airport. Relevant agencies may include local and State government agencies, tourism agencies, agencies responsible for affordable housing and other organisations (e.g. Western Sydney Business Chamber, educational facilities including universities and TAFE).
Impacts on social infrastructure:			
Impacts on social infrastructure: The forecast increase in construction workers is unlikely to lead to demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools) due to small number of workers and temporary nature of construction work.	Stage 1 construction	Neutral	No further consideration at this stage as additional services are likely to be provided in nearby development precincts

Impact description	Western Sydney Airport development phase	Nature of impact	Mitigation / management measures
Impacts on social infrastructure: The forecast increase in workers may result in increased demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools). It is anticipated that future social infrastructure provision should have capacity to meet future demand as a result of the long timeframe of development allowing appropriate planning by service providers. It is likely that such demand will stimulate further growth in the region.	Stage 1 operation Long term development	Positive	Engage with NSW Government and local governments to inform about the project development stages and workforce requirements and potential housing and accommodation requirements to plan for future housing requirements from the proposed airport and other developments in Western Sydney. Appropriate state government agencies will need to be involved in such communication to assist them in planning for affordable housing options in Western Sydney Additional services likely to be provided in nearby development precincts to consider airport development and demand from airport workforce The proposed airport development (airport operator) during detailed design to consider provision of some such services for their workforce
Impacts on emergency services: There is a potential impact on capacity of emergency services during an emergency at the proposed airport. However during SIA consultation, all providers (NSW Police, Fire and Rescue, Ambulance) indicated there are existing procedures to bring in additional resources if needed.	Stage 1 construction Stage 1 operation Long term operation	Neutral	Engage with emergency service providers for ongoing planning for the airport development.

8. Conclusions

8.1 Summary of key social and economic benefits

This report has assessed the social and economic benefits and impacts arising from the development of the proposed airport in the local study area communities surrounding the airport site, the Western Sydney region including the LGAs that are likely to have a social interaction with the proposed airport and the wider area of influence.

The majority of benefits for the Western Sydney region and Greater Sydney communities would be related to economic development and employment opportunities. Key benefits would include:

- The proposed airport will contribute substantial amounts of value-add to the economy of Western Sydney, including $1.9 billion over the construction period, and $77 million per year during Stage 1 operations (EY, 2016). The proposed airport will contribute further benefits to the rest of Sydney, particularly during operations.
- These benefits will increase commensurate with passenger movements. In the long term the proposed airport would increase value-add in the Western Sydney economy by $1,507 million, the Rest of Sydney economy by $4,640 million and the Rest of New South Wales economy by $506 million.
- The proposed airport development will generate a number of direct, indirect and induced jobs including:
  - Peak of construction employment at 758 direct FTE jobs in 2022 in Western Sydney (EY, 2016)
  - A total of approximately 8,730 direct FTE jobs would be required per year during operations of Stage 1 in 2031 for airport operations. In addition, a further 4,440 FTE jobs could be generated from commercial activities on business parks on the airport site (EY, 2016)
  - A total of approximately 61,500 direct FTE jobs would be required in the long term for airport operations. A further 27,150 FTE jobs would be generated from commercial activities from business on the airport site (EY, 2016).
- Business growth and development in other industry sectors such as construction, utilities, trade, transport and services, accommodation, retail, professional services and public administration is anticipated (EY, 2016). This is anticipated to occur from the sourcing of goods and services for the proposed airport and through indirect and induced economic impacts.
- New areas of land surrounding the airport site may become available for transport and logistics, warehousing and office space (RPS, 2016a). This may lead to industry and economic growth and lead to Western Sydney becoming more attractive to businesses.
- The proposed Western Sydney Airport will provide employment opportunities closer to home for the residents of Western Sydney, reducing their travel time and offering improved lifestyle and amenity
- Employment opportunities generated by the proposed airport may contribute to population growth by additional 17,800 persons by 2031 in Western Sydney, and will continue to grow in the future with new residents likely to be younger people attracted to employment opportunities and more affordable housing opportunities in Western Sydney.

- Change to a more urban character and urbanised lifestyle may attract people from culturally diverse backgrounds, changing the existing demographic profile of some areas of Western Sydney which may currently have lower levels of diversity.
- There is a potential for increase in demand for accommodation facilities (hotels/motels) and associated services (entertainment) close to the proposed airport. SIA stakeholder consultation has indicated that Western Sydney has the capacity to develop these to meet demand.
- Majority of construction and operational workforce is expected to be sourced from Western Sydney and the Greater Sydney region. Some technical specialists may be sourced from other parts of Australia or internationally, and may require temporary short or long term accommodation. It is expected that existing or proposed new housing and accommodation in the Western Sydney region would accommodate this demand.
- Some workers at the airport may choose to move from other parts of Sydney or outside of Sydney to areas in Western Sydney, resulting in a small increase in demand for housing.
- The forecast increase in workers may result in increased demand for social infrastructure in areas near the proposed airport (e.g. child care, emergency services, medical services, schools). It is anticipated that future social infrastructure provision should have capacity to meet future demand as a result of the long timeframe of development allowing appropriate planning by service providers. It is likely that such demand will stimulate further growth in the region.

8.2 Summary of key social and economic impacts

The proposed airport is likely to result in a range of impacts on communities in the local study area within Western Sydney, particularly on the social amenity and lifestyle of communities close to the airport site. Key social amenity impacts would include:

- Amenity and lifestyle impacts resulting from construction dust, noise, changes to visual amenity, traffic and related health impacts, particularly on communities surrounding the site.
- Noise impacts from ground based noise during Stage 1 construction and operations on dwellings and community infrastructure particularly in Luddenham, Badgerys Creek, Wallacia and Bringelly.
- Communities that may experience reduction in amenity as a result of aircraft overflights and operational noise could be Badgerys Creek, Luddenham, St Marys and Erskine Park in the Penrith LGA, Greendale in Liverpool LGA, Silverdale in Wollondilly LGA, Horsley Park in Fairfield LGA, Blacktown,and the Blue Mountains. While a general significance rating has been provided for all communities, the significance rating for each community will depend on a number of factors including, but not limited to: the future operating strategy of the proposed airport, the distance of a community from the airport, the height of aircraft over a community, and the existing lifestyle and amenity characteristics of a community.
- Stage 1 operations and the long term development may lead to some workers potentially giving up existing jobs to take up work at the proposed airport which may create vacancies and shortfalls in those industries. Given the availability of, and future growth in, the labour pool, job vacancies would be easily filled.

- Changes to land use in Western Sydney due to the proposed airport development and other planned development may result in competition for land and labour and a consequential decline in industry sectors such as agriculture and manufacturing. Existing trends show that these industries are already in decline in Western Sydney.
- Increase in housing prices associated with the announcement of the proposed airport may lead to increased rental prices which may lead to housing affordability issues in parts of Western Sydney.
- Reduced recreational value of nearby recreational areas (e.g. Bents Basin Conservation Area) may occur as well as wilderness value of GBMWHA due to aircraft noise and visual impacts.
- Reduced social amenity and rural/semi-rural residential lifestyle may occur as a result of construction ground-based noise for areas close to the airport site.
- Reduced social amenity and rural/semi-rural lifestyle may occur as a result of operational ground-based noise for areas close to the airport site.
- Reduced amenity of sensitive social infrastructure may occur as a result of operational ground-based noise in areas close to airport site.
- The uncertainty over the location of flight paths and airport operating modes that may be adopted could cause anxiety among the local community. This could be exacerbated due to the timeframes required to develop and certify a comprehensive airspace design for the proposed airport. This impact commenced prior to construction and will continue through construction.
- Reduced air quality of semi-rural communities close to airport operations may occur. Emissions from airport operations are predicted to be within permissible levels in most instances.
- Most air quality impacts as a result of construction activities would be contained within the airport site boundary. Vehicles travelling on unsealed roads and transporting materials onto the road network may lead to temporary air quality impacts.
- Increase in traffic on roads surrounding the site, road closures and diversions during construction leading to inconvenience, congestion and delays for local road users and communities surrounding the site.
- Increase in traffic on roads surrounding site may occur during Stage 1 operations. However, with the planned upgrades of surrounding roads and introduction of new roads in areas surrounding the site, the increase in traffic is not expected to result in capacity issues.
- Potential increase in traffic on roads in Western Sydney may occur during long term operations which, along with future population growth, may lead to road capacity impacts.
- Improved and increased road infrastructure and traffic would change the semi-rural visual amenity of the area and contribute to a more urbanised amenity.
- Reduced visual amenity for areas close to the site may occur due to permanent change in landscape from semi-rural to an airport and associated development.
- Reduced amenity for areas to the north and south of the site may occur due to visual impact from the proximity of overflights.
- Reduced amenity for recreational areas surrounding the proposed airport site due to aircraft noise.

- In areas surrounding the proposed airport site, exposure to pollutants may have a small increase in long-term and short -term mortality, increases in hospital admissions and increases in emergency department attendances for asthma especially in children.
- Low community health risks would also be associated with ground-based operations and aircraft noise, leading to a small increase in sleep disturbance (assessed as awakenings), increases in risk of cardiovascular disease and potential delays in childhood learning and cognitive development, especially in areas close to the airport site.
- Concerns about health impacts may lead to some residents making different housing choices. Parents may also choose to move children from educational institutions near the site.
- Decreasing housing availability and affordability issues in some areas potentially due to the proposed airport and wider Western Sydney development may lead to inadequate affordable housing options for socially disadvantaged groups.

8.3 Key impact management strategies

To realise the full scale of the social and economic benefits from the proposed airport development, a number of strategies and plans developed by the Australian Government, NSW Government, and Western Sydney local governments would need to be aligned.

Continued engagement is required with these agencies and service providers to allow them to align their development plans and services provision to meet the demands generated by the proposed airport and act as a catalyst for growth.

The community and stakeholder engagement environmental management plans for construction and operation will be key tools in managing and mitigating the social impacts of the proposed airport, particularly as many social amenity and lifestyle impacts for Western Sydney communities, especially those close to the airport site, are unavoidable. Providing timely information to communities whose lifestyle and amenity may be impacted by the proposed airport would allow them to understand how they may be impacted, prepare for the impacts, and make decisions.

Noise mitigation measures outlined in the EIS may also address community concerns about potential noise impacts. While the final location of flight paths is yet to be determined, communicating future noise mitigation policies and procedures may assist with reducing potential anxiety about future noise impacts.

The formal process for delivering final flight paths may serve to address community concerns about potential noise impacts. The Department of Infrastructure and Regional Development will be responsible for delivering the flight path design, in close consultation with Airservices Australia and CASA. Identifying flight paths and operating procedures that minimise noise impacts will be a critical component of this work. Other measures to control the potential impacts of noise that would be considered include insulation or acquisition of buildings most affected by noise in accordance with Australian Standard *AS 2021-2000 Acoustics – Aircraft noise intrusion – Building siting and construction*.

Operation of the proposed airport would also be subject to further detailed design including further analysis of the location of noise generating facilities and activities, and detailed consideration of practicable noise mitigation measures for engine maintenance testing associated with ground operations.

Communication of measures to control noise may also serve to address community concerns. As such, extensive community and stakeholder consultation will be carried out during the formal process for delivering final flight paths and thereafter through forums in place at other major Australian airports such as Community Aviation Consultation Groups.

Other mitigation measures which may address community concerns include measures such as - air quality monitoring within or in the vicinity of the proposed airport to provide robust data which demonstrates that local air quality changes associated with the proposed airport are within regulatory guidelines and monitoring of water quality in surface waters.

8.4 Contribution to economic and employment issues for Western Sydney

The following section summarises the impact of the proposed airport on the broad opportunities and challenges identified and considered in this SIA that relate to economic and employment issues in the Western Sydney region.

Opportunities	Impact of proposed airport
• Development of employment lands and development of residential precincts bringing new infrastructure to enable population growth. • Investment in education, the health sector and aged care opportunities. • Promotion of the agricultural and farming sectors. • Development of local employment initiatives which target service gaps and employment barriers for migrants and refugees. • Harnessing the increasingly educated population, including vocational and trade qualifications. • Encouraging a wider variety of businesses to locate in the area to improve access to services.	• By providing a major transport mode, the proposed airport would offer all types of employment opportunities for regional workers, including the skilled, unskilled and youth sectors. • New industries will develop in response to the new opportunities, including new agricultural ventures to capitalise on emerging markets and transport opportunities. • A key mitigation measure is to develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period to ensure high local participation levels in the new workforce for all types of workers, reducing commute times. • The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region and NSW more broadly.

Challenges	Impact of proposed airport
• Reducing the high rates of unemployment and limited job opportunities, particularly the high rates of youth unemployment. • Finding work for unskilled or semi-skilled occupations, particularly for new migrants and refugees who have low English levels, low skill levels, or skills not recognised in Australia. • Replacing jobs lost in the decline of the manufacturing and trade industries. • Managing the loss of agricultural land and associated industries as a result of development. • Ensuring sufficient jobs, services and facilities and infrastructure are provided in time to meet the needs of a growing population, and to reduce the incidence of long distance commuting (particularly by car).	• By providing a major transport mode, the proposed airport would offer all types of employment opportunities for regional workers, including the skilled, unskilled and youth sectors. • New industries would develop in response to the new opportunities, including new agricultural ventures to capitalise on emerging markets and transport opportunities. • A key mitigation measure is to develop and implement a local industry participation plan as part of an Australian Industry Participation Plan for the construction period to ensure high local participation levels in the new workforce for all types of workers, reducing commute times. • The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region, and NSW more broadly.

8.5 Contribution to lifestyle and amenity issues for Western Sydney

The following section summarises the impact of the proposed airport on the broad opportunities and challenges identified and considered in this SIA that relate to lifestyle and amenity issues in the Western Sydney region.

Opportunities	Impact of the proposed airport
• Celebrating cultural and linguistic diversity tin the development of a unique community identity, with strong connections and networks (e.g. through coordinated activities, public artworks and festivals). • Engaging young people and providing accessible, youth-specific spaces. • Implementing health and wellbeing programs which encourage physical activity. • Providing safe and accessible public transport networks which are functional, accessible and acceptable to the community with designated pedestrian and bike paths. • Highlighting the proximity to the GBMWHA, with its environmental, cultural and recreational significance as a major tourism destination. • Preserving cultural and built heritage. • Enjoying the variety of cuisines, cafes, and local businesses that reflect the diverse population. • Provision and promotion of high quality community facilities including libraries and child care centres which meet the needs of families.	• The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region and NSW more broadly. It is likely this transformation would celebrate and capitalise on the region's unique cultural and linguistic diversity, and preserve the regions rich built heritage. This would lead to further development of industries like tourism in the region. • The proposed airport would provide much needed employment opportunities in Western Sydney and reduce travel time to work places, providing opportunities for an active lifestyle. • The growing regional population and improvements in economic prosperity would improve social infrastructure, servicing youth, families and the aged, and improve health and wellness initiatives. • Through comprehensive planning, improvements to the road network in conjunction with new public transport infrastructure would create connected communities, reducing commute times. • The proposed airport would create tourism opportunities for the whole of NSW. Given its proximity, it is expected the GBMWHA will continue to grow as a major tourism destination.

Challenges	Impact of the proposed airport
• Managing population growth effectively and ensuring new development is supported by transport infrastructure and services to meet community, health, education, economic and recreational needs (social infrastructure). • Improving community identified issues with transport infrastructure (such as the frequency and accessibility of public transport services and links between centres and key destinations, roads, parking, accessibility, access afterhours including lighting, pedestrian and cycle facilities and footpaths) to reduce car dependency, traffic and congestion. • Catering to the ageing population and large proportion of young children requiring of the supply of higher quality health services. • Addressing concerns around safety in public areas and reducing vandalism. • Providing services and support to the increasingly culturally diverse community e.g. translation services, support networks. • Conserving natural, built and cultural heritage in the context of limited resources and responding to increased pressures for change and growth. • Providing more accessible recreation and entertainment options to encourage a healthier lifestyle.	• The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region and NSW more broadly. It is likely this transformation would celebrate and capitalise on the region's unique cultural and linguistic diversity, and preserve the region's rich built heritage. • The growing regional population and improvements in economic prosperity would improve social infrastructure, servicing youth, families and the aged, and improve health and wellness initiatives. • Through comprehensive planning, improvements to the road network in conjunction with new public transport infrastructure will create connected communities, reducing commute times. • The proposed airport would create tourism opportunities for the whole of NSW. Given its close proximity, it is expected the GBMWHA will continue to grow as a major tourism destination.

8.6 Contribution to housing and accommodation issues for Western Sydney

The following section summarises the impact of the proposed airport on the broad opportunities and challenges identified and considered in this SIA that relate to housing and accommodation issues in the Western Sydney region.

Opportunities	Impact of the proposed airport
• Significant urban revitalisation projects driven from new transport infrastructure construction. • Housing and land more affordable than other areas of Sydney, leading to new population growth and high numbers of young families.	• The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region. It is likely a range of housing types and lifestyles would be developed in response to market forces. • Comprehensive planning as well as improvements to the road network in conjunction with new public transport infrastructure would create connected communities, reducing commute times and providing opportunities for an active lifestyle. • Growing regional population and improvements and economic prosperity would improve social infrastructure, servicing youth, families and the aged, and improve health and wellness initiatives.
Challenges	**Impact of the proposed airport**
• Addressing the fall in housing affordability in areas previously known as affordable, and reducing the incidence of housing stress. • Housing the significant population of newly arrived migrants and refugees, many of whom experience multiple disadvantages e.g. poverty, housing stress unemployment. • Providing affordable housing and a mix of housing types so residents have the flexibility to remain in an area when circumstances change. • Minimising and improving pockets of significant socio-economic disadvantage e.g. large social housing areas.	• The proposed airport, in conjunction with other local and regional employment and housing initiatives, would help transform the economic prosperity of the Western Sydney region. It is likely a range of housing types and lifestyles would be developed in response to market forces. • Through comprehensive planning, improvements to the road network in conjunction with new public transport infrastructure would create connected communities, reducing commute times. • Growing regional population and economic prosperity would improve social infrastructure, servicing youth, families and the aged, and improve health and wellness initiatives.

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Appendices

Appendix A – Preliminary scoping of social impacts and benefits

Issues	Pre-construction			Construction			Operation		
	Local study area	Western Sydney	Greater Sydney	Local study area	Western Sydney	Greater Sydney	Local study area	Western Sydney	Greater Sydney
Impact on properties									
Change in land use, access/availability of land	X	-	-	X	-			-	
Sterilisation of land	X	-	-	X	-			-	
Impacts on land tenants									
Relocation/resettlement/livelihoods	X	-	-	X	-			-	
Access/severance issues	-	-	-	-	-			-	
Viability and productivity of land	X	-	-	-	-			-	
Amenity issues - noise, air, visual, lights	-	X	-	-	X			-	
Stress and anxiety due to impacts on land and home	X	-	-	X	X			X	
Lifestyle and values - loss of connections to land and neighbourhood	X	-	-	X	-			-	
Economic benefits									
Employment opportunities	-	X	X	-	X			X	
Business opportunities	-	X	X	-	X			X	
Flow on effects	-	X	X	-	X			X	
Economic impacts									
Workforce draw	-	-	-	-	-			-	
Industries impacted due to workforce draw- IO model	-	-	-	-	-			-	
Project impacts on other industries in the region - tourism, transport, storage, agriculture, University of Sydney farm for agricultural studies, manufacturing and retail	-	X	X	-	X			-	
Changes in land value	X	X	-	-	X			-	
Demographic impacts									
Changes to population - outmigration of those who lose land under project, population in area under flight path, area, profile of this population	X	-	-	X	X			-	
In-migration of people for opportunities - potential profile of this population	-	-	-	-	X			-	
Housing and accommodation impacts									
Demand for accommodation facilities	-	-	-	-	-			-	
Demand for housing	-	-	-	-	X			X	
Amenity impacts									
Noise and vibration- impacts on sensitive receptors including homes and social infrastructure e.g. child cares, schools, hospitals , aged care	-	X	X	-	X			X	
Visual - light and landscape	-	X	X	-	X			X	
Air quality	-	X	X	-	X			X	
Recreational value	X	-	-	X	X			-	

Issues	Pre-construction			Construction			Operation		
	Local study area	Western Sydney	Greater Sydney	Local study area	Western Sydney	Greater Sydney	Local study area	Western Sydney	Greater Sydney
Social infrastructure									
Increase in demand for infrastructure due to increase in population in the area - health and medical services, hospitals, schools, child care and recreational facilities	-	-	-	-	-			X	
Increase in demand for infrastructure due to services required for airport - transport services (access roads, public transport, taxis), accommodation facilities	-	-	-	-	X			X	
Emergency services									
Police	-	-	-	X	X		X	X	
Fire and rescue	-	-	-	X	X		X	X	
Ambulance	-	-	-	X	X		X	X	

Appendix B – Western Sydney population and demographic analysis report

Western Sydney population and demographic analysis

Final report

Ernst & Young

July 2015

SGS Economics & Planning

Independent insight.

SGS Economics & Planning | Independent insight.

This report has been prepared for Ernst & Young. SGS Economics and Planning has taken all due care in the preparation of this report. However, SGS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

SGS Economics and Planning Pty Ltd
ACN 007 437 729
www.sgsep.com.au
Offices in Canberra, Hobart, Melbourne and Sydney

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GLOSSARY

ABS: Australian Bureau of Statistics

BTS: NSW Bureau of Transport Statistics

DPE: NSW Department of Planning and Environment

GMA: Greater Metropolitan Area of Sydney. A wide classification of Sydney, stretching from Newcastle in the north to Kiama in the south and Blue Mountains in the west. Sydney GMA is broken into four catchments: the WSA catchment, KSA catchment, Marginal catchment and Other.

GVA: Gross value added. A measure of economic activity produced in an area. It is calculated as output minus intermediate consumption in the area.

KSA: Kingsford Smith Airport. People living in the KSA catchment are located in the east of Sydney and face lower travel costs to get to KSA than WSA.

LGA: Local Government Area. Geographical classification based on areas serviced by local governments. These closely align with SLAs.

Marginal: This catchment area contains SLAs that face similar travel costs to visit KSA or WSA. When WSA is built, these people are unlikely to show strong preferences for one airport based on travel costs to the airport alone.

Other: These are in the outer areas of the Sydney GMA and are not part of the three main airport catchments, KSA, WSA and Marginal. They face high travel costs to visit either airport. These areas were not in scope for some of SGS' modelling.

SA3: Statistical Area Level 3. Statistical Areas Level 3 (SA3s) are built from aggregations of whole Statistical Area Level 2 (SA2) boundaries to represent regions of between approximately 30,000 people and 130,000 people to cover the whole of Australia. These boundaries reflect a combination of widely recognised informal regions as well as existing administrative regions such as State Government Regions in rural areas and local Government Areas in urban areas.

SA4: Statistical Area Level 4. These areas have large populations, over 100,000 people in each, and are designed to reflect one or more whole labour markets.

SLA: Statistical Local Area. The Statistical Local Area (SLA) is an Australian Standard Geographical Classification (ASGC) defined area which consists of one or more Collection Districts (CDs). SLAs are Local Government Areas (LGAs), or parts thereof. Where there is no incorporated body of local government, SLAs are defined to cover the unincorporated areas. SLAs cover, in aggregate, the whole of Australia without gaps or overlaps

WSA: Western Sydney Airport. People living in the WSA catchment are located in the west of Sydney and face lower travel costs to get to WSA than KSA. The SLAs included in the WSA catchment are Bankstown SLAs, Baulkham Hills SLAs, Blacktown SLAs, Blue Mountains, Camden, Campbelltown SLAs, Fairfield SLAs, Hawkesbury, Holroyd, Liverpool SLAs, Inner, North-West and South Parramatta, Penrith SLAs, Sutherland Shire West and Wollondilly.

1 INTRODUCTION AND BACKGROUND

SGS Economics and Planning generated a series of demographic and economic forecasts for the Sydney Greater Metropolitan Area (GMA) out to 2075. These forecasts were prepared at the Statistical Local Area (SLA) level, projecting population, employment, income, economic activity and transport costs, given the establishment of a second Sydney airport at Badgerys Creek, Western Sydney Airport (WSA). Where necessary, these have been converted to SA3 by LEK for use in their analysis. This report provides a summary of the demographic and economic forecasts used by SGS in modelling the impact of the planned new airport and Badgerys Creek in Western Sydney.

The population of Sydney is forecast to grow to over 9 million by 2075. Along with this increase in population, other demographic changes will occur: longer life expectancies will result in an ageing population, and Sydneysiders will continue to chase lower cost housing in the west of the city. As a result, we can expect to see changes in the city's demographic and economic makeup. The population aged 65 and over is expected to increase from 13% in 2015 to 21% in 2075, as a result the Health and Social Assistance industry is expected to be the fastest growing over this period, more than doubling the number of employees.

1.1 Economics and demographics of Western Sydney

At present, the Western Sydney Airport (WSA) catchment is quite different to the Kingsford Smith Airport (KSA) catchment and the Marginal catchment (areas which have similar travel costs to Kingsford Smith and the proposed Badgerys Creek airport). The population is younger in the WSA catchment, with 28% of its population aged 19 and under compared to 22% elsewhere in Sydney. Only 60% of WSA's population are aged between 20 and 64, the prime working age, compared to 65% of the KSA catchment. This suggests that the WSA catchment is popular with young families, potentially attracted by the relative affordability of lower cost freestanding dwellings. Incomes are also lower in the WSA catchment than other areas, only around 75% of those found in the KSA catchment and 95% of those found in the Marginal catchment, and although the WSA catchment has 44% of Sydney's population, it only has 34% of the jobs.

1.2 Impact of airport on Western Sydney

The establishment of the new airport at Badgerys Creek is expected to add approximately another 18,000 jobs around the Western Sydney area, concentrated near the airport site. As a result of this boost to the economy in the area, Western Sydney is expected to show higher growth in gross value added (GVA) than other areas of Sydney. This is expected to flow through to higher mean household incomes in Western Sydney than would otherwise be the case, however WSA catchment incomes are expected to remain lower than KSA incomes over the long term.

1.3 Key assumptions and limitations

The projections and forecasts in this report are subject to some limitations. They is based on projections from organisations such as the Australian Bureau of Statistics and the NSW Bureau of Transport Statistics. This data are often simply based on projecting existing growth patterns forward in time, and cannot incorporate unforeseen shocks, changes in policy and so forth that can substantially alter growth patterns. These are not predictions of what will happen in the future, but best estimates of what is likely to happen given available information.

Users of the New South Wales GVA industry projections should be aware that the state estimates are likely to be of lower quality than the equivalent Australian estimates. The data sources on which the projections are based are generally are a lower quality at the state level than the national level. Also there are inherent problems associated with the allocation of multi-state activities, especially in industries such as finance, long distance transport and communications.

Income forecasts for a whole city can be difficult to project, as they are heavily dependent on unforeseeable future events that may have nothing to do with Sydney itself. For example, the winding down of the mining boom is likely to result in lower incomes in Sydney than if it had continued, as many mining companies have offices in Sydney. International economic and financial events, exchange rates and even the weather can all fluctuate in unpredictable ways, and affect income forecasts.

Real growth in wages and incomes is estimated at 1% per year. Population growth is assumed to be in line with Series B population growth rates estimated by the ABS in their long term population forecasts for New South Wales (Cat. No. 3222.0). The new airport in Western Sydney is estimated to create a total of 18,100 new jobs.

Industry gross valued added figures are in 2012-13 prices for Australia and New South Wales.

The allocation of SLAs to the WSA, KSA and Marginal catchment areas is based on modelling of current transport times and costs. Substantial changes to either transport times and costs, for example through new road or public transport developments, may change the catchment areas for these airports.

2 METHODOLOGY

2.1 Data sources

The data sources selected were chosen based on the level of detail available in the data and the robustness of the projections. Where necessary, SGS used in-house modelling to generate the forecasts. The main sources of data used were:

- NSW Bureau of Transport Statistics (BTS) http://www.bts.nsw.gov.au/statistics/default.aspx provides employment and population projections to 2041, as well as data on travel times around Sydney. These figures were used as a baseline for most SGS forecasts.
- NSW Department of Planning and Environment (DPE) provides additional household-level data for the Sydney Metropolitan region http://www.planning.nsw.gov.au/en-us/deliveringhomes/populationandhouseholdprojections.aspx
- The 2011 Census Tablebuilder from the Australian Bureau of Statistics was used as a baseline for income projections.
- Australian Bureau of Statistics' Population Projections, Australia, 2012 to 2101 (Cat. No. 3222.0) Series B were used as to forecast population growth beyond 2041.
- Gross value added measures of economic activity were generated using SGS Economics & Planning Australian Cities Accounts 2013-14, Australian System of National Accounts (Cat. No. 5204.0) 2013-14 and Australian National Accounts: State Accounts, 2013-14 (Cat. No. 5220.0). The Volume measure (in real terms accounting for price inflation) Industry gross valued added (1 Digit) are in 2012-13 prices for Australia and New South Wales.
- Forecasting data for changes in GVA was obtained from a variety of sources, including the Australian Bureau of Statistics (ABS), OECD Economic Outlook and Interim Global Economic Assessment, Australia Bureau of Agricultural & Resource Economics (ABARE) and the Joint Economic Forecasting Group (JEFG).Population forecasts

Total population

SGS prepared its forecasts of the total population based on the September 2014 Release of BTS population forecasts, found at http://www.bts.nsw.gov.au/Statistics/Population-Forecasts/default.aspx These forecasts run out to 2041, taking into account Metropolitan Planning Development forecasts for future land use and Department of Planning and Environment population forecasts. These projections were extended out to 2075 by applying Series B population growth rates estimated by the ABS in their long term population forecasts in New South Wales (Cat. No. 3222.0) to the 2041 population as estimated by BTS.

Population by age group

NSW Department of Planning and Environment (DPE) prepares forecasts of population by age group by LGA for the Sydney Metropolitan region, found here: http://www.planning.nsw.gov.au/en-us/deliveringhomes/populationandhouseholdprojections.aspx LGAs are not dissimilar from SLAs, and in many cases their boundaries line up reasonably well. To ensure that these lined up with the BTS forecasts, the DPE population projections were used to calculate the percentage of each LGA's population in each age group. These percentages were then multiplied by the associated SLA population projected by BTS to come up with population by age group by SLA.

For projections beyond 2041, SGS calculated the growth rate for each five year population age group in New South Wales from 2041 to 2075, based on ABS long term population projections by age group for New South Wales (Cat no 3222.0, series B). These were used to calculate the growth of each age group

by SLA. These estimates were adjusted so that they lined up with the total population projections created in the previous section.

Employment forecasts

Employment forecasts were also based on the 2011-2041 (September 2014 Release) BTS forecasts. This uses data from the Census, Journey to Work and data on labour force and employment by industry to forecast total jobs for the Sydney GMA, and then breaks this down by industry shares. This is then broken down by SA4, SA3 and so forth, down to the travel zone level. This produces trend-based forecasts. Then new developments can be used to adjust forecasts at the travel zone level. For example, a new office complex, industrial building or shopping centre that was not complete and operational by the 2011 Census will have an impact on employment, but will not show up in the trend forecasts. The forecasts are adjusted to take into account the impact of these projects on the trend.

However, the employment forecasts generated by BTS did not incorporate the impact of WSA. SGS used the BTS forecasts as a base and altered the data to take into account expected employment growth from WSA. It estimated the additional jobs created by airports in Melbourne, Sydney and Brisbane and used these employment patterns to add additional jobs to the BTS forecasts in accordance with WSA development. SGS estimated that by 2041, the broader South West Sydney area could expect an additional 18,100 jobs, some but not all of which would be at the new airport.
Beyond 2041, projections were made based on trend growth in employment from 2031 to 2041. This process is shown in Figure 1.

FIGURE 1 GENERATING EMPLOYMENT FORECASTS

2.2 Income forecasts

Household income brackets

This series was based on the number of households in each income bracket in each SLA from the 2011 Census. Since a small but significant number of households choose not to report their incomes, we calculated the proportion of households in each income bracket in each SLA, out of those who reported

their incomes, and applied these proportions to the SLA population identified in the BTS population estimates.

To project the population forward to 2075, similar proportions were applied to the total population projections. However, they were modified to take into account changes in the population age distribution. As the population ages, it can be expected that there will be a greater number of people in low income groups, as retirees tend to have lower incomes than working age people. For this reason, the proportion of people in the lower two income groups were allowed to grow at the same rate as the proportion of over-65s in the population.

Income brackets should be indexed to real wage growth, which means that apart from the growth in lower income groups, roughly the same proportion of households will remain in each income bracket.

Mean household incomes

SGS used a different method to estimate mean household incomes by SLA than that used to estimate household income brackets. Mean income by SLA was estimated from the 2011 Census by taking the midpoint in each income bracket, multiplying that by the number of households in that income bracket and dividing that by the total number of households that reported their income.

The projections were made on the assumption that real wage growth would average 1% across the Sydney area (note that this estimate at the conservative end of the possible range). Variation in mean household income growth by SLA was achieved by multiplying the percentage growth in GVA by SLA to mean household income by SLA. This resulted in some SLAs having very high or very low growth, so in such circumstances, growth was averaged across surrounding SLAs. This method was used to project growth out to 2041, since they are indirectly based on BTS employment growth forecasts. After that, income growth of 1% per year is applied to all SLAs.

SGS validated these forecast mean household income estimates by ranking SLAs by income level every five years, and ensuring that there were no unreasonable or unlikely changes in SLA income rankings.

2.3 Economic activity forecasts

SGS Economics and Planning produced New South Wales and Australian level forecasts of Industry gross valued added (at the 1 Digit ANZSIC level) from 2014-15 to 2074-75. The starting point in the forecasting process is to assess the economic environment climate in individual major cities, states, Australia and the world economy as a whole. This is based on data for the most recent completed financial year from SGS Economics & Planning Australian Cities Accounts 2013-14, Australian System of National Accounts (Cat. No. 5204.0) 2013-14 and Australian National Accounts: State Accounts, 2013-14 (Cat. No. 5220.0). The Volume measure (in real terms accounting for price inflation) Industry gross valued added (1 Digit) are in 2012-13 prices for Australia and New South Wales.

Forecasting data was obtained from a variety of sources, including the Australian Bureau of Statistics (ABS), OECD Economic Outlook and Interim Global Economic Assessment, Australia Bureau of Agricultural & Resource Economics (ABARE) and the Joint Economic Forecasting Group (JEFG). This information was used to develop a set of economic forecasts for the Australian economy out to 2020. As a first step relevant new information published since the last projections were produced, such as outlooks for commodity prices (in particular the iron ore, natural gas, oil price), exchange rates and interest rates, fiscal trends and the overall the path of economic activity are examined to see how the recent past has developed differently from what was previously expected.

This data is combined with trend analysis which is used to produce major capital city and balance of state forecasts for Industry gross value added, Ownership of dwellings and Taxes less subsidies on products. For the smaller jurisdictions (Tasmania, Northern Territory and the Australian Capital Territory) estimates are produced at the state level. The estimates from all geographical regionals are then

combined and averaged with the national estimates. This may results in changes to the all geographical regions forecasts and / or the national estimate. This produces a consistent set of forecasts for all industry and all region.

For the period 2025-2045, various employment and demography projections are used to inform the forecasts for each major capital city. State and national population projections, trends in labour force participation and growth in industry productivity are used to produce a set of Industry gross value added, Ownership of dwellings and Taxes less subsidies on products for each geographical region. The estimates from all geographical regionals are combined and averaged with the national estimates. Relative industry and geographical shares are compared to ensure the weight of future growth is achievable given patterns observed over the past thirty years. This may result in changes to the all geographical regions forecasts and / or the national estimate. This produces a consistent set of forecasts for all industry and all region.

For the period 2050-2075 in the absence of other indicator data a trend based approach is used at the national level and state. In the trend based forecasts a higher weight is given to the national level trends as there is more confidence regarding Australian economic growth than individual geographical regions.

2.4 Transport times and costs

Data based on BTS figures was used to estimate the time taken to get from each SA2 to Kingsford Smith Airport and Badgerys Creek by car and public transport. The estimates of travel costs by car were generated from figures on transport distance in kilometres and transport times. Total cost of the trip was estimated by multiplying the distance by 75 cents per kilometre, and adding that to the total time of the trip, multiplied by 50 cents.

The estimates of public transport travel costs were generated from in-vehicle travel time costs generated by BTS. Travel time was multiplied a time cost of 50 cents per minute. The cost of travel was based on adult train fare costs. It was assumed that an airport pass fee of $12.60 would be incorporated into the cost of each ticket. The sum of time costs and fare costs was added together to estimate total costs.

These estimates of transport times and costs was used to divide Sydney GMA into four areas: the KSA catchment, the Marginal catchment, the WSA Catchment and Other (outlying areas of the Sydney GMA, such as Kiama and Newcastle, that face high travel costs and/or long transport times to both airports). As this is used into an input into the other areas of analysis, it is not discussed separately in following chapters.

3 POPULATION FORECASTS

The population of the Sydney GMA is forecast to grow from 5.72 million in 2015 to 11.2 million by 2075. The seven million mark will be passed by 2030, 8 million by 2045 and 10 million by 2060. The population age profile will be different to its present age profile, with a greater share of the population over the age of 65. At present, 62% of Sydney's population is aged from 20-64 and 13% are 65 and older. The share of 65+ is projected to increase to 18% by 2040. 20% by 2060 and 21% by 2075. Over this period, the share of the population aged 20-64 is expected to decline to 56%, and the proportion of the population aged under 20 is expected to decline from the present 25% to 23%.

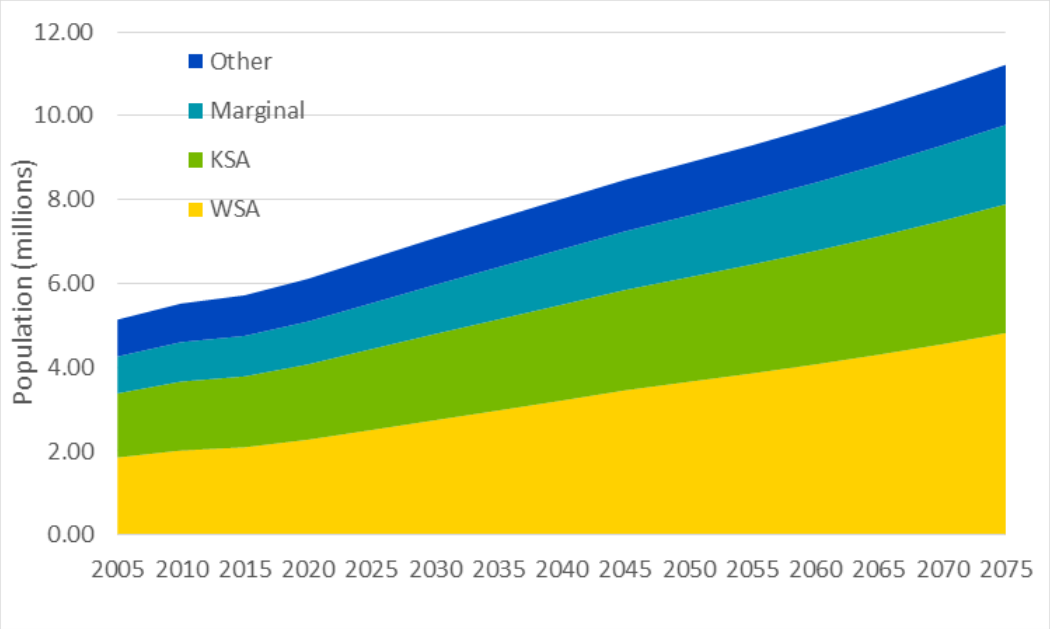
Population forecasts show that population growth is higher in the WSA catchment area than other areas. The overall Sydney GMA population is projected to more than double from 2015 to 2075; however the present KSA catchment is only projected to increase by 82% and marginal areas by 96%, while the WSA catchment is projected to increase by 130%.

TABLE 1 SYDNEY GMA POPULATION GROWHT BY AIRPORT CATCHMENT, 2015-2075

Population	2015	2030	2050	2075
Sydney	5.72m	7.09m	8.88m	11.22
Catchments as a percentage of Sydney				
WSA	37%	39%	41%	43%
KSA	30%	29%	28%	27%
Marginal	17%	17%	17%	17%

Source: SGS modelling

FIGURE 2. SYDNEY POPULATION BY AIRPORT CATCHMENT, 2005-2075

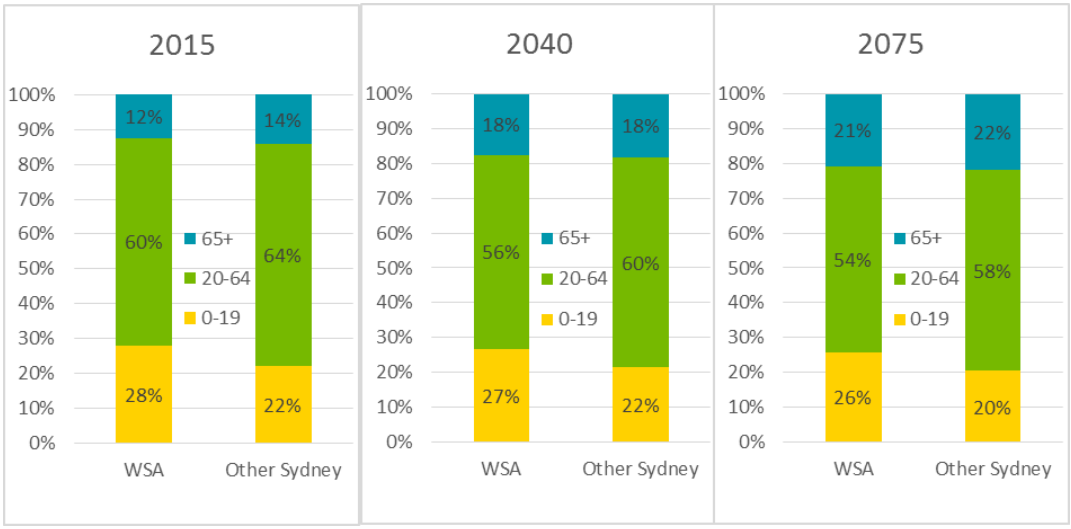


Source: SGS projections, 2015

As discussed in the Methodology section, this is based on BTS forecasts, with some amendments made to cover the additional employment expected to be induced by the new airport. Even without this, Western Sydney was expected to show more population growth than other areas due to high land prices and congestion in central Sydney.

The demographic in the Western Sydney catchment is much younger than that in other areas of Sydney. Twenty-eight percent of Western Sydney's catchment is aged 19 or under, compared to 22% in the KSA and marginal catchment areas. Twelve percent of the WSA catchment is aged 65 and over, compared to 14 percent elsewhere in Sydney. Relatively cheaper housing in Western Sydney attracts younger people starting out in life, in particular young families or soon-to-be families who do not wish to raise a family in an apartment. In contrast, the inner suburbs are more likely to be held by people who purchased years ago when housing was more affordable. These age breakdowns are shown in Figure 3.

FIGURE 3. POPULATION BY AGE GROUP, WSA AND OTHER SYDNEY, 2015-2075



Source: SGS projections, 2015

Into the future, population ageing is apparent across all of Sydney, with the population aged 65 and over increasing from 13% in 2015 to 21% in 2075. The WSA catchment is projected to have a lower share of the aged population, with only 20.8% of its population aged 65+ compared to 22% elsewhere in Sydney in 2075 It is expected to maintain a greater proportion of children and young people than elsewhere in Sydney. By 2075, the proportion of people aged 19 and under in the WSA catchment is expected to have fallen to 26%; elsewhere in Sydney it is expected to have fallen to 20%.

4 INCOME FORECASTS

At the last Census, mean household income was just under $100,000 in Sydney. Assuming real wage growth of 1% per year, forecasts suggest that mean household income will pass the $150,000 mark by 2055, as shown in Table 2.

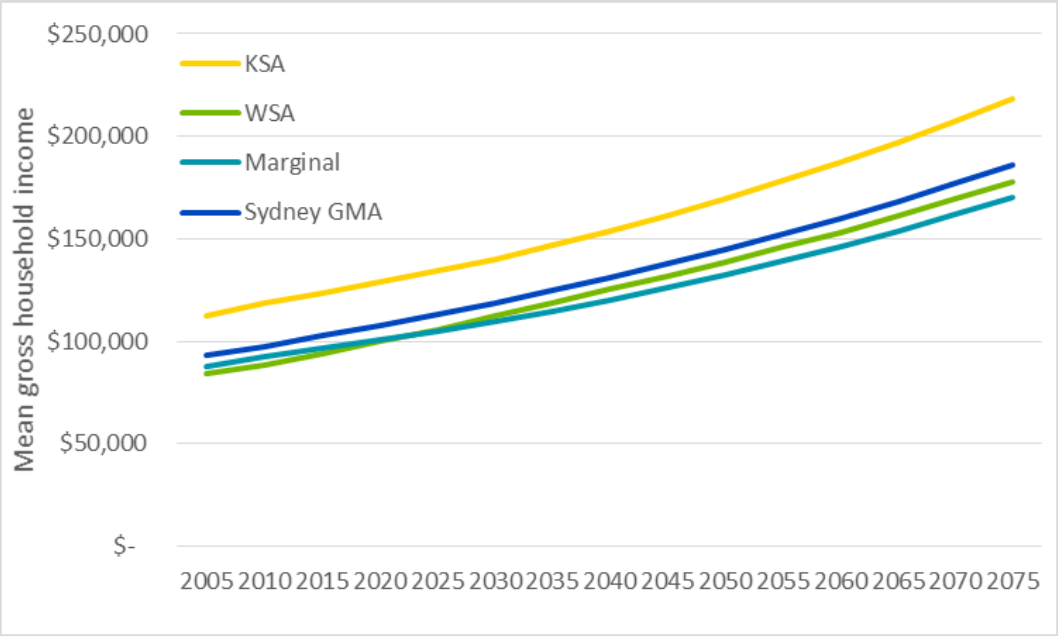
TABLE 2 SYDNEY MEAN INCOMES, 2015-2075

Income	2015	2030	2050	2075
Sydney	$103,000	$119,000	$145,000	$186,000
Mean household income by catchment				
WSA	$94,000	$112,000	$139,000	$178,000
KSA	$124,000	$140,317	$170,000	$218,000
Marginal	$96,000	$115,000	$133,000	$170,000

Source: SGS

At present, the WSA catchment has relatively low incomes, with average household income only three-quarters of that seen in the KSA catchment, and only around 90% of the Sydney GMA average. The employment boost brought on by the airport and further developments in Western Sydney is likely to see incomes increase in Western Sydney relative to the other catchment areas. By the time the airport is fully operational, incomes in the WSA catchment are expected to be four percent higher than in the marginal catchment area, and just over 80% of those in the KSA catchment and 95% of the Sydney GMA average.

FIGURE 4. MEAN HOUSEHOLD INCOMES BY CATCHMENT



Source: SGS projections, 2015

It is expected that the KSA catchment will maintain a lead in mean household incomes over the other catchments. The KSA catchment has attractive features such as proximity to the beaches, the CBD and the harbour, attracting a price premium which forces lower income households out of the catchment.

Although employment growth rates in the WSA catchment are expected to be stronger than those elsewhere in Sydney, it is not expected that this will be sufficient to overtake incomes in the KSA catchment.

5 EMPLOYMENT FORECASTS

As Sydney's population grows, employment grows to support it. Total employment in the Greater Metropolitan Area of Sydney is forecast to grow from just over 3 million in 2015 to over 5.7 million in 2075. This is slower than the rate of population growth: while population is projected to grow by 96% between 2015 and 2075, employment is only expected to grow by 86%. As a result, the employed as a share of total population is expected to fall from 54% to 51%.

A major reason for this is the ageing of the population, resulting in a greater share of the population in the retirement phase of their lives. The working age population – those aged from 20-65 – is projected to grow 85% between 2015 and 2075, slightly lower than the total growth in employment. This suggests that either employment rates will rise among the working age population, or employment will become more common among over-65s.

Table 3 shows the employment forecasts for the Sydney Greater Metropolitan region and the WSA, KSA and Marginal catchments.

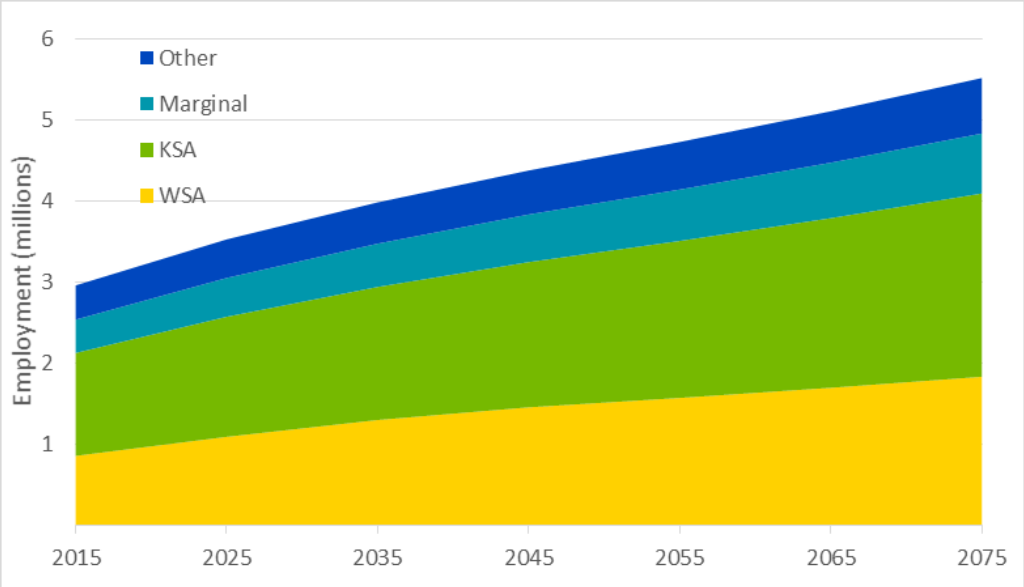
TABLE 3 SYDNEY EMPLOYMENT FORECASTS, 2015-2075

Employment	2015	2030	2050	2075
Sydney GMA	3.08m	3.91m	4.73m	5.73m
Catchments as a percentage of Sydney				
WSA	0.86m	1.20m	1.52m	1.83m
KSA	1.27m	1.56m	1.86m	2.26m
Marginal	0.41m	0.51m	0.61m	0.74m

Source: SGS projections, 2015

The establishment of the Western Sydney Airport and other employment areas in Western Sydney is expected to increase the share of Sydney's jobs located in the WSA catchment area, as shown in Figure 5. At present, 34% of Sydney's jobs are located in the WSA catchment; by 2045, jobs growth around the airport and other Western Sydney employment growth is expected to increase this to 38%. This is associated with a greater share of Sydney's working age population living in Western Sydney.

FIGURE 5. SYDNEY EMPLOYMENT FORECASTS BY CATCHMENT AREA

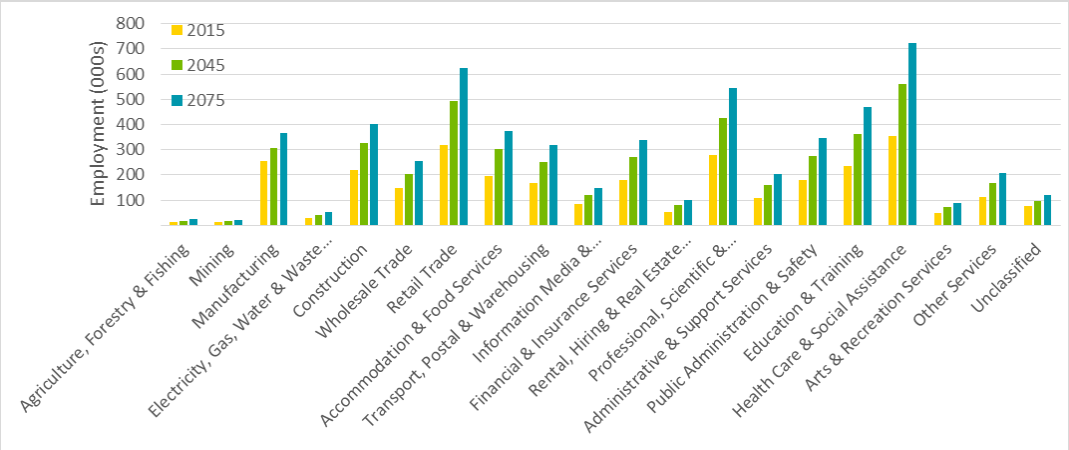


Source: SGS projections, 2015

The share of employment in the KSA catchment is expected to decline from 50% of Sydney's jobs to 47% over 2015-2075, while employment in marginal areas is expected to decline from 16% to 15%.

The industries providing the greatest number of jobs are currently Health Care and Social Assistance (354,000), Retail Trade (320,000), Professional, Scientific and Technical Services (279,000) Education and Training (237,000) and Construction (218,000). Employment in all industries and forecast employment in 2045 and 2075 is shown in Figure 6.

FIGURE 6. EMPLOYMENT BY INDUSTRY



Source: SGS projections, 2015

Unsurprisingly, the industry with the highest forecast growth from 2015 to 2075 is the Health Care and Social Assistance industry, which is projected to more than double its employment numbers over this period. As the population ages, demand for health and support services tends to increase, as the greatest demand for these services comes from older people. Other industries forecast to have high employment growth include Education and Training (98% employment growth) Professional, Scientific and Technical Services (96%) and Retail Trade (95%).

Part of the reason for the higher rates of employment growth in Western Sydney is an expected additional 18,100 jobs focused in the Western Sydney area due to the establishment of the airport. These jobs are likely to be focused in construction (during the establishment phase), transport, accommodation, retail, professional services and public administration. Other jobs growth is due to the increasing population in the WSA catchment, driving demand for local services. Table 4 shows forecast growth in selected industries from 2015 to 2045 that are expected to show comparatively high rates of growth in the WSA catchment.

TABLE 4 GROWTH IN EMPLOYMENT, 2015-2045

Employment	Construction	Accommodation	Transport	Administration	Prof. Services	Retail
Sydney GMA	149%	153%	148%	149%	153%	154%
WSA	160%	183%	193%	190%	219%	182%
KSA	148%	143%	122%	137%	141%	147%
Marginal	147%	146%	138%	141%	154%	140%

Source: SGS

6 ECONOMIC ACTIVITY FORECASTS

Gross value added (GVA), a measure of production, across Sydney is forecast to grow in real terms from $283 billion in 2010 to $1.6 trillion in 2075. Major employment hubs contribute most to GVA, for example the CBD (Inner Sydney SLA) contributes $47 billion alone, while Botany Bay contributes nearly $19 billion. Areas that are predominantly residential, such as Mosman, tend to have the lowest GVA.

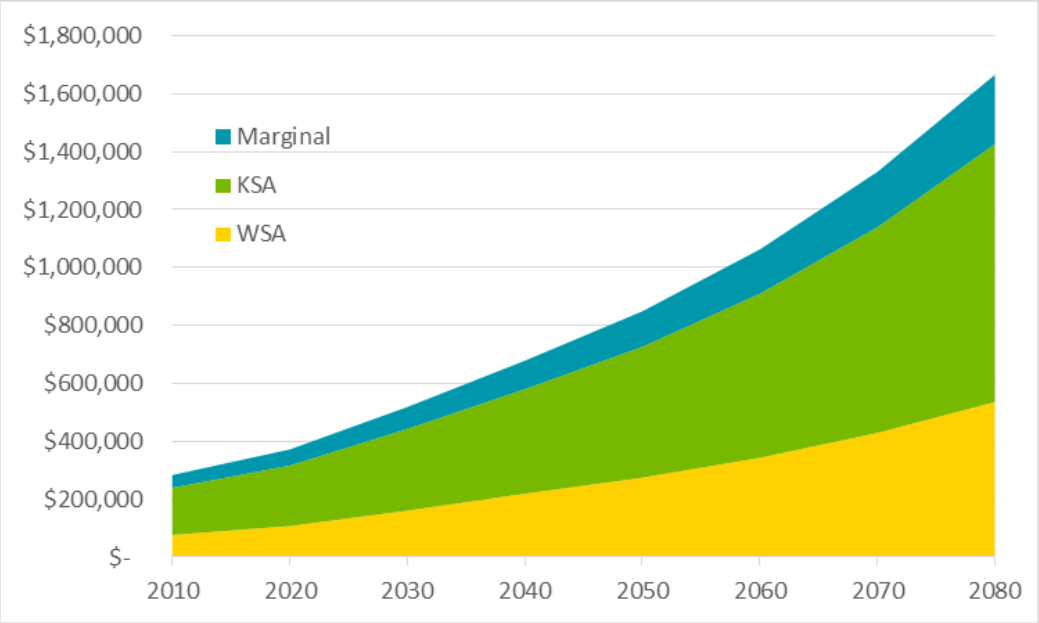
Table 5 shows the economic activity of Sydney and the three airport catchments from 2010 to 2070. By 2070, economic activity in the WSA catchment is expected to be five and a half times greater than it was in 2010, growing from $77 billion to $429 billion. The KSA and Marginal catchments only expect to increase by just over four times over this period.

TABLE 5 SYDNEY ECONOMIC ACTIVITY, 2010-2070

Economic Activity	2010	2030	2050	2070
Sydney	$283bn	$519bn	$849bn	$1,331bn
Catchments as a percentage of Sydney				
WSA	$77bn	$161bn	$275bn	$429bn
KSA	$162bn	$282bn	$452bn	$710bn
Marginal	$44bn	$76bn	$123bn	$192bn

Source: SGS modelling. 2015

FIGURE 7. GROSS VALUE ADDED, SYDNEY, 2010 - 2080



Source: SGS modelling, 2015

Western Sydney expects to see significant growth in GVA due to growing population in the area and new employment hubs, such as those established by the new airport. Between 2020 and 2030, the WSA expects an average of 49% growth in GVA, compared to 35% growth in KSA and marginal catchments; and between 2030 and 2040, growth of 36% is forecast in WSA, greater than the 28% expected in KSA and 30% in the marginal catchments. After this period, growth across all areas is forecast to be similar.

7 APPENDIX

TABLE 6 SYDNEY ECONOMIC ACTIVITY, 2010-2080

GVA	2010	2020	2030	2040	2050	2060	2070	2080
Ashfield (A)	$1,053	$1,366	$1,796	$2,362	$2,964	$3,718	$4,664	$5,851
Auburn (A)	$10,347	$13,186	$18,741	$24,975	$31,326	$39,175	$48,993	$61,273
Bankstown (C) - North-East	$3,225	$3,981	$5,217	$6,601	$8,255	$10,320	$12,901	$16,129
Bankstown (C) - North-West	$3,203	$4,074	$5,288	$6,642	$8,251	$10,270	$12,785	$15,918
Bankstown (C) - South	$2,587	$3,239	$4,118	$5,073	$6,275	$7,774	$9,635	$11,946
Baulkham Hills (A) - Central	$6,092	$9,572	$15,232	$20,707	$25,915	$32,392	$40,490	$50,613
Baulkham Hills (A) - North	$1,491	$2,676	$5,223	$8,218	$10,335	$12,929	$16,176	$20,238
Baulkham Hills (A) - South	$1,168	$1,533	$2,104	$2,755	$3,460	$4,350	$5,470	$6,878
Blacktown (C) - North	$1,776	$2,929	$6,543	$10,432	$13,168	$16,454	$20,562	$25,696
Blacktown (C) - South-East	$8,083	$10,409	$13,991	$18,156	$22,680	$28,328	$35,384	$44,200
Blacktown (C) - South-West	$3,692	$5,953	$9,248	$11,727	$14,632	$18,295	$22,875	$28,604
Blue Mountains (C)	$1,202	$1,492	$1,972	$2,506	$3,147	$3,944	$4,942	$6,194
Botany Bay (C)	$18,678	$24,020	$32,879	$41,708	$52,513	$65,924	$82,762	$103,903
Burwood (A)	$1,285	$1,575	$2,166	$2,868	$3,597	$4,518	$5,673	$7,125
Camden (A)	$1,812	$3,309	$6,118	$8,653	$10,997	$13,757	$17,210	$21,532
Campbelltown (C) - North	$2,786	$3,809	$5,168	$6,638	$8,314	$10,349	$12,884	$16,041
Campbelltown (C) - South	$1,654	$2,084	$2,828	$3,687	$4,638	$5,810	$7,277	$9,116
Canada Bay (A) - Concord	$2,530	$2,929	$4,051	$5,376	$6,726	$8,416	$10,531	$13,178
Canada Bay (A) - Drummoyne	$785	$952	$1,332	$1,782	$2,223	$2,788	$3,496	$4,385
Canterbury (C)	$2,259	$2,866	$3,728	$4,694	$5,848	$7,299	$9,111	$11,374
Fairfield (C) - East	$1,758	$2,164	$2,826	$3,565	$4,462	$5,569	$6,952	$8,683
Fairfield (C) - West	$4,318	$6,210	$9,432	$11,603	$14,474	$18,024	$22,448	$27,961
Gosford (C) - East	$1,358	$1,645	$2,127	$2,664	$3,336	$4,179	$5,234	$6,555
Gosford (C) - West	$3,217	$3,912	$5,023	$6,228	$7,756	$9,687	$12,101	$15,116
Hawkesbury (C)	$1,962	$2,545	$3,426	$4,409	$5,494	$6,859	$8,563	$10,692
Holroyd (C)	$4,540	$5,960	$7,860	$9,995	$12,414	$15,479	$19,302	$24,071
Hornsby (A) - North	$1,202	$1,563	$2,116	$2,745	$3,432	$4,295	$5,375	$6,727
Hornsby (A) - South	$3,106	$4,112	$5,411	$6,889	$8,610	$10,779	$13,496	$16,897
Hunter's Hill (A)	$339	$435	$590	$767	$958	$1,198	$1,499	$1,876
Hurstville (C)	$2,031	$2,536	$3,305	$4,161	$5,199	$6,507	$8,144	$10,193
Kogarah (A)	$1,546	$1,971	$2,608	$3,310	$4,136	$5,177	$6,482	$8,116
Ku-ring-gai (A)	$3,122	$4,016	$5,286	$6,701	$8,393	$10,524	$13,197	$16,549
Lane Cove (A)	$2,563	$3,319	$4,336	$5,461	$6,831	$8,556	$10,716	$13,422
Leichhardt (A)	$2,161	$2,775	$3,728	$4,837	$6,059	$7,593	$9,515	$11,925
Liverpool (C) -	$4,521	$6,490	$9,224	$11,935	$14,944	$18,678	$23,346	$29,184

East								
Liverpool (C) - West	$1,582	$2,761	$6,195	$12,175	$15,450	$19,331	$24,188	$30,266
Manly (A)	$1,277	$1,578	$2,102	$2,699	$3,380	$4,239	$5,317	$6,670
Marrickville (A)	$2,611	$3,495	$4,563	$5,747	$7,179	$8,969	$11,208	$14,006
Mosman (A)	$983	$1,195	$1,603	$2,062	$2,588	$3,249	$4,079	$5,121
North Sydney (A)	$14,811	$18,379	$24,595	$31,608	$39,635	$49,763	$62,481	$78,452
Parramatta (C) - Inner	$9,292	$12,155	$16,648	$21,939	$27,447	$34,347	$42,983	$53,793
Parramatta (C) - North-East	$1,394	$1,840	$2,425	$3,072	$3,824	$4,767	$5,943	$7,409
Parramatta (C) - North-West	$716	$934	$1,204	$1,506	$1,877	$2,351	$2,944	$3,691
Parramatta (C) - South	$1,015	$1,304	$1,706	$2,170	$2,709	$3,388	$4,237	$5,300
Penrith (C) - East	$2,769	$4,180	$8,818	$14,766	$18,527	$23,169	$28,976	$36,240
Penrith (C) - West	$3,219	$4,216	$5,599	$7,067	$8,799	$10,998	$13,747	$17,183
Pittwater (A)	$2,138	$2,705	$3,637	$4,687	$5,858	$7,327	$9,165	$11,464
Randwick (C)	$3,491	$4,256	$5,616	$7,142	$8,959	$11,227	$14,071	$17,636
Rockdale (C)	$5,125	$7,604	$10,864	$15,296	$19,099	$23,946	$30,024	$37,645
Ryde (C)	$14,432	$18,444	$24,848	$32,151	$40,090	$50,080	$62,561	$78,155
Strathfield (A)	$4,918	$6,155	$8,324	$10,877	$13,617	$17,049	$21,347	$26,728
Sutherland Shire (A) - East	$5,100	$6,659	$8,675	$10,833	$13,447	$16,719	$20,789	$25,854
Sutherland Shire (A) - West	$1,973	$2,473	$3,269	$4,150	$5,190	$6,499	$8,140	$10,195
Sydney (C) - East	$6,101	$7,412	$9,866	$12,616	$15,748	$19,731	$24,724	$30,982
Sydney (C) - Inner	$47,618	$60,526	$81,126	$103,044	$128,665	$161,555	$202,857	$254,723
Sydney (C) - South	$9,846	$14,323	$21,429	$27,713	$34,666	$43,398	$54,331	$68,020
Sydney (C) - West	$6,094	$7,620	$10,301	$13,120	$16,434	$20,614	$25,857	$32,435
Warringah (A)	$6,413	$8,222	$10,900	$13,839	$17,294	$21,622	$27,034	$33,803
Waverley (A)	$6,773	$8,824	$11,293	$14,022	$17,520	$21,907	$27,395	$34,257
Willoughby (C)	$3,317	$4,120	$5,428	$6,900	$8,643	$10,840	$13,595	$17,052
Wollondilly (A)	$1,058	$1,416	$1,932	$2,526	$3,169	$3,962	$4,953	$6,193
Woollahra (A)	$2,337	$2,919	$3,841	$4,859	$6,066	$7,611	$9,550	$11,983
Wyong (A) - North-East	$1,554	$2,157	$3,104	$4,425	$5,589	$6,992	$8,747	$10,943
Wyong (A) - South and West	$2,393	$2,904	$3,812	$4,802	$5,997	$7,491	$9,359	$11,692
TOTAL	$283,801	$372,380	$518,763	$678,645	$849,229	$1,063,054	$1,330,790	$1,666,047

Source: SGS modelling. 2015

TABLE 7 SYDNEY GMA POPULATION BY SLA, 2005-2075

	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
Ashfield (A)	41,097	43,134	44,314	44,556	46,950	49,258	51,262	52,966	54,641	56,369	58,151	59,989	61,885	63,842	65,860
Auburn (C)	66,351	77,011	77,880	87,740	100,056	113,083	126,296	139,244	152,459	162,463	172,077	182,261	193,047	204,472	216,572
Bankstown (C) - North-East	57,660	63,721	67,856	72,107	78,441	84,828	90,615	96,256	102,120	109,060	116,656	124,781	133,471	142,767	152,710
Bankstown (C) - North-West	63,651	67,899	69,428	74,046	79,268	83,850	87,685	91,447	95,418	100,082	105,100	110,370	115,903	121,715	127,817
Bankstown (C) - South	53,094	56,198	56,884	58,968	61,154	64,896	68,537	72,090	75,818	78,514	81,004	83,572	86,223	88,957	91,778
Blacktown (C) - North	87,930	103,467	106,426	126,527	159,380	193,348	230,808	270,867	303,978	328,131	351,796	377,167	404,369	433,532	464,798
Blacktown (C) - South-East	93,099	100,143	113,417	121,325	125,666	130,795	135,994	141,192	151,273	158,992	166,058	173,439	181,148	189,199	197,609
Blacktown (C) - South-West	95,900	102,956	104,138	108,774	112,465	115,520	118,529	121,635	128,951	135,643	142,160	148,990	156,147	163,649	171,511
Blue Mountains (C)	76,475	78,062	78,320	81,220	85,741	90,741	95,931	101,891	106,816	111,950	117,419	123,156	129,172	135,483	142,102
Botany Bay (C)	37,456	41,031	41,538	44,534	47,573	51,606	55,289	58,711	62,255	65,371	68,486	71,749	75,167	78,749	82,501
Burwood (A)	31,901	33,922	36,189	39,534	43,018	46,245	48,873	51,063	53,210	57,721	63,208	69,217	75,798	83,003	90,894
Camden (A)	50,322	56,770	60,965	82,251	106,074	131,265	159,127	188,520	218,907	233,355	244,156	255,457	267,281	279,652	292,596
Campbelltown (C) - North	78,225	78,075	78,741	89,471	104,181	117,018	126,884	136,055	145,182	152,524	159,679	167,169	175,011	183,221	191,816
Campbelltown (C) - South	69,973	72,213	73,412	76,816	81,720	86,202	92,037	99,210	107,003	115,445	124,566	134,409	145,030	156,489	168,854
Canada Bay (A) - Concord	31,509	39,503	42,678	50,483	58,617	63,170	66,482	69,522	72,430	74,855	77,223	79,666	82,185	84,785	87,467
Canada Bay (A) - Drummoyne	35,876	38,046	38,718	40,014	41,150	44,105	47,110	49,846	52,455	54,076	55,485	56,931	58,414	59,936	61,497
Canterbury (C)	134,705	143,597	144,851	150,460	159,015	168,313	177,825	186,618	195,330	202,323	209,054	216,009	223,196	230,622	238,295
Cessnock (C)	47,942	51,506	56,391	60,272	63,431	66,403	68,834	70,771	72,392	75,731	79,670	83,815	88,175	92,762	97,588
Fairfield (C) - East	114,223	121,830	127,861	133,576	139,473	147,349	154,007	160,653	167,799	175,836	184,391	193,363	202,771	212,637	222,982
Fairfield (C) - West	72,951	73,468	73,105	76,239	81,844	86,852	90,771	94,699	98,888	104,808	111,471	118,557	126,094	134,110	142,635
Gosford (C) - East	66,847	68,955	68,037	69,447	71,924	73,886	75,234	77,150	78,987	81,491	84,251	87,105	90,055	93,104	96,258
Gosford (C) - West	94,790	98,041	101,636	105,132	108,372	112,322	115,565	120,862	126,581	133,303	140,590	148,276	156,382	164,931	173,947
Hawkesbury (C)	62,108	63,857	66,796	70,141	74,189	78,676	83,332	88,631	93,119	95,451	97,334	99,254	101,213	103,209	105,245
Holroyd (C)	91,646	101,860	102,290	108,369	116,135	123,482	130,905	137,668	144,254	150,279	156,353	162,672	169,247	176,088	183,205
Hornsby (A) - North	67,731	69,386	67,008	68,130	70,697	72,834	75,768	79,304	83,077	86,466	89,853	93,372	97,029	100,829	104,779
Hornsby (A) - South	88,889	93,412	99,642	105,709	111,648	119,363	126,858	132,910	138,559	144,562	150,872	157,457	164,330	171,502	178,987

Hunters Hill (A)	13,777	13,884	13,894	14,433	15,773	16,708	17,583	18,779	19,899	21,041	22,253	23,534	24,889	26,322	27,837
Hurstville (C)	75,947	81,565	87,359	92,684	99,234	105,777	111,900	117,558	123,329	127,627	131,642	135,784	140,055	144,461	149,006
Kiama (A)	19,938	20,620	23,267	24,992	26,365	27,723	29,040	30,308	31,520	32,150	32,644	33,145	33,654	34,171	34,696
Kogarah (C)	54,382	58,235	58,902	62,052	66,583	71,594	76,824	81,940	86,653	89,906	92,893	95,980	99,169	102,464	105,869
Ku-ring-gai (A)	105,579	112,671	117,309	126,372	136,973	146,346	154,447	161,769	168,638	175,541	182,699	190,148	197,902	205,972	214,370
Lake Macquarie (C) - East	62,394	62,997	63,767	65,394	67,085	68,462	69,723	71,029	72,184	73,019	73,790	74,570	75,358	76,154	76,958
Lake Macquarie (C) - North	75,327	77,854	90,950	95,044	96,812	98,561	100,311	102,312	104,290	106,624	109,098	111,629	114,219	116,869	119,580
Lake Macquarie (C) - West	53,367	54,432	53,344	54,487	56,945	59,466	61,792	64,186	66,319	68,481	70,726	73,045	75,440	77,913	80,468
Lane Cove (A)	31,747	32,758	34,027	36,776	39,967	44,183	48,506	52,730	56,690	59,453	62,017	64,691	67,481	70,391	73,427
Leichhardt (A)	51,244	54,961	57,746	60,340	63,479	66,698	69,949	73,130	75,999	78,382	80,717	83,121	85,597	88,147	90,773
Liverpool (C) - East	99,899	108,715	111,844	116,338	122,736	130,459	136,892	143,012	149,199	155,688	162,478	169,564	176,960	184,677	192,732
Liverpool (C) - West	68,685	75,956	77,789	93,349	115,138	137,748	157,767	179,146	201,833	232,017	267,996	309,554	357,557	413,004	477,049
Maitland (C)	62,796	68,499	71,451	78,472	86,065	93,635	101,398	105,341	108,073	113,331	119,492	125,989	132,839	140,061	147,675
Manly (A)	38,877	41,653	42,761	44,530	47,138	50,008	52,997	55,980	58,754	60,950	63,071	65,266	67,538	69,888	72,321
Marrickville (A)	75,220	80,664	81,211	84,452	89,342	94,668	101,213	107,670	113,916	117,959	121,544	125,237	129,042	132,964	137,004
Mosman (A)	27,716	29,227	29,376	30,285	31,747	33,359	35,014	36,648	38,044	39,265	40,486	41,745	43,043	44,382	45,762
Newcastle (C) - Inner City	50,750	52,347	52,667	55,059	59,078	62,649	65,950	68,626	70,978	72,595	74,062	75,559	77,086	78,644	80,233
Newcastle (C) - Outer West	43,419	45,666	54,028	59,281	63,251	67,492	71,898	75,038	77,721	79,450	80,972	82,523	84,105	85,716	87,358
Newcastle (C) - Throsby	53,711	55,529	63,886	68,515	71,116	73,652	76,035	77,467	78,517	79,156	79,706	80,260	80,818	81,379	81,944
North Sydney (A)	61,254	66,049	73,195	80,001	86,763	92,937	98,865	104,395	109,552	113,999	118,419	123,011	127,780	132,735	137,881
Parramatta (C) - Inner	41,271	49,082	57,810	67,110	74,998	84,354	95,802	110,211	125,673	134,982	143,099	151,705	160,829	170,501	180,755
Parramatta (C) - North-East	43,616	47,050	46,984	50,364	56,007	61,332	66,184	69,917	73,456	76,676	79,919	83,299	86,821	90,493	94,319
Parramatta (C) - North-West	34,454	38,304	40,176	42,918	46,635	50,944	54,907	57,276	59,362	61,270	63,175	65,138	67,162	69,250	71,402
Parramatta (C) - South	32,097	36,182	36,934	39,261	43,096	47,154	50,893	53,288	55,429	57,215	58,948	60,735	62,575	64,472	66,425
Penrith (C) - East	96,090	99,087	100,325	109,565	121,752	131,360	141,039	152,727	165,354	174,747	183,651	193,008	202,842	213,177	224,039
Penrith (C) - West	80,876	83,850	83,905	90,024	98,014	106,730	115,567	123,057	130,206	137,252	144,574	152,286	160,409	168,966	177,979
Pittwater (A)	56,306	59,399	60,416	63,215	67,640	71,716	76,568	82,071	86,872	90,255	93,420	96,696	100,086	103,596	107,229
Port Stephens (A)	62,952	66,575	70,674	77,264	83,161	88,529	93,505	96,581	99,003	100,792	102,458	104,151	105,872	107,621	109,399

Randwick (C)	125,404	135,923	137,785	145,233	154,869	163,698	172,508	180,885	188,626	195,693	202,826	210,220	217,883	225,825	234,057
Rockdale (C)	95,512	102,928	105,386	113,461	121,303	127,846	134,277	140,266	145,906	150,679	155,363	160,192	165,172	170,306	175,600
Ryde (C)	100,188	106,947	113,831	122,266	132,919	145,029	157,738	169,252	180,631	190,856	201,213	212,131	223,642	235,778	248,572
Shellharbour (C)	62,761	65,712	66,185	69,766	74,423	79,015	83,402	87,588	91,616	94,224	96,528	98,888	101,306	103,783	106,321
Shoalhaven (C) - Pt A	32,013	34,004	34,636	35,934	37,746	39,368	40,690	41,730	42,383	43,249	44,206	45,184	46,184	47,206	48,250
Shoalhaven (C) - Pt B	59,572	61,310	63,511	65,638	67,394	69,176	70,735	71,911	72,668	75,067	77,985	81,016	84,166	87,438	90,837
Strathfield (A)	32,351	36,907	37,891	41,182	48,287	52,836	55,905	58,944	62,119	66,259	70,878	75,818	81,102	86,755	92,802
Sutherland Shire (A) - East	100,836	105,234	106,432	111,054	118,960	126,337	132,761	138,695	144,819	149,549	154,019	158,622	163,362	168,245	173,273
Sutherland Shire (A) - West	112,028	114,326	113,228	116,213	120,906	126,670	131,980	136,865	141,910	146,264	150,528	154,917	159,433	164,081	168,865
Sydney (C) - East	48,855	51,766	51,574	51,936	52,577	53,395	55,456	57,738	60,029	62,768	65,725	68,821	72,063	75,457	79,011
Sydney (C) - Inner	21,841	25,157	26,493	27,916	31,852	35,168	37,875	40,213	42,531	45,562	48,959	52,609	56,532	60,747	65,276
Sydney (C) - South	50,814	59,110	60,709	74,012	90,003	103,961	113,925	121,965	129,885	140,161	151,733	164,261	177,824	192,506	208,400
Sydney (C) - West	38,344	44,843	44,530	48,322	52,429	55,793	60,546	65,374	70,242	75,052	80,097	85,482	91,229	97,362	103,907
The Hills Shire (A) - Central	56,679	76,266	76,506	82,682	87,660	92,129	96,353	102,876	112,387	118,612	124,059	129,756	135,714	141,946	148,464
The Hills Shire (A) - North	41,997	58,182	68,527	81,302	99,090	118,495	136,797	152,628	165,744	169,779	171,697	173,636	175,598	177,581	179,587
The Hills Shire (A) - South	33,438	44,885	49,021	54,789	61,456	66,558	70,941	75,558	81,136	84,958	88,394	91,968	95,687	99,557	103,583
Warringah (A)	138,565	145,520	151,286	158,731	167,055	175,388	182,461	188,916	195,623	202,824	210,345	218,144	226,232	234,621	243,320
Waverley (A)	64,395	68,026	68,731	70,887	74,167	77,737	81,409	84,771	87,872	90,033	92,004	94,019	96,077	98,181	100,330
Willoughby (C)	65,872	71,251	77,171	82,036	86,923	91,890	96,509	101,099	105,162	108,982	112,883	116,923	121,108	125,443	129,933
Wingecarribee (A)	44,047	46,887	48,038	49,520	51,023	52,289	53,250	53,874	54,192	55,441	56,972	58,544	60,160	61,820	63,526
Wollondilly (A)	40,662	45,038	49,388	52,735	55,966	59,395	62,957	67,047	70,568	75,729	81,697	88,136	95,081	102,574	110,658
Wollongong (C) - Inner	98,698	102,999	104,822	108,372	112,171	115,356	118,163	120,672	122,911	124,431	125,796	127,177	128,572	129,983	131,410
Wollongong (C) Bal	94,892	100,397	98,320	100,784	105,001	109,399	113,466	117,047	120,196	123,423	126,762	130,191	133,713	137,330	141,044
Woollahra (A)	53,254	55,475	56,259	58,356	61,413	64,755	68,155	71,316	74,230	77,210	80,317	83,548	86,909	90,405	94,042
Wyong (A) - North-East	72,253	79,851	80,875	85,421	90,809	100,373	110,234	121,455	132,355	145,341	159,985	176,104	193,848	213,380	234,880
Wyong (A) - South and West	68,996	72,902	73,090	76,311	81,733	83,359	84,524	87,420	91,206	96,538	102,508	108,846	115,577	122,724	130,313
Total Sydney		5,578,292	5,718,744	6,113,277	6,599,212	7,085,069	7,556,139	8,018,080	8,476,314	8,883,309	9,296,489	9,734,728	10,200,044	10,694,666	11,221,057

TABLE 8 MEAN INCOME BY SLA, 2005-2075

	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
Ashfield (A)	$94,487	$99,307	$104,016	$108,843	$113,110	$117,545	$123,594	$129,955	$136,680	$143,754	$151,185	$158,999	$167,219	$175,863	$184,953
Auburn (C)	$71,392	$75,033	$78,368	$81,712	$86,029	$90,573	$95,491	$100,677	$105,876	$111,344	$117,013	$122,971	$129,231	$135,810	$142,724
Bankstown (C) - North-East	$63,231	$66,457	$69,076	$71,590	$74,360	$77,237	$80,570	$84,047	$88,321	$92,812	$97,529	$102,486	$107,694	$113,167	$118,917
Bankstown (C) - North-West	$69,736	$73,294	$76,530	$79,768	$82,732	$85,806	$89,375	$93,094	$97,668	$102,468	$107,559	$112,903	$118,516	$124,409	$130,595
Bankstown (C) - South	$88,830	$93,361	$97,244	$101,049	$104,465	$107,996	$112,059	$116,274	$121,860	$127,714	$133,909	$140,403	$147,225	$154,377	$161,877
Blacktown (C) - North	$98,267	$103,279	$112,855	$124,509	$134,794	$145,928	$155,663	$166,048	$174,898	$184,219	$193,562	$203,379	$213,692	$224,528	$235,914
Blacktown (C) - South-East	$76,907	$80,830	$84,560	$88,347	$95,645	$103,545	$110,453	$117,822	$123,781	$130,041	$136,621	$143,534	$150,796	$158,425	$166,440
Blacktown (C) - South-West	$69,414	$72,955	$79,373	$87,095	$94,289	$102,077	$108,887	$116,151	$121,992	$128,126	$134,642	$141,491	$148,687	$156,248	$164,195
Blue Mountains (C)	$89,147	$93,694	$97,466	$101,117	$105,171	$109,387	$114,209	$119,243	$125,432	$131,941	$138,732	$145,871	$153,377	$161,269	$169,567
Botany Bay (C)	$85,421	$89,778	$93,901	$98,082	$102,605	$107,338	$112,024	$116,915	$123,069	$129,546	$136,272	$143,346	$150,787	$158,613	$166,845
Burwood (A)	$85,527	$89,890	$93,330	$96,594	$101,129	$105,877	$111,478	$117,375	$123,440	$129,817	$136,567	$143,667	$151,135	$158,992	$167,257
Camden (A)	$96,176	$101,082	$112,825	$127,825	$139,065	$151,295	$162,186	$173,861	$183,441	$193,549	$203,419	$213,793	$224,694	$236,152	$248,193
Campbelltown (C) - North	$77,669	$81,631	$86,222	$91,173	$99,191	$107,914	$115,683	$124,010	$130,367	$137,050	$143,865	$151,019	$158,529	$166,412	$174,688
Campbelltown (C) - South	$77,736	$81,701	$85,182	$88,622	$96,415	$104,894	$112,445	$120,540	$126,863	$133,517	$140,370	$147,575	$155,148	$163,110	$171,480
Canada Bay (A) - Concord	$105,681	$111,072	$114,374	$117,158	$122,772	$128,654	$135,521	$142,753	$150,037	$157,691	$165,743	$174,205	$183,098	$192,445	$202,268
Canada Bay (A) - Drummoyne	$118,475	$124,518	$129,081	$133,334	$140,002	$147,004	$155,123	$163,690	$171,916	$180,555	$189,881	$199,688	$210,000	$220,844	$232,249
Canterbury (C)	$70,465	$74,059	$77,298	$80,528	$83,547	$86,678	$90,331	$94,138	$98,833	$103,761	$108,992	$114,486	$120,258	$126,322	$132,690
Cessnock (C)	$74,486	$78,286	$82,288	$86,485	$90,897	$95,533	$100,407	$105,528	$110,911	$116,569	$122,515	$128,765	$135,333	$142,236	$149,492
Fairfield (C) - East	$57,964	$60,920	$63,295	$65,565	$68,063	$70,655	$73,657	$76,786	$80,713	$84,841	$89,114	$93,603	$98,325	$103,285	$108,496
Fairfield (C) - West	$76,601	$80,509	$85,771	$91,675	$97,668	$104,053	$107,938	$111,967	$117,590	$123,496	$129,650	$136,110	$142,894	$150,015	$157,492
Gosford (C) - East	$85,858	$90,238	$93,528	$96,588	$100,116	$103,774	$108,030	$112,460	$118,219	$124,274	$130,650	$137,354	$144,400	$151,808	$159,595
Gosford (C) - West	$75,653	$79,512	$82,463	$85,227	$88,240	$91,359	$94,916	$98,611	$103,521	$108,676	$114,175	$119,953	$126,022	$132,399	$139,098
Hawkesbury (C)	$87,023	$91,462	$95,793	$100,230	$104,564	$109,084	$114,180	$119,513	$125,484	$131,753	$138,402	$145,386	$152,722	$160,429	$168,525
Holroyd (C)	$77,811	$81,780	$85,813	$89,997	$93,576	$97,296	$101,595	$106,084	$111,294	$116,759	$122,614	$128,764	$135,222	$142,004	$149,126
Hornsby (A) -	$111,491	$117,179	$122,769	$128,510	$134,191	$140,124	$146,914	$154,033	$161,856	$170,075	$178,765	$187,898	$197,497	$207,587	$218,191

North															
Hornsby (A) - South	$107,228	$112,697	$118,414	$124,396	$129,298	$134,392	$140,365	$146,602	$154,035	$161,845	$170,133	$178,844	$188,000	$197,625	$207,743
Hunters Hill (A)	$134,545	$141,408	$147,840	$154,343	$161,206	$168,374	$176,622	$185,274	$194,634	$204,468	$214,897	$225,858	$237,382	$249,494	$262,224
Hurstville (C)	$85,262	$89,611	$93,303	$96,908	$100,572	$104,375	$108,767	$113,344	$119,088	$125,124	$131,518	$138,239	$145,303	$152,728	$160,532
Kiama (A)	$86,714	$91,137	$95,796	$100,682	$105,818	$111,216	$116,889	$122,852	$129,118	$135,705	$142,627	$149,902	$157,549	$165,585	$174,032
Kogarah (C)	$93,905	$98,695	$103,093	$107,509	$111,840	$116,346	$121,437	$126,750	$133,168	$139,911	$147,074	$154,605	$162,519	$170,839	$179,584
Ku-ring-gai (A)	$130,751	$137,421	$143,742	$150,157	$156,080	$162,237	$169,297	$176,665	$185,717	$195,233	$205,310	$215,909	$227,051	$238,770	$251,092
Lake Macquarie (C) - East	$80,916	$85,043	$89,390	$93,950	$98,742	$103,779	$109,073	$114,637	$120,485	$126,630	$133,090	$139,879	$147,014	$154,513	$162,395
Lake Macquarie (C) - North	$84,173	$88,467	$92,989	$97,732	$102,718	$107,957	$113,464	$119,252	$125,335	$131,728	$138,448	$145,510	$152,932	$160,734	$168,933
Lake Macquarie (C) - West	$74,123	$77,904	$81,886	$86,063	$90,453	$95,067	$99,917	$105,013	$110,370	$116,000	$121,917	$128,136	$134,673	$141,542	$148,762
Lane Cove (A)	$130,743	$137,413	$143,885	$150,504	$156,254	$162,223	$169,061	$176,186	$185,160	$194,590	$204,572	$215,066	$226,097	$237,695	$249,888
Leichhardt (A)	$135,598	$142,515	$149,026	$155,616	$162,296	$169,263	$177,466	$186,067	$195,612	$205,647	$216,226	$227,349	$239,043	$251,339	$264,267
Liverpool (C) - East	$74,198	$77,983	$83,054	$88,737	$94,657	$100,972	$107,708	$114,893	$120,775	$126,959	$133,405	$140,178	$147,295	$154,773	$162,631
Liverpool (C) - West	$85,894	$90,275	$99,791	$111,696	$119,147	$127,096	$135,574	$144,619	$152,527	$160,867	$169,079	$177,710	$186,781	$196,314	$206,334
Maitland (C)	$85,514	$89,876	$94,470	$99,289	$104,353	$109,676	$115,271	$121,151	$127,331	$133,826	$140,653	$147,827	$155,368	$163,293	$171,623
Manly (A)	$130,869	$137,545	$142,991	$148,229	$154,374	$160,774	$168,206	$175,982	$185,000	$194,480	$204,528	$215,094	$226,207	$237,894	$250,185
Marrickville (A)	$103,650	$108,937	$114,666	$120,725	$125,324	$130,097	$135,585	$141,304	$148,448	$155,952	$163,857	$172,162	$180,889	$190,058	$199,692
Mosman (A)	$143,837	$151,174	$156,757	$161,977	$168,897	$176,112	$184,309	$192,889	$202,889	$213,408	$224,484	$236,136	$248,391	$261,283	$274,844
Newcastle (C) - Inner City	$92,576	$97,298	$102,271	$107,488	$112,971	$118,734	$124,790	$131,156	$137,846	$144,878	$152,268	$160,035	$168,199	$176,778	$185,796
Newcastle (C) - Outer West	$76,716	$80,629	$84,750	$89,073	$93,617	$98,392	$103,411	$108,686	$114,230	$120,057	$126,182	$132,618	$139,383	$146,493	$153,965
Newcastle (C) - Throsby	$87,066	$91,507	$96,184	$101,091	$106,247	$111,667	$117,363	$123,350	$129,642	$136,255	$143,205	$150,510	$158,188	$166,257	$174,738
North Sydney (A)	$138,101	$145,146	$150,982	$156,629	$163,243	$170,137	$178,034	$186,296	$195,904	$206,007	$216,708	$227,965	$239,805	$252,259	$265,361
Parramatta (C) - Inner	$77,974	$81,951	$85,945	$90,073	$94,237	$98,593	$103,704	$109,079	$114,639	$120,482	$126,637	$133,107	$139,906	$147,053	$154,564
Parramatta (C) - North-East	$91,608	$96,281	$101,124	$106,179	$110,386	$114,760	$119,744	$124,944	$131,145	$137,653	$144,549	$151,790	$159,394	$167,379	$175,764
Parramatta (C) - North-West	$91,367	$96,028	$100,666	$105,447	$109,249	$113,187	$117,790	$122,580	$128,720	$135,168	$142,092	$149,370	$157,038	$165,099	$173,574
Parramatta (C) - South	$65,283	$68,613	$71,752	$74,931	$77,811	$80,802	$84,380	$88,117	$92,555	$97,216	$102,169	$107,374	$112,843	$118,590	$124,630
Penrith (C) - East	$80,589	$84,700	$91,019	$98,342	$104,902	$120,000	$133,505	$148,530	$156,212	$164,292	$172,657	$181,449	$190,687	$200,395	$210,598
Penrith (C) - West	$90,237	$94,840	$99,477	$104,276	$104,276	$108,547	$113,171	$117,992	$123,863	$130,025	$136,626	$143,563	$150,851	$158,508	$166,555
Pittwater (A)	$110,744	$116,393	$121,438	$126,454	$131,893	$137,565	$144,030	$150,798	$158,447	$166,484	$174,967	$183,883	$193,253	$203,100	$213,448
Port Stephens	$72,841	$76,556	$80,470	$84,574	$88,889	$93,423	$98,188	$103,197	$108,461	$113,994	$119,808	$125,920	$132,343	$139,094	$146,189

(A)															
Randwick (C)	$108,450	$113,982	$118,255	$122,276	$127,148	$132,213	$138,058	$144,161	$151,608	$159,439	$167,645	$176,273	$185,344	$194,882	$204,911
Rockdale (C)	$82,691	$86,910	$93,099	$100,193	$105,581	$111,259	$118,705	$126,649	$133,040	$139,755	$146,964	$154,545	$162,515	$170,895	$179,708
Ryde (C)	$99,590	$104,670	$109,371	$114,102	$119,052	$124,217	$130,162	$136,391	$143,227	$150,405	$158,020	$166,021	$174,424	$183,254	$192,530
Shellharbour (C)	$75,763	$79,628	$83,698	$87,967	$92,455	$97,171	$102,127	$107,337	$112,812	$118,567	$124,615	$130,971	$137,652	$144,674	$152,054
Shoalhaven (C) - Pt A	$67,534	$70,979	$74,607	$78,413	$82,413	$86,617	$91,035	$95,679	$100,559	$105,689	$111,080	$116,746	$122,701	$128,960	$135,539
Shoalhaven (C) - Pt B	$59,411	$62,442	$65,633	$68,981	$72,500	$76,198	$80,085	$84,170	$88,464	$92,977	$97,719	$102,704	$107,943	$113,449	$119,236
Strathfield (A)	$93,309	$98,069	$102,145	$106,138	$110,812	$115,692	$121,474	$127,544	$134,069	$140,929	$148,148	$155,736	$163,711	$172,095	$180,908
Sutherland Shire (A) - West	$106,581	$112,017	$117,440	$123,034	$127,678	$132,498	$137,850	$143,417	$150,437	$157,800	$165,598	$173,781	$182,371	$191,385	$200,845
Sydney (C) - Inner	$98,034	$103,035	$107,343	$111,572	$116,054	$120,716	$126,006	$131,528	$138,218	$145,248	$152,697	$160,528	$168,761	$177,415	$186,514
Sydney (C) - East	$130,544	$137,203	$142,269	$147,006	$153,082	$159,410	$166,638	$174,194	$182,972	$192,192	$202,073	$212,462	$223,385	$234,870	$246,945
Sydney (C) - South	$112,302	$118,030	$123,227	$128,423	$133,881	$139,572	$145,703	$152,104	$159,781	$167,846	$176,568	$185,744	$195,393	$205,544	$216,223
Sydney (C) - West	$116,103	$122,025	$130,262	$139,580	$148,293	$157,551	$165,075	$172,957	$181,768	$191,028	$200,807	$211,086	$221,889	$233,245	$245,183
The Hills Shire (A) - Central	$111,319	$116,997	$121,843	$126,582	$132,147	$137,956	$144,096	$150,509	$158,229	$166,344	$174,944	$183,988	$193,497	$203,498	$214,016
The Hills Shire (A) - North	$113,690	$119,489	$129,358	$141,064	$150,475	$160,514	$171,222	$182,644	$191,972	$201,776	$212,024	$222,792	$234,105	$245,992	$258,484
The Hills Shire (A) - South	$109,038	$114,600	$127,429	$143,686	$153,272	$163,497	$174,404	$186,039	$195,773	$206,016	$216,526	$227,573	$239,181	$251,381	$264,204
Warringah (A)	$108,429	$113,960	$119,572	$125,392	$133,758	$142,681	$152,199	$162,353	$170,793	$179,671	$189,067	$198,954	$209,359	$220,308	$231,830
Warrumbungle Shire (A)	$55,578	$58,413	$61,066	$63,747	$66,338	$69,034	$72,060	$75,219	$79,031	$83,037	$87,260	$91,697	$96,360	$101,260	$106,409
Waverley (A)	$124,817	$131,184	$137,488	$143,974	$148,991	$154,183	$160,229	$166,512	$174,945	$183,806	$193,159	$202,988	$213,316	$224,169	$235,574
Willoughby (C)	$121,551	$127,751	$132,902	$137,891	$143,354	$149,034	$155,607	$162,470	$170,803	$179,563	$188,840	$198,597	$208,855	$219,644	$230,989
Wingecarribee (A)	$78,798	$82,817	$87,051	$91,491	$96,158	$101,063	$106,218	$111,637	$117,331	$123,316	$129,607	$136,218	$143,166	$150,469	$158,145
Wollondilly (A)	$89,826	$94,408	$99,371	$104,620	$109,389	$114,375	$120,107	$126,127	$132,640	$139,489	$146,579	$154,030	$161,859	$170,086	$178,731
Wollongong (C) - Inner	$84,595	$88,910	$93,455	$98,222	$103,232	$108,498	$114,032	$119,849	$125,963	$132,388	$139,141	$146,239	$153,698	$161,538	$169,779
Wollongong (C) Bal	$78,844	$82,866	$87,102	$91,545	$96,215	$101,123	$106,281	$111,702	$117,400	$123,389	$129,683	$136,298	$143,251	$150,558	$158,238
Woollahra (A)	$142,409	$149,673	$155,854	$161,893	$168,265	$174,889	$182,428	$190,292	$199,884	$209,960	$220,831	$232,264	$244,287	$256,932	$270,233
Wyong (A) - North-East	$66,425	$69,814	$73,934	$78,435	$83,256	$88,372	$93,803	$99,568	$104,892	$110,501	$116,136	$122,058	$128,282	$134,823	$141,697
Wyong (A) - South and West	$72,078	$75,755	$78,538	$81,135	$86,121	$91,414	$97,032	$102,996	$108,200	$113,668	$119,424	$125,471	$131,823	$138,496	$145,508

Source: SGS modelling. 2015

TABLE 9 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2010

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	8	0	290	28	686	244	1853	969	264	80	180	749	819	300	1304	1222	2710	150	457	305	12618
Auburn (C)	47	15	8611	1294	4184	6767	5295	1950	4478	1330	4599	768	2896	1536	3244	2829	3150	1553	2227	2012	58786
Bankstown (C) - North-East	11	3	4900	182	1367	1351	5108	1590	3444	1412	756	536	999	869	1971	2953	4435	244	1351	1074	34556
Bankstown (C) - North-West	20	0	5036	532	1450	1564	1994	787	2290	234	311	202	778	416	711	1857	1767	198	724	708	21579
Bankstown (C) - South	30	13	6087	115	2243	2022	1815	1186	1054	78	238	197	780	520	359	2182	1271	149	892	624	21857
The Hills Shire (A) - Central	27	22	4243	233	3342	3241	10120	2624	497	587	2343	804	4164	1125	1319	2750	5183	694	1789	1222	46329
The Hills Shire (A) - North	999	153	863	68	2049	1025	3315	1661	509	154	428	478	1368	581	90	2428	1751	282	855	485	19541
The Hills Shire (A) - South	106	7	646	12	891	545	1327	412	275	80	186	132	2870	345	167	2904	1191	93	831	305	13324
Blacktown (C) - North	228	16	2930	206	2066	1377	2114	1113	1047	82	224	263	905	546	803	3016	1741	241	860	573	20353
Blacktown (C) - South-East	31	25	10257	2020	4980	6047	7085	2706	5776	460	802	779	1680	1819	2651	3624	5538	416	2886	1960	61542
Blacktown (C) - South-West	115	21	3158	812	1888	2332	5309	2057	4820	101	268	361	561	829	1213	3412	3115	345	956	842	32515
Blue Mountains (C)	172	6	534	137	1385	389	2715	2428	747	261	335	354	1391	588	1331	2520	3547	495	886	400	20622
Botany Bay (C)	14	24	5622	285	2568	4413	4059	3025	24996	530	630	1090	1907	1953	2003	724	1581	260	1213	1461	58360
Burwood (A)	0	3	298	30	618	832	2718	1092	2075	544	580	442	1256	619	1096	2684	3445	127	605	519	19582
Camden (A)	392	20	1668	288	2428	925	3205	1439	1128	129	396	398	980	461	679	2190	2278	413	978	495	20889
Campbelltown (C) - North	43	52	7280	211	1959	1714	1942	1030	2280	129	220	471	614	616	1034	2564	1775	108	979	720	25741
Campbelltown (C) - South	57	168	722	117	883	416	4787	2550	814	305	595	412	956	773	1714	3668	5240	329	938	580	26023
Canada Bay (A) - Concord	3	7	2247	201	1552	1960	1893	1091	399	942	3563	413	1829	546	235	961	4780	298	962	592	24476
Canada Bay (A) - Drummoyne	7	0	286	61	621	335	1452	949	284	106	236	314	1124	249	382	867	1195	220	688	262	9636
Canterbury (C)	20	3	2906	39	2634	2094	4149	2215	2077	243	489	478	1235	890	1740	2616	4047	344	1383	1006	30608
Cessnock (C)	423	736	2060	76	1491	334	2479	2656	555	81	181	278	549	546	924	1588	2009	279	844	416	18505
Fairfield (C) - East	35	14	3307	78	1469	1312	3990	2903	1232	169	410	443	1021	733	1589	3203	3443	278	1379	1071	28080
Fairfield (C) - West	230	28	8506	298	2516	3633	3147	1422	2783	164	458	345	664	1010	888	2343	2325	231	1147	1251	33389
Gosford (C) - East	104	25	487	104	1726	526	4126	2404	470	305	537	442	1342	618	617	2240	2715	342	888	427	20443
Gosford (C) - West	838	204	4606	471	2534	1346	5029	2815	1406	699	836	706	2029	1382	3305	3375	9557	619	1818	1015	44591
Hawkesbury (C)	1309	22	3070	192	2491	866	3109	2057	981	443	314	381	1049	630	3165	2554	2775	547	1297	716	27970
Holroyd (C)	66	20	8291	184	2596	3424	3781	1615	4185	172	456	418	1069	680	1077	2232	2669	166	1341	1089	35530

Hornsby (A) - North	281	11	974	103	1356	828	1746	910	1045	121	250	204	1248	384	216	2363	1886	216	641	343	15126
Hornsby (A) - South	33	18	2949	200	1802	1458	6668	2882	1088	390	1207	715	2991	1089	1340	5917	7069	568	1783	881	41048
Hunters Hill (A)	0	3	89	8	300	69	347	403	78	39	137	130	420	134	287	868	1213	30	210	135	4901
Hurstville (C)	35	0	1839	102	1863	1715	3373	1728	1105	216	1621	477	1609	872	1265	2211	3486	299	1242	715	25773
Kiama (A)	325	3	184	42	546	140	834	1111	257	64	136	138	390	191	352	564	653	259	267	131	6586
Kogarah (C)	11	16	449	438	739	284	1034	1345	599	164	1634	353	1056	367	1689	1840	7196	247	566	496	20523
Ku-ring-gai (A)	73	19	829	87	1880	1531	3121	1806	714	650	1083	884	4562	976	1077	5787	7214	445	1283	888	34907
Lake Macquarie (C) - East	23	150	1201	88	1742	449	2689	1448	404	48	251	220	723	487	453	1761	2690	174	747	301	16051
Lake Macquarie (C) - North	49	938	3770	178	2604	1224	6245	3024	1651	352	1563	579	1636	956	2212	3120	4558	464	1782	708	37612
Lake Macquarie (C) - West	138	847	1266	630	1147	288	1802	1007	575	71	217	200	706	475	291	1765	2927	172	581	328	15433
Lane Cove (A)	18	0	1451	31	814	1378	1441	791	206	465	575	250	2493	885	419	1020	2457	207	400	446	15748
Leichhardt (A)	49	3	1152	33	1551	873	3113	1848	701	647	455	534	3012	1219	1441	1835	3465	584	1074	616	24204
Liverpool (C) - East	35	24	7571	359	2644	2791	5719	2281	2986	415	807	844	1756	2482	8373	3817	9023	499	1635	1585	55647
Liverpool (C) - West	676	50	1784	451	1678	1060	1842	891	1639	169	117	176	423	476	274	2467	1193	154	521	593	16634
Maitland (C)	255	594	2374	433	2389	653	4245	2048	1207	180	574	616	1608	1104	1517	2717	3771	259	1675	620	28837
Manly (A)	29	9	275	60	855	351	1556	1935	169	278	547	471	1467	383	674	1332	2329	304	530	321	13876
Marrickville (A)	16	12	3900	57	1809	2298	3415	1902	2045	590	414	403	2103	741	1356	2624	2623	698	1395	820	29220
Mosman (A)	33	9	172	8	568	172	1206	927	278	146	340	396	1239	251	657	955	1090	689	437	274	9846
Newcastle (C) - Inner City	38	427	4619	740	2512	1388	3135	3289	4230	1066	3099	864	5812	1790	4660	2787	5293	364	1619	907	48641
Newcastle (C) - Outer West	146	344	2805	1667	2159	1381	2458	1327	1008	192	289	308	842	556	614	5138	2633	296	950	499	25610
Newcastle (C) - Throsby	40	41	2249	225	1773	1157	7937	3283	1245	309	1145	482	2397	1067	1876	3193	12286	645	1539	733	43623
North Sydney (A)	83	328	4066	492	4483	3847	4637	4878	2106	6547	11598	2481	37411	5637	3528	5636	6132	1644	3067	3110	111712
Parramatta (C) - Inner	54	89	5949	1925	3587	3512	6836	3672	3106	1191	10049	1308	5318	3560	15695	4221	17674	621	2961	2490	93818
Parramatta (C) - North-East	26	4	2427	3	670	653	711	568	269	76	425	197	743	325	209	685	1428	96	417	296	10229
Parramatta (C) - North-West	4	13	1373	0	654	556	1691	552	593	51	115	59	412	198	92	688	1819	63	321	246	9499
Parramatta (C) - South	3	9	1194	10	593	660	772	370	1458	60	88	82	398	194	444	1315	509	403	249	281	9093
Penrith (C) - East	462	44	4948	671	2514	1789	2756	1865	2320	136	409	547	720	842	1959	4932	5463	350	1213	936	34878
Penrith (C) - West	77	148	3336	461	2561	1189	6448	3096	1627	336	645	633	1694	880	3836	2774	4176	616	1524	921	36978
Pittwater (A)	68	9	1841	85	2492	1316	2767	1899	437	351	537	548	2364	714	687	1566	2867	577	1065	651	22840
Port Stephens (A)	374	198	4844	192	2066	591	4173	2959	1436	226	395	606	1359	725	5462	1787	2517	444	1175	688	32216

Randwick (C)	46	3	1197	113	2468	895	2814	3600	3126	386	676	761	2524	1461	3710	10559	11411	1261	1434	1121	49567
Rockdale (C)	24	16	1717	87	1794	745	5134	2968	9047	242	501	767	1588	2148	6043	2251	2843	315	1215	1109	40554
Ryde (C)	48	60	6947	426	4410	11796	7033	3510	1040	9077	1089	1036	11831	2513	2698	8171	10730	541	2603	2212	87770
Shellharbour (C)	91	164	671	121	1362	473	3108	1645	621	67	284	260	520	427	1281	2308	2712	252	820	336	17525
Shoalhaven (C) - Pt A	172	21	1965	255	1007	404	2736	1204	806	235	342	273	895	530	3450	1684	3634	254	729	350	20947
Shoalhaven (C) - Pt B	657	22	652	181	1453	280	2306	2586	443	118	223	422	729	519	437	1546	1958	415	549	309	15804
Strathfield (A)	73	19	2878	734	1883	4111	2911	1070	5314	298	919	391	1265	638	660	2105	1073	372	858	817	28389
Sutherland Shire (A) - East	48	52	4424	285	3371	2049	7949	3731	1116	338	1043	864	2673	1066	862	2993	6093	683	1878	924	42443
Sutherland Shire (A) - West	25	3	1446	159	2350	806	3636	1989	909	157	680	425	3452	732	2139	3720	3569	445	1497	521	28661
Sydney (C) - East	27	42	1544	114	1470	1456	3502	5742	827	4210	1052	936	9302	2623	8733	3858	8920	2341	2006	1484	60190
Sydney (C) - Inner	197	1059	3298	2755	6783	3247	14290	21124	7581	16394	88956	7264	66752	17104	22938	8220	7672	4267	5876	7077	312853
Sydney (C) - South	28	19	5926	586	2540	6749	6106	2666	7220	3646	708	982	4948	1593	3688	2071	3340	1151	2939	1715	58621
Sydney (C) - West	7	16	797	210	2575	1639	2976	3069	3342	6483	1737	679	8347	1696	3370	13281	6826	4885	1355	1420	64710
Warringah (A)	116	43	4804	352	4029	6271	8871	3516	1436	1094	1272	1001	5370	1772	1704	5606	6313	884	2651	1447	58553
Willoughby (C)	49	124	3045	455	4371	3269	6843	2503	1458	4890	2269	1366	7582	1977	2299	2943	10203	659	2175	1560	60041
Waverley (A)	20	18	417	66	1097	605	4380	2518	470	495	810	543	2447	1285	1015	2468	3070	828	1045	647	24244
Wingecarribee (A)	841	105	2017	148	1339	537	2826	2028	749	233	341	436	1209	591	658	1823	2609	289	767	474	20018
Wollondilly (A)	620	1527	1507	230	1558	337	997	596	635	63	117	147	580	288	423	1076	725	233	411	347	12419
Wollongong (C) - Inner	57	631	3533	368	2518	1086	4963	4432	2201	847	3200	1024	3562	1692	4680	7737	9240	713	1939	1042	55466
Wollongong (C) Bal	148	1419	6299	657	2968	944	4421	2302	2165	156	402	422	1205	1160	897	2635	4372	411	1699	760	35443
Woollahra (A)	40	13	356	36	1273	549	2863	1974	193	360	824	1053	2083	758	1365	2561	2299	622	969	610	20802
Wyong (A) - North-East	163	246	866	551	1215	339	3052	1634	850	76	264	290	581	515	561	1978	3533	316	633	441	18103
Wyong (A) - South and West	147	71	3672	339	2076	1037	4828	3061	1094	346	731	590	1324	1105	2354	2543	3658	391	1188	615	31170
No fixed address	668	390	3661	948	45651	2774	4092	1600	9704	1832	958	568	4961	12322	2663	4783	7130	2211	4495	3868	115280
Total GMA	13098	12051	234427	28228	208532	139039	305272	185861	169798	77410	170690	50858	271479	107658	177190	242114	336805	46547	105776	75297	2958129

Source: SGS modelling. 2015

TABLE 10 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2015

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	8	0	327	26	722	260	1900	1027	228	96	186	770	820	297	1300	1204	2750	135	467	319	12842
Auburn (C)	54	17	9356	1319	4130	7094	5575	2129	4480	1554	4361	896	3129	1668	3759	2943	3597	1714	2465	1833	62075
Bankstown (C) - North-East	10	6	5555	188	1397	1489	5209	1596	3417	1578	762	564	956	804	1991	2861	4585	256	1438	1039	35699
Bankstown (C) - North-West	18	0	5689	770	1477	1682	2037	800	2292	260	316	219	765	403	947	1841	1877	207	773	677	23051
Bankstown (C) - South	28	22	6742	118	2293	2228	1851	1190	1046	87	240	208	746	481	362	2110	1313	157	950	603	22776
The Hills Shire (A) - Central	28	15	4762	214	3745	3687	11519	2777	552	864	2432	922	4289	1301	1510	2684	5447	738	1972	1255	50712
The Hills Shire (A) - North	1016	213	1014	136	2253	1085	3698	2014	576	231	489	595	1587	653	203	2454	2041	375	944	508	22085
The Hills Shire (A) - South	109	8	731	11	948	603	1392	445	269	100	183	148	2830	359	180	2820	1247	98	920	297	13697
Blacktown (C) - North	261	23	3271	194	2187	1464	2309	1252	1038	71	259	319	901	562	753	3510	2053	209	992	516	22142
Blacktown (C) - South-East	38	55	11490	1934	5274	6400	7580	2987	5686	483	867	827	1624	1822	2846	3592	5839	418	3195	1837	64795
Blacktown (C) - South-West	115	33	4033	945	2063	2659	5381	2202	5355	99	297	486	606	924	1277	3375	3538	372	1127	818	35705
Blue Mountains (C)	203	6	607	151	1347	406	2826	2657	730	254	335	375	1436	620	1363	2433	3758	505	947	474	21432
Botany Bay (C)	18	24	5465	261	2719	4599	4093	3296	24087	616	717	1237	2106	1950	2220	829	1846	304	1367	1315	59069
Burwood (A)	0	4	339	28	651	886	2787	1157	1790	657	598	454	1259	613	1093	2643	3495	114	618	543	19729
Camden (A)	403	31	1913	264	2539	1087	3902	1741	1397	197	489	488	1437	589	818	2386	2509	461	1109	527	24289
Campbelltown (C) - North	40	47	8256	163	2096	1939	2085	1106	2358	126	226	503	615	608	1031	2611	1886	112	1087	715	27610
Campbelltown (C) - South	54	154	818	90	945	471	5139	2738	841	298	612	440	957	762	1709	3736	5567	341	1042	576	27289
Canada Bay (A) - Concord	4	8	2268	125	1583	1881	1979	1131	353	644	3658	420	1759	537	234	955	4845	275	991	575	24227
Canada Bay (A) - Drummoyne	9	0	296	38	633	320	1518	984	251	72	242	319	1080	244	381	862	1211	203	708	255	9626
Canterbury (C)	22	4	3392	53	2682	2269	4339	2239	2016	305	498	511	1230	846	1781	2585	4464	326	1455	1087	32104
Cessnock (C)	464	655	2362	97	1539	373	2563	2831	586	74	178	260	591	566	943	1513	2109	239	885	426	19252
Fairfield (C) - East	33	18	3620	103	1472	1412	4127	2989	1245	171	400	456	973	763	1670	3106	3826	283	1465	1024	29157
Fairfield (C) - West	226	37	9551	394	2941	4365	3261	1461	3497	164	445	368	709	1091	924	2240	2555	237	1536	1199	37201
Gosford (C) - East	113	26	527	92	1795	584	4211	2523	458	281	551	467	1324	618	632	2145	2790	339	948	439	20865
Gosford (C) - West	914	212	4954	418	2636	1494	5133	2954	1371	646	859	746	2001	1383	3387	3232	9824	613	1941	1045	45761
Hawkesbury (C)	1354	34	3447	207	2634	912	3242	2173	1015	429	333	420	1113	679	3146	2552	2898	560	1342	731	29219
Holroyd (C)	64	26	9312	309	2736	3727	3913	1728	4315	191	468	484	1094	690	1164	2282	2961	164	1482	1041	38152

Hornsby (A) - North	287	7	1115	115	1492	897	1787	976	983	133	266	231	1233	404	277	2265	2011	199	691	355	15725
Hornsby (A) - South	46	13	3359	228	1958	1608	6839	3112	1004	629	1317	804	3019	1215	1565	5759	7484	534	1901	945	43338
Hunters Hill (A)	0	4	96	12	324	73	359	422	76	40	140	148	431	136	300	838	1294	30	233	153	5109
Hurstville (C)	36	0	2054	105	1946	1859	3519	1776	1072	217	1716	527	1712	819	1256	2130	3547	335	1281	719	26629
Kiama (A)	321	3	186	44	571	140	890	1150	266	69	142	147	396	181	344	544	664	245	268	129	6700
Kogarah (C)	11	13	494	449	768	302	1079	1393	580	179	1996	381	1092	347	1694	1800	7697	269	603	509	21657
Ku-ring-gai (A)	78	23	1036	98	2137	1674	3359	2035	691	871	1115	890	4638	1012	1039	5646	7595	453	1352	1033	36774
Lake Macquarie (C) - East	26	136	1335	103	1840	471	2690	1424	391	47	253	233	669	473	444	1656	2699	172	806	295	16165
Lake Macquarie (C) - North	53	907	4172	180	2740	1265	6235	2991	1614	345	1580	619	1536	933	2184	2938	4581	461	1919	699	37950
Lake Macquarie (C) - West	123	827	1319	535	1189	275	1772	1041	571	74	218	224	739	472	309	1672	2966	174	619	332	15449
Lane Cove (A)	25	0	1670	35	819	1401	1516	823	212	587	618	249	2430	950	425	1004	2609	202	449	497	16521
Leichhardt (A)	57	4	1185	46	1682	963	3144	1991	686	769	503	558	2905	1185	1283	1823	3620	568	1123	684	24778
Liverpool (C) - East	37	23	8127	379	2783	2785	6360	2540	3021	637	988	961	2204	2511	8490	4002	9612	567	1866	1428	59321
Liverpool (C) - West	706	36	1835	460	1762	1149	2482	1144	2064	225	145	231	488	514	336	2971	1507	194	659	550	19460
Maitland (C)	277	671	2756	392	2479	694	4167	2060	1144	178	565	568	1474	974	1453	2636	3888	258	1592	581	28808
Manly (A)	33	9	349	81	942	389	1547	1947	161	273	554	504	1536	370	636	1295	2439	275	572	385	14298
Marrickville (A)	24	11	4126	58	1920	2532	4081	2046	1807	658	496	462	2278	746	1352	2901	3087	672	1629	845	31729
Mosman (A)	38	11	198	9	605	174	1278	975	254	176	336	402	1239	251	579	904	1116	700	449	352	10047
Newcastle (C) - Inner City	58	335	4549	669	2556	1399	3422	3566	3958	1275	3214	948	6037	1740	4853	2754	5484	434	1764	896	49911
Newcastle (C) - Outer West	220	270	2781	1506	2197	1352	2467	1391	923	209	291	304	805	502	629	4928	2688	290	989	470	25213
Newcastle (C) - Throsby	60	32	2240	203	1804	1133	8009	3481	1182	375	1192	516	2492	1005	1922	3104	12584	631	1602	691	44258
North Sydney (A)	100	360	4298	559	4690	3898	4907	5115	1996	8027	11660	2503	36976	5751	3153	5384	6335	1645	3259	3808	114425
Parramatta (C) - Inner	60	95	6664	1947	3815	3839	7216	3933	3009	1407	10329	1503	5943	3482	16032	4212	18476	781	3313	2311	98366
Parramatta (C) - North-East	33	5	2712	8	671	703	741	648	264	142	427	225	762	353	227	694	1516	103	459	312	11006
Parramatta (C) - North-West	5	13	1573	0	725	618	1763	577	566	56	118	64	431	188	92	655	1889	66	351	224	9975
Parramatta (C) - South	3	12	1449	16	601	697	791	394	1474	66	90	93	404	201	484	1383	587	390	266	265	9668
Penrith (C) - East	489	42	5179	784	2634	1867	2834	2000	2571	129	352	564	870	812	1947	5032	6001	354	1438	783	36684
Penrith (C) - West	85	173	3721	486	2639	1249	6868	3280	1666	348	699	675	1874	926	3926	2660	4560	666	1657	886	39045
Pittwater (A)	66	9	1943	72	2493	1435	2863	1969	424	369	580	571	2276	674	667	1544	2957	569	1137	723	23341
Port Stephens (A)	400	195	5140	175	2177	623	4328	3126	1288	218	375	644	1304	768	4987	1804	2622	496	1223	657	32548

Randwick (C)	50	3	1389	154	2734	967	2781	3711	3088	452	641	768	2568	1502	3463	10127	11644	1212	1504	1122	49881
Rockdale (C)	26	12	1895	94	1840	775	5319	3152	11186	299	624	853	1677	2112	6633	2265	3079	348	1337	1094	44620
Ryde (C)	79	70	7435	620	4768	12411	7580	3753	1018	9279	1118	1175	12122	2551	2822	7889	11448	552	2882	2507	92079
Shellharbour (C)	90	169	681	127	1423	471	3317	1704	645	73	297	276	528	405	1253	2226	2757	239	823	332	17836
Shoalhaven (C) - Pt A	183	32	2124	230	984	385	2743	1211	760	236	323	275	887	539	3293	1577	3639	248	751	354	20775
Shoalhaven (C) - Pt B	699	34	716	164	1420	267	2312	2601	418	119	211	424	722	528	417	1447	1961	405	566	312	15741
Strathfield (A)	75	22	3210	699	1970	4399	2993	1122	4986	359	958	402	1272	627	661	2073	1090	335	879	856	28987
Sutherland Shire (A) - East	58	63	5146	277	3517	2122	8300	3888	1086	306	1105	896	2625	943	952	2969	6447	624	1999	985	44308
Sutherland Shire (A) - West	25	5	1615	155	2426	836	3831	2244	921	144	694	447	3348	741	2476	3736	3754	404	1657	543	30001
Sydney (C) - East	28	43	1526	106	1538	1573	3505	5872	777	4305	1077	956	9277	2585	8594	3544	9173	2306	2035	1548	60370
Sydney (C) - Inner	184	1045	3354	2551	7042	3503	14948	22400	7225	16828	95727	7670	70644	17428	23009	7695	7974	4675	6080	7303	327286
Sydney (C) - South	26	19	6079	549	2640	7287	6779	3091	6794	3972	896	1195	5735	1795	3818	2080	3629	1379	3195	1769	62726
Sydney (C) - West	6	16	827	194	2674	1769	3128	3283	3139	6605	1855	772	8470	1752	3378	12137	7034	4834	1385	1465	64723
Warringah (A)	125	46	5485	408	4221	6518	9371	3752	1463	1183	1329	1099	5210	1717	1774	5425	6619	911	2832	1553	61040
Willoughby (C)	66	125	3507	517	4398	3324	7199	2605	1504	6168	2437	1356	7390	2123	2331	2898	10833	642	2443	1738	63603
Waverley (A)	23	26	483	78	1219	675	4516	2712	435	520	854	548	2511	1248	1091	2367	3444	819	1113	749	25431
Wingecarribee (A)	921	114	2162	143	1343	529	2722	2012	722	242	340	451	1158	521	658	1694	2680	291	774	451	19928
Wollondilly (A)	609	1550	1621	232	1621	398	1108	647	668	81	133	158	652	285	479	1090	809	202	458	341	13141
Wollongong (C) - Inner	59	552	3838	330	2519	1298	4980	4307	2162	841	3076	1052	3306	1693	4719	7420	9341	709	2016	1038	55257
Wollongong (C) Bal	177	1407	6787	615	3020	917	4549	2332	1956	151	442	433	1227	1160	912	2627	4499	424	1681	757	36073
Woollahra (A)	47	18	402	42	1415	611	2953	2126	179	378	869	1063	2137	737	1468	2456	2579	615	1032	706	21833
Wyong (A) - North-East	161	240	961	507	1280	345	3308	1795	834	90	310	345	742	489	556	1947	3700	419	698	462	19190
Wyong (A) - South and West	145	70	4110	313	2187	1058	4738	3173	1074	319	717	599	1263	1005	2247	2478	3778	383	1215	618	31488
No fixed address	715	373	4032	960	47801	2958	4294	1692	9628	1988	1012	608	5106	12435	2700	4689	7499	2270	4832	3947	119538
Total GMA	13942	11968	257144	28469	218398	148235	320155	196637	169835	84213	180322	54475	278709	108647	180207	237296	354358	47733	113827	76740	308109

Source: SGS modelling. 2015

TABLE 11 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2020

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	8	0	354	27	806	296	2122	1150	243	105	206	865	858	326	1399	1320	3075	134	495	344	14130
Auburn (C)	54	18	9654	1446	4378	7208	6002	2432	4524	1622	4701	958	3494	1867	4312	3179	4386	1798	2674	1796	66503
Bankstown (C) - North-East	10	7	6047	198	1468	1524	5569	1658	3457	1609	776	585	946	805	2043	2998	5032	259	1492	1031	37514
Bankstown (C) - North-West	17	0	5857	882	1549	1708	2172	836	2329	268	327	229	773	411	1083	1946	2078	209	806	666	24147
Bankstown (C) - South	27	29	6875	124	2410	2280	1980	1237	1059	88	245	215	737	482	371	2208	1441	159	986	599	23552
The Hills Shire (A) - Central	28	16	5361	236	4314	4242	13986	3306	749	1318	2899	1283	6891	1882	2082	3188	6536	1087	2452	1431	63284
The Hills Shire (A) - North	1033	260	1179	252	2670	1280	4677	2573	845	380	626	786	2080	799	412	2854	2573	538	1241	623	27680
The Hills Shire (A) - South	109	8	755	12	1012	616	1508	472	271	108	193	158	2939	377	202	3012	1381	101	978	300	14510
Blacktown (C) - North	274	79	3485	267	2516	1733	3465	1844	1238	122	398	495	1374	719	902	4449	2585	344	1259	598	28147
Blacktown (C) - South-East	39	79	12223	1980	5682	6807	8579	3271	6409	489	919	864	1594	1869	3065	3767	6534	410	3444	1815	69839
Blacktown (C) - South-West	117	39	4566	1019	2356	3246	6237	2561	6719	101	389	625	980	1161	1494	3607	3972	361	1542	844	41938
Blue Mountains (C)	224	6	642	158	1372	409	3022	2802	745	259	343	386	1490	654	1417	2532	4105	510	992	510	22579
Botany Bay (C)	18	26	5067	280	2880	4671	4556	3685	24092	697	755	1361	2292	2081	2513	906	2234	322	1491	1297	61223
Burwood (A)	0	4	352	29	697	968	2988	1244	1830	684	636	490	1264	646	1129	2782	3752	108	628	561	20793
Camden (A)	425	37	2133	279	2813	1268	5077	2243	1650	319	672	661	2337	813	1058	2758	3012	588	1319	582	30043
Campbelltown (C) - North	39	53	8858	158	2233	2097	2518	1334	2526	127	272	571	771	667	1086	2797	2184	149	1220	730	30390
Campbelltown (C) - South	53	172	881	87	1006	509	5643	3022	901	300	633	466	963	788	1801	3945	6333	339	1131	588	29560
Canada Bay (A) - Concord	5	10	2345	109	1664	2007	2158	1216	359	598	3887	449	1763	574	245	1035	5245	274	1053	585	25579
Canada Bay (A) - Drummoyne	10	0	293	33	664	341	1656	1057	255	67	257	341	1082	261	398	934	1311	202	753	259	10176
Canterbury (C)	24	4	3430	59	2827	2346	4664	2337	2039	334	512	534	1245	846	1876	2725	4965	308	1501	1128	33703
Cessnock (C)	499	652	2509	120	1669	404	2750	3055	643	76	177	273	652	597	994	1577	2237	236	942	440	20504
Fairfield (C) - East	34	20	3698	114	1532	1451	4523	3225	1281	176	403	465	969	798	1808	3308	4270	286	1535	1014	30909
Fairfield (C) - West	237	43	10236	433	3400	4961	3597	1578	4419	169	449	402	1055	1379	991	2380	2836	240	1951	1192	41948
Gosford (C) - East	119	27	543	92	1889	589	4312	2667	454	280	565	477	1342	639	670	2174	2847	337	996	450	21470
Gosford (C) - West	958	218	5097	417	2775	1506	5256	3123	1359	642	881	763	2029	1431	3587	3277	10023	610	2039	1071	47059
Hawkesbury (C)	1409	40	3718	229	2819	914	3543	2327	1070	438	347	446	1145	743	3262	2724	3194	555	1420	754	31097
Holroyd (C)	61	27	9538	398	2901	3828	4190	1848	4500	197	496	523	1130	712	1295	2448	3313	165	1586	1033	40188

Hornsby (A) - North	292	6	1184	122	1615	936	1936	1044	997	139	282	247	1267	428	325	2449	2262	190	732	362	16815
Hornsby (A) - South	48	13	3629	241	2069	1645	7279	3289	1004	701	1341	854	3128	1294	1749	6067	8202	514	1995	965	46025
Hunters Hill (A)	0	4	102	14	356	75	384	447	76	42	141	161	455	143	330	884	1433	29	250	164	5491
Hurstville (C)	38	0	2079	110	2052	1904	3747	1863	1081	215	1777	550	1769	821	1315	2240	3868	336	1315	731	27809
Kiama (A)	328	3	195	46	603	145	957	1236	281	69	149	155	412	188	362	558	705	244	280	131	7047
Kogarah (C)	12	15	502	468	808	302	1154	1455	582	189	2141	400	1118	350	1766	1893	8500	273	627	523	23078
Ku-ring-gai (A)	81	24	1160	104	2301	1728	3526	2178	698	971	1123	918	4711	1048	1087	5962	8340	444	1393	1080	38877
Lake Macquarie (C) - East	28	133	1396	116	1951	450	2691	1481	391	49	268	239	669	480	465	1708	2849	173	856	291	16683
Lake Macquarie (C) - North	56	917	4404	190	2908	1210	6238	3119	1646	355	1667	635	1547	954	2296	3027	4831	463	2035	695	39193
Lake Macquarie (C) - West	125	840	1384	525	1268	263	1774	1108	596	79	218	232	783	500	338	1711	3114	178	651	340	16026
Lane Cove (A)	28	0	1757	37	869	1393	1607	870	211	634	625	257	2476	993	433	1051	2869	200	474	513	17298
Leichhardt (A)	70	4	1180	51	1799	1011	3338	2126	675	820	533	587	2898	1240	1305	1953	3910	565	1159	717	25941
Liverpool (C) - East	38	24	8401	403	2959	3181	7315	2837	3824	816	1123	1048	2568	2724	8905	4473	10893	625	2034	1407	65599
Liverpool (C) - West	751	35	1881	559	1956	1346	3408	1464	2814	324	188	313	798	632	423	3534	1938	241	778	553	23938
Maitland (C)	290	735	2988	414	2629	708	4357	2159	1160	172	560	580	1469	982	1504	2767	4146	259	1656	578	30113
Manly (A)	39	10	373	91	1010	406	1606	2044	155	273	572	529	1732	374	643	1382	2229	263	598	414	14743
Marrickville (A)	25	12	4044	59	2114	2653	4650	2212	1773	706	534	497	2418	763	1422	3111	3434	680	1751	847	33707
Mosman (A)	42	12	211	10	652	174	1361	1025	241	186	345	416	1258	255	574	954	1221	711	461	391	10501
Newcastle (C) - Inner City	70	331	4503	676	2708	1376	3921	3957	4047	1472	3406	1066	6767	1853	5226	2925	5686	530	1930	927	53378
Newcastle (C) - Outer West	269	266	2766	1523	2327	1279	2462	1473	921	217	298	307	814	492	665	5062	2739	286	1027	460	25654
Newcastle (C) - Throsby	74	32	2245	206	1911	1072	8043	3733	1228	438	1272	570	2764	1034	2032	3236	12870	623	1664	676	45722
North Sydney (A)	111	407	4714	592	5028	3900	5218	5385	1921	8545	11941	2586	37611	5886	3138	5668	6940	1657	3380	4130	118758
Parramatta (C) - Inner	57	104	6961	2052	4076	3927	7891	4216	3029	1519	11140	1632	6565	3611	17664	4554	20219	893	3553	2295	105957
Parramatta (C) - North-East	35	5	2880	11	700	716	795	688	267	164	432	240	793	372	258	762	1685	105	494	318	11719
Parramatta (C) - North-West	5	14	1612	0	774	625	1907	608	566	58	126	66	450	190	101	690	2058	69	367	222	10508
Parramatta (C) - South	3	13	1519	20	626	703	839	419	1507	68	95	98	416	208	541	1495	668	386	279	258	10160
Penrith (C) - East	507	43	5943	1216	3258	3035	3358	2397	4437	127	408	690	1172	989	2045	5343	6729	356	1908	827	44788
Penrith (C) - West	87	189	3860	518	2749	1281	7509	3509	1771	356	733	706	2030	999	4158	2804	5120	813	1769	889	41849
Pittwater (A)	63	10	2046	68	2595	1530	3045	2070	420	384	605	599	2313	689	695	1654	3235	583	1202	759	24567
Port Stephens (A)	418	192	5362	181	2277	644	4596	3283	1282	223	357	684	1321	803	5008	1927	2848	526	1294	675	33901

Randwick (C)	53	4	1511	173	2982	990	2882	3874	3041	484	633	769	2672	1590	3583	10654	12715	1175	1562	1170	52517
Rockdale (C)	27	13	1910	95	1935	760	5869	3411	11784	474	747	990	1983	2270	7467	2413	3459	479	1409	1112	48607
Ryde (C)	97	81	7925	737	5234	12765	8174	3997	1009	9726	1120	1282	12815	2684	3104	8323	12682	537	3095	2677	98062
Shellharbour (C)	92	180	697	135	1502	489	3566	1831	681	72	312	291	549	421	1320	2285	2925	237	861	337	18783
Shoalhaven (C) - Pt A	190	37	2198	229	1013	354	2751	1221	763	238	305	277	885	551	3301	1625	3748	247	753	361	21045
Shoalhaven (C) - Pt B	725	38	746	162	1462	246	2318	2622	419	120	199	428	720	539	418	1492	2019	404	568	318	15962
Strathfield (A)	78	25	3364	708	2101	4768	3211	1200	5213	373	1022	433	1278	657	682	2182	1170	320	895	881	30561
Sutherland Shire (A) - East	59	72	5468	288	3772	2158	9071	4144	1093	308	1138	908	2674	916	1051	3144	7139	605	2134	1003	47145
Sutherland Shire (A) - West	24	6	1647	161	2553	844	4114	2481	941	137	713	453	3396	762	2838	3969	4133	380	1764	537	31855
Sydney (C) - East	28	48	1417	104	1653	1629	3705	6103	748	4506	1129	993	9524	2646	8877	3665	9981	2310	2092	1626	62783
Sydney (C) - Inner	164	1143	3251	2503	7549	3626	16543	24048	7064	17840	104367	8255	76300	18397	24243	8179	8828	5599	6413	7654	351967
Sydney (C) - South	23	20	5743	541	2834	7544	7498	3475	6608	4478	1124	1453	6846	2210	4241	2397	4224	1708	3373	1849	68191
Sydney (C) - West	5	17	805	191	2867	1830	3415	3525	3025	6929	2002	862	8811	1853	3536	12558	7673	4831	1435	1535	67705
Warringah (A)	128	50	5702	439	4419	6794	10086	4003	1490	1225	1375	1163	5213	1731	1902	5769	8169	905	2972	1568	65103
Willoughby (C)	75	135	3674	547	4667	3304	7629	2755	1498	6655	2464	1401	7531	2218	2379	3032	11916	638	2580	1792	66891
Waverley (A)	25	33	511	84	1332	706	4793	2849	406	546	876	547	2576	1259	1177	2473	3782	832	1151	803	26760
Wingecarribee (A)	969	116	2217	146	1400	497	2714	2009	727	252	330	469	1152	506	663	1727	2761	292	782	451	20180
Wollondilly (A)	615	1613	1709	246	1756	429	1237	721	702	93	141	167	705	300	529	1148	925	198	496	345	14075
Wollongong (C) - Inner	61	564	3883	311	2568	1347	5135	4383	2166	786	3195	1077	3269	1748	4983	7576	9598	713	2080	1044	56488
Wollongong (C) Bal	190	1521	6932	625	3118	902	4891	2492	1999	176	505	473	1396	1237	1007	2740	4758	462	1783	739	37946
Woollahra (A)	51	23	415	46	1546	640	3133	2234	167	397	891	1060	2192	743	1584	2566	2832	625	1066	757	22968
Wyong (A) - North-East	164	237	1011	540	1415	521	3554	1966	991	107	351	385	942	513	600	2014	3889	491	842	488	21021
Wyong (A) - South and West	148	69	4358	314	2324	1062	4841	3366	1108	317	738	610	1281	1022	2363	2543	3939	384	1264	629	32676
No fixed address	747	387	4242	1022	51350	3119	4691	1827	10186	2127	1090	657	5492	13241	2886	4981	8220	2410	5197	4069	127942
Total GMA	14558	12699	268319	30410	234601	156148	349481	212333	179394	90244	194134	58934	298889	115633	193006	252124	388482	50626	122405	79122	3301542

Source: SGS modelling. 2015

TABLE 12 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2025

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	8	0	327	26	722	260	1900	1027	228	96	186	770	820	297	1300	1204	2750	135	467	319	12842
Auburn (C)	54	17	9356	1319	4130	7094	5575	2129	4480	1554	4361	896	3129	1668	3759	2943	3597	1714	2465	1833	62075
Bankstown (C) - North-East	10	6	5555	188	1397	1489	5209	1596	3417	1578	762	564	956	804	1991	2861	4585	256	1438	1039	35699
Bankstown (C) - North-West	18	0	5689	770	1477	1682	2037	800	2292	260	316	219	765	403	947	1841	1877	207	773	677	23051
Bankstown (C) - South	28	22	6742	118	2293	2228	1851	1190	1046	87	240	208	746	481	362	2110	1313	157	950	603	22776
The Hills Shire (A) - Central	28	15	4762	214	3745	3687	11519	2777	552	864	2432	922	4289	1301	1510	2684	5447	738	1972	1255	50712
The Hills Shire (A) - North	1016	213	1014	136	2253	1085	3698	2014	576	231	489	595	1587	653	203	2454	2041	375	944	508	22085
The Hills Shire (A) - South	109	8	731	11	948	603	1392	445	269	100	183	148	2830	359	180	2820	1247	98	920	297	13697
Blacktown (C) - North	261	23	3271	194	2187	1464	2309	1252	1038	71	259	319	901	562	753	3510	2053	209	992	516	22142
Blacktown (C) - South-East	38	55	11490	1934	5274	6400	7580	2987	5686	483	867	827	1624	1822	2846	3592	5839	418	3195	1837	64795
Blacktown (C) - South-West	115	33	4033	945	2063	2659	5381	2202	5355	99	297	486	606	924	1277	3375	3538	372	1127	818	35705
Blue Mountains (C)	203	6	607	151	1347	406	2826	2657	730	254	335	375	1436	620	1363	2433	3758	505	947	474	21432
Botany Bay (C)	18	24	5465	261	2719	4599	4093	3296	24087	616	717	1237	2106	1950	2220	829	1846	304	1367	1315	59069
Burwood (A)	0	4	339	28	651	886	2787	1157	1790	657	598	454	1259	613	1093	2643	3495	114	618	543	19729
Camden (A)	403	31	1913	264	2539	1087	3902	1741	1397	197	489	488	1437	589	818	2386	2509	461	1109	527	24289
Campbelltown (C) - North	40	47	8256	163	2096	1939	2085	1106	2358	126	226	503	615	608	1031	2611	1886	112	1087	715	27610
Campbelltown (C) - South	54	154	818	90	945	471	5139	2738	841	298	612	440	957	762	1709	3736	5567	341	1042	576	27289
Canada Bay (A) - Concord	4	8	2268	125	1583	1881	1979	1131	353	644	3658	420	1759	537	234	955	4845	275	991	575	24227
Canada Bay (A) - Drummoyne	9	0	296	38	633	320	1518	984	251	72	242	319	1080	244	381	862	1211	203	708	255	9626
Canterbury (C)	22	4	3392	53	2682	2269	4339	2239	2016	305	498	511	1230	846	1781	2585	4464	326	1455	1087	32104
Cessnock (C)	464	655	2362	97	1539	373	2563	2831	586	74	178	260	591	566	943	1513	2109	239	885	426	19252
Fairfield (C) - East	33	18	3620	103	1472	1412	4127	2989	1245	171	400	456	973	763	1670	3106	3826	283	1465	1024	29157
Fairfield (C) - West	226	37	9551	394	2941	4365	3261	1461	3497	164	445	368	709	1091	924	2240	2555	237	1536	1199	37201
Gosford (C) - East	113	26	527	92	1795	584	4211	2523	458	281	551	467	1324	618	632	2145	2790	339	948	439	20865
Gosford (C) - West	914	212	4954	418	2636	1494	5133	2954	1371	646	859	746	2001	1383	3387	3232	9824	613	1941	1045	45761
Hawkesbury (C)	1354	34	3447	207	2634	912	3242	2173	1015	429	333	420	1113	679	3146	2552	2898	560	1342	731	29219
Holroyd (C)	64	26	9312	309	2736	3727	3913	1728	4315	191	468	484	1094	690	1164	2282	2961	164	1482	1041	38152

Hornsby (A) - North	287	7	1115	115	1492	897	1787	976	983	133	266	231	1233	404	277	2265	2011	199	691	355	15725
Hornsby (A) - South	46	13	3359	228	1958	1608	6839	3112	1004	629	1317	804	3019	1215	1565	5759	7484	534	1901	945	43338
Hunters Hill (A)	0	4	96	12	324	73	359	422	76	40	140	148	431	136	300	838	1294	30	233	153	5109
Hurstville (C)	36	0	2054	105	1946	1859	3519	1776	1072	217	1716	527	1712	819	1256	2130	3547	335	1281	719	26629
Kiama (A)	321	3	186	44	571	140	890	1150	266	69	142	147	396	181	344	544	664	245	268	129	6700
Kogarah (C)	11	13	494	449	768	302	1079	1393	580	179	1996	381	1092	347	1694	1800	7697	269	603	509	21657
Ku-ring-gai (A)	78	23	1036	98	2137	1674	3359	2035	691	871	1115	890	4638	1012	1039	5646	7595	453	1352	1033	36774
Lake Macquarie (C) - East	26	136	1335	103	1840	471	2690	1424	391	47	253	233	669	473	444	1656	2699	172	806	295	16165
Lake Macquarie (C) - North	53	907	4172	180	2740	1265	6235	2991	1614	345	1580	619	1536	933	2184	2938	4581	461	1919	699	37950
Lake Macquarie (C) - West	123	827	1319	535	1189	275	1772	1041	571	74	218	224	739	472	309	1672	2966	174	619	332	15449
Lane Cove (A)	25	0	1670	35	819	1401	1516	823	212	587	618	249	2430	950	425	1004	2609	202	449	497	16521
Leichhardt (A)	57	4	1185	46	1682	963	3144	1991	686	769	503	558	2905	1185	1283	1823	3620	568	1123	684	24778
Liverpool (C) - East	37	23	8127	379	2783	2785	6360	2540	3021	637	988	961	2204	2511	8490	4002	9612	567	1866	1428	59321
Liverpool (C) - West	706	36	1835	460	1762	1149	2482	1144	2064	225	145	231	488	514	336	2971	1507	194	659	550	19460
Maitland (C)	277	671	2756	392	2479	694	4167	2060	1144	178	565	568	1474	974	1453	2636	3888	258	1592	581	28808
Manly (A)	33	9	349	81	942	389	1547	1947	161	273	554	504	1536	370	636	1295	2439	275	572	385	14298
Marrickville (A)	24	11	4126	58	1920	2532	4081	2046	1807	658	496	462	2278	746	1352	2901	3087	672	1629	845	31729
Mosman (A)	38	11	198	9	605	174	1278	975	254	176	336	402	1239	251	579	904	1116	700	449	352	10047
Newcastle (C) - Inner City	58	335	4549	669	2556	1399	3422	3566	3958	1275	3214	948	6037	1740	4853	2754	5484	434	1764	896	49911
Newcastle (C) - Outer West	220	270	2781	1506	2197	1352	2467	1391	923	209	291	304	805	502	629	4928	2688	290	989	470	25213
Newcastle (C) - Throsby	60	32	2240	203	1804	1133	8009	3481	1182	375	1192	516	2492	1005	1922	3104	12584	631	1602	691	44258
North Sydney (A)	100	360	4298	559	4690	3898	4907	5115	1996	8027	11660	2503	36976	5751	3153	5384	6335	1645	3259	3808	114425
Parramatta (C) - Inner	60	95	6664	1947	3815	3839	7216	3933	3009	1407	10329	1503	5943	3482	16032	4212	18476	781	3313	2311	98366
Parramatta (C) - North-East	33	5	2712	8	671	703	741	648	264	142	427	225	762	353	227	694	1516	103	459	312	11006
Parramatta (C) - North-West	5	13	1573	0	725	618	1763	577	566	56	118	64	431	188	92	655	1889	66	351	224	9975
Parramatta (C) - South	3	12	1449	16	601	697	791	394	1474	66	90	93	404	201	484	1383	587	390	266	265	9668
Penrith (C) - East	489	42	5179	784	2634	1867	2834	2000	2571	129	352	564	870	812	1947	5032	6001	354	1438	783	36684
Penrith (C) - West	85	173	3721	486	2639	1249	6868	3280	1666	348	699	675	1874	926	3926	2660	4560	666	1657	886	39045
Pittwater (A)	66	9	1943	72	2493	1435	2863	1969	424	369	580	571	2276	674	667	1544	2957	569	1137	723	23341
Port Stephens (A)	400	195	5140	175	2177	623	4328	3126	1288	218	375	644	1304	768	4987	1804	2622	496	1223	657	32548

Randwick (C)	50	3	1389	154	2734	967	2781	3711	3088	452	641	768	2568	1502	3463	10127	11644	1212	1504	1122	49881
Rockdale (C)	26	12	1895	94	1840	775	5319	3152	11186	299	624	853	1677	2112	6633	2265	3079	348	1337	1094	44620
Ryde (C)	79	70	7435	620	4768	12411	7580	3753	1018	9279	1118	1175	12122	2551	2822	7889	11448	552	2882	2507	92079
Shellharbour (C)	90	169	681	127	1423	471	3317	1704	645	73	297	276	528	405	1253	2226	2757	239	823	332	17836
Shoalhaven (C) - Pt A	183	32	2124	230	984	385	2743	1211	760	236	323	275	887	539	3293	1577	3639	248	751	354	20775
Shoalhaven (C) - Pt B	699	34	716	164	1420	267	2312	2601	418	119	211	424	722	528	417	1447	1961	405	566	312	15741
Strathfield (A)	75	22	3210	699	1970	4399	2993	1122	4986	359	958	402	1272	627	661	2073	1090	335	879	856	28987
Sutherland Shire (A) - East	58	63	5146	277	3517	2122	8300	3888	1086	306	1105	896	2625	943	952	2969	6447	624	1999	985	44308
Sutherland Shire (A) - West	25	5	1615	155	2426	836	3831	2244	921	144	694	447	3348	741	2476	3736	3754	404	1657	543	30001
Sydney (C) - East	28	43	1526	106	1538	1573	3505	5872	777	4305	1077	956	9277	2585	8594	3544	9173	2306	2035	1548	60370
Sydney (C) - Inner	184	1045	3354	2551	7042	3503	14948	22400	7225	16828	95727	7670	70644	17428	23009	7695	7974	4675	6080	7303	327286
Sydney (C) - South	26	19	6079	549	2640	7287	6779	3091	6794	3972	896	1195	5735	1795	3818	2080	3629	1379	3195	1769	62726
Sydney (C) - West	6	16	827	194	2674	1769	3128	3283	3139	6605	1855	772	8470	1752	3378	12137	7034	4834	1385	1465	64723
Warringah (A)	125	46	5485	408	4221	6518	9371	3752	1463	1183	1329	1099	5210	1717	1774	5425	6619	911	2832	1553	61040
Willoughby (C)	66	125	3507	517	4398	3324	7199	2605	1504	6168	2437	1356	7390	2123	2331	2898	10833	642	2443	1738	63603
Waverley (A)	23	26	483	78	1219	675	4516	2712	435	520	854	548	2511	1248	1091	2367	3444	819	1113	749	25431
Wingecarribee (A)	921	114	2162	143	1343	529	2722	2012	722	242	340	451	1158	521	658	1694	2680	291	774	451	19928
Wollondilly (A)	609	1550	1621	232	1621	398	1108	647	668	81	133	158	652	285	479	1090	809	202	458	341	13141
Wollongong (C) - Inner	59	552	3838	330	2519	1298	4980	4307	2162	841	3076	1052	3306	1693	4719	7420	9341	709	2016	1038	55257
Wollongong (C) Bal	177	1407	6787	615	3020	917	4549	2332	1956	151	442	433	1227	1160	912	2627	4499	424	1681	757	36073
Woollahra (A)	47	18	402	42	1415	611	2953	2126	179	378	869	1063	2137	737	1468	2456	2579	615	1032	706	21833
Wyong (A) - North-East	161	240	961	507	1280	345	3308	1795	834	90	310	345	742	489	556	1947	3700	419	698	462	19190
Wyong (A) - South and West	145	70	4110	313	2187	1058	4738	3173	1074	319	717	599	1263	1005	2247	2478	3778	383	1215	618	31488
No fixed address	715	373	4032	960	47801	2958	4294	1692	9628	1988	1012	608	5106	12435	2700	4689	7499	2270	4832	3947	119538
Total GMA	13942	11968	257144	28469	218398	148235	320155	196637	169835	84213	180322	54475	278709	108647	180207	237296	354358	47733	113827	76740	308109

Source: SGS modelling. 2015

TABLE 13 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2025

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	360	29	862	325	2271	1235	266	104	223	939	872	348	1460	1407	3289	134	506	354	14993
Auburn (C)	54	20	10146	1689	4910	7597	6878	2855	4878	1699	5521	1036	4081	2169	5055	3577	5381	1968	2969	1885	74369
Bankstown (C) - North-East	10	8	6699	220	1616	1596	6129	1815	3744	1665	840	630	1002	859	2196	3352	5713	277	1607	1080	41057
Bankstown (C) - North-West	18	0	6064	964	1703	1786	2399	915	2529	280	358	246	832	440	1222	2179	2362	224	874	694	26089
Bankstown (C) - South	28	34	7077	138	2652	2387	2179	1354	1146	91	265	232	781	515	399	2469	1636	170	1062	627	25242
The Hills Shire (A) - Central	29	18	6002	281	4969	4750	16328	4001	983	1772	3541	1621	8825	2550	2662	3918	7831	1389	2905	1578	75953
The Hills Shire (A) - North	1100	300	1302	300	3086	1412	5989	3334	1004	627	804	990	2961	1077	649	3419	3271	722	1597	799	34742
The Hills Shire (A) - South	112	9	787	13	1120	642	1685	513	295	115	220	173	3256	411	237	3411	1572	111	1073	319	16073
Blacktown (C) - North	293	210	3776	441	3068	2251	4836	2690	1812	269	666	781	2260	1008	1179	5620	3261	577	1743	784	37524
Blacktown (C) - South-East	40	89	13205	2182	6377	7350	9508	3712	7412	512	1019	935	1669	2004	3412	4301	7553	428	3840	1906	77454
Blacktown (C) - South-West	124	41	4991	1108	2756	4134	7137	3083	8057	108	355	777	1834	1553	1724	4072	4459	360	1871	909	49454
Blue Mountains (C)	248	6	687	171	1475	427	3337	3050	818	278	374	410	1627	714	1536	2811	4605	549	1080	551	24754
Botany Bay (C)	16	30	5096	327	3176	5063	5165	4157	25859	798	817	1531	2590	2331	2925	1012	2734	356	1653	1374	67010
Burwood (A)	0	5	371	31	777	1108	3331	1392	2088	709	719	554	1339	718	1228	3088	4181	113	669	602	23022
Camden (A)	451	38	2309	309	3108	1402	6432	2930	1859	459	913	871	3456	1031	1309	3167	3544	729	1541	624	36482
Campbelltown (C) - North	41	62	9708	173	2462	2313	2910	1566	2876	135	308	635	868	734	1206	3121	2579	169	1379	783	34027
Campbelltown (C) - South	55	202	971	95	1110	561	6401	3491	1026	317	693	510	1026	855	1999	4390	7459	356	1271	631	33420
Canada Bay (A) - Concord	5	11	2552	112	1832	2307	2439	1368	404	633	4389	504	1902	649	269	1183	5896	298	1174	629	28558
Canada Bay (A) - Drummoyne	10	0	301	34	731	392	1871	1190	288	71	291	383	1168	296	438	1067	1474	220	840	279	11343
Canterbury (C)	26	5	3458	63	3125	2499	5061	2567	2220	360	557	577	1335	896	2068	3048	5615	314	1612	1202	36609
Cessnock (C)	551	721	2667	158	1893	469	3055	3420	758	81	184	304	746	649	1128	1751	2439	256	1070	473	22773
Fairfield (C) - East	37	21	3837	126	1678	1536	5063	3663	1406	189	436	494	1034	891	2048	3781	4838	307	1672	1062	34118
Fairfield (C) - West	262	47	10913	465	4298	6069	4418	2104	5198	181	600	549	1697	1909	1105	2720	3197	335	2244	1251	49562
Gosford (C) - East	128	28	569	100	2068	603	4638	2935	483	296	612	504	1446	701	742	2346	3056	359	1088	479	23182
Gosford (C) - West	1032	227	5351	455	3037	1542	5654	3436	1444	680	954	805	2186	1568	3972	3535	10758	650	2228	1141	50656
Hawkesbury (C)	1529	42	4069	263	3133	948	4008	2601	1198	474	381	486	1228	837	3557	3046	3633	585	1576	813	34409
Holroyd (C)	61	28	9826	477	3206	4061	4678	2035	5007	208	559	579	1236	763	1525	2748	3751	178	1762	1091	43781

Hornsby (A) - North	309	7	1271	134	1799	1005	2182	1163	1098	148	313	270	1385	469	378	2783	2615	199	804	384	18716
Hornsby (A) - South	48	13	4010	261	2252	1729	8041	3620	1094	710	1418	925	3440	1400	1980	6833	9236	538	2175	1013	50736
Hunters Hill (A)	0	5	112	16	404	81	427	495	81	46	149	180	511	157	378	995	1629	30	277	178	6150
Hurstville (C)	41	0	2122	121	2253	2004	4079	2046	1173	221	1932	589	1905	872	1451	2518	4382	349	1414	777	30249
Kiama (A)	354	4	213	51	660	159	1053	1386	315	69	165	169	452	207	404	602	781	264	309	139	7753
Kogarah (C)	13	17	520	515	888	311	1262	1589	628	205	2317	434	1202	373	1934	2121	9623	290	677	559	25480
Ku-ring-gai (A)	87	24	1285	113	2525	1830	3786	2376	758	1046	1194	995	5049	1123	1208	6713	9425	462	1494	1136	42633
Lake Macquarie (C) - East	29	136	1475	132	2144	440	2865	1630	421	52	302	252	723	511	514	1855	3185	186	941	302	18095
Lake Macquarie (C) - North	59	955	4714	212	3205	1187	6646	3438	1802	383	1877	669	1676	1024	2547	3281	5393	499	2235	726	42529
Lake Macquarie (C) - West	134	877	1503	569	1411	263	1898	1234	667	87	232	243	869	554	384	1838	3451	195	712	363	17485
Lane Cove (A)	32	0	1860	41	971	1445	1754	958	223	672	659	280	2693	1065	462	1168	3241	215	513	538	18791
Leichhardt (A)	88	5	1224	55	1985	1098	3699	2350	715	874	589	644	3079	1375	1436	2204	4350	606	1248	766	28390
Liverpool (C) - East	39	26	8893	450	3271	3615	8401	3250	4651	963	1280	1159	2953	3185	9782	5250	12714	704	2255	1490	74332
Liverpool (C) - West	830	38	1979	653	2563	1736	4289	1767	3676	428	239	379	1102	805	517	4164	2413	268	859	589	29295
Maitland (C)	312	843	3244	479	2903	746	4788	2382	1274	173	585	634	1583	1067	1706	3083	4648	281	1867	612	33209
Manly (A)	48	12	393	100	1109	434	1742	2250	160	286	626	575	1902	398	692	1576	2401	275	647	444	16072
Marrickville (A)	25	14	4072	64	2363	2831	5108	2429	1901	770	579	538	2622	811	1570	3435	3803	749	1889	882	36454
Mosman (A)	47	14	227	11	729	183	1490	1118	248	196	379	451	1354	270	617	1081	1385	770	496	426	11492
Newcastle (C) - Inner City	78	353	4620	745	3005	1368	4393	4435	4440	1631	3775	1186	7758	2005	5804	3182	6082	602	2128	994	58585
Newcastle (C) - Outer West	298	285	2871	1679	2583	1257	2613	1624	1003	230	326	324	882	514	734	5443	2912	303	1114	478	27473
Newcastle (C) - Throsby	82	34	2336	227	2121	1053	8558	4121	1344	475	1414	628	3276	1108	2245	3487	13691	660	1805	702	49366
North Sydney (A)	125	466	5361	644	5619	4081	5709	5887	1996	9015	13001	2808	40676	6265	3368	6396	7865	1787	3642	4450	129162
Parramatta (C) - Inner	55	114	7350	2302	4509	4116	8858	4631	3284	1635	12803	1790	7429	3914	20875	5171	22682	1013	3911	2431	118873
Parramatta (C) - North-East	36	6	3115	11	770	751	882	740	290	163	466	260	875	400	309	881	1920	114	551	334	12874
Parramatta (C) - North-West	5	16	1662	0	846	644	2125	661	612	61	145	71	493	203	119	773	2304	75	397	237	11448
Parramatta (C) - South	3	13	1572	22	684	732	933	458	1643	72	106	104	454	224	637	1679	761	412	305	266	11081
Penrith (C) - East	524	45	6363	1496	3747	4186	4206	3118	6592	375	687	1089	2712	1733	2259	5924	7683	581	2566	853	56738
Penrith (C) - West	92	203	4040	580	2975	1361	8424	3906	2004	379	801	764	2270	1114	4597	3166	5866	1005	1949	942	46440
Pittwater (A)	63	12	2225	70	2836	1687	3353	2305	447	413	659	655	2518	747	767	1886	3662	644	1322	813	27081
Port Stephens (A)	452	204	5706	204	2466	688	5059	3581	1400	242	360	754	1434	864	5571	2168	3199	583	1450	737	37124

Randwick (C)	57	4	1666	190	3340	1055	3124	4231	3190	521	673	802	2937	1750	3971	11999	14406	1230	1691	1281	58120
Rockdale (C)	29	15	1957	99	2130	776	6609	3805	12451	709	887	1171	2421	2570	8661	2713	3968	634	1530	1188	54322
Ryde (C)	108	94	8780	839	5943	13857	9062	4414	1073	10646	1186	1428	14377	2947	3562	9365	14415	554	3423	2903	108975
Shellharbour (C)	99	196	740	148	1644	534	3923	2053	762	72	346	317	604	463	1472	2465	3242	256	950	358	20642
Shoalhaven (C) - Pt A	204	38	2318	247	1101	339	2909	1282	829	250	305	292	934	581	3485	1751	3995	265	784	386	22295
Shoalhaven (C) - Pt B	776	40	791	175	1589	235	2452	2754	455	126	200	451	760	569	441	1608	2152	433	591	340	16937
Strathfield (A)	84	29	3597	772	2336	5406	3577	1337	5953	386	1156	490	1354	728	739	2423	1304	334	955	940	33901
Sutherland Shire (A) - East	60	82	5826	323	4220	2284	10076	4552	1181	332	1227	954	2902	957	1194	3534	8115	627	2341	1053	51838
Sutherland Shire (A) - West	25	6	1692	180	2808	886	4555	2810	1024	139	775	476	3682	817	3309	4462	4687	391	1932	550	35205
Sydney (C) - East	28	55	1364	110	1856	1724	4107	6655	776	4920	1253	1081	10377	2843	9675	4098	11236	2504	2265	1773	68701
Sydney (C) - Inner	150	1297	3254	2655	8481	3835	18579	26437	7346	19557	116302	9071	83814	19881	26468	9190	9982	6445	7003	8353	388100
Sydney (C) - South	21	23	5576	575	3183	7979	8476	4028	6938	5276	1412	1799	8431	2774	4873	2882	5005	2215	3721	2013	77200
Sydney (C) - West	5	19	806	202	3220	1936	3875	3854	3137	7609	2269	986	9859	2040	3893	14051	8675	5253	1613	1676	74977
Warringah (A)	135	56	5977	482	4798	7404	11186	4413	1613	1303	1496	1265	5566	1839	2125	6559	9702	953	3239	1627	71739
Willoughby (C)	84	150	3878	595	5214	3428	8331	3032	1578	7061	2599	1527	8191	2380	2538	3371	13461	683	2791	1881	72775
Waverley (A)	27	39	546	93	1494	755	5270	3095	410	594	943	568	2783	1337	1312	2765	4198	907	1234	869	29239
Wingecarribee (A)	1046	118	2320	160	1530	484	2886	2096	789	271	335	508	1223	525	696	1843	2924	312	825	478	21367
Wollondilly (A)	655	1721	1853	277	1987	467	1412	838	779	105	154	183	785	332	595	1277	1079	214	555	367	15634
Wollongong (C) - Inner	64	613	3958	315	2741	1397	5494	4725	2326	753	3572	1151	3481	1886	5522	8135	10238	767	2240	1100	60479
Wollongong (C) Bal	205	1701	7131	694	3357	935	5350	2740	2211	188	570	513	1533	1353	1137	2952	5197	507	1975	754	41004
Woollahra (A)	56	28	435	51	1734	684	3446	2426	169	432	959	1101	2368	789	1765	2869	3144	682	1144	820	25100
Wyong (A) - North-East	177	242	1079	603	1597	700	3884	2195	1194	124	396	421	1114	576	681	2200	4276	540	985	531	23513
Wyong (A) - South and West	158	70	4670	341	2562	1106	5248	3730	1226	336	813	648	1392	1128	2646	2765	4322	413	1383	671	35629
No fixed address	806	426	4522	1141	57299	3395	5255	2046	11352	2339	1217	734	6167	14784	3232	5590	9266	2691	5763	4356	142381
Total GMA	15636	14004	284173	33955	261986	170153	391507	237905	199760	99180	217023	65814	335588	129084	216466	283062	438381	56602	135791	84749	3670836

Source: SGS modelling. 2015

TABLE 14 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2030

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	368	30	921	358	2415	1323	293	104	242	1013	899	374	1519	1503	3488	136	520	362	15878
Auburn (C)	52	20	10205	1863	5270	7721	7485	3093	5097	1716	6189	1076	4572	2406	5657	3846	6233	2080	3170	1894	79647
Bankstown (C) - North-East	10	9	7088	233	1708	1613	6418	1908	3926	1665	874	653	1034	886	2263	3587	6157	287	1668	1083	43068
Bankstown (C) - North-West	18	0	6022	1005	1797	1803	2529	961	2658	283	379	254	872	455	1325	2334	2548	232	912	692	27081
Bankstown (C) - South	28	37	6993	146	2802	2413	2282	1423	1202	91	275	240	805	531	411	2642	1763	177	1102	628	25993
The Hills Shire (A) - Central	29	19	6332	313	5422	5022	17660	4456	1129	2018	4028	1874	9622	2999	3071	4447	8785	1589	3224	1627	83666
The Hills Shire (A) - North	1126	329	1510	458	3501	1913	7349	4191	1432	882	1028	1225	3950	1360	951	3942	3884	997	1982	1062	43072
The Hills Shire (A) - South	112	10	788	14	1189	647	1799	536	309	118	240	181	3494	431	264	3688	1696	117	1131	324	17087
Blacktown (C) - North	300	321	3917	620	3536	2659	5939	3443	2354	461	925	1052	3212	1293	1429	6436	3804	785	2171	976	45634
Blacktown (C) - South-East	40	97	13644	2290	6868	7580	10208	4048	8103	517	1084	973	1704	2075	3621	4657	8284	435	4097	1918	82243
Blacktown (C) - South-West	128	43	5247	1161	3020	4487	7773	3392	8806	112	352	831	2119	1704	1881	4389	4819	355	1993	944	53554
Blue Mountains (C)	263	6	705	177	1519	431	3514	3194	868	287	392	419	1722	751	1592	2986	4912	572	1130	567	26006
Botany Bay (C)	14	32	5009	361	3363	5306	5550	4448	26620	869	850	1645	2824	2505	3225	1082	3071	381	1754	1393	70301
Burwood (A)	0	5	378	32	830	1220	3542	1491	2301	709	780	598	1380	772	1277	3301	4434	115	687	616	24468
Camden (A)	480	40	2464	338	3404	1524	7907	3705	2071	637	1180	1116	4616	1265	1578	3609	4120	851	1762	657	43324
Campbelltown (C) - North	41	69	10175	180	2605	2443	3127	1721	3146	137	321	665	891	766	1277	3324	2878	171	1487	802	36226
Campbelltown (C) - South	55	226	1025	99	1174	593	6935	3874	1123	324	727	536	1062	895	2117	4681	8341	364	1375	646	36173
Canada Bay (A) - Concord	5	13	2667	111	1936	2550	2622	1472	441	645	4751	542	1998	707	282	1295	6302	313	1254	645	30553
Canada Bay (A) - Drummoyne	11	0	300	34	773	433	2012	1281	313	72	314	411	1227	322	459	1168	1576	231	898	286	12123
Canterbury (C)	27	6	3365	65	3314	2566	5219	2706	2339	372	583	600	1393	919	2178	3265	6031	313	1669	1224	38153
Cessnock (C)	581	753	2693	184	2061	508	3271	3676	851	95	195	335	847	691	1235	1852	2535	278	1157	484	24281
Fairfield (C) - East	38	21	3818	132	1765	1568	5389	3989	1491	195	453	506	1073	971	2214	4139	5208	320	1753	1067	36111
Fairfield (C) - West	279	50	11099	479	4616	6398	4796	2373	5552	188	656	597	1964	2130	1177	2988	3438	372	2332	1260	52745
Gosford (C) - East	132	28	569	104	2167	594	4776	3094	497	301	637	510	1511	732	782	2416	3142	370	1145	487	23996
Gosford (C) - West	1065	230	5366	473	3182	1519	5822	3622	1486	692	992	815	2284	1637	4190	3642	11063	670	2345	1159	52254
Hawkesbury (C)	1591	44	4245	286	3334	951	4310	2786	1292	493	402	508	1281	904	3705	3252	3922	599	1678	835	36418
Holroyd (C)	59	27	9707	531	3395	4148	4998	2144	5357	212	606	612	1314	790	1722	2949	4027	186	1874	1104	45763

Hornsby (A) - North	315	7	1308	139	1920	1037	2337	1242	1168	152	333	284	1468	495	415	3003	2862	203	849	390	19929
Hornsby (A) - South	47	13	4251	271	2358	1755	8479	3833	1152	698	1449	964	3673	1461	2131	7363	9885	547	2281	1019	53632
Hunters Hill (A)	0	5	118	17	438	85	452	524	83	48	152	191	556	166	412	1070	1757	30	294	184	6586
Hurstville (C)	43	0	2084	127	2376	2034	4233	2158	1232	220	2018	607	1994	897	1529	2708	4713	352	1465	789	31579
Kiama (A)	365	4	223	53	690	166	1099	1482	338	65	175	176	480	219	428	624	824	275	326	141	8153
Kogarah (C)	13	19	518	541	937	310	1314	1668	658	213	2412	453	1257	385	2025	2273	10346	300	704	571	26917
Ku-ring-gai (A)	90	24	1358	118	2661	1868	3895	2489	797	1083	1224	1037	5261	1163	1281	7226	10118	468	1545	1145	44851
Lake Macquarie (C) - East	29	134	1490	143	2256	414	2932	1718	438	54	325	255	756	523	542	1903	3365	193	992	300	18761
Lake Macquarie (C) - North	59	957	4811	226	3380	1119	6804	3629	1905	397	2019	676	1758	1055	2689	3362	5692	520	2354	726	44137
Lake Macquarie (C) - West	136	881	1554	588	1500	252	1951	1314	717	92	238	245	931	587	414	1868	3621	205	747	370	18212
Lane Cove (A)	34	0	1887	42	1039	1450	1830	1011	228	686	671	293	2842	1104	474	1244	3478	223	534	541	19611
Leichhardt (A)	103	5	1231	57	2102	1157	3912	2491	740	896	625	678	3183	1473	1510	2388	4608	630	1294	783	29866
Liverpool (C) - East	40	28	9013	478	3469	3850	9205	3591	5201	1092	1411	1246	3318	3630	10297	5897	14095	772	2418	1510	80559
Liverpool (C) - West	1106	49	2503	941	3518	2625	6404	2579	5414	639	537	636	1679	1264	749	5852	3659	347	1126	754	42382
Maitland (C)	322	908	3344	522	3065	755	5012	2515	1349	168	583	665	1655	1116	1852	3250	4943	290	2016	618	34950
Manly (A)	56	12	400	105	1165	450	1807	2375	162	290	659	601	1978	410	713	1715	2569	280	674	455	16875
Marrickville (A)	23	15	3971	66	2513	2906	5321	2543	1963	804	603	558	2746	834	1654	3640	4009	796	1957	881	37804
Mosman (A)	51	15	233	11	780	186	1557	1171	250	199	399	469	1417	277	635	1170	1492	807	514	442	12075
Newcastle (C) - Inner City	82	362	4545	781	3189	1297	4506	4687	4659	1665	3956	1206	8141	2027	6098	3239	6115	617	2211	994	60378
Newcastle (C) - Outer West	313	291	2857	1759	2740	1187	2665	1714	1054	235	342	328	926	518	772	5539	2925	311	1160	475	28115
Newcastle (C) - Throsby	86	35	2326	238	2250	995	8758	4345	1407	481	1505	663	3549	1144	2361	3547	13754	678	1880	698	50699
North Sydney (A)	134	511	5813	669	6014	4122	5965	6178	2020	9162	13602	2929	42717	6450	3467	6899	8463	1865	3782	4575	135336
Parramatta (C) - Inner	52	121	7427	2455	4782	4165	9496	4880	3446	1704	14113	1895	8158	4098	23656	5624	24128	1123	4144	2464	127930
Parramatta (C) - North-East	36	7	3221	11	812	762	935	766	305	157	485	271	939	415	353	970	2076	119	588	337	13564
Parramatta (C) - North-West	4	17	1646	0	889	643	2260	690	641	61	159	74	526	209	135	829	2444	80	414	241	11960
Parramatta (C) - South	3	13	1561	23	719	737	995	480	1732	74	115	108	483	232	719	1803	822	427	320	263	11627
Penrith (C) - East	537	47	6477	1640	4290	5268	4923	3806	8162	766	943	1527	4097	2647	2385	6426	8681	718	2948	888	67177
Penrith (C) - West	94	211	4046	617	3079	1391	8958	4154	2171	381	833	784	2422	1186	4832	3409	6353	1188	2056	954	49116
Pittwater (A)	61	12	2312	70	2968	1788	3522	2467	461	428	690	688	2658	781	808	2052	3937	685	1395	831	28613
Port Stephens (A)	468	206	5780	217	2562	707	5304	3747	1476	250	349	795	1507	896	5949	2305	3394	615	1558	764	38849

Randwick (C)	59	4	1761	199	3582	1086	3239	4440	3240	538	691	803	3126	1854	4201	12922	15498	1251	1763	1335	61593
Rockdale (C)	30	17	1935	100	2251	768	7167	4091	12716	1009	1014	1327	2886	2827	9539	2916	4332	851	1598	1212	58583
Ryde (C)	115	103	9324	906	6445	14504	9583	4675	1108	11176	1211	1521	15663	3114	3880	10072	15551	557	3632	3001	116141
Shellharbour (C)	102	206	748	154	1720	558	4096	2195	819	68	366	331	641	490	1561	2552	3420	267	1004	363	21661
Shoalhaven (C) - Pt A	208	38	2336	254	1115	313	2913	1289	823	254	293	291	933	585	3503	1764	4073	265	783	390	22423
Shoalhaven (C) - Pt B	792	40	802	181	1610	217	2454	2769	452	127	191	450	759	573	443	1620	2194	433	590	344	17041
Strathfield (A)	87	32	3703	804	2490	5904	3800	1428	6471	387	1253	529	1396	779	767	2589	1384	339	982	959	36081
Sutherland Shire (A) - East	59	88	5943	344	4520	2330	10613	4782	1235	343	1269	965	3059	969	1289	3799	8749	628	2458	1059	54501
Sutherland Shire (A) - West	25	7	1670	192	2964	898	4808	3039	1077	136	807	481	3877	846	3652	4798	5047	393	2034	541	37289
Sydney (C) - East	28	60	1275	112	1996	1754	4338	6970	779	5147	1333	1130	10967	2950	10086	4386	12016	2633	2363	1841	72164
Sydney (C) - Inner	133	1406	3142	2698	9124	3900	19572	27629	7380	20463	123221	9475	88138	20597	27508	9803	10659	6725	7301	8680	407554
Sydney (C) - South	19	25	5246	586	3422	8116	9075	4441	7057	5857	1632	2069	9416	3035	5179	3166	5460	2653	3947	2087	82488
Sydney (C) - West	4	21	779	206	3464	1969	4096	4022	3153	7974	2415	1034	10459	2121	4056	15034	9282	5518	1695	1741	79045
Warringah (A)	136	60	6027	505	4995	7773	11823	4663	1692	1332	1565	1321	5782	1890	2262	7120	10782	975	3394	1619	75717
Willoughby (C)	89	162	3935	619	5579	3439	8690	3200	1615	7211	2646	1598	8643	2467	2600	3590	14445	709	2907	1891	76036
Waverley (A)	29	45	561	98	1603	776	5531	3233	405	619	977	566	2920	1374	1395	2959	4439	956	1276	898	30658
Wingecarribee (A)	1075	115	2317	167	1557	452	2901	2095	783	279	326	517	1227	522	695	1841	2964	311	833	481	21461
Wollondilly (A)	671	1769	1919	296	2147	487	1535	934	834	113	162	193	844	353	638	1360	1196	225	597	373	16645
Wollongong (C) - Inner	66	639	3866	307	2806	1397	5604	4889	2417	691	3813	1182	3599	1960	5828	8391	10401	798	2320	1107	62080
Wollongong (C) Bal	213	1818	7006	731	3463	935	5526	2860	2341	181	601	523	1566	1410	1206	3042	5393	524	2082	739	42158
Woollahra (A)	59	32	439	53	1861	703	3616	2535	167	450	994	1098	2485	811	1876	3070	3324	718	1183	846	26320
Wyong (A) - North-East	182	240	1097	665	1748	937	4072	2360	1425	147	434	449	1327	624	744	2303	4497	576	1160	561	25548
Wyong (A) - South and West	163	70	4767	353	2699	1106	5440	3956	1304	342	858	659	1466	1185	2819	2868	4528	430	1457	683	37151
No fixed address	832	446	4605	1212	60898	3533	5583	2184	12057	2455	1294	781	6589	15720	3446	5971	9907	2866	6093	4453	150927
Total GMA	16371	14783	289216	36389	279991	178303	418548	255275	213733	104657	231746	70378	360508	137990	231861	304559	471135	60559	144273	87052	3907326

Source: SGS modelling. 2015

TABLE 15 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2035

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	378	31	979	395	2564	1417	324	105	262	1094	929	403	1576	1602	3695	138	535	370	16806
Auburn (C)	50	21	10255	2043	5630	7870	8095	3320	5357	1741	6818	1122	5003	2568	6313	4113	7193	2188	3373	1906	84980
Bankstown (C) - North-East	10	10	7487	246	1800	1636	6717	2010	4139	1674	910	680	1069	918	2328	3822	6612	296	1730	1086	45180
Bankstown (C) - North-West	18	0	5987	1048	1892	1827	2664	1013	2808	288	400	264	916	473	1437	2489	2738	239	951	691	28144
Bankstown (C) - South	28	40	6922	155	2953	2447	2388	1500	1267	92	287	250	832	550	423	2815	1893	182	1144	630	26799
The Hills Shire (A) - Central	29	21	6677	347	5853	5286	18986	4750	1194	2165	4525	2054	10192	3233	3427	4867	9683	1789	3521	1675	90277
The Hills Shire (A) - North	1154	359	1611	524	3908	2197	8739	5178	1707	1128	1260	1416	5442	1762	1217	4349	4448	1166	2227	1229	51020
The Hills Shire (A) - South	113	10	790	15	1258	655	1919	561	327	121	261	191	3740	453	293	3963	1821	123	1191	329	18133
Blacktown (C) - North	308	349	3979	771	3970	3047	6974	4095	2774	606	1108	1335	4136	1506	1635	7173	4306	979	2496	1120	52669
Blacktown (C) - South-East	40	105	14082	2405	7375	7826	11040	4427	8860	524	1152	1018	1746	2158	3819	4994	9051	442	4352	1931	87349
Blacktown (C) - South-West	131	44	5485	1216	3267	4692	8461	3687	9533	116	368	865	2142	1784	2032	4689	5199	350	2092	976	57130
Blue Mountains (C)	277	6	725	183	1559	437	3694	3354	924	297	410	430	1820	791	1643	3157	5229	594	1180	583	27294
Botany Bay (C)	12	35	4949	396	3551	5552	5949	4712	27277	942	885	1768	2982	2688	3514	1152	3411	406	1854	1412	73449
Burwood (A)	0	6	388	34	883	1346	3760	1597	2546	714	844	645	1426	832	1325	3518	4696	116	707	629	26011
Camden (A)	510	42	2605	368	3707	1654	9040	4325	2306	722	1338	1260	5478	1517	1850	4058	4744	959	1982	688	49156
Campbelltown (C) - North	41	77	10629	187	2748	2574	3361	1898	3440	140	334	699	917	801	1345	3526	3202	174	1603	820	38514
Campbelltown (C) - South	55	251	1082	103	1239	624	7514	4312	1227	331	763	566	1102	939	2229	4970	9296	371	1486	661	39121
Canada Bay (A) - Concord	5	14	2795	111	2041	2822	2811	1584	483	660	5130	582	2097	772	295	1410	6720	328	1334	660	32653
Canada Bay (A) - Drummoyne	11	0	302	34	814	479	2158	1377	343	74	340	442	1288	352	480	1272	1680	242	955	293	12937
Canterbury (C)	29	6	3291	68	3504	2643	5388	2859	2477	385	610	626	1454	949	2282	3482	6458	313	1728	1244	39795
Cessnock (C)	610	785	2737	232	2317	592	3577	4028	1025	142	241	401	1073	770	1360	1951	2598	336	1264	495	26535
Fairfield (C) - East	40	22	3803	139	1852	1604	5785	4350	1587	202	471	523	1117	1065	2381	4484	5590	332	1834	1072	38253
Fairfield (C) - West	297	53	11174	495	4768	6528	5117	2557	5886	194	676	609	2012	2272	1247	3246	3688	383	2399	1271	54869
Gosford (C) - East	136	29	569	109	2260	586	4967	3266	514	308	662	519	1579	772	821	2527	3279	381	1198	495	24977
Gosford (C) - West	1099	233	5376	492	3319	1500	6055	3824	1538	706	1031	829	2387	1726	4396	3809	11542	690	2453	1177	54183
Hawkesbury (C)	1653	45	4409	310	3531	959	4619	2984	1396	513	424	533	1338	975	3840	3457	4219	613	1780	857	38454
Holroyd (C)	58	27	9598	601	3599	4281	5343	2270	5788	216	657	656	1400	822	1936	3148	4305	193	2001	1125	48025

Hornsby (A) - North	322	8	1348	146	2041	1072	2495	1328	1247	157	354	299	1554	524	452	3222	3114	207	893	396	21176
Hornsby (A) - South	46	13	4509	282	2466	1787	8933	4065	1220	693	1486	1009	3923	1530	2277	7891	10552	558	2387	1026	56654
Hunters Hill (A)	0	6	124	18	472	89	479	557	87	51	156	204	606	176	445	1145	1889	31	310	189	7034
Hurstville (C)	44	0	2053	134	2500	2071	4395	2280	1300	221	2108	629	2088	927	1603	2897	5053	356	1517	800	32978
Kiama (A)	377	4	232	55	718	173	1144	1582	364	61	185	185	508	231	451	643	869	286	344	143	8555
Kogarah (C)	14	21	518	567	986	311	1369	1755	692	222	2512	474	1314	399	2112	2425	11088	309	732	581	28403
Ku-ring-gai (A)	93	24	1430	123	2797	1912	4013	2615	842	1123	1257	1085	5488	1209	1349	7737	10830	475	1598	1153	47154
Lake Macquarie (C) - East	30	133	1504	154	2366	390	2995	1813	458	56	348	259	790	536	567	1969	3561	200	1042	298	19468
Lake Macquarie (C) - North	59	962	4897	240	3551	1058	6951	3835	2020	411	2160	686	1843	1089	2821	3475	6018	540	2470	726	45812
Lake Macquarie (C) - West	138	887	1603	609	1586	242	2000	1399	771	97	244	248	993	621	442	1918	3808	216	781	377	18982
Lane Cove (A)	36	0	1913	44	1107	1461	1909	1069	235	704	686	308	2996	1149	484	1320	3722	231	556	544	20473
Leichhardt (A)	119	6	1248	59	2220	1229	4135	2645	776	921	663	716	3297	1584	1580	2576	4875	653	1341	799	31440
Liverpool (C) - East	40	29	9129	506	3667	4251	9999	3887	6154	1151	1472	1293	3474	4075	10708	6468	15473	798	2529	1529	86634
Liverpool (C) - West	1357	59	2908	1154	4345	3423	8655	3334	7090	934	778	834	2627	1661	1081	7558	5001	573	1636	886	55893
Maitland (C)	331	973	3427	566	3220	767	5131	2660	1433	165	577	699	1730	1170	1970	3355	5092	302	2163	624	36355
Manly (A)	63	13	410	110	1219	467	1875	2511	165	295	692	630	2058	424	734	1854	2744	285	701	466	17717
Marrickville (A)	22	17	3904	69	2664	2992	5545	2666	2034	839	628	583	2875	862	1733	3847	4222	845	2027	881	39254
Mosman (A)	54	17	239	11	831	189	1628	1230	254	202	419	491	1482	286	653	1259	1601	842	533	457	12680
Newcastle (C) - Inner City	86	370	4480	818	3368	1233	4570	4932	4904	1693	4128	1221	8446	2047	6365	3321	6150	626	2289	991	62037
Newcastle (C) - Outer West	328	298	2848	1844	2894	1124	2715	1812	1113	240	358	334	971	525	808	5692	2943	319	1207	473	28843
Newcastle (C) - Throsby	90	36	2316	249	2376	942	8923	4586	1479	489	1575	678	3696	1162	2469	3641	13837	695	1954	696	51890
North Sydney (A)	143	559	6287	696	6408	4180	6231	6501	2064	9351	14223	3069	44859	6672	3560	7400	9076	1940	3925	4693	141837
Parramatta (C) - Inner	49	128	7496	2616	5064	4240	10188	5166	3637	1791	15531	2023	8993	4315	26694	6089	25562	1247	4392	2497	137714
Parramatta (C) - North-East	36	7	3319	11	855	775	991	797	323	154	507	283	1009	433	401	1058	2234	123	626	340	14282
Parramatta (C) - North-West	4	18	1632	0	932	646	2404	722	675	62	175	76	561	216	152	884	2582	84	430	245	12500
Parramatta (C) - South	3	13	1552	24	753	745	1060	505	1835	75	124	112	514	242	808	1925	884	441	336	261	12211
Penrith (C) - East	554	49	6832	1795	4907	6259	5651	4261	8932	1078	1262	2025	5069	3429	2800	7093	9488	1059	3400	1017	76959
Penrith (C) - West	95	219	4051	655	3171	1425	9508	4426	2349	382	863	805	2580	1265	5042	3650	6846	1419	2164	966	51882
Pittwater (A)	59	13	2398	70	3093	1897	3696	2640	480	443	722	724	2803	819	847	2217	4219	725	1469	848	30183
Port Stephens (A)	484	208	5835	231	2654	726	5437	3929	1562	259	337	841	1583	933	6234	2392	3492	651	1665	789	40242

Randwick (C)	62	4	1862	209	3824	1120	3360	4672	3309	557	710	807	3322	1966	4421	13840	16617	1274	1835	1386	65157
Rockdale (C)	31	18	1923	102	2372	766	7775	4417	13041	1385	1188	1535	3506	3127	10417	3138	4731	1086	1666	1234	63458
Ryde (C)	121	113	9891	975	6944	15166	10117	4958	1152	11741	1240	1624	17069	3296	4187	10777	16715	561	3841	3093	123581
Shellharbour (C)	105	216	754	161	1790	582	4261	2343	882	65	386	346	678	518	1645	2631	3608	278	1057	368	22674
Shoalhaven (C) - Pt A	212	38	2357	263	1143	289	2862	1297	828	258	280	295	933	595	3499	1782	4008	267	780	394	22377
Shoalhaven (C) - Pt B	809	40	813	187	1649	200	2412	2786	455	129	183	456	760	582	443	1636	2159	435	588	347	17069
Strathfield (A)	90	36	3825	838	2643	6463	4032	1525	7040	389	1355	571	1443	837	793	2760	1466	344	1011	977	38436
Sutherland Shire (A) - East	58	95	6058	365	4820	2382	11162	5035	1297	356	1311	981	3225	988	1380	4064	9400	632	2576	1065	57250
Sutherland Shire (A) - West	24	7	1651	204	3121	912	5066	3283	1136	134	839	489	4084	880	3985	5133	5415	395	2136	534	39428
Sydney (C) - East	28	65	1206	114	2136	1790	4573	7312	788	5386	1414	1186	11579	3072	10475	4673	12809	2761	2461	1905	75734
Sydney (C) - Inner	117	1520	3050	2753	9766	3978	20537	28886	7457	21407	130232	9928	92563	21407	28486	10408	11344	6953	7594	8986	427373
Sydney (C) - South	17	27	4980	599	3661	8278	9649	4739	7161	6337	1788	2242	10183	3236	5450	3414	5917	2895	4161	2157	86891
Sydney (C) - West	4	23	757	210	3708	2008	4297	4205	3186	8348	2552	1076	11013	2201	4200	16011	9890	5778	1763	1803	83034
Warringah (A)	137	64	6098	530	5181	8179	12473	4936	1783	1368	1637	1386	6015	1953	2393	7679	11517	997	3551	1615	79491
Willoughby (C)	94	174	4002	644	5943	3466	9064	3384	1668	7390	2703	1680	9114	2567	2659	3809	15455	734	3024	1902	79477
Waverley (A)	30	50	578	103	1712	799	5799	3389	406	646	1014	567	3063	1418	1473	3151	4688	1004	1320	924	32136
Wingecarribee (A)	1104	114	2311	174	1602	422	2861	2097	788	288	315	534	1233	524	691	1847	2903	312	838	483	21443
Wollondilly (A)	687	1825	1985	315	2305	508	1667	1044	895	122	170	203	904	376	679	1442	1322	234	642	380	17703
Wollongong (C) - Inner	67	668	3782	302	2867	1403	5712	5073	2525	635	4055	1221	3725	2043	6115	8623	10568	828	2399	1114	63726
Wollongong (C) Bal	220	1940	6882	768	3561	939	5679	2978	2482	171	627	531	1579	1467	1266	3119	5591	535	2182	727	43245
Woollahra (A)	62	35	446	56	1988	724	3791	2657	167	470	1031	1100	2607	837	1982	3270	3511	754	1223	871	27582
Wyong (A) - North-East	187	239	1112	778	1939	1300	4306	2540	1743	175	476	481	1603	683	809	2445	4786	614	1427	595	28238
Wyong (A) - South and West	168	70	4853	366	2829	1107	5691	4198	1391	349	902	673	1542	1255	2982	3018	4800	446	1526	693	38860
No fixed address	858	466	4687	1283	64451	3672	5909	2322	12759	2570	1370	827	7005	16644	3657	6347	10538	3039	6420	4542	159367
Total GMA	17094	15525	294391	38817	297763	186592	445760	272840	227879	110103	246470	74941	385096	146834	247174	325982	503880	64518	152807	89211	414368

Source: SGS modelling. 2015

TABLE 16 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2040

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	389	32	1040	438	2730	1518	360	106	283	1188	962	436	1633	1705	3907	143	552	377	17809
Auburn (C)	49	22	10306	2229	6001	8075	8696	3562	5660	1779	7466	1182	5349	2715	7051	4390	8271	2336	3585	1916	90641
Bankstown (C) - North-East	10	11	7889	260	1896	1672	7054	2123	4385	1696	947	717	1107	956	2394	4066	7076	311	1799	1088	47456
Bankstown (C) - North-West	18	0	5965	1093	1992	1865	2808	1069	2981	294	423	278	964	494	1562	2649	2932	252	994	691	29321
Bankstown (C) - South	28	44	6873	164	3110	2500	2508	1584	1342	93	298	263	862	573	435	2994	2027	192	1189	632	27712
The Hills Shire (A) - Central	29	22	6959	382	6247	5505	20304	5002	1235	2235	4938	2149	10598	3372	3646	5195	10473	1890	3720	1712	95613
The Hills Shire (A) - North	1182	389	1658	612	4183	2349	9683	5649	1868	1271	1465	1539	6332	2034	1447	4705	4926	1288	2330	1265	56174
The Hills Shire (A) - South	113	11	794	16	1331	668	2037	589	347	125	283	203	3995	477	324	4249	1947	131	1255	334	19228
Blacktown (C) - North	316	352	4028	938	4503	3519	7895	4683	3171	722	1269	1530	4976	1678	1810	7884	4759	1091	2759	1285	59168
Blacktown (C) - South-East	40	113	14524	2526	7914	8122	11984	4854	9700	536	1221	1075	1793	2252	4016	5324	9854	459	4624	1943	92873
Blacktown (C) - South-West	135	46	5714	1274	3528	4909	9234	4016	10323	121	384	905	2167	1870	2184	4982	5597	352	2196	1005	60941
Blue Mountains (C)	291	6	747	190	1597	445	3895	3532	987	309	429	446	1921	836	1693	3331	5553	628	1235	597	28670
Botany Bay (C)	11	37	4917	431	3747	5829	6296	4982	28005	1020	921	1915	3122	2886	3803	1225	3781	439	1960	1429	76758
Burwood (A)	0	6	400	35	938	1493	4004	1710	2827	725	910	701	1476	900	1373	3744	4965	121	729	641	27698
Camden (A)	542	44	2739	399	4005	1778	9850	4771	2547	758	1412	1327	5992	1636	1998	4392	5284	1045	2183	717	53419
Campbelltown (C) - North	41	84	11075	195	2896	2719	3628	2100	3764	144	347	741	944	840	1412	3737	3551	179	1732	836	40966
Campbelltown (C) - South	56	276	1143	108	1305	660	8172	4813	1343	340	799	603	1144	988	2341	5272	10326	386	1609	674	42356
Canada Bay (A) - Concord	6	15	2928	112	2150	3137	3018	1703	532	679	5525	630	2200	844	308	1528	7147	349	1418	674	34904
Canada Bay (A) - Drummoyne	11	0	306	34	858	533	2317	1481	378	76	366	478	1352	385	501	1379	1787	258	1016	299	13815
Canterbury (C)	30	7	3236	70	3701	2741	5590	3027	2635	400	638	661	1518	986	2386	3707	6895	320	1793	1262	41601
Cessnock (C)	639	818	2744	247	2464	613	3701	4307	1102	157	249	434	1159	816	1442	1985	2628	361	1342	505	27712
Fairfield (C) - East	42	23	3795	146	1945	1651	6180	4751	1696	210	490	546	1163	1177	2556	4845	5979	351	1921	1077	40544
Fairfield (C) - West	317	57	11214	511	4926	6687	5437	2760	6167	202	696	627	2040	2440	1315	3515	3944	399	2471	1280	57006
Gosford (C) - East	141	29	570	113	2358	584	5178	3458	536	317	688	533	1652	818	860	2658	3416	400	1254	502	26065
Gosford (C) - West	1133	237	5393	513	3463	1492	6312	4049	1603	727	1072	852	2497	1830	4606	4006	12027	724	2568	1195	56297
Hawkesbury (C)	1714	47	4570	334	3732	975	4955	3197	1511	537	446	564	1398	1051	3973	3670	4522	640	1888	876	40601
Holroyd (C)	57	27	9506	636	3775	4370	5663	2389	6151	222	712	689	1494	857	2177	3355	4581	205	2100	1129	50095

Hornsby (A) - North	329	8	1396	153	2166	1113	2665	1419	1336	162	375	317	1643	555	489	3449	3372	215	941	402	22504
Hornsby (A) - South	45	13	4788	294	2580	1832	9424	4318	1297	696	1526	1067	4189	1607	2422	8437	11234	580	2503	1033	59885
Hunters Hill (A)	0	6	130	20	507	93	508	592	91	54	160	220	661	187	477	1223	2023	32	328	194	7506
Hurstville (C)	46	0	2032	140	2629	2123	4584	2414	1380	224	2199	660	2186	962	1677	3093	5400	367	1576	809	34502
Kiama (A)	388	4	241	58	747	181	1193	1689	393	58	194	196	538	245	475	662	920	302	362	145	8992
Kogarah (C)	14	23	520	595	1037	315	1432	1851	732	232	2613	502	1374	416	2200	2583	11845	325	762	591	29964
Ku-ring-gai (A)	96	24	1503	128	2940	1968	4157	2754	893	1170	1292	1148	5726	1262	1417	8267	11556	492	1657	1161	49612
Lake Macquarie (C) - East	30	132	1520	166	2481	370	3045	1919	483	58	372	265	827	552	593	2025	3735	211	1096	297	20178
Lake Macquarie (C) - North	60	967	4984	254	3731	1007	7071	4063	2154	428	2303	704	1933	1128	2953	3571	6308	571	2598	727	47515
Lake Macquarie (C) - West	141	893	1651	632	1677	233	2040	1493	833	103	251	254	1058	657	470	1960	3973	230	819	383	19750
Lane Cove (A)	37	0	1942	46	1177	1484	1999	1132	245	725	701	327	3156	1200	496	1399	3970	243	580	547	21407
Leichhardt (A)	134	6	1276	61	2342	1317	4385	2811	821	953	703	763	3419	1709	1650	2770	5149	689	1393	813	33167
Liverpool (C) - East	41	30	9249	536	3873	4473	10788	4192	6693	1193	1513	1339	3568	4573	11097	7045	16882	823	2632	1547	92090
Liverpool (C) - West	1586	67	3220	1319	5009	4045	10998	4099	9106	1112	883	946	3881	1989	1301	9101	6402	706	1963	991	68727
Maitland (C)	341	1038	3503	612	3381	784	5242	2819	1531	164	570	743	1810	1231	2082	3414	5245	320	2319	630	37779
Manly (A)	70	14	424	115	1272	489	1955	2660	170	302	725	668	2142	440	756	1998	2923	296	731	475	18625
Marrickville (A)	20	18	3869	72	2819	3101	5795	2800	2113	880	655	615	3010	896	1812	4063	4439	910	2104	882	40872
Mosman (A)	58	18	245	12	884	193	1707	1295	261	207	440	519	1551	297	671	1351	1713	893	553	471	13340
Newcastle (C) - Inner City	90	378	4433	858	3555	1180	4618	5199	5191	1731	4306	1247	8769	2076	6634	3389	6133	644	2377	988	63795
Newcastle (C) - Outer West	343	304	2847	1933	3054	1071	2754	1920	1181	247	375	343	1018	534	843	5819	2935	334	1258	472	29585
Newcastle (C) - Throsby	94	36	2311	261	2508	897	9050	4853	1563	501	1641	693	3829	1180	2577	3720	13798	727	2038	694	52972
North Sydney (A)	151	609	6855	725	6816	4269	6532	6856	2128	9606	14855	3250	47084	6934	3657	7919	9702	2053	4082	4800	148884
Parramatta (C) - Inner	47	135	7561	2783	5363	4349	10859	5464	3856	1875	17028	2158	9807	4550	30044	6532	26942	1347	4644	2526	147869
Parramatta (C) - North-East	36	8	3413	11	900	793	1049	831	343	153	531	300	1086	453	455	1150	2395	131	666	342	15043
Parramatta (C) - North-West	4	19	1621	0	977	654	2544	757	715	64	191	80	600	224	171	942	2716	90	449	249	13066
Parramatta (C) - South	3	13	1545	26	790	759	1124	532	1953	77	133	117	548	253	908	2052	947	464	352	259	12856
Penrith (C) - East	567	51	6965	1861	5294	6628	6388	4742	9275	1435	1692	2355	7292	4106	3285	7772	10162	1280	3924	1273	86346
Penrith (C) - West	96	227	4066	695	3262	1468	10053	4691	2548	387	895	836	2712	1336	5250	3905	7353	1516	2266	977	54539
Pittwater (A)	58	14	2487	70	3218	2023	3891	2826	503	462	755	771	2954	862	886	2388	4506	778	1548	864	31862
Port Stephens (A)	500	211	5888	246	2753	750	5561	4134	1662	269	326	898	1664	976	6505	2444	3592	701	1778	812	41670

Randwick (C)	64	4	1968	219	4074	1160	3502	4928	3397	580	731	819	3523	2088	4640	14793	17759	1322	1914	1433	68919
Rockdale (C)	32	20	1920	104	2499	771	8383	4745	13428	1738	1335	1730	4049	3428	11279	3353	5122	1301	1741	1254	68233
Ryde (C)	127	122	10489	1046	7457	15914	10706	5264	1206	12385	1272	1748	18598	3494	4493	11510	17904	577	4062	3177	131552
Shellharbour (C)	109	225	759	168	1862	610	4444	2503	952	61	407	367	718	549	1730	2708	3819	294	1114	372	23771
Shoalhaven (C) - Pt A	217	38	2379	272	1177	269	2816	1308	802	264	268	304	936	611	3489	1800	3973	275	781	397	22372
Shoalhaven (C) - Pt B	827	40	825	193	1699	186	2373	2809	440	133	175	470	762	598	441	1652	2140	449	589	350	17150
Strathfield (A)	93	39	3962	873	2802	7118	4290	1630	7696	395	1462	620	1493	902	820	2937	1550	357	1044	992	41075
Sutherland Shire (A) - East	57	101	6180	387	5131	2451	11771	5312	1369	370	1353	1009	3398	1015	1470	4338	10064	649	2702	1071	60198
Sutherland Shire (A) - West	24	7	1637	216	3285	934	5353	3543	1204	134	870	502	4299	919	4318	5480	5791	406	2245	528	41697
Sydney (C) - East	27	70	1153	117	2281	1838	4832	7684	800	5657	1496	1257	12212	3211	10866	4971	13614	2944	2569	1963	79564
Sydney (C) - Inner	103	1633	2976	2818	10429	4084	21606	30248	7573	22472	137301	10500	97132	22328	29469	11036	12037	7283	7913	9265	448207
Sydney (C) - South	15	29	4773	614	3908	8498	10139	4934	7281	6627	1862	2337	10608	3348	5633	3593	6255	3011	4335	2221	90019
Sydney (C) - West	3	24	740	215	3960	2062	4520	4403	3238	8769	2690	1130	11584	2293	4345	17027	10507	6156	1837	1859	87359
Warringah (A)	138	67	6197	556	5368	8659	13192	5233	1889	1412	1709	1470	6260	2027	2523	8258	12150	1039	3720	1612	83478
Willoughby (C)	99	186	4092	671	6320	3520	9491	3585	1734	7620	2765	1783	9600	2682	2720	4037	16487	773	3153	1912	83232
Waverley (A)	32	56	598	108	1825	828	6099	3563	412	676	1051	574	3213	1471	1552	3352	4945	1070	1369	948	33741
Wingecarribee (A)	1134	113	2306	182	1656	397	2824	2106	763	300	305	559	1241	533	686	1853	2865	321	846	485	21475
Wollondilly (A)	704	1880	2048	334	2467	532	1814	1169	963	131	179	216	965	400	719	1527	1458	248	692	385	18833
Wollongong (C) - Inner	69	697	3712	300	2934	1421	5851	5285	2656	587	4302	1277	3862	2138	6405	8849	10776	875	2491	1121	65608
Wollongong (C) Bal	227	2063	6773	806	3665	951	5856	3110	2642	161	652	545	1593	1533	1326	3194	5817	556	2290	717	44476
Woollahra (A)	65	39	454	59	2119	750	3987	2793	169	492	1069	1113	2734	868	2087	3478	3703	804	1269	894	28948
Wyong (A) - North-East	193	240	1126	905	2126	1636	4493	2693	2040	182	498	497	1775	726	854	2584	5055	639	1684	608	30554
Wyong (A) - South and West	173	70	4940	381	2965	1114	5962	4465	1488	359	948	695	1622	1337	3148	3190	5074	471	1599	704	40703
No fixed address	886	486	4772	1355	68031	3814	6238	2463	13470	2687	1446	873	7424	17575	3870	6725	11173	3216	6749	4629	167882
Total GMA	17802	16241	299647	41183	315384	194811	473083	290585	242219	115520	261024	79472	409812	155612	262381	347180	536462	68554	161231	91187	4379389

Source: SGS modelling. 2015

TABLE 17 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2045

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	401	32	1076	455	2833	1576	373	110	293	1240	1003	452	1704	1781	4067	149	568	391	18514
Auburn (C)	52	23	10582	2274	6220	8388	9054	3712	5872	1847	7796	1227	5602	2833	7357	4596	8605	2454	3721	1993	94206
Bankstown (C) - North-East	10	12	8173	270	1959	1739	7320	2201	4526	1753	986	739	1158	994	2490	4246	7387	323	1860	1130	49276
Bankstown (C) - North-West	18	0	6108	1117	2053	1937	2916	1106	3097	294	440	286	1005	514	1631	2770	3059	261	1029	717	30359
Bankstown (C) - South	30	46	7043	166	3212	2596	2602	1642	1392	93	310	272	898	596	454	3129	2115	199	1235	655	28684
The Hills Shire (A) - Central	31	23	7162	393	6547	5728	21197	5219	1278	2303	5136	2231	11059	3510	3826	5448	10917	1972	3839	1782	99602
The Hills Shire (A) - North	1233	407	1695	635	4289	2432	10151	5910	1944	1325	1532	1597	6646	2128	1518	4930	5165	1348	2422	1315	58624
The Hills Shire (A) - South	119	11	820	17	1365	692	2120	610	359	128	294	206	4176	495	337	4446	2039	136	1299	348	20016
Blacktown (C) - North	330	370	4171	979	4679	3677	8262	4896	3323	761	1336	1598	5237	1764	1890	8256	4981	1150	2877	1336	61873
Blacktown (C) - South-East	43	118	15020	2590	8233	8458	12477	5042	10144	548	1273	1106	1857	2349	4200	5561	10280	476	4811	2025	96611
Blacktown (C) - South-West	141	48	5878	1315	3666	5103	9606	4170	10694	122	400	933	2241	1951	2288	5207	5828	363	2265	1047	63265
Blue Mountains (C)	304	7	765	195	1661	464	4056	3671	1030	316	449	461	2005	870	1764	3494	5768	652	1277	622	29828
Botany Bay (C)	11	37	5077	444	3872	6048	6538	5169	29064	1057	956	1975	3275	3017	3974	1277	3935	457	2040	1485	79710
Burwood (A)	0	7	411	35	969	1543	4170	1780	2928	746	944	730	1542	933	1436	3912	5180	124	752	665	28807
Camden (A)	565	46	2841	416	4154	1863	10360	4988	2667	808	1494	1402	6362	1729	2115	4625	5598	1109	2289	745	56177
Campbelltown (C) - North	44	91	11477	206	3034	2837	3775	2179	3973	148	362	785	982	876	1469	3905	3754	189	1816	872	42771
Campbelltown (C) - South	58	286	1175	113	1365	687	8496	5002	1408	352	831	642	1188	1028	2449	5514	10924	409	1687	703	44317
Canada Bay (A) - Concord	6	15	3032	117	2219	3255	3130	1768	550	703	5749	656	2296	874	319	1599	7483	361	1471	702	36305
Canada Bay (A) - Drummoyne	12	0	311	0	887	553	2405	1539	391	79	380	500	1411	400	523	1440	1860	268	1047	310	14316
Canterbury (C)	31	7	3322	70	3829	2842	5790	3136	2724	410	663	677	1583	1021	2498	3872	7199	331	1847	1307	43157
Cessnock (C)	669	857	2822	253	2549	638	3864	4481	1150	165	260	455	1217	855	1508	2080	2746	378	1396	527	28868
Fairfield (C) - East	49	23	3881	153	2014	1718	6454	4938	1775	217	511	576	1216	1226	2675	5067	6324	370	2011	1120	42318
Fairfield (C) - West	330	60	11518	536	5104	6968	5671	2867	6453	207	724	662	2123	2539	1370	3674	4170	421	2609	1331	59338
Gosford (C) - East	145	30	584	115	2425	603	5402	3604	555	327	715	549	1721	852	898	2776	3559	416	1302	523	27101
Gosford (C) - West	1189	247	5549	517	3572	1552	6556	4203	1666	749	1105	874	2607	1904	4811	4186	12564	751	2662	1244	58506
Hawkesbury (C)	1789	49	4700	346	3825	1010	5159	3310	1568	553	464	577	1462	1090	4133	3828	4729	661	1954	912	42119
Holroyd (C)	60	28	9751	650	3890	4528	5894	2479	6377	228	737	709	1554	888	2225	3490	4758	197	2167	1173	51784

Hornsby (A) - North	343	8	1440	158	2221	1155	2774	1473	1387	166	390	322	1717	574	509	3607	3529	222	974	418	23387
Hornsby (A) - South	47	14	4947	303	2645	1901	9799	4481	1340	714	1589	1091	4375	1666	2525	8805	11715	600	2592	1075	62225
Hunters Hill (A)	0	7	134	20	526	96	527	611	93	55	167	224	688	192	498	1279	2111	33	337	202	7801
Hurstville (C)	46	0	2071	144	2717	2210	4759	2510	1426	233	2275	680	2283	1004	1750	3230	5632	381	1622	841	35816
Kiama (A)	408	5	249	58	773	189	1239	1753	407	60	202	201	561	254	496	692	958	313	375	150	9343
Kogarah (C)	15	23	534	613	1072	328	1485	1922	756	240	2712	517	1434	432	2293	2698	12365	338	784	614	31171
Ku-ring-gai (A)	101	25	1556	132	3046	2045	4296	2833	928	1215	1340	1177	5977	1305	1475	8644	12050	509	1703	1210	51566
Lake Macquarie (C) - East	31	136	1551	173	2549	382	3154	1985	491	64	386	273	861	574	622	2108	3881	219	1136	307	20884
Lake Macquarie (C) - North	63	999	5129	261	3835	1040	7323	4200	2203	426	2405	725	2011	1175	3082	3717	6556	592	2687	753	49183
Lake Macquarie (C) - West	147	922	1685	651	1722	240	2113	1544	851	98	261	261	1102	683	494	2040	4127	239	849	397	20425
Lane Cove (A)	40	0	1988	47	1218	1537	2078	1177	254	754	725	333	3302	1246	517	1463	4142	252	597	570	22242
Leichhardt (A)	140	6	1304	61	2422	1367	4562	2920	850	987	730	796	3568	1773	1722	2894	5360	714	1438	843	34455
Liverpool (C) - East	44	32	9505	564	4014	4658	11207	4342	6992	1239	1568	1407	3716	4756	11546	7366	17882	863	2775	1607	96083
Liverpool (C) - West	1657	69	3306	1383	5196	4390	11515	4281	9749	1175	928	1007	4091	2090	1355	9516	6769	742	2125	1030	72375
Maitland (C)	356	1085	3619	631	3509	813	5457	2927	1597	169	594	770	1896	1285	2171	3571	5473	332	2405	656	39316
Manly (A)	75	15	435	119	1318	506	2031	2749	174	310	758	685	2229	454	780	2089	3047	307	752	493	19327
Marrickville (A)	21	19	3943	72	2913	3224	6015	2912	2190	914	679	643	3140	929	1891	4241	4624	942	2174	915	42402
Mosman (A)	60	18	251	12	917	200	1775	1338	271	216	460	532	1614	306	701	1413	1787	926	569	488	13855
Newcastle (C) - Inner City	95	391	4557	880	3656	1220	4767	5367	5324	1758	4472	1283	9168	2151	6869	3541	6370	664	2453	1024	66009
Newcastle (C) - Outer West	359	314	2900	1990	3138	1103	2853	1986	1216	249	389	353	1060	556	886	6058	3048	347	1302	489	30597
Newcastle (C) - Throsby	101	38	2362	269	2576	923	9376	5020	1596	499	1704	712	3985	1227	2709	3873	14333	755	2113	718	54887
North Sydney (A)	160	635	7043	771	7068	4401	6789	7116	2178	9989	15417	3318	49193	7175	3783	8268	10146	2125	4181	5017	154776
Parramatta (C) - Inner	49	139	7788	2854	5553	4507	11291	5653	4011	1933	17764	2205	10230	4728	31429	6809	27991	1398	4815	2629	153774
Parramatta (C) - North-East	37	8	3517	11	930	824	1092	863	357	158	551	308	1134	470	469	1199	2488	136	694	356	15602
Parramatta (C) - North-West	4	19	1660	0	1008	679	2641	787	741	66	200	83	627	233	170	979	2822	92	462	259	13531
Parramatta (C) - South	3	13	1587	26	814	789	1171	553	2034	80	138	119	572	262	950	2147	982	487	363	269	13357
Penrith (C) - East	592	53	7151	1913	5500	6848	6669	4938	9712	1500	1764	2451	7644	4292	3423	8146	10646	1331	4075	1323	89971
Penrith (C) - West	101	237	4169	711	3405	1527	10471	4863	2662	396	915	862	2829	1388	5488	4081	7704	1573	2342	1017	56740
Pittwater (A)	61	15	2558	71	3330	2095	4025	2948	515	475	784	793	3081	892	929	2496	4704	805	1599	899	33074
Port Stephens (A)	522	221	6094	254	2850	783	5789	4292	1734	278	338	931	1733	1020	6787	2548	3748	727	1846	848	43342

Randwick (C)	68	4	2018	226	4213	1206	3633	5104	3565	602	758	845	3689	2166	4837	15490	18578	1364	1978	1488	71831
Rockdale (C)	33	21	1959	106	2584	792	8698	4919	13899	1789	1379	1783	4204	3556	11770	3491	5337	1348	1798	1304	70769
Ryde (C)	135	128	10811	1077	7721	16529	11119	5460	1238	12780	1321	1805	19422	3626	4704	12027	18670	598	4200	3306	136676
Shellharbour (C)	114	235	783	173	1927	633	4628	2597	986	64	423	376	748	570	1805	2829	3975	304	1153	387	24712
Shoalhaven (C) - Pt A	227	40	2456	279	1218	278	2928	1355	831	273	278	310	977	633	3640	1880	4157	284	807	413	23263
Shoalhaven (C) - Pt B	868	42	847	199	1758	193	2467	2915	455	137	182	483	795	620	460	1727	2227	465	609	364	17813
Strathfield (A)	98	40	4073	911	2905	7393	4452	1696	7973	410	1519	648	1552	935	856	3072	1616	370	1083	1030	42633
Sutherland Shire (A) - East	60	106	6342	401	5309	2547	12261	5522	1418	380	1399	1040	3546	1048	1535	4527	10497	676	2803	1113	62529
Sutherland Shire (A) - West	26	8	1671	223	3395	962	5563	3683	1250	139	903	517	4494	948	4507	5731	6039	421	2320	549	43346
Sydney (C) - East	28	73	1164	117	2360	1898	5008	7943	826	5870	1540	1290	12722	3329	11287	5181	14176	3040	2659	2044	82557
Sydney (C) - Inner	108	1705	3054	2879	10838	4221	22476	31384	7789	23338	142608	10747	100959	23212	30273	11465	12459	7549	8180	9651	464897
Sydney (C) - South	15	31	4848	627	4044	8840	10586	5128	7534	6848	1931	2418	11068	3466	5836	3761	6508	3133	4506	2311	93438
Sydney (C) - West	4	25	759	225	4129	2129	4685	4558	3356	9106	2789	1159	12070	2376	4469	17833	10940	6387	1897	1937	90831
Warringah (A)	144	71	6350	573	5548	9004	13764	5426	1955	1468	1774	1507	6529	2098	2627	8622	12666	1074	3843	1677	86719
Willoughby (C)	104	195	4194	692	6532	3661	9902	3717	1795	7923	2868	1829	10013	2776	2832	4215	17188	799	3257	1990	86482
Waverley (A)	33	59	613	111	1887	861	6364	3694	426	703	1090	589	3351	1523	1615	3500	5155	1106	1414	987	35080
Wingecarribee (A)	1184	117	2365	191	1718	413	2952	2187	800	309	318	591	1299	555	715	1938	3031	338	886	504	22410
Wollondilly (A)	734	1951	2104	351	2559	554	1897	1215	1010	133	186	229	1011	417	749	1598	1542	262	725	401	19628
Wollongong (C) - Inner	72	725	3795	308	3022	1440	6041	5415	2744	606	4478	1316	3947	2226	6683	9244	11244	906	2578	1160	67950
Wollongong (C) Bal	237	2148	6968	827	3775	971	6046	3170	2737	165	677	561	1630	1585	1382	3337	6067	576	2370	741	45971
Woollahra (A)	69	41	468	59	2197	778	4150	2893	174	506	1109	1149	2849	901	2174	3602	3769	836	1305	929	29958
Wyong (A) - North-East	200	249	1190	937	2212	1736	4687	2815	2146	188	525	522	1879	768	891	2715	5285	663	1760	633	32003
Wyong (A) - South and West	179	72	5129	390	3063	1155	6227	4627	1553	370	986	715	1687	1394	3289	3314	5265	489	1647	733	42284
No fixed address	927	506	4909	1398	70452	3964	6492	2556	14018	2786	1503	905	7742	18274	4031	7027	11675	3346	7008	4815	174334
Total GMA	18620	16904	308169	42384	326476	202450	492323	301524	251797	119658	271286	82062	427431	161780	273152	362754	560047	71225	167181	94863	4552085

Source: SGS modelling. 2015

TABLE 18 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2050

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	414	32	1115	473	2947	1635	389	115	304	1285	1044	468	1774	1860	4245	154	589	407	19261
Auburn (C)	54	23	10895	2345	6442	8710	9416	3850	6107	1914	8093	1272	5834	2944	7657	4797	8980	2551	3862	2071	97818
Bankstown (C) - North-East	10	12	8444	279	2028	1806	7614	2283	4707	1816	1024	767	1206	1033	2592	4432	7710	336	1930	1175	51203
Bankstown (C) - North-West	19	0	6281	1152	2126	2011	3033	1147	3221	294	456	297	1046	535	1698	2890	3192	271	1069	745	31484
Bankstown (C) - South	31	48	7227	170	3327	2695	2706	1704	1447	93	322	282	935	619	472	3266	2207	207	1281	681	29721
The Hills Shire (A) - Central	33	24	7378	404	6780	5948	22045	5415	1330	2386	5332	2313	11517	3649	3983	5686	11394	2049	3983	1852	103502
The Hills Shire (A) - North	1290	422	1735	656	4442	2527	10558	6133	2021	1373	1591	1655	6921	2211	1580	5146	5390	1401	2514	1365	60932
The Hills Shire (A) - South	124	12	846	17	1413	720	2204	632	372	135	304	213	4349	516	351	4639	2128	141	1347	362	20827
Blacktown (C) - North	346	386	4292	1010	4846	3818	8593	5080	3456	788	1388	1657	5454	1833	1968	8616	5198	1196	2986	1388	64300
Blacktown (C) - South-East	45	123	15498	2676	8528	8783	12978	5231	10549	566	1321	1146	1935	2440	4372	5804	10728	495	4994	2106	100318
Blacktown (C) - South-West	148	50	6050	1359	3799	5299	9990	4326	11119	126	415	967	2333	2028	2382	5434	6082	378	2351	1089	65724
Blue Mountains (C)	318	7	786	201	1720	481	4218	3808	1072	328	467	479	2088	905	1835	3647	6019	678	1326	647	31028
Botany Bay (C)	12	37	5241	460	4010	6279	6800	5363	30224	1095	993	2047	3410	3135	4136	1332	4108	475	2118	1544	82818
Burwood (A)	0	7	425	35	1004	1602	4337	1846	3049	773	980	755	1605	971	1495	4083	5407	129	780	691	29975
Camden (A)	591	48	2906	430	4301	1934	10775	5175	2774	838	1551	1453	6627	1797	2201	4828	5841	1153	2376	775	58373
Campbelltown (C) - North	46	95	11820	213	3142	2945	3926	2260	4132	151	376	813	1024	910	1528	4076	3917	196	1884	906	44363
Campbelltown (C) - South	60	298	1209	116	1414	713	8836	5189	1465	365	863	665	1238	1068	2549	5755	11400	425	1751	731	46112
Canada Bay (A) - Concord	7	15	3141	121	2298	3378	3255	1836	571	728	5969	680	2391	908	331	1668	7809	376	1527	729	37738
Canada Bay (A) - Drummoyne	13	0	320	0	919	576	2500	1597	407	82	394	518	1470	416	544	1503	1941	278	1088	323	14888
Canterbury (C)	32	7	3415	70	3965	2951	6021	3254	2832	423	688	700	1649	1061	2600	4041	7513	344	1918	1359	44843
Cessnock (C)	700	892	2908	261	2640	662	4018	4648	1195	171	270	472	1268	888	1569	2171	2865	394	1448	549	29989
Fairfield (C) - East	59	24	3975	159	2087	1783	6712	5124	1847	224	530	598	1266	1274	2784	5288	6599	384	2087	1164	43969
Fairfield (C) - West	346	62	11835	553	5286	7235	5898	2976	6709	213	752	687	2212	2637	1427	3834	4352	438	2708	1384	61541
Gosford (C) - East	151	31	600	119	2512	626	5618	3739	577	338	743	569	1792	884	935	2898	3715	432	1351	543	28173
Gosford (C) - West	1245	256	5718	532	3699	1611	6819	4361	1733	775	1147	905	2714	1978	5008	4369	13112	781	2763	1294	60820
Hawkesbury (C)	1872	52	4829	358	3961	1049	5365	3433	1631	574	481	597	1523	1134	4303	3995	4936	687	2028	948	43755
Holroyd (C)	63	30	10026	671	4030	4702	6130	2573	6631	236	766	736	1618	923	2315	3643	4965	207	2249	1219	53732

Hornsby (A) - North	359	9	1485	163	2300	1200	2884	1529	1443	172	405	332	1788	596	529	3765	3682	231	1011	435	24319
Hornsby (A) - South	49	15	5113	313	2739	1975	10191	4648	1392	739	1650	1132	4557	1731	2628	9190	12226	624	2691	1117	64720
Hunters Hill (A)	0	7	139	20	546	100	547	633	97	57	173	232	717	201	518	1335	2203	34	348	210	8116
Hurstville (C)	46	0	2125	148	2814	2295	4950	2604	1483	241	2362	705	2378	1043	1822	3371	5877	396	1684	875	37220
Kiama (A)	426	5	257	58	800	198	1288	1819	423	63	210	209	584	263	517	721	1000	325	389	156	9711
Kogarah (C)	15	23	550	634	1110	341	1544	1994	786	247	2815	537	1493	448	2387	2817	12904	352	813	638	32447
Ku-ring-gai (A)	106	26	1607	136	3155	2123	4468	2940	965	1258	1390	1222	6225	1355	1534	9021	12576	528	1767	1258	53662
Lake Macquarie (C) - East	32	142	1595	181	2641	397	3280	2059	510	80	401	283	896	596	648	2199	4050	228	1179	319	21718
Lake Macquarie (C) - North	66	1039	5287	269	3973	1080	7616	4358	2295	439	2497	751	2094	1221	3207	3879	6842	616	2791	784	51103
Lake Macquarie (C) - West	153	959	1739	674	1784	250	2197	1602	884	98	271	272	1147	710	514	2129	4307	248	881	412	21229
Lane Cove (A)	43	0	2042	49	1261	1596	2161	1221	263	782	753	346	3439	1296	538	1526	4323	262	621	593	23116
Leichhardt (A)	144	6	1341	61	2508	1419	4745	3030	884	1022	758	825	3715	1843	1792	3021	5593	742	1492	877	35819
Liverpool (C) - East	46	33	9774	583	4157	4836	11654	4505	7271	1284	1628	1459	3870	4942	12019	7688	18661	898	2880	1670	99860
Liverpool (C) - West	1736	71	3398	1428	5381	4558	11975	4443	10137	1218	964	1044	4259	2172	1411	9933	7064	772	2206	1071	75241
Maitland (C)	372	1129	3724	652	3633	844	5675	3038	1660	175	617	798	1975	1336	2260	3726	5711	345	2496	682	40850
Manly (A)	81	15	448	125	1364	524	2113	2852	181	322	787	710	2323	471	813	2181	3180	319	781	513	20103
Marrickville (A)	22	19	4045	72	3018	3348	6257	3021	2277	946	705	666	3270	966	1969	4426	4825	979	2257	951	44038
Mosman (A)	64	18	259	12	951	208	1845	1387	290	223	477	553	1681	318	730	1475	1865	962	589	507	14416
Newcastle (C) - Inner City	100	407	4708	909	3786	1267	4957	5569	5535	1822	4642	1330	9548	2235	7149	3697	6648	690	2546	1064	68610
Newcastle (C) - Outer West	376	327	2975	2055	3252	1146	2967	2061	1264	262	404	366	1104	577	923	6323	3182	361	1352	507	31784
Newcastle (C) - Throsby	110	39	2431	277	2668	958	9751	5208	1658	519	1769	738	4149	1275	2820	4042	14958	785	2194	746	57096
North Sydney (A)	167	661	7256	804	7320	4570	7060	7383	2265	10348	16006	3435	51229	7456	3939	8630	10588	2212	4339	5215	160882
Parramatta (C) - Inner	51	145	8044	2948	5750	4680	11743	5864	4171	2003	18442	2286	10653	4913	32715	7106	29212	1453	4998	2733	159910
Parramatta (C) - North-East	37	8	3631	11	963	856	1136	895	372	163	572	320	1181	488	489	1251	2596	142	720	371	16200
Parramatta (C) - North-West	4	19	1709	0	1045	704	2745	816	771	69	209	87	653	242	176	1022	2944	104	479	269	14063
Parramatta (C) - South	3	13	1638	26	843	820	1218	574	2114	83	143	123	595	272	989	2240	1024	507	376	280	13881
Penrith (C) - East	619	56	7358	1978	5695	7109	6936	5123	10100	1556	1832	2539	7961	4461	3562	8502	11110	1383	4230	1376	93487
Penrith (C) - West	105	246	4292	735	3527	1586	10889	5045	2768	411	950	893	2945	1443	5713	4259	8040	1636	2430	1057	58970
Pittwater (A)	64	15	2630	73	3449	2175	4186	3059	536	491	813	823	3209	927	967	2606	4909	837	1660	934	34362
Port Stephens (A)	546	230	6281	263	2951	812	6021	4452	1802	288	352	966	1805	1060	7064	2659	3911	757	1915	881	45016

Randwick (C)	71	4	2076	234	4364	1253	3778	5296	3706	624	787	877	3842	2251	5034	16166	19388	1419	2053	1546	74769
Rockdale (C)	34	21	2015	110	2675	821	9047	5104	14451	1851	1431	1849	4378	3696	12253	3644	5571	1403	1867	1356	73578
Ryde (C)	141	133	11153	1111	7996	17164	11564	5664	1286	13239	1372	1872	20225	3767	4897	12551	19484	621	4360	3437	142038
Shellharbour (C)	120	244	806	178	1995	658	4813	2695	1026	67	439	391	779	591	1879	2953	4148	316	1197	402	25698
Shoalhaven (C) - Pt A	237	41	2531	288	1261	288	3046	1406	865	283	289	321	1018	658	3789	1962	4339	296	837	429	24184
Shoalhaven (C) - Pt B	910	43	869	207	1821	201	2566	3024	474	142	188	501	828	644	479	1802	2324	484	632	378	18515
Strathfield (A)	102	42	4208	942	3008	7676	4629	1761	8291	424	1578	672	1617	972	891	3207	1687	384	1124	1071	44285
Sutherland Shire (A) - East	63	109	6517	414	5498	2644	12752	5729	1476	394	1453	1078	3693	1088	1598	4724	10954	703	2910	1157	64955
Sutherland Shire (A) - West	27	8	1717	231	3517	999	5785	3821	1300	144	937	535	4680	984	4692	5981	6302	437	2408	571	45077
Sydney (C) - East	29	76	1192	117	2444	1969	5209	8241	859	6082	1599	1338	13249	3459	11748	5407	14794	3162	2760	2126	85862
Sydney (C) - Inner	113	1774	3155	2974	11227	4382	23377	32561	8099	24179	148047	11143	105137	24120	31512	11967	13002	7850	8490	10032	483140
Sydney (C) - South	16	32	4970	647	4188	9179	11010	5321	7834	7096	2005	2508	11526	3601	6073	3925	6793	3257	4678	2402	97061
Sydney (C) - West	4	27	782	231	4276	2211	4872	4728	3489	9433	2897	1202	12569	2468	4651	18611	11417	6642	1970	2013	94493
Warringah (A)	150	74	6531	592	5746	9350	14315	5629	2033	1520	1841	1562	6799	2180	2734	8998	13218	1116	3989	1744	90121
Willoughby (C)	108	204	4313	715	6765	3802	10299	3856	1866	8204	2977	1895	10427	2885	2948	4399	17937	831	3381	2069	89879
Waverley (A)	35	61	630	115	1954	894	6618	3832	443	728	1132	610	3489	1582	1681	3653	5379	1150	1468	1026	36481
Wingecarribee (A)	1240	122	2431	197	1780	429	3070	2270	832	320	330	612	1353	576	744	2022	3163	352	919	524	23286
Wollondilly (A)	767	2030	2170	362	2650	575	1973	1260	1050	137	193	238	1052	433	780	1669	1609	273	753	417	20391
Wollongong (C) - Inner	76	755	3906	317	3129	1495	6284	5618	2855	628	4649	1364	4110	2314	6957	9648	11734	943	2676	1206	70664
Wollongong (C) Bal	248	2235	7204	857	3910	1009	6288	3289	2846	170	702	582	1698	1646	1438	3483	6332	599	2461	771	47769
Woollahra (A)	72	43	481	59	2275	807	4317	3001	181	524	1151	1192	2967	935	2263	3760	3933	869	1356	966	31152
Wyong (A) - North-East	211	259	1225	968	2291	1803	4876	2920	2232	196	546	541	1957	799	928	2833	5516	689	1827	657	33274
Wyong (A) - South and West	187	75	5300	401	3174	1199	6476	4801	1615	382	1023	741	1757	1448	3424	3458	5495	510	1709	762	43937
No fixed address	970	526	5053	1443	72968	4116	6752	2652	14576	2887	1560	938	8063	18988	4196	7334	12184	3480	7273	5005	180966
Total GMA	19499	17581	317330	43771	338131	210214	512030	312834	261849	123960	281642	85072	445121	168106	284319	378596	584468	74071	173521	98612	473027

Source: SGS modelling. 2015

TABLE 19 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2055

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	428	32	1156	492	3065	1696	406	120	315	1332	1087	486	1847	1942	4431	160	612	423	20038
Auburn (C)	57	24	11217	2419	6671	9044	9793	3994	6351	1984	8402	1318	6076	3059	7969	5008	9371	2652	4008	2153	101571
Bankstown (C) - North-East	10	12	8725	289	2099	1876	7919	2368	4894	1882	1063	795	1256	1073	2698	4626	8047	350	2003	1221	53205
Bankstown (C) - North-West	19	0	6458	1189	2203	2088	3155	1190	3350	294	473	308	1089	556	1768	3015	3332	281	1110	775	32653
Bankstown (C) - South	32	50	7416	175	3446	2798	2814	1769	1505	93	335	292	973	643	491	3409	2304	215	1328	707	30796
The Hills Shire (A) - Central	35	25	7600	416	7022	6176	22928	5618	1384	2472	5536	2398	11994	3793	4147	5934	11890	2130	4133	1925	107556
The Hills Shire (A) - North	1349	437	1777	678	4600	2626	10982	6365	2100	1422	1653	1716	7207	2298	1644	5371	5624	1457	2610	1418	63331
The Hills Shire (A) - South	130	12	874	18	1464	748	2292	656	386	142	315	221	4529	537	366	4841	2222	147	1397	377	21671
Blacktown (C) - North	362	403	4417	1042	5018	3965	8938	5270	3594	816	1441	1718	5679	1904	2049	8992	5426	1244	3100	1443	66822
Blacktown (C) - South-East	48	128	15992	2766	8832	9121	13498	5428	10970	586	1372	1187	2015	2535	4550	6058	11195	514	5183	2190	104168
Blacktown (C) - South-West	156	52	6227	1404	3936	5502	10390	4488	11562	130	430	1002	2430	2107	2480	5671	6347	393	2440	1133	68279
Blue Mountains (C)	333	7	808	208	1781	500	4387	3950	1115	341	485	497	2174	940	1910	3806	6282	705	1376	672	32276
Botany Bay (C)	12	37	5410	475	4153	6519	7072	5565	31429	1134	1031	2123	3551	3257	4304	1388	4288	493	2199	1605	86047
Burwood (A)	0	7	440	35	1039	1664	4510	1916	3176	801	1017	782	1672	1009	1556	4261	5644	134	809	718	31191
Camden (A)	617	50	2973	444	4454	2007	11207	5370	2885	869	1610	1506	6902	1868	2291	5039	6095	1200	2466	806	60656
Campbelltown (C) - North	49	98	12173	221	3255	3057	4084	2345	4297	155	391	843	1067	946	1591	4254	4087	205	1956	942	46014
Campbelltown (C) - South	62	310	1245	119	1465	741	9190	5384	1523	379	896	690	1290	1109	2654	6007	11897	442	1817	761	47981
Canada Bay (A) - Concord	7	15	3254	126	2379	3506	3384	1905	594	753	6197	705	2490	943	344	1740	8150	392	1586	757	39228
Canada Bay (A) - Drummoyne	14	0	329	0	952	599	2599	1658	423	85	409	536	1531	434	567	1569	2025	288	1130	336	15482
Canterbury (C)	34	7	3511	70	4107	3065	6261	3376	2944	437	714	724	1717	1102	2707	4217	7840	358	1992	1412	46595
Cessnock (C)	733	928	2996	269	2734	687	4179	4822	1243	177	279	490	1321	923	1633	2266	2990	410	1503	571	31153
Fairfield (C) - East	70	25	4072	165	2161	1851	6981	5316	1921	232	551	619	1319	1323	2897	5519	6887	400	2166	1210	45686
Fairfield (C) - West	362	64	12160	571	5474	7512	6134	3088	6976	219	780	712	2304	2738	1485	4000	4542	455	2811	1439	63828
Gosford (C) - East	158	33	617	122	2601	649	5842	3881	599	350	771	589	1866	918	973	3025	3877	449	1402	565	29287
Gosford (C) - West	1304	267	5892	548	3830	1672	7092	4525	1802	803	1190	938	2825	2056	5213	4559	13684	813	2869	1345	63225
Hawkesbury (C)	1959	54	4961	370	4102	1089	5580	3561	1697	595	499	619	1586	1179	4479	4169	5152	714	2105	986	45456

Holroyd (C)	67	31	10308	693	4175	4883	6376	2669	6895	243	796	764	1686	959	2409	3802	5182	217	2334	1267	55755
Hornsby (A) - North	375	9	1532	169	2382	1246	3000	1586	1502	179	420	343	1863	619	549	3929	3843	240	1049	452	25287
Hornsby (A) - South	52	15	5285	324	2837	2051	10599	4821	1447	765	1713	1175	4745	1799	2734	9592	12759	648	2793	1161	67315
Hunters Hill (A)	0	7	144	20	566	103	568	656	100	59	180	240	748	209	539	1393	2299	35	361	218	8444
Hurstville (C)	46	0	2180	153	2914	2382	5149	2702	1543	250	2453	730	2476	1084	1896	3518	6133	412	1748	910	38681
Kiama (A)	445	5	266	58	828	207	1339	1887	440	66	217	217	609	273	539	753	1044	337	404	162	10095
Kogarah (C)	15	23	566	656	1150	354	1606	2069	817	255	2923	557	1554	465	2485	2941	13467	366	844	663	33776
Ku-ring-gai (A)	111	27	1660	140	3268	2204	4646	3052	1003	1303	1443	1269	6483	1407	1596	9415	13124	549	1834	1308	55843
Lake Macquarie (C) - East	34	148	1640	190	2736	412	3411	2135	529	100	417	294	934	620	674	2295	4227	238	1224	332	22588
Lake Macquarie (C) - North	69	1081	5448	278	4116	1121	7922	4522	2389	452	2593	779	2180	1268	3338	4048	7140	641	2898	815	53099
Lake Macquarie (C) - West	160	997	1794	697	1848	259	2285	1663	920	98	281	283	1194	738	536	2222	4494	257	913	427	22066
Lane Cove (A)	46	0	2098	51	1306	1658	2247	1267	274	811	781	360	3581	1347	560	1593	4512	273	645	616	24024
Leichhardt (A)	148	6	1379	61	2598	1473	4936	3143	919	1059	787	857	3869	1915	1865	3153	5837	771	1548	911	37237
Liverpool (C) - East	49	35	10051	603	4306	5021	12120	4674	7561	1331	1690	1513	4030	5134	12511	8023	19475	934	2989	1736	103788
Liverpool (C) - West	1819	74	3493	1473	5572	4733	12454	4611	10541	1263	1001	1083	4435	2258	1468	10369	7371	804	2289	1113	78222
Maitland (C)	388	1175	3833	675	3762	877	5902	3153	1726	181	641	827	2057	1388	2352	3889	5960	359	2591	709	42444
Manly (A)	86	16	461	131	1413	543	2198	2959	189	333	817	736	2419	489	847	2277	3319	332	811	533	20911
Marrickville (A)	24	19	4148	72	3126	3477	6508	3133	2368	980	731	691	3406	1005	2050	4618	5034	1018	2342	988	45737
Mosman (A)	68	18	267	12	986	216	1918	1438	310	232	495	575	1751	331	760	1540	1947	1000	611	526	15000
Newcastle (C) - Inner City	105	424	4864	939	3922	1315	5155	5778	5755	1890	4819	1379	9944	2322	7441	3859	6938	717	2643	1107	71314
Newcastle (C) - Outer West	394	341	3052	2122	3370	1190	3086	2139	1314	276	420	379	1150	600	961	6599	3321	376	1403	527	33019
Newcastle (C) - Throsby	119	41	2503	286	2763	994	10142	5403	1723	541	1837	764	4321	1324	2935	4219	15611	816	2278	775	59395
North Sydney (A)	175	689	7476	839	7581	4745	7341	7660	2356	10720	16618	3555	53348	7748	4100	9007	11050	2301	4502	5421	167231
Parramatta (C) - Inner	53	151	8309	3046	5954	4859	12214	6083	4338	2075	19145	2370	11093	5105	34054	7415	30486	1512	5188	2841	166292
Parramatta (C) - North-East	37	8	3750	11	996	888	1181	928	387	169	594	331	1230	508	509	1305	2709	148	746	386	16822
Parramatta (C) - North-West	4	19	1759	0	1083	730	2852	847	801	71	218	91	680	251	182	1066	3072	117	497	279	14618
Parramatta (C) - South	3	13	1691	26	873	852	1268	596	2198	86	149	127	620	283	1029	2338	1068	527	390	292	14426
Penrith (C) - East	647	58	7572	2046	5898	7381	7214	5314	10504	1614	1902	2632	8290	4636	3707	8873	11594	1436	4392	1431	97142
Penrith (C) - West	110	256	4418	760	3653	1647	11325	5234	2877	427	986	926	3066	1500	5947	4444	8390	1701	2523	1099	61289
Pittwater (A)	67	16	2704	74	3573	2257	4353	3174	557	509	844	853	3342	963	1006	2721	5122	871	1723	971	35701
Port Stephens	572	239	6473	272	3057	842	6263	4618	1873	299	365	1002	1880	1102	7352	2775	4081	787	1986	915	46755

(A)																					
Randwick (C)	75	5	2137	242	4521	1302	3930	5495	3854	647	817	909	4001	2339	5240	16871	20233	1475	2130	1607	77829
Rockdale (C)	35	22	2072	115	2770	852	9409	5297	15025	1916	1486	1918	4559	3841	12756	3803	5815	1460	1938	1410	76498
Ryde (C)	148	137	11506	1147	8282	17823	12027	5876	1335	13715	1425	1941	21062	3914	5097	13098	20333	646	4526	3573	147611
Shellharbour (C)	126	254	830	184	2067	684	5006	2796	1067	70	456	405	810	614	1957	3082	4329	328	1243	417	26724
Shoalhaven (C) - Pt A	248	43	2609	297	1306	298	3168	1459	900	293	300	332	1060	684	3944	2048	4529	308	869	445	25141
Shoalhaven (C) - Pt B	953	45	891	214	1885	208	2669	3137	493	147	195	520	863	668	499	1880	2425	504	655	393	19244
Strathfield (A)	106	43	4347	974	3116	7971	4814	1828	8621	438	1639	697	1684	1010	927	3348	1760	400	1166	1114	46002
Sutherland Shire (A) - East	67	113	6697	429	5694	2745	13263	5944	1536	408	1508	1117	3846	1130	1663	4931	11431	731	3020	1202	67475
Sutherland Shire (A) - West	29	8	1763	240	3643	1037	6017	3964	1353	150	973	555	4874	1022	4885	6242	6576	454	2498	594	46876
Sydney (C) - East	30	79	1221	117	2532	2044	5418	8551	894	6300	1660	1388	13798	3594	12228	5643	15439	3289	2865	2210	89300
Sydney (C) - Inner	118	1846	3258	3073	11629	4550	24313	33783	8421	25050	153694	11552	109488	25063	32800	12491	13569	8162	8813	10429	502101
Sydney (C) - South	17	34	5095	669	4338	9532	11451	5520	8146	7353	2081	2600	12003	3741	6320	4097	7090	3385	4856	2497	100826
Sydney (C) - West	4	28	806	238	4429	2296	5067	4905	3629	9773	3008	1247	13089	2564	4840	19423	11915	6906	2046	2092	98304
Warringah (A)	157	77	6716	612	5952	9710	14888	5840	2113	1574	1911	1618	7080	2265	2846	9391	13794	1161	4140	1813	93657
Willoughby (C)	113	213	4435	739	7007	3948	10712	4001	1940	8495	3091	1964	10858	2997	3068	4591	18718	864	3509	2150	93411
Waverley (A)	36	64	648	119	2024	928	6884	3976	460	754	1175	632	3633	1644	1750	3812	5614	1195	1523	1066	37939
Wingecarribee (A)	1299	127	2498	203	1843	445	3193	2355	865	332	342	635	1409	598	776	2111	3300	365	954	545	24196
Wollondilly (A)	802	2112	2237	374	2744	597	2052	1308	1091	141	200	247	1095	450	813	1742	1679	284	782	434	21184
Wollongong (C) - Inner	79	785	4020	327	3241	1551	6536	5830	2971	651	4826	1414	4281	2404	7243	10069	12246	981	2778	1253	73487
Wollongong (C) Bal	260	2325	7449	887	4050	1047	6539	3412	2960	176	729	604	1768	1711	1496	3636	6608	624	2555	801	49637
Woollahra (A)	75	45	495	59	2356	838	4491	3113	189	542	1195	1236	3090	971	2356	3924	4105	903	1408	1004	32395
Wyong (A) - North-East	223	269	1261	999	2372	1874	5072	3029	2322	204	567	560	2038	831	965	2957	5757	716	1897	683	34595
Wyong (A) - South and West	196	78	5477	414	3288	1245	6735	4982	1680	395	1061	768	1829	1505	3565	3609	5734	531	1773	792	45655
No fixed address	1015	547	5202	1490	75574	4274	7023	2751	15157	2991	1620	971	8396	19731	4369	7654	12715	3619	7549	5203	187851
Total GMA	20422	18287	326765	45205	350201	218276	532525	324568	272303	128422	292393	88193	463543	174679	295943	395129	609953	77031	180102	102510	4916449

Source: SGS modelling. 2015

TABLE 20 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2060

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	442	32	1198	512	3188	1759	423	125	326	1381	1131	504	1922	2028	4625	166	635	440	20846
Auburn (C)	60	25	11549	2494	6908	9392	10186	4143	6604	2056	8723	1367	6328	3179	8295	5227	9780	2757	4160	2238	105468
Bankstown (C) - North-East	10	12	9015	299	2173	1949	8236	2456	5089	1950	1104	824	1308	1114	2808	4828	8399	364	2078	1270	55286
Bankstown (C) - North-West	20	0	6641	1226	2282	2167	3281	1235	3485	294	491	319	1134	579	1840	3146	3477	292	1152	806	33866
Bankstown (C) - South	34	52	7611	179	3569	2905	2926	1837	1564	93	348	303	1013	668	511	3558	2404	224	1378	735	31912
The Hills Shire (A) - Central	37	26	7829	428	7272	6413	23846	5829	1441	2561	5748	2485	12491	3943	4317	6192	12409	2213	4289	2000	111770
The Hills Shire (A) - North	1411	453	1819	701	4764	2728	11422	6605	2183	1472	1717	1778	7505	2387	1711	5606	5868	1514	2709	1472	65826
The Hills Shire (A) - South	136	13	902	18	1516	777	2383	680	400	149	327	229	4716	559	381	5051	2320	153	1449	393	22550
Blacktown (C) - North	379	421	4545	1076	5196	4117	9296	5467	3738	845	1497	1781	5915	1978	2134	9384	5663	1294	3218	1499	69444
Blacktown (C) - South-East	51	133	16501	2858	9148	9471	14040	5631	11408	606	1425	1230	2100	2634	4736	6322	11682	535	5379	2277	108168
Blacktown (C) - South-West	164	54	6410	1450	4078	5713	10805	4656	12022	134	446	1039	2530	2190	2581	5918	6623	409	2532	1179	70935
Blue Mountains (C)	348	7	831	214	1845	519	4562	4097	1161	354	503	516	2264	977	1988	3972	6556	733	1429	699	33574
Botany Bay (C)	13	37	5584	491	4301	6769	7355	5774	32683	1175	1071	2201	3698	3384	4479	1447	4477	513	2283	1669	89404
Burwood (A)	0	8	455	35	1076	1728	4691	1988	3307	829	1056	809	1741	1050	1620	4447	5890	139	840	746	32456
Camden (A)	645	52	3041	458	4613	2084	11655	5571	3000	900	1672	1561	7189	1941	2384	5259	6361	1248	2559	838	63030
Campbelltown (C) - North	52	102	12537	230	3371	3174	4247	2433	4468	159	406	873	1112	982	1655	4440	4264	213	2029	979	47728
Campbelltown (C) - South	64	323	1281	122	1517	770	9558	5586	1585	393	930	715	1344	1152	2763	6269	12416	459	1886	791	49925
Canada Bay (A) - Concord	8	15	3371	131	2464	3639	3519	1978	617	780	6434	731	2593	980	357	1814	8506	408	1646	787	40777
Canada Bay (A) - Drummoyne	15	0	338	0	986	623	2701	1721	441	87	425	556	1594	452	590	1637	2113	299	1174	350	16101
Canterbury (C)	35	8	3610	70	4253	3182	6511	3503	3061	452	741	749	1788	1145	2818	4401	8182	372	2069	1468	48416
Cessnock (C)	768	965	3086	277	2833	713	4346	5002	1292	184	289	508	1377	958	1699	2365	3121	426	1560	593	32363
Fairfield (C) - East	85	26	4170	172	2238	1922	7261	5516	1998	240	572	642	1374	1375	3015	5760	7187	415	2249	1258	47474
Fairfield (C) - West	379	67	12495	589	5668	7801	6379	3204	7254	226	810	739	2400	2844	1546	4174	4740	473	2917	1496	66201
Gosford (C) - East	165	34	634	126	2693	673	6076	4027	622	363	801	610	1943	953	1013	3157	4046	467	1455	587	30446
Gosford (C) - West	1365	278	6071	564	3966	1736	7377	4695	1874	831	1235	971	2941	2136	5426	4757	14281	845	2978	1399	65727
Hawkesbury (C)	2050	56	5097	383	4249	1131	5803	3693	1765	618	518	641	1651	1227	4663	4350	5377	742	2185	1025	47224

Holroyd (C)	71	32	10598	715	4325	5070	6632	2769	7169	252	827	793	1756	997	2506	3968	5407	228	2422	1317	57855
Hornsby (A) - North	393	10	1580	174	2467	1294	3119	1646	1563	185	436	355	1940	643	570	4101	4011	250	1088	470	26295
Hornsby (A) - South	54	16	5463	335	2937	2131	11024	5000	1503	791	1779	1220	4942	1869	2845	10012	13315	674	2898	1207	70016
Hunters Hill (A)	0	7	149	20	586	107	590	679	104	61	187	248	779	218	560	1454	2399	37	373	227	8786
Hurstville (C)	46	0	2236	157	3018	2474	5355	2804	1605	259	2547	757	2578	1126	1974	3672	6401	428	1814	947	40200
Kiama (A)	466	5	275	58	857	216	1393	1958	457	69	225	225	634	283	562	785	1089	349	419	168	10493
Kogarah (C)	15	23	583	679	1192	368	1670	2146	850	263	3035	578	1618	483	2586	3070	14054	382	876	689	35159
Ku-ring-gai (A)	116	28	1715	145	3385	2289	4831	3167	1042	1350	1498	1317	6752	1462	1660	9826	13696	571	1904	1359	58114
Lake Macquarie (C) - East	35	154	1687	200	2834	428	3547	2214	549	125	433	305	973	644	701	2394	4411	248	1271	345	23497
Lake Macquarie (C) - North	72	1125	5615	287	4263	1165	8239	4692	2488	466	2693	807	2269	1318	3474	4225	7452	667	3009	848	55173
Lake Macquarie (C) - West	167	1037	1851	720	1915	269	2376	1726	956	98	292	294	1243	767	558	2319	4690	267	947	443	22936
Lane Cove (A)	50	0	2155	52	1352	1721	2337	1314	284	842	810	373	3729	1401	583	1662	4709	284	670	640	24969
Leichhardt (A)	152	6	1419	61	2691	1529	5135	3261	956	1097	817	889	4028	1991	1941	3291	6092	802	1606	948	38712
Liverpool (C) - East	51	36	10335	624	4460	5213	12605	4850	7862	1380	1755	1568	4198	5335	13023	8373	20325	972	3103	1805	107871
Liverpool (C) - West	1905	76	3591	1521	5769	4915	12952	4785	10961	1309	1039	1123	4617	2347	1528	10823	7692	837	2376	1157	81322
Maitland (C)	406	1223	3945	698	3895	910	6138	3272	1795	187	665	857	2143	1442	2447	4059	6220	373	2689	737	44101
Manly (A)	92	16	475	138	1463	563	2286	3070	197	346	849	762	2520	508	882	2377	3464	346	843	554	21752
Marrickville (A)	25	19	4255	72	3238	3611	6770	3250	2463	1015	758	717	3547	1045	2135	4819	5253	1058	2430	1027	47504
Mosman (A)	72	18	275	12	1022	225	1994	1491	331	240	514	597	1824	344	791	1608	2032	1039	633	546	15609
Newcastle (C) - Inner City	110	441	5025	969	4062	1365	5361	5996	5984	1960	5002	1430	10356	2412	7745	4028	7240	745	2743	1150	74125
Newcastle (C) - Outer West	413	355	3131	2192	3492	1235	3210	2220	1366	290	436	393	1198	623	1000	6888	3466	391	1457	547	34302
Newcastle (C) - Throsby	130	43	2576	296	2861	1032	10548	5605	1790	564	1907	792	4499	1376	3055	4403	16291	848	2366	805	61786
North Sydney (A)	182	717	7702	874	7851	4927	7634	7948	2450	11105	17252	3680	55556	8051	4268	9401	11531	2395	4672	5635	173832
Parramatta (C) - Inner	56	157	8582	3146	6166	5046	12703	6310	4512	2149	19876	2457	11552	5306	35447	7739	31816	1572	5386	2953	172930
Parramatta (C) - North-East	37	8	3872	11	1031	922	1229	962	402	175	617	344	1281	528	531	1362	2827	154	773	401	17467
Parramatta (C) - North-West	4	19	1811	0	1122	758	2963	879	833	74	228	95	708	261	188	1111	3205	131	515	290	15195
Parramatta (C) - South	3	13	1745	26	904	885	1319	619	2285	89	154	130	645	294	1071	2440	1114	547	404	303	14992
Penrith (C) - East	677	60	7792	2115	6107	7662	7503	5513	10924	1674	1975	2727	8634	4817	3858	9261	12100	1491	4560	1489	100940
Penrith (C) - West	115	266	4548	786	3783	1710	11777	5429	2991	444	1024	960	3192	1559	6190	4638	8756	1769	2618	1142	63699
Pittwater (A)	71	16	2779	76	3700	2343	4528	3293	578	527	875	885	3481	1000	1047	2841	5345	907	1789	1010	37093

Port Stephens (A)	599	249	6672	282	3166	874	6514	4791	1948	311	380	1040	1957	1146	7652	2895	4259	819	2059	951	48562
Randwick (C)	79	5	2199	250	4684	1353	4087	5701	4007	671	849	943	4167	2431	5454	17607	21116	1534	2210	1670	81015
Rockdale (C)	37	23	2131	120	2868	885	9786	5496	15622	1983	1543	1990	4748	3991	13279	3969	6070	1519	2011	1466	79535
Ryde (C)	156	142	11870	1183	8577	18507	12508	6096	1387	14208	1480	2013	21932	4067	5306	13669	21220	672	4698	3714	153404
Shellharbour (C)	132	264	854	189	2140	711	5206	2900	1110	73	473	420	844	637	2037	3218	4517	340	1291	433	27791
Shoalhaven (C) - Pt A	259	45	2689	307	1353	309	3296	1514	936	304	311	344	1105	711	4106	2137	4727	321	902	463	26137
Shoalhaven (C) - Pt B	999	47	915	222	1952	216	2775	3255	512	152	203	539	899	693	519	1962	2531	524	680	408	20002
Strathfield (A)	111	45	4491	1007	3227	8277	5005	1898	8964	453	1702	723	1754	1050	965	3495	1837	415	1209	1158	47786
Sutherland Shire (A) - East	70	117	6882	443	5897	2849	13795	6166	1598	422	1565	1159	4005	1174	1731	5146	11929	761	3135	1250	70095
Sutherland Shire (A) - West	30	8	1811	249	3773	1077	6258	4113	1407	156	1010	575	5075	1061	5086	6514	6862	472	2593	617	48749
Sydney (C) - East	30	83	1250	117	2622	2121	5635	8872	929	6527	1724	1441	14370	3735	12727	5890	16112	3420	2973	2298	92877
Sydney (C) - Inner	123	1921	3366	3175	12046	4724	25286	35050	8756	25952	159557	11977	114019	26043	34142	13037	14160	8487	9147	10841	521809
Sydney (C) - South	17	36	5223	691	4492	9898	11910	5727	8471	7619	2161	2696	12500	3887	6577	4276	7400	3520	5041	2596	104738
Sydney (C) - West	4	30	830	245	4587	2385	5269	5088	3773	10124	3123	1293	13630	2664	5038	20270	12434	7181	2124	2174	102269
Warringah (A)	164	80	6907	632	6164	10083	15484	6059	2197	1630	1984	1677	7373	2353	2962	9802	14395	1206	4298	1884	97334
Willoughby (C)	118	222	4562	763	7257	4099	11141	4151	2017	8797	3208	2035	11306	3114	3193	4792	19533	898	3642	2236	97083
Waverley (A)	38	67	667	123	2096	964	7159	4125	479	781	1220	655	3784	1708	1821	3979	5858	1243	1581	1109	39455
Wingecarribee (A)	1360	133	2568	209	1909	462	3320	2444	900	345	355	658	1467	620	808	2203	3444	380	990	567	25143
Wollondilly (A)	839	2198	2307	386	2841	620	2134	1357	1134	144	208	256	1140	468	846	1819	1752	295	813	451	22008
Wollongong (C) - Inner	83	817	4138	338	3356	1610	6799	6049	3090	675	5011	1466	4458	2499	7540	10509	12780	1021	2884	1303	76424
Wollongong (C) Bal	273	2419	7702	918	4195	1088	6801	3541	3079	181	757	626	1841	1777	1557	3795	6896	649	2652	833	51578
Woollahra (A)	78	46	509	59	2439	869	4671	3230	197	561	1240	1282	3218	1009	2453	4096	4283	939	1462	1044	33687
Wyong (A) - North-East	236	280	1298	1032	2456	1947	5275	3143	2415	212	589	580	2122	864	1005	3086	6009	744	1969	709	35970
Wyong (A) - South and West	205	81	5659	426	3406	1293	7004	5169	1747	408	1101	796	1904	1564	3711	3766	5985	553	1839	824	47441
No fixed address	1062	569	5355	1538	78273	4438	7305	2854	15761	3100	1682	1006	8743	20502	4548	7989	13270	3763	7835	5408	195001
Total GMA	21391	19021	336482	46687	362703	226648	553841	336742	283175	133048	303555	91428	482727	181509	308042	412384	636549	80111	186932	106561	5109535

Source: SGS modelling. 2015

TABLE 21 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2065

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncla	Total
Ashfield (A)	9	0	457	32	1241	532	3316	1825	442	130	338	1431	1177	523	2001	2118	4827	173	659	458	21688
Auburn (C)	62	25	11891	2572	7154	9752	10594	4298	6868	2130	9056	1416	6590	3303	8633	5456	10206	2867	4317	2326	109518
Bankstown (C) - North-East	10	12	9314	309	2250	2024	8566	2547	5292	2021	1146	855	1362	1157	2923	5039	8766	379	2157	1320	57449
Bankstown (C) - North-West	21	0	6829	1264	2363	2250	3412	1281	3624	294	509	331	1180	602	1915	3283	3628	303	1197	839	35125
Bankstown (C) - South	35	54	7810	184	3697	3017	3043	1906	1626	93	361	314	1055	694	532	3714	2509	233	1429	764	33069
The Hills Shire (A) - Central	40	27	8065	440	7532	6659	24801	6048	1500	2654	5968	2576	13009	4098	4494	6462	12950	2300	4450	2079	116151
The Hills Shire (A) - North	1476	470	1863	724	4934	2834	11881	6854	2269	1525	1783	1843	7816	2480	1780	5851	6123	1574	2812	1528	68420
The Hills Shire (A) - South	143	13	931	18	1570	808	2478	705	415	156	339	237	4911	583	396	5271	2422	159	1502	409	23465
Blacktown (C) - North	397	440	4677	1110	5381	4276	9668	5672	3888	875	1555	1846	6159	2055	2221	9794	5910	1346	3341	1558	72171
Blacktown (C) - South-East	54	139	17027	2954	9475	9835	14603	5842	11864	627	1480	1274	2187	2737	4929	6598	12191	556	5583	2367	112322
Blacktown (C) - South-West	172	57	6598	1499	4225	5932	11238	4830	12501	139	463	1077	2634	2276	2687	6177	6912	425	2628	1226	73695
Blue Mountains (C)	364	7	854	221	1910	538	4744	4250	1208	368	522	536	2357	1016	2068	4145	6842	762	1484	727	34926
Botany Bay (C)	13	37	5764	508	4455	7027	7650	5991	33987	1217	1112	2282	3850	3516	4661	1509	4674	533	2370	1735	92891
Burwood (A)	0	8	470	35	1114	1795	4879	2063	3444	859	1097	837	1813	1092	1687	4642	6148	145	871	775	33773
Camden (A)	674	54	3111	473	4776	2163	12122	5781	3119	933	1735	1618	7487	2017	2482	5489	6638	1297	2656	872	65498
Campbelltown (C) - North	55	107	12911	238	3492	3295	4417	2524	4647	164	422	905	1158	1020	1723	4635	4449	222	2106	1018	49507
Campbelltown (C) - South	67	336	1319	126	1571	799	9941	5796	1648	408	966	741	1400	1197	2876	6543	12958	477	1958	823	51949
Canada Bay (A) - Concord	9	15	3492	135	2551	3776	3659	2053	641	808	6680	758	2700	1018	371	1893	8877	425	1709	817	42387
Canada Bay (A) - Drummoyne	16	0	348	0	1021	648	2808	1786	459	91	440	576	1660	470	614	1708	2205	311	1220	364	16744
Canterbury (C)	36	8	3711	70	4405	3305	6770	3635	3183	467	768	774	1862	1190	2934	4592	8539	387	2148	1526	50310
Cessnock (C)	804	1004	3180	285	2934	740	4519	5189	1344	190	300	527	1434	996	1768	2469	3257	444	1619	617	33621
Fairfield (C) - East	101	27	4271	178	2319	1995	7552	5723	2078	248	593	666	1431	1429	3138	6012	7500	432	2334	1307	49334
Fairfield (C) - West	396	70	12839	608	5869	8100	6635	3325	7542	232	840	766	2500	2953	1610	4355	4946	492	3028	1556	68664
Gosford (C) - East	173	35	652	129	2789	698	6319	4179	646	375	832	632	2023	989	1055	3296	4223	485	1510	609	31650
Gosford (C) - West	1430	289	6255	580	4106	1802	7672	4872	1949	861	1282	1006	3062	2220	5649	4964	14904	879	3092	1454	68329
Hawkesbury (C)	2145	59	5237	396	4400	1174	6035	3831	1836	641	537	664	1720	1276	4854	4539	5612	772	2268	1066	49062

Holroyd (C)	75	33	10896	739	4480	5265	6898	2873	7455	260	859	823	1829	1036	2608	4142	5643	240	2514	1369	60036
Hornsby (A) - North	411	10	1629	180	2555	1343	3244	1708	1626	192	453	366	2020	668	593	4281	4186	260	1129	489	27343
Hornsby (A) - South	57	17	5646	346	3042	2213	11465	5186	1562	819	1847	1266	5147	1941	2961	10450	13896	701	3008	1254	72825
Hunters Hill (A)	0	7	155	20	608	111	613	704	107	63	194	257	812	228	582	1517	2503	38	387	236	9141
Hurstville (C)	46	0	2294	162	3125	2568	5570	2910	1669	268	2645	784	2685	1170	2055	3832	6680	445	1883	985	41779
Kiama (A)	487	5	284	58	887	226	1448	2031	475	71	234	234	660	293	586	819	1137	363	435	175	10907
Kogarah (C)	15	23	601	703	1235	382	1736	2227	884	271	3151	600	1685	501	2692	3206	14666	397	909	717	36599
Ku-ring-gai (A)	122	29	1772	150	3507	2376	5024	3287	1083	1398	1554	1367	7032	1518	1727	10255	14294	593	1976	1413	60478
Lake Macquarie (C) - East	37	160	1735	210	2936	444	3688	2296	571	156	451	317	1013	669	730	2498	4603	258	1319	358	24448
Lake Macquarie (C) - North	76	1170	5787	296	4416	1209	8570	4869	2591	480	2797	836	2362	1369	3615	4409	7777	694	3125	882	57329
Lake Macquarie (C) - West	174	1079	1910	745	1983	280	2470	1791	994	98	303	306	1293	797	581	2421	4894	278	982	460	23840
Lane Cove (A)	53	0	2213	54	1400	1787	2430	1363	295	873	841	388	3884	1456	607	1735	4915	296	697	666	25952
Leichhardt (A)	157	6	1459	61	2788	1587	5341	3383	995	1136	848	922	4195	2070	2020	3436	6358	834	1666	985	40246
Liverpool (C) - East	54	38	10628	645	4619	5413	13108	5032	8176	1430	1822	1626	4372	5543	13556	8738	21211	1011	3220	1876	112118
Liverpool (C) - West	1996	79	3692	1570	5974	5103	13470	4965	11397	1357	1079	1165	4807	2439	1591	11298	8026	871	2466	1202	84546
Maitland (C)	424	1272	4060	722	4033	945	6383	3395	1866	193	691	888	2232	1499	2547	4236	6492	388	2790	766	45823
Manly (A)	99	17	489	145	1514	583	2378	3185	205	358	882	790	2626	528	919	2482	3616	360	876	576	22626
Marrickville (A)	26	19	4364	72	3354	3750	7042	3372	2561	1052	786	743	3694	1086	2223	5028	5480	1099	2522	1067	49340
Mosman (A)	76	18	283	12	1059	234	2074	1546	354	249	534	620	1899	358	823	1679	2121	1079	657	567	16242
Newcastle (C) - Inner City	116	459	5191	1001	4207	1417	5574	6221	6222	2032	5192	1483	10785	2506	8061	4205	7556	774	2848	1196	77047
Newcastle (C) - Outer West	433	369	3212	2264	3619	1283	3338	2304	1420	304	453	407	1247	648	1042	7189	3617	406	1513	568	35636
Newcastle (C) - Throsby	141	45	2652	305	2963	1071	10971	5815	1859	587	1980	821	4684	1429	3180	4595	17002	882	2456	836	64276
North Sydney (A)	191	747	7935	911	8131	5115	7938	8246	2548	11504	17911	3810	57855	8366	4443	9813	12034	2492	4848	5857	180695
Parramatta (C) - Inner	58	163	8864	3250	6385	5240	13213	6546	4693	2227	20634	2547	12030	5513	36897	8076	33204	1635	5590	3070	179835
Parramatta (C) - North-East	37	8	3998	11	1067	957	1278	998	419	181	640	356	1334	548	553	1421	2950	161	802	417	18138
Parramatta (C) - North-West	4	19	1864	0	1163	786	3079	913	865	77	238	100	737	272	195	1159	3343	148	534	301	15796
Parramatta (C) - South	3	13	1802	26	936	919	1373	643	2376	93	160	134	671	306	1114	2547	1161	569	419	316	15580
Penrith (C) - East	707	63	8018	2188	6324	7955	7803	5719	11361	1737	2051	2826	8991	5006	4015	9665	12628	1548	4734	1548	104889
Penrith (C) - West	121	277	4682	812	3918	1776	12248	5632	3110	461	1063	995	3324	1621	6443	4840	9138	1839	2718	1187	66205
Pittwater (A)	75	17	2857	78	3832	2432	4709	3417	601	546	908	918	3625	1039	1090	2967	5578	943	1857	1050	38540

Port Stephens (A)	627	260	6876	292	3278	907	6776	4970	2025	322	394	1079	2038	1191	7964	3021	4444	851	2136	988	50439
Randwick (C)	83	5	2263	258	4852	1405	4251	5915	4166	695	882	977	4340	2526	5677	18376	22036	1595	2294	1736	84331
Rockdale (C)	38	24	2192	125	2969	918	10178	5704	16242	2052	1602	2064	4944	4147	13824	4143	6336	1581	2088	1524	82694
Ryde (C)	163	148	12246	1221	8883	19218	13009	6324	1441	14718	1536	2088	22839	4226	5523	14265	22145	698	4876	3861	159427
Shellharbour (C)	139	275	879	195	2217	739	5415	3009	1155	76	491	436	878	662	2121	3359	4714	353	1340	450	28902
Shoalhaven (C) - Pt A	270	46	2772	317	1401	320	3428	1571	974	315	323	355	1151	739	4274	2230	4933	334	936	481	27173
Shoalhaven (C) - Pt B	1046	48	939	230	2022	224	2887	3376	533	157	210	559	936	719	540	2047	2642	545	705	424	20790
Strathfield (A)	116	47	4639	1041	3343	8594	5204	1970	9321	469	1768	749	1827	1091	1004	3648	1917	432	1254	1204	49639
Sutherland Shire (A) - East	74	121	7072	459	6106	2958	14348	6397	1663	437	1625	1201	4171	1219	1802	5371	12449	791	3254	1299	72818
Sutherland Shire (A) - West	32	9	1860	258	3908	1118	6509	4267	1464	163	1049	596	5286	1101	5294	6798	7160	491	2690	642	50696
Sydney (C) - East	31	86	1280	117	2716	2202	5861	9205	967	6762	1789	1495	14965	3881	13247	6147	16815	3557	3086	2389	96598
Sydney (C) - Inner	128	1999	3476	3281	12477	4905	26299	36365	9104	26887	165643	12417	118737	27062	35538	13608	14777	8825	9494	11270	542292
Sydney (C) - South	18	38	5354	714	4652	10278	12387	5942	8809	7895	2243	2796	13017	4038	6845	4463	7723	3659	5233	2699	108804
Sydney (C) - West	4	32	856	253	4751	2477	5480	5278	3924	10488	3243	1341	14194	2768	5243	21154	12976	7467	2206	2260	106394
Warringah (A)	171	84	7104	653	6384	10471	16105	6286	2285	1688	2059	1738	7677	2445	3083	10230	15022	1254	4461	1959	101156
Willoughby (C)	123	232	4691	789	7516	4257	11587	4306	2097	9108	3330	2109	11773	3235	3324	5001	20384	933	3781	2324	100901
Waverley (A)	40	69	686	127	2171	1001	7446	4280	498	808	1266	679	3940	1775	1896	4153	6113	1292	1641	1153	41032
Wingecarribee (A)	1425	138	2640	216	1977	480	3453	2536	936	358	369	683	1527	644	842	2299	3594	394	1028	590	26127
Wollondilly (A)	877	2287	2378	399	2942	644	2219	1408	1179	148	216	266	1187	486	881	1899	1828	307	844	469	22865
Wollongong (C) - Inner	88	850	4259	349	3476	1671	7072	6276	3215	700	5202	1520	4643	2597	7849	10968	13337	1062	2993	1355	79479
Wollongong (C) Bal	286	2517	7963	950	4345	1129	7073	3674	3202	187	786	649	1917	1847	1620	3961	7196	676	2753	866	53596
Woollahra (A)	82	48	523	59	2526	902	4859	3351	205	581	1287	1330	3352	1048	2554	4275	4470	976	1518	1086	35031
Wyong (A) - North-East	249	292	1336	1066	2543	2023	5487	3261	2511	221	612	601	2210	898	1046	3220	6271	773	2044	736	37400
Wyong (A) - South and West	215	84	5847	439	3528	1342	7284	5363	1817	422	1142	825	1982	1625	3863	3930	6246	576	1908	857	49297
No fixed address	1111	592	5512	1588	81068	4608	7598	2961	16389	3212	1746	1042	9105	21304	4735	8338	13848	3913	8132	5622	202424
Total GMA	22408	19785	346490	48218	375651	235340	576010	349373	294480	137846	315143	94782	502705	188605	320636	430393	664305	83314	194022	110772	531028 0

Source: SGS modelling. 2015

TABLE 22 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2070

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncl a	Total
Ashfield (A)	9	0	472	32	1286	553	3449	1893	461	135	350	1483	1225	542	2083	2212	5039	179	684	476	22563
Auburn (C)	66	26	12243	2653	7409	10127	11018	4459	7142	2207	9401	1468	6863	3433	8985	5695	10651	2981	4481	2417	113724
Bankstown (C) - North-East	10	12	9623	319	2329	2103	8909	2642	5503	2095	1190	886	1418	1202	3042	5259	9149	395	2238	1373	59698
Bankstown (C) - North-West	21	0	7021	1304	2448	2335	3549	1329	3769	294	528	344	1228	626	1994	3425	3786	315	1242	872	36433
Bankstown (C) - South	37	57	8014	189	3829	3132	3164	1979	1690	93	376	326	1098	721	553	3876	2618	242	1482	793	34270
The Hills Shire (A) - Central	42	28	8308	452	7800	6914	25794	6274	1561	2749	6197	2671	13547	4260	4678	6744	13515	2391	4618	2160	120705
The Hills Shire (A) - North	1543	488	1907	748	5109	2945	12357	7113	2358	1579	1853	1911	8139	2577	1852	6107	6389	1636	2919	1587	71117
The Hills Shire (A) - South	149	14	960	19	1626	840	2576	731	430	164	351	245	5114	607	413	5500	2528	165	1558	426	24417
Blacktown (C) - North	415	460	4813	1145	5572	4440	10056	5884	4044	906	1615	1914	6414	2135	2313	10221	6169	1400	3469	1619	75005
Blacktown (C) - South-East	57	144	17569	3052	9814	10212	15188	6061	12338	649	1537	1320	2278	2844	5130	6886	12722	578	5794	2462	116637
Blacktown (C) - South-West	180	59	6791	1548	4377	6160	11687	5011	12998	143	480	1117	2743	2366	2798	6446	7213	443	2727	1275	76564
Blue Mountains (C)	380	8	877	229	1979	559	4934	4409	1257	383	542	557	2454	1056	2152	4326	7140	792	1540	756	36332
Botany Bay (C)	14	37	5950	525	4614	7296	7956	6215	35342	1261	1155	2366	4010	3653	4850	1573	4879	554	2461	1804	96515
Burwood (A)	0	9	487	35	1153	1865	5074	2140	3587	890	1138	866	1888	1135	1756	4844	6417	150	903	805	35143
Camden (A)	705	56	3182	489	4946	2245	12608	5998	3244	967	1802	1677	7799	2097	2583	5729	6927	1349	2756	907	68063
Campbelltown (C) - North	58	111	13297	247	3617	3420	4594	2619	4832	168	438	938	1207	1060	1793	4837	4643	231	2185	1058	51354
Campbelltown (C) - South	69	350	1358	129	1627	830	10339	6013	1714	423	1003	769	1459	1243	2994	6829	13523	496	2032	855	54056
Canada Bay (A) - Concord	10	15	3618	141	2642	3919	3804	2132	666	836	6935	786	2811	1057	385	1974	9264	442	1774	849	44062
Canada Bay (A) - Drummoyne	18	0	358	0	1057	674	2919	1854	477	94	457	597	1728	490	639	1783	2301	323	1267	379	17414
Canterbury (C)	38	8	3816	70	4561	3431	7040	3772	3309	482	797	800	1939	1236	3054	4792	8911	402	2231	1586	52278
Cessnock (C)	842	1045	3276	294	3039	768	4700	5382	1397	197	311	547	1494	1035	1840	2577	3399	462	1681	642	34928
Fairfield (C) - East	122	28	4375	185	2401	2071	7855	5938	2161	256	616	690	1490	1484	3266	6274	7827	449	2422	1359	51270
Fairfield (C) - West	415	73	13192	628	6078	8410	6900	3450	7842	239	872	794	2604	3067	1676	4545	5162	512	3143	1618	71220
Gosford (C) - East	180	36	670	133	2888	724	6571	4336	671	389	865	655	2106	1026	1098	3440	4408	505	1567	633	32903
Gosford (C) - West	1497	300	6445	597	4252	1871	7980	5055	2027	891	1330	1043	3188	2307	5880	5181	15555	914	3209	1512	71035
Hawkesbury (C)	2245	61	5380	410	4557	1220	6277	3973	1909	665	557	688	1791	1327	5053	4736	5858	802	2354	1108	50972

Holroyd (C)	80	35	11202	763	4641	5467	7175	2981	7752	268	892	854	1905	1077	2713	4323	5889	252	2609	1423	62301
Hornsby (A) - North	430	11	1680	186	2646	1395	3374	1772	1693	199	470	378	2104	694	616	4469	4368	270	1172	508	28433
Hornsby (A) - South	60	18	5836	358	3150	2299	11924	5379	1623	848	1918	1314	5360	2017	3081	10907	14502	729	3122	1303	75748
Hunters Hill (A)	0	7	160	20	630	114	636	729	111	65	202	266	847	237	606	1583	2612	40	400	246	9511
Hurstville (C)	46	0	2353	167	3237	2667	5794	3019	1736	278	2747	813	2796	1215	2139	4000	6971	463	1955	1025	43420
Kiama (A)	509	5	293	58	919	236	1505	2107	493	75	243	243	687	303	611	854	1187	376	452	182	11338
Kogarah (C)	15	23	619	727	1279	397	1806	2310	919	279	3271	622	1754	520	2803	3347	15305	414	943	745	38099
Ku-ring-gai (A)	128	30	1831	155	3633	2467	5224	3412	1125	1448	1613	1419	7324	1577	1796	10702	14917	616	2051	1469	62938
Lake Macquarie (C) - East	38	166	1784	220	3042	461	3835	2381	593	195	468	328	1056	695	760	2606	4804	269	1369	372	25443
Lake Macquarie (C) - North	79	1217	5964	305	4575	1256	8913	5052	2698	495	2904	866	2459	1423	3762	4602	8117	722	3245	917	59571
Lake Macquarie (C) - West	182	1123	1971	771	2054	291	2569	1859	1034	98	314	318	1346	828	605	2526	5108	289	1019	478	24781
Lane Cove (A)	57	0	2273	56	1449	1856	2527	1414	306	905	873	403	4045	1514	632	1810	5129	308	724	692	26974
Leichhardt (A)	161	6	1501	61	2888	1648	5556	3510	1035	1177	880	957	4368	2151	2103	3586	6635	867	1728	1024	41842
Liverpool (C) - East	57	39	10929	667	4785	5620	13632	5221	8502	1482	1892	1686	4553	5759	14111	9119	22136	1052	3342	1950	116533
Liverpool (C) - West	2092	82	3795	1620	6186	5299	14008	5153	11851	1407	1121	1208	5005	2535	1656	11793	8375	906	2559	1249	87899
Maitland (C)	443	1324	4179	747	4176	982	6639	3523	1940	200	717	920	2325	1558	2650	4420	6775	403	2896	797	47614
Manly (A)	106	17	504	152	1568	605	2473	3304	213	371	916	819	2735	549	957	2591	3774	375	910	599	23537
Marrickville (A)	28	19	4475	72	3474	3894	7325	3498	2664	1090	816	771	3847	1130	2314	5246	5718	1142	2618	1109	51248
Mosman (A)	80	18	292	12	1098	243	2156	1603	379	258	554	645	1978	372	857	1753	2214	1121	681	589	16902
Newcastle (C) - Inner City	122	477	5363	1034	4357	1472	5797	6455	6469	2107	5390	1538	11232	2604	8391	4390	7886	804	2956	1243	80085
Newcastle (C) - Outer West	454	384	3295	2338	3750	1332	3472	2391	1476	320	471	422	1299	673	1085	7503	3775	423	1570	590	37023
Newcastle (C) - Throsby	153	47	2729	315	3069	1111	11410	6033	1932	611	2056	851	4878	1485	3310	4796	17743	917	2550	869	66866
North Sydney (A)	199	778	8175	950	8421	5311	8255	8556	2650	11918	18595	3944	60249	8693	4626	10242	12559	2593	5030	6088	187831
Parramatta (C) - Inner	61	169	9156	3357	6612	5441	13742	6790	4881	2307	21421	2640	12527	5730	38406	8428	34653	1700	5803	3192	187016
Parramatta (C) - North-East	37	8	4128	11	1105	994	1329	1035	436	188	665	370	1389	570	577	1482	3079	168	831	434	18835
Parramatta (C) - North-West	4	19	1919	0	1205	815	3199	947	900	80	248	105	767	283	201	1209	3488	166	554	313	16422
Parramatta (C) - South	3	13	1860	26	969	955	1428	667	2470	96	167	138	699	318	1160	2658	1211	592	434	328	16192
Penrith (C) - East	739	65	8251	2262	6549	8258	8116	5933	11815	1802	2130	2929	9364	5203	4179	10087	13178	1608	4915	1610	108994
Penrith (C) - West	126	288	4820	840	4058	1845	12738	5843	3233	478	1103	1031	3460	1685	6707	5051	9536	1913	2821	1234	68811
Pittwater (A)	79	18	2937	79	3969	2524	4898	3546	624	566	942	952	3776	1080	1135	3097	5821	982	1928	1092	40043
Port Stephens	657	270	7087	303	3395	940	7048	5155	2105	334	410	1119	2123	1238	8289	3153	4637	886	2215	1026	52390

(A)																					
Randwick (C)	87	5	2329	266	5026	1460	4421	6137	4331	721	916	1014	4520	2625	5908	19178	22997	1659	2380	1804	87785
Rockdale (C)	39	24	2254	131	3075	952	10586	5919	16887	2124	1663	2141	5148	4310	14391	4324	6613	1645	2167	1585	85978
Ryde (C)	171	153	12633	1259	9200	19956	13530	6560	1496	15247	1595	2166	23784	4391	5749	14887	23111	726	5062	4014	165688
Shellharbour (C)	146	286	905	201	2296	768	5631	3121	1201	79	510	452	914	687	2209	3506	4919	366	1392	467	30057
Shoalhaven (C) - Pt A	282	48	2857	328	1451	332	3566	1631	1013	327	336	368	1200	768	4449	2328	5149	348	972	499	28250
Shoalhaven (C) - Pt B	1096	50	963	239	2094	233	3002	3502	554	163	218	580	975	746	562	2136	2757	567	731	441	21610
Strathfield (A)	121	49	4793	1076	3462	8924	5411	2045	9693	485	1836	777	1902	1134	1045	3808	2001	449	1301	1252	51564
Sutherland Shire (A) - East	78	125	7268	474	6324	3070	14922	6637	1731	453	1687	1245	4344	1266	1876	5605	12991	823	3377	1351	75648
Sutherland Shire (A) - West	34	9	1910	267	4048	1161	6770	4427	1524	169	1089	618	5505	1143	5512	7095	7472	510	2792	668	52723
Sydney (C) - East	32	90	1311	117	2814	2285	6096	9550	1005	7006	1858	1551	15586	4033	13788	6415	17548	3700	3203	2484	100469
Sydney (C) - Inner	134	2080	3591	3390	12925	5093	27352	37729	9467	27856	171961	12874	123651	28120	36992	14203	15421	9176	9854	11716	563582
Sydney (C) - South	18	40	5489	738	4818	10673	12884	6165	9160	8181	2329	2899	13556	4196	7124	4658	8061	3804	5432	2806	113029
Sydney (C) - West	5	33	882	260	4920	2573	5699	5475	4080	10866	3368	1391	14781	2876	5456	22077	13541	7764	2290	2349	110687
Warringah (A)	178	88	7305	675	6612	10873	16750	6522	2375	1748	2138	1801	7995	2540	3209	10676	15676	1304	4630	2036	105130
Willoughby (C)	128	242	4824	815	7784	4421	12051	4467	2180	9431	3457	2185	12260	3361	3460	5219	21272	970	3925	2416	104870
Waverley (A)	41	73	705	131	2249	1039	7744	4440	517	837	1314	703	4103	1844	1973	4334	6380	1343	1704	1198	42672
Wingecarribee (A)	1493	144	2714	222	2048	499	3591	2631	973	371	383	708	1590	669	877	2399	3750	410	1066	614	27150
Wollondilly (A)	917	2379	2452	412	3046	669	2308	1461	1226	152	224	276	1236	506	917	1983	1907	320	877	488	23755
Wollongong (C) - Inner	92	884	4384	360	3599	1734	7356	6512	3345	725	5401	1576	4835	2698	8171	11447	13919	1105	3107	1408	82658
Wollongong (C) Bal	299	2618	8233	983	4500	1173	7356	3812	3331	193	816	673	1996	1919	1685	4135	7510	703	2858	900	55694
Woollahra (A)	85	50	538	59	2616	936	5054	3476	214	601	1336	1379	3491	1088	2658	4462	4665	1014	1577	1129	36429
Wyong (A) - North-East	263	303	1376	1101	2633	2102	5707	3383	2612	230	636	622	2301	934	1088	3361	6545	803	2122	765	38887
Wyong (A) - South and West	225	87	6042	453	3655	1394	7576	5565	1889	436	1185	856	2063	1689	4021	4102	6518	600	1980	891	51226
No fixed address	1163	616	5674	1640	83964	4785	7903	3072	17042	3328	1813	1080	9482	22136	4929	8702	14452	4069	8441	5844	210132
Total GMA	23476	20579	356798	49800	389061	244366	599066	362478	306238	142844	327173	98259	523510	195980	333745	449188	693272	86646	201380	11550	5518992

Source: SGS modelling. 2015

TABLE 23 SYDNEY EMPLOYMENT BY INDUSTRY AND SLA, 2075

	Agric	Min	Manu	Elec	Const	Whol	Retail	Acco	Trans	Info	Finan	Rent	Prof	Admi	Public	Educ	Healt	Arts	Other	Uncl a	Total
Ashfield (A)	9	0	488	32	1333	576	3587	1963	481	140	362	1537	1275	562	2169	2309	5260	186	710	495	23475
Auburn (C)	69	27	12605	2735	7673	10516	11459	4625	7427	2287	9760	1522	7147	3567	9352	5945	11116	3099	4651	2513	118093
Bankstown (C) - North-East	10	12	9943	330	2412	2184	9266	2741	5722	2170	1235	919	1477	1249	3167	5489	9549	411	2322	1427	62035
Bankstown (C) - North-West	22	0	7220	1345	2536	2424	3691	1379	3920	294	548	356	1278	652	2075	3574	3951	327	1290	907	37790
Bankstown (C) - South	39	59	8224	194	3966	3252	3290	2054	1757	93	390	338	1143	749	576	4046	2732	252	1537	825	35516
The Hills Shire (A) - Central	45	30	8558	465	8078	7179	26827	6510	1624	2849	6434	2768	14109	4428	4870	7038	14104	2485	4792	2245	125439
The Hills Shire (A) - North	1614	506	1953	773	5292	3059	12853	7381	2451	1635	1924	1980	8476	2677	1927	6374	6667	1700	3030	1648	73921
The Hills Shire (A) - South	156	14	991	19	1684	873	2679	758	446	172	364	254	5326	632	430	5740	2639	172	1616	443	25407
Blacktown (C) - North	435	480	4952	1182	5770	4611	10459	6104	4206	938	1677	1985	6680	2219	2408	10667	6438	1456	3601	1682	77951
Blacktown (C) - South-East	61	150	18129	3155	10164	10605	15798	6288	12831	671	1596	1368	2373	2955	5340	7187	13276	601	6014	2560	121120
Blacktown (C) - South-West	189	62	6990	1600	4535	6396	12155	5198	13515	148	498	1158	2856	2459	2913	6727	7528	460	2831	1327	79545
Blue Mountains (C)	397	8	902	236	2049	580	5131	4574	1309	398	563	578	2556	1098	2240	4515	7452	824	1599	786	37795
Botany Bay (C)	15	37	6142	543	4778	7575	8275	6449	36752	1306	1200	2453	4175	3795	5047	1640	5094	575	2555	1875	100282
Burwood (A)	0	9	503	35	1194	1937	5277	2221	3735	922	1182	896	1966	1181	1828	5056	6698	156	937	837	36570
Camden (A)	736	58	3255	505	5122	2331	13112	6223	3373	1002	1871	1738	8123	2179	2688	5979	7228	1403	2861	943	70731
Campbelltown (C) - North	61	116	13694	257	3747	3551	4777	2717	5026	172	455	972	1258	1101	1866	5049	4844	241	2268	1100	53270
Campbelltown (C) - South	72	365	1397	133	1686	862	10753	6238	1783	438	1042	797	1520	1292	3117	7127	14113	516	2109	890	56248
Canada Bay (A) - Concord	11	15	3748	146	2736	4067	3956	2213	692	866	7201	815	2928	1098	400	2059	9668	460	1842	882	45803
Canada Bay (A) - Drummoyne	19	0	368	0	1095	701	3035	1924	496	97	474	618	1800	510	665	1861	2401	335	1317	394	18110
Canterbury (C)	39	9	3923	70	4724	3563	7321	3914	3441	498	828	828	2019	1285	3179	5001	9300	418	2317	1649	54324
Cessnock (C)	882	1088	3375	303	3148	797	4887	5583	1453	204	322	568	1557	1075	1914	2690	3547	481	1744	668	36286
Fairfield (C) - East	146	29	4481	192	2487	2150	8169	6161	2248	265	639	715	1552	1542	3399	6548	8168	466	2514	1412	53287
Fairfield (C) - West	434	76	13555	648	6294	8733	7176	3581	8154	246	905	824	2713	3185	1745	4742	5387	532	3262	1682	73873
Gosford (C) - East	188	38	689	137	2991	751	6834	4500	697	403	898	679	2193	1065	1143	3591	4600	524	1627	658	34206
Gosford (C) - West	1568	312	6641	614	4403	1943	8300	5245	2108	923	1380	1080	3319	2398	6121	5406	16233	951	3332	1572	73850
Hawkesbury (C)	2349	64	5528	424	4720	1267	6528	4121	1986	690	578	713	1866	1381	5260	4942	6114	833	2443	1152	52958

Holroyd (C)	84	36	11518	787	4808	5677	7462	3093	8061	277	927	886	1985	1119	2823	4512	6146	264	2708	1479	64653
Hornsby (A) - North	449	11	1733	192	2740	1449	3508	1838	1761	206	488	391	2192	721	639	4664	4559	281	1216	528	29567
Hornsby (A) - South	63	18	6032	370	3262	2388	12401	5579	1687	877	1992	1363	5582	2095	3206	11385	15134	758	3240	1355	78788
Hunters Hill (A)	0	7	166	20	653	119	661	755	115	67	210	275	883	247	630	1652	2726	41	414	255	9896
Hurstville (C)	46	0	2414	172	3352	2769	6027	3133	1806	288	2852	843	2911	1263	2227	4174	7275	482	2029	1066	45128
Kiama (A)	532	5	303	58	951	247	1565	2186	513	78	252	252	716	314	637	891	1239	390	469	189	11787
Kogarah (C)	15	23	637	753	1325	413	1878	2397	956	288	3396	646	1826	540	2917	3494	15972	431	979	775	39660
Ku-ring-gai (A)	135	31	1891	160	3763	2562	5433	3541	1170	1500	1674	1473	7628	1638	1869	11169	15567	640	2128	1527	65499
Lake Macquarie (C) - East	40	173	1835	231	3151	479	3988	2469	615	243	487	341	1100	722	790	2720	5014	280	1421	386	26485
Lake Macquarie (C) - North	83	1266	6147	314	4739	1304	9270	5241	2810	510	3016	898	2560	1478	3916	4803	8471	751	3369	954	61900
Lake Macquarie (C) - West	190	1168	2034	797	2128	302	2671	1929	1075	98	326	331	1402	860	630	2637	5330	300	1057	496	25759
Lane Cove (A)	61	0	2335	58	1500	1927	2628	1467	318	939	905	418	4212	1575	658	1889	5353	320	752	719	28036
Leichhardt (A)	166	6	1544	61	2991	1711	5779	3642	1076	1219	913	993	4549	2236	2189	3744	6924	901	1793	1065	43501
Liverpool (C) - East	60	41	11238	689	4956	5835	14177	5417	8841	1536	1964	1748	4742	5984	14689	9517	23101	1094	3469	2027	121125
Liverpool (C) - West	2192	85	3901	1672	6406	5502	14568	5347	12323	1459	1164	1253	5211	2635	1723	12310	8740	944	2656	1298	91386
Maitland (C)	463	1378	4300	773	4324	1019	6904	3656	2017	207	745	954	2422	1619	2758	4613	7071	419	3005	828	49475
Manly (A)	114	18	519	160	1623	627	2572	3428	222	385	951	848	2849	570	997	2704	3938	390	945	623	24484
Marrickville (A)	29	19	4590	72	3599	4044	7619	3628	2770	1129	846	799	4007	1175	2410	5474	5966	1187	2717	1153	53232
Mosman (A)	85	18	300	12	1139	253	2241	1662	405	267	575	670	2060	387	892	1830	2310	1165	706	611	17589
Newcastle (C) - Inner City	129	497	5541	1068	4513	1528	6028	6697	6726	2185	5595	1595	11697	2706	8733	4582	8230	835	3068	1293	83244
Newcastle (C) - Outer West	476	400	3381	2414	3886	1383	3611	2481	1535	337	489	437	1353	699	1129	7831	3940	440	1630	613	38465
Newcastle (C) - Throsby	167	49	2809	326	3179	1154	11867	6259	2007	637	2134	882	5079	1542	3445	5006	18517	953	2648	902	69562
North Sydney (A)	208	810	8422	991	8721	5515	8584	8877	2756	12346	19305	4082	62742	9033	4815	10690	13106	2698	5219	6328	195250
Parramatta (C) - Inner	64	176	9457	3468	6847	5650	14293	7043	5076	2389	22239	2737	13046	5954	39977	8796	36164	1768	6024	3318	194486
Parramatta (C) - North-East	37	8	4263	11	1143	1032	1382	1073	454	195	690	383	1447	593	601	1547	3213	175	862	451	19559
Parramatta (C) - North-West	4	19	1976	0	1249	845	3324	983	935	83	259	110	799	294	208	1262	3639	187	575	325	17075
Parramatta (C) - South	3	13	1920	26	1004	992	1486	693	2568	100	173	143	728	331	1207	2774	1263	615	450	342	16829
Penrith (C) - East	773	68	8491	2339	6782	8574	8441	6155	12288	1869	2212	3035	9751	5407	4349	10527	13753	1670	5103	1674	113261
Penrith (C) - West	132	300	4962	868	4203	1916	13247	6062	3361	496	1146	1069	3603	1751	6981	5271	9952	1989	2928	1283	71520
Pittwater (A)	83	18	3020	81	4111	2620	5094	3679	649	586	977	988	3932	1122	1181	3234	6074	1021	2002	1135	41607
Port Stephens	688	281	7304	314	3516	976	7331	5348	2188	347	426	1162	2210	1287	8627	3290	4839	921	2297	1066	54417

(A)																					
Randwick (C)	92	6	2397	275	5207	1517	4598	6368	4504	747	952	1051	4707	2728	6150	20015	24000	1725	2469	1875	91381
Rockdale (C)	40	25	2318	136	3183	988	11010	6142	17558	2198	1727	2221	5361	4479	14982	4513	6903	1712	2249	1648	89394
Ryde (C)	179	159	13033	1299	9528	20722	14071	6805	1554	15795	1657	2246	24767	4562	5984	15536	24118	755	5254	4173	172197
Shellharbour (C)	153	297	932	207	2377	799	5857	3238	1250	83	529	469	952	713	2300	3659	5133	380	1445	485	31258
Shoalhaven (C) - Pt A	295	50	2944	339	1503	344	3710	1692	1054	339	348	381	1250	798	4631	2429	5374	362	1009	519	29370
Shoalhaven (C) - Pt B	1148	52	988	247	2168	241	3123	3633	576	169	226	602	1016	774	585	2229	2877	590	759	458	22462
Strathfield (A)	126	50	4951	1112	3586	9266	5627	2123	10079	502	1907	806	1981	1179	1087	3976	2088	466	1349	1302	53564
Sutherland Shire (A) - East	82	130	7468	491	6549	3187	15521	6886	1801	468	1751	1291	4524	1315	1953	5850	13557	856	3505	1404	78590
Sutherland Shire (A) - West	35	10	1962	277	4193	1206	7041	4593	1585	176	1131	641	5733	1187	5738	7404	7797	530	2897	694	54830
Sydney (C) - East	33	93	1342	117	2914	2371	6341	9908	1045	7258	1929	1609	16231	4191	14351	6695	18313	3848	3324	2583	104497
Sydney (C) - Inner	140	2164	3709	3502	13388	5288	28447	39144	9843	28859	178521	13347	128768	29219	38505	14825	16093	9541	10228	12179	585710
Sydney (C) - South	19	42	5626	762	4990	11082	13400	6397	9525	8477	2418	3006	14117	4359	7413	4861	8414	3954	5639	2917	117419
Sydney (C) - West	5	35	909	268	5096	2673	5927	5680	4243	11257	3497	1443	15392	2987	5678	23040	14131	8074	2378	2441	115154
Warringah (A)	186	91	7513	698	6848	11291	17421	6766	2469	1809	2219	1866	8325	2639	3340	11143	16359	1355	4806	2117	109261
Willoughby (C)	134	252	4962	843	8062	4591	12533	4635	2267	9766	3588	2264	12767	3492	3601	5447	22199	1009	4074	2512	108997
Waverley (A)	43	76	725	136	2329	1079	8054	4606	538	867	1364	729	4272	1916	2054	4523	6658	1396	1769	1246	44379
Wingecarribee (A)	1563	150	2789	229	2121	518	3735	2730	1012	385	398	734	1655	694	913	2503	3914	426	1107	638	28214
Wollondilly (A)	958	2476	2529	425	3154	695	2401	1516	1274	156	232	286	1287	526	955	2070	1990	333	911	508	24681
Wollongong (C) - Inner	97	920	4512	371	3727	1800	7651	6757	3480	752	5607	1634	5035	2804	8506	11946	14526	1149	3225	1464	85964
Wollongong (C) Bal	313	2724	8513	1018	4661	1218	7650	3955	3464	199	848	698	2079	1993	1754	4316	7837	732	2968	936	57874
Woollahra (A)	89	53	554	59	2708	971	5258	3606	223	622	1387	1431	3635	1130	2768	4657	4868	1054	1637	1174	37883
Wyong (A) - North-East	277	316	1416	1137	2727	2183	5937	3510	2716	239	660	645	2397	971	1133	3508	6831	834	2203	794	40434
Wyong (A) - South and West	235	91	6243	467	3786	1447	7879	5774	1965	451	1230	887	2148	1755	4186	4281	6803	625	2054	926	53231
No fixed address	1217	641	5841	1693	86962	4968	8220	3187	17721	3448	1883	1118	9874	23002	5132	9082	15083	4232	8761	6074	218136
Total GMA	245990	214075	367415	51435	402950	253738	623046	376074	318465	147990	339663	101864	545177	203643	347390	468804	723501	90113	209018	119701	5735992

TABLE 24 SYDNEY AGE GROUP BY SLA, 2015 TO 2075

SLA		2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075
Ashfield	0-4	2,806	2,883	3,026	3,027	3,055	3,120	3,211	3,300	3,368	3,421	3,470	3,518	3,564
	5-9	2,208	2,390	2,563	2,674	2,698	2,723	2,785	2,874	2,960	3,025	3,085	3,145	3,203
	10-14	1,904	1,992	2,221	2,349	2,378	2,378	2,405	2,467	2,552	2,632	2,709	2,788	2,867
	15-19	1,924	1,882	2,045	2,275	2,365	2,379	2,384	2,418	2,485	2,571	2,662	2,754	2,848
	20-24	3,183	2,995	3,044	3,176	3,306	3,379	3,401	3,417	3,469	3,562	3,663	3,765	3,867
	25-29	4,428	4,137	4,080	4,123	4,310	4,472	4,572	4,617	4,650	4,725	4,809	4,892	4,973
	30-34	4,268	4,274	4,191	4,141	4,167	4,330	4,493	4,606	4,663	4,704	4,741	4,775	4,806
	35-39	3,553	3,788	3,960	3,881	3,846	3,864	4,018	4,180	4,295	4,356	4,403	4,449	4,492
	40-44	3,209	3,207	3,535	3,696	3,745	3,735	3,760	3,920	4,088	4,207	4,315	4,424	4,532
	45-49	2,877	2,836	2,979	3,278	3,455	3,501	3,500	3,537	3,697	3,861	4,023	4,189	4,359
	50-54	2,739	2,560	2,656	2,804	3,089	3,250	3,301	3,312	3,358	3,517	3,706	3,904	4,110
	55-59	2,414	2,392	2,406	2,488	2,528	2,755	2,907	2,965	2,985	3,033	3,089	3,144	3,198
	60-64	2,041	2,094	2,202	2,228	2,276	2,302	2,518	2,668	2,730	2,756	2,775	2,792	2,808
	65-69	1,726	1,789	1,953	2,071	2,116	2,163	2,195	2,414	2,568	2,635	2,686	2,736	2,785
	70-74	1,325	1,545	1,730	1,913	1,974	2,005	2,056	2,099	2,319	2,476	2,610	2,750	2,895
	75-79	1,217	1,196	1,500	1,690	1,867	1,927	1,969	2,031	2,085	2,314	2,615	2,952	3,331
	80-84	1,031	1,047	1,138	1,458	1,634	1,807	1,875	1,936	2,009	2,078	2,145	2,213	2,282
	85+	1,461	1,548	1,721	1,987	2,452	2,875	3,290	3,606	3,866	4,117	4,378	4,653	4,941
		44,314	44,556	46,950	49,258	51,262	52,966	54,641	56,369	58,151	59,989	61,885	63,842	65,860
Auburn	0-4	6,288	7,587	8,455	9,098	9,936	10,899	11,960	12,736	13,381	13,994	14,619	15,264	15,930
	5-9	4,869	5,904	7,130	7,966	8,648	9,377	10,227	10,937	11,595	12,202	12,816	13,454	14,117
	10-14	4,131	4,764	5,841	6,960	7,675	8,242	8,890	9,453	10,064	10,685	11,330	12,008	12,721
	15-19	4,401	4,599	5,335	6,385	7,164	7,737	8,265	8,690	9,194	9,796	10,444	11,130	11,855
	20-24	6,412	6,350	6,798	7,622	8,573	9,405	10,095	10,510	10,986	11,615	12,302	13,023	13,779
	25-29	8,613	8,384	8,724	9,354	10,536	11,738	12,795	13,389	13,880	14,522	15,222	15,949	16,701
	30-34	8,149	8,809	9,047	9,548	10,372	11,579	12,811	13,607	14,180	14,727	15,285	15,857	16,443
	35-39	6,267	7,760	8,533	8,893	9,510	10,263	11,382	12,270	12,978	13,550	14,107	14,680	15,269
	40-44	5,149	6,189	7,645	8,470	9,229	9,882	10,610	11,465	12,307	13,041	13,776	14,547	15,353
	45-49	4,760	5,307	6,363	7,738	8,830	9,606	10,236	10,722	11,538	12,408	13,315	14,281	15,309
	50-54	4,506	4,875	5,535	6,597	7,933	8,957	9,697	10,084	10,525	11,350	12,320	13,367	14,495
	55-59	4,030	4,487	5,003	5,668	6,231	7,302	8,209	8,673	8,989	9,406	9,865	10,342	10,837
	60-64	3,181	3,867	4,402	4,943	5,494	5,967	6,965	7,644	8,050	8,366	8,675	8,991	9,314
	65-69	2,389	2,987	3,696	4,209	4,635	5,088	5,507	6,277	6,874	7,260	7,621	7,996	8,386
	70-74	1,688	2,245	2,851	3,538	3,965	4,324	4,730	5,003	5,693	6,256	6,792	7,370	7,993
	75-79	1,259	1,537	2,066	2,636	3,183	3,524	3,839	4,104	4,338	4,959	5,770	6,710	7,800
	80-84	869	1,036	1,334	1,805	2,166	2,572	2,844	3,042	3,251	3,461	3,680	3,910	4,154

	85+	917	1,053	1,299	1,654	2,214	2,785	3,398	3,856	4,255	4,665	5,109	5,593	6,119
		77,880	87,740	100,056	113,083	126,296	139,244	152,459	162,463	172,077	182,261	193,047	204,472	216,572
Bankstown - North-East	0-4	5,328	5,591	5,882	6,181	6,465	6,814	7,232	7,702	8,152	8,585	9,031	9,494	9,975
	5-9	4,804	5,336	5,764	6,060	6,268	6,530	6,888	7,367	7,868	8,338	8,818	9,321	9,846
	10-14	4,565	4,870	5,505	5,935	6,174	6,371	6,645	7,066	7,579	8,104	8,652	9,233	9,846
	15-19	4,511	4,764	5,206	5,837	6,227	6,463	6,678	7,021	7,483	8,029	8,620	9,249	9,917
	20-24	4,661	4,683	5,053	5,477	5,874	6,193	6,429	6,693	7,048	7,505	8,003	8,530	9,087
	25-29	4,695	4,693	4,844	5,124	5,535	5,927	6,249	6,540	6,829	7,196	7,595	8,012	8,446
	30-34	4,756	4,924	5,049	5,163	5,351	5,739	6,141	6,524	6,849	7,163	7,486	7,820	8,163
	35-39	4,525	4,924	5,243	5,337	5,460	5,661	6,071	6,546	6,975	7,334	7,688	8,055	8,435
	40-44	4,416	4,645	5,193	5,512	5,737	5,904	6,130	6,625	7,163	7,644	8,131	8,645	9,185
	45-49	4,303	4,506	4,859	5,421	5,864	6,131	6,319	6,619	7,175	7,771	8,396	9,067	9,785
	50-54	4,283	4,343	4,678	5,028	5,689	6,176	6,468	6,726	7,072	7,680	8,395	9,171	10,012
	55-59	3,967	4,173	4,355	4,698	4,925	5,543	6,029	6,371	6,652	7,010	7,403	7,814	8,243
	60-64	3,331	3,764	4,064	4,284	4,522	4,720	5,326	5,849	6,204	6,493	6,780	7,075	7,378
	65-69	2,820	3,142	3,652	3,957	4,151	4,378	4,583	5,225	5,763	6,130	6,480	6,845	7,227
	70-74	2,188	2,652	3,034	3,538	3,779	3,960	4,189	4,432	5,081	5,622	6,146	6,715	7,332
	75-79	1,732	1,983	2,486	2,880	3,283	3,494	3,682	3,937	4,192	4,826	5,654	6,621	7,747
	80-84	1,381	1,438	1,729	2,204	2,519	2,874	3,075	3,289	3,541	3,796	4,064	4,349	4,650
	85+	1,592	1,677	1,843	2,193	2,792	3,377	3,985	4,526	5,031	5,555	6,126	6,752	7,437
		67,856	72,107	78,441	84,828	90,615	96,256	102,120	109,060	116,656	124,781	133,471	142,767	152,710
Bankstown - North-West	0-4	5,449	5,741	5,945	6,110	6,256	6,474	6,757	7,068	7,344	7,594	7,843	8,095	8,349
	5-9	4,915	5,480	5,826	5,990	6,066	6,204	6,436	6,761	7,088	7,375	7,658	7,947	8,241
	10-14	4,671	5,001	5,563	5,867	5,975	6,053	6,209	6,485	6,828	7,168	7,514	7,871	8,241
	15-19	4,617	4,893	5,261	5,769	6,026	6,141	6,240	6,443	6,742	7,102	7,485	7,885	8,301
	20-24	4,771	4,808	5,107	5,414	5,684	5,884	6,008	6,143	6,350	6,638	6,950	7,273	7,605
	25-29	4,805	4,818	4,896	5,065	5,356	5,630	5,839	6,002	6,153	6,365	6,596	6,831	7,070
	30-34	4,865	5,056	5,103	5,104	5,178	5,452	5,738	5,987	6,171	6,336	6,502	6,667	6,833
	35-39	4,630	5,057	5,299	5,276	5,284	5,379	5,672	6,007	6,284	6,487	6,677	6,868	7,060
	40-44	4,518	4,770	5,247	5,449	5,552	5,609	5,728	6,079	6,454	6,761	7,061	7,370	7,688
	45-49	4,405	4,627	4,910	5,357	5,674	5,825	5,905	6,074	6,464	6,873	7,291	7,730	8,190
	50-54	4,383	4,459	4,728	4,970	5,504	5,867	6,044	6,173	6,372	6,793	7,290	7,818	8,379
	55-59	4,057	4,285	4,402	4,643	4,766	5,265	5,633	5,847	5,993	6,200	6,429	6,662	6,899
	60-64	3,407	3,866	4,107	4,235	4,376	4,485	4,976	5,367	5,590	5,744	5,888	6,032	6,176
	65-69	2,883	3,227	3,690	3,912	4,017	4,160	4,283	4,794	5,192	5,422	5,627	5,836	6,049
	70-74	2,237	2,725	3,065	3,497	3,657	3,762	3,914	4,068	4,576	4,973	5,337	5,724	6,136
	75-79	1,772	2,036	2,511	2,846	3,176	3,320	3,440	3,613	3,777	4,268	4,909	5,643	6,483
	80-84	1,415	1,477	1,747	2,178	2,437	2,730	2,873	3,019	3,190	3,358	3,529	3,708	3,892
	85+	1,628	1,721	1,862	2,167	2,700	3,208	3,723	4,153	4,532	4,913	5,319	5,756	6,224

		69,428	74,046	79,268	83,850	87,685	91,447	95,418	100,082	105,100	110,370	115,903	121,715	127,817
Bankstown - South	0-4	4,464	4,572	4,587	4,729	4,890	5,103	5,369	5,545	5,661	5,751	5,835	5,916	5,995
	5-9	4,027	4,363	4,495	4,636	4,741	4,891	5,114	5,304	5,463	5,585	5,697	5,808	5,918
	10-14	3,827	3,982	4,290	4,541	4,670	4,771	4,934	5,087	5,263	5,427	5,590	5,753	5,918
	15-19	3,784	3,896	4,059	4,465	4,710	4,841	4,958	5,055	5,196	5,377	5,568	5,763	5,960
	20-24	3,910	3,830	3,940	4,190	4,442	4,638	4,773	4,819	4,894	5,026	5,170	5,315	5,461
	25-29	3,938	3,838	3,778	3,920	4,186	4,439	4,639	4,708	4,743	4,820	4,907	4,993	5,077
	30-34	3,986	4,027	3,938	3,950	4,047	4,298	4,559	4,697	4,756	4,798	4,837	4,873	4,907
	35-39	3,794	4,027	4,089	4,083	4,130	4,240	4,507	4,712	4,843	4,912	4,967	5,020	5,070
	40-44	3,702	3,799	4,047	4,217	4,340	4,422	4,551	4,769	4,974	5,120	5,253	5,387	5,520
	45-49	3,609	3,685	3,788	4,147	4,435	4,592	4,692	4,766	4,982	5,204	5,424	5,649	5,881
	50-54	3,592	3,552	3,647	3,847	4,303	4,625	4,802	4,843	4,911	5,143	5,423	5,713	6,016
	55-59	3,323	3,413	3,396	3,594	3,725	4,151	4,476	4,587	4,619	4,695	4,783	4,869	4,954
	60-64	2,791	3,078	3,169	3,278	3,421	3,535	3,954	4,210	4,309	4,350	4,380	4,409	4,435
	65-69	2,361	2,569	2,846	3,027	3,140	3,279	3,403	3,760	4,002	4,106	4,186	4,265	4,344
	70-74	1,832	2,168	2,365	2,707	2,858	2,966	3,110	3,191	3,526	3,765	3,970	4,184	4,406
	75-79	1,452	1,621	1,936	2,203	2,483	2,617	2,734	2,834	2,911	3,231	3,651	4,123	4,654
	80-84	1,160	1,176	1,347	1,686	1,905	2,152	2,283	2,368	2,458	2,543	2,626	2,710	2,795
	85+	1,333	1,371	1,437	1,677	2,111	2,529	2,959	3,257	3,493	3,720	3,957	4,206	4,469
		56,884	58,968	61,154	64,896	68,537	72,090	75,818	78,514	81,004	83,572	86,223	88,957	91,778
Blacktown - North	0-4	8,996	10,612	12,962	15,138	17,702	20,663	23,233	25,042	26,603	28,129	29,710	31,363	33,090
	5-9	8,097	9,853	12,385	14,708	17,059	19,682	21,998	23,812	25,526	27,159	28,840	30,610	32,470
	10-14	7,464	8,811	11,401	13,858	16,173	18,478	20,425	21,983	23,667	25,406	27,236	29,184	31,254
	15-19	7,304	8,225	10,376	12,944	15,423	17,719	19,397	20,643	22,086	23,791	25,646	27,631	29,753
	20-24	7,333	8,241	9,945	12,142	14,622	17,065	18,766	19,776	20,902	22,345	23,927	25,608	27,392
	25-29	8,130	9,047	10,819	12,726	15,375	18,222	20,350	21,554	22,594	23,901	25,330	26,831	28,406
	30-34	8,671	10,013	11,836	13,740	16,003	19,014	21,551	23,169	24,413	25,635	26,901	28,215	29,578
	35-39	8,241	9,921	12,178	13,994	16,070	18,454	20,974	22,885	24,475	25,836	27,196	28,612	30,086
	40-44	7,622	9,083	11,657	13,875	16,191	18,445	20,295	22,201	24,096	25,814	27,572	29,435	31,406
	45-49	6,918	8,263	10,497	13,035	15,750	18,224	19,900	21,100	22,960	24,964	27,084	29,368	31,828
	50-54	6,367	7,359	9,396	11,524	14,668	17,609	19,531	20,558	21,697	23,657	25,963	28,479	31,222
	55-59	5,635	6,649	8,229	10,152	11,950	14,913	17,168	18,357	19,238	20,353	21,583	22,876	24,233
	60-64	4,797	5,790	7,310	8,781	10,412	12,030	14,392	15,985	17,021	17,884	18,749	19,646	20,575
	65-69	3,871	4,814	6,237	7,651	9,023	10,540	11,688	13,487	14,932	15,944	16,922	17,951	19,032
	70-74	2,724	3,901	5,167	6,512	7,721	8,959	10,042	10,753	12,372	13,746	15,087	16,552	18,148
	75-79	1,841	2,654	4,048	5,233	6,676	7,856	8,770	9,490	10,143	11,726	13,793	16,217	19,057
	80-84	1,263	1,680	2,592	3,857	4,949	6,254	7,080	7,666	8,283	8,916	9,584	10,298	11,058
	85+	1,151	1,611	2,346	3,477	5,040	6,742	8,420	9,670	10,789	11,961	13,244	14,657	16,212
		106,426	126,527	159,380	193,348	230,808	270,867	303,978	328,131	351,796	377,167	404,369	433,532	464,798

Blacktown - South-East	0-4	9,593	10,179	10,231	10,249	10,434	10,771	11,561	12,134	12,558	12,936	13,310	13,688	14,069
	5-9	8,629	9,442	9,768	9,955	10,058	10,262	10,947	11,538	12,049	12,489	12,920	13,359	13,805
	10-14	7,943	8,448	8,981	9,376	9,535	9,636	10,165	10,652	11,171	11,683	12,201	12,736	13,288
	15-19	7,774	7,896	8,178	8,750	9,089	9,240	9,654	10,003	10,425	10,940	11,489	12,058	12,649
	20-24	7,803	7,912	7,851	8,211	8,614	8,896	9,340	9,583	9,867	10,275	10,719	11,176	11,646
	25-29	8,657	8,690	8,542	8,614	9,055	9,497	10,128	10,445	10,666	10,991	11,348	11,710	12,077
	30-34	9,244	9,610	9,352	9,303	9,433	9,908	10,724	11,227	11,525	11,789	12,052	12,315	12,576
	35-39	8,782	9,510	9,612	9,479	9,475	9,623	10,436	11,088	11,553	11,882	12,184	12,488	12,792
	40-44	8,125	8,710	9,185	9,392	9,544	9,620	10,101	10,756	11,374	11,871	12,352	12,846	13,353
	45-49	7,366	7,921	8,274	8,813	9,278	9,503	9,905	10,224	10,837	11,479	12,132	12,816	13,531
	50-54	6,782	7,062	7,403	7,794	8,629	9,177	9,720	9,962	10,242	10,878	11,630	12,427	13,273
	55-59	6,006	6,377	6,492	6,864	7,044	7,763	8,543	8,895	9,082	9,360	9,669	9,984	10,303
	60-64	5,113	5,549	5,764	5,942	6,135	6,273	7,159	7,745	8,035	8,225	8,400	8,575	8,748
	65-69	4,139	4,614	4,913	5,175	5,318	5,494	5,817	6,533	7,048	7,332	7,581	7,834	8,092
	70-74	2,914	3,726	4,071	4,402	4,551	4,671	4,997	5,210	5,838	6,320	6,758	7,223	7,715
	75-79	1,966	2,533	3,175	3,537	3,928	4,096	4,364	4,598	4,788	5,390	6,177	7,075	8,099
	80-84	1,348	1,607	2,032	2,599	2,913	3,255	3,524	3,714	3,910	4,100	4,294	4,494	4,701
	85+	1,233	1,540	1,842	2,343	2,959	3,507	4,188	4,685	5,092	5,499	5,932	6,396	6,892
		113,417	121,325	125,666	130,795	135,994	141,192	151,273	158,992	166,058	173,439	181,148	189,199	197,609
Blacktown - South West	0-4	8,803	9,126	9,156	9,053	9,094	9,279	9,855	10,352	10,751	11,112	11,473	11,840	12,211
	5-9	7,923	8,465	8,742	8,793	8,767	8,841	9,332	9,843	10,315	10,729	11,137	11,555	11,982
	10-14	7,303	7,574	8,037	8,281	8,311	8,302	8,665	9,088	9,563	10,036	10,517	11,016	11,533
	15-19	7,147	7,079	7,319	7,728	7,922	7,960	8,230	8,534	8,925	9,398	9,903	10,430	10,979
	20-24	7,176	7,093	7,026	7,251	7,508	7,664	7,962	8,176	8,447	8,827	9,239	9,667	10,108
	25-29	7,956	7,790	7,645	7,608	7,892	8,182	8,633	8,911	9,131	9,442	9,782	10,129	10,482
	30-34	8,485	8,615	8,370	8,217	8,222	8,535	9,142	9,578	9,866	10,127	10,389	10,652	10,915
	35-39	8,064	8,526	8,602	8,373	8,259	8,290	8,896	9,460	9,890	10,207	10,502	10,801	11,102
	40-44	7,458	7,809	8,220	8,295	8,319	8,288	8,610	9,177	9,737	10,197	10,647	11,111	11,589
	45-49	6,769	7,101	7,405	7,783	8,087	8,187	8,443	8,723	9,277	9,861	10,458	11,085	11,744
	50-54	6,230	6,331	6,626	6,884	7,520	7,906	8,286	8,499	8,768	9,344	10,025	10,749	11,520
	55-59	5,514	5,718	5,810	6,062	6,140	6,687	7,282	7,589	7,775	8,040	8,335	8,636	8,942
	60-64	4,694	4,975	5,158	5,248	5,348	5,404	6,102	6,607	6,878	7,065	7,241	7,417	7,593
	65-69	3,787	4,137	4,397	4,570	4,635	4,733	4,959	5,574	6,033	6,299	6,535	6,776	7,023
	70-74	2,665	3,341	3,643	3,887	3,967	4,024	4,260	4,445	4,998	5,429	5,826	6,247	6,696
	75-79	1,802	2,271	2,841	3,124	3,423	3,529	3,720	3,923	4,099	4,630	5,325	6,120	7,030
	80-84	1,236	1,441	1,818	2,294	2,539	2,804	3,004	3,169	3,347	3,522	3,701	3,887	4,080
	85+	1,126	1,381	1,648	2,068	2,578	3,021	3,570	3,997	4,359	4,724	5,114	5,532	5,982
		104,138	108,774	112,465	115,520	118,529	121,635	128,951	135,643	142,160	148,990	156,147	163,649	171,511
Blue	0-4	4,848	5,004	5,229	5,358	5,520	5,802	6,069	6,325	6,544	6,739	6,930	7,121	7,311

Mountains														
	5-9	4,994	5,249	5,512	5,792	5,941	6,172	6,417	6,715	7,011	7,264	7,511	7,760	8,010
	10-14	4,994	5,023	5,380	5,697	5,860	6,030	6,200	6,451	6,763	7,070	7,380	7,697	8,022
	15-19	4,841	4,759	4,909	5,292	5,556	5,751	5,856	6,025	6,277	6,585	6,911	7,248	7,595
	20-24	3,917	3,786	3,807	3,971	4,196	4,413	4,515	4,600	4,734	4,928	5,138	5,353	5,572
	25-29	3,578	3,503	3,448	3,518	3,742	3,996	4,152	4,252	4,341	4,472	4,614	4,758	4,902
	30-34	4,116	4,258	4,249	4,245	4,341	4,643	4,897	5,091	5,224	5,342	5,458	5,572	5,685
	35-39	4,717	4,994	5,239	5,244	5,298	5,479	5,790	6,109	6,364	6,542	6,705	6,866	7,026
	40-44	5,370	5,165	5,587	5,933	6,124	6,285	6,432	6,801	7,189	7,500	7,800	8,106	8,416
	45-49	5,609	5,486	5,465	5,961	6,378	6,651	6,757	6,925	7,338	7,770	8,207	8,663	9,136
	50-54	5,709	5,637	5,653	5,697	6,313	6,836	7,056	7,180	7,380	7,835	8,372	8,939	9,536
	55-59	5,946	5,666	5,757	5,839	5,979	6,711	7,194	7,439	7,593	7,822	8,076	8,333	8,590
	60-64	5,712	5,901	5,785	5,942	6,204	6,458	7,180	7,716	8,003	8,189	8,359	8,526	8,689
	65-69	4,908	5,466	5,785	5,810	5,958	6,267	6,467	7,211	7,777	8,088	8,358	8,630	8,904
	70-74	3,495	4,502	5,126	5,499	5,714	5,971	6,226	6,446	7,220	7,814	8,350	8,917	9,515
	75-79	2,326	3,114	4,089	4,669	5,253	5,576	5,791	6,058	6,306	7,096	8,128	9,302	10,637
	80-84	1,596	1,907	2,582	3,415	3,879	4,413	4,655	4,872	5,126	5,374	5,625	5,883	6,147
	85+	1,644	1,803	2,139	2,858	3,676	4,437	5,159	5,733	6,230	6,726	7,251	7,811	8,408
		78,320	81,220	85,741	90,741	95,931	101,891	106,816	111,950	117,419	123,156	129,172	135,483	142,102
Botany Bay	0-4	2,871	3,133	3,209	3,379	3,544	3,732	3,955	4,140	4,292	4,428	4,562	4,698	4,834
	5-9	2,507	2,722	2,941	3,108	3,219	3,349	3,528	3,709	3,880	4,028	4,172	4,320	4,469
	10-14	2,190	2,394	2,618	2,894	3,034	3,127	3,258	3,405	3,577	3,747	3,918	4,095	4,277
	15-19	2,167	2,301	2,526	2,800	2,981	3,091	3,189	3,296	3,440	3,616	3,802	3,996	4,197
	20-24	2,707	2,636	2,803	3,043	3,267	3,441	3,568	3,651	3,765	3,927	4,102	4,283	4,468
	25-29	3,314	3,206	3,246	3,425	3,702	3,960	4,169	4,289	4,387	4,528	4,681	4,836	4,994
	30-34	3,567	3,656	3,670	3,770	3,918	4,197	4,485	4,683	4,816	4,934	5,051	5,167	5,283
	35-39	3,384	3,760	3,928	4,013	4,116	4,263	4,566	4,839	5,050	5,201	5,341	5,481	5,621
	40-44	3,114	3,367	3,733	3,985	4,159	4,274	4,433	4,708	4,986	5,212	5,431	5,655	5,885
	45-49	2,797	3,040	3,227	3,688	4,016	4,194	4,317	4,445	4,719	5,006	5,298	5,604	5,924
	50-54	2,480	2,675	2,895	3,136	3,558	3,858	4,035	4,125	4,248	4,518	4,837	5,176	5,534
	55-59	2,220	2,394	2,545	2,800	2,949	3,316	3,602	3,741	3,826	3,949	4,085	4,223	4,363
	60-64	2,050	2,179	2,314	2,530	2,694	2,809	3,165	3,416	3,550	3,639	3,722	3,804	3,886
	65-69	1,790	1,974	2,093	2,296	2,429	2,559	2,675	2,997	3,238	3,374	3,493	3,615	3,738
	70-74	1,537	1,702	1,890	2,072	2,185	2,287	2,416	2,513	2,820	3,058	3,274	3,504	3,747
	75-79	1,174	1,441	1,586	1,820	2,086	2,218	2,334	2,453	2,558	2,884	3,310	3,796	4,350
	80-84	867	1,001	1,198	1,410	1,587	1,808	1,932	2,032	2,142	2,249	2,359	2,472	2,589
	85+	800	954	1,152	1,438	1,844	2,228	2,626	2,930	3,191	3,451	3,728	4,024	4,341
		41,538	44,534	47,573	51,606	55,289	58,711	62,255	65,371	68,486	71,749	75,167	78,749	82,501
Burwood	0-4	2,010	2,376	2,599	2,706	2,788	2,885	3,005	3,253	3,527	3,805	4,099	4,413	4,749
	5-9	1,708	2,034	2,336	2,538	2,609	2,668	2,762	3,002	3,285	3,565	3,862	4,180	4,523
	10-14	1,641	1,818	2,130	2,420	2,515	2,547	2,608	2,818	3,097	3,392	3,709	4,053	4,427

	15-19	1,915	1,984	2,160	2,420	2,551	2,600	2,636	2,816	3,076	3,381	3,717	4,084	4,485
	20-24	3,411	3,372	3,450	3,624	3,825	3,959	4,034	4,268	4,605	5,022	5,485	5,988	6,532
	25-29	4,345	4,408	4,437	4,532	4,806	5,051	5,228	5,559	5,948	6,420	6,940	7,498	8,095
	30-34	3,249	3,578	3,655	3,663	3,737	3,934	4,132	4,461	4,798	5,140	5,502	5,886	6,292
	35-39	2,538	3,070	3,332	3,367	3,399	3,459	3,641	3,990	4,356	4,691	5,036	5,404	5,795
	40-44	2,207	2,522	2,981	3,229	3,332	3,367	3,431	3,768	4,175	4,562	4,971	5,412	5,889
	45-49	2,121	2,258	2,531	2,933	3,158	3,241	3,279	3,490	3,877	4,301	4,759	5,263	5,817
	50-54	2,129	2,111	2,257	2,518	2,841	3,027	3,112	3,288	3,543	3,942	4,412	4,936	5,519
	55-59	1,953	2,082	2,101	2,242	2,322	2,565	2,739	2,941	3,146	3,396	3,674	3,971	4,290
	60-64	1,631	1,858	2,023	2,034	2,097	2,149	2,379	2,655	2,886	3,094	3,308	3,536	3,776
	65-69	1,405	1,584	1,808	1,955	2,029	2,101	2,158	2,501	2,826	3,079	3,333	3,606	3,899
	70-74	1,152	1,369	1,573	1,788	1,876	1,930	2,004	2,154	2,531	2,868	3,211	3,593	4,018
	75-79	1,006	1,105	1,358	1,551	1,742	1,821	1,883	2,046	2,232	2,633	3,160	3,789	4,541
	80-84	831	909	1,046	1,284	1,443	1,616	1,697	1,845	2,035	2,235	2,450	2,685	2,941
	85+	937	1,095	1,241	1,442	1,804	2,143	2,482	2,866	3,264	3,691	4,169	4,705	5,308
		36,189	39,534	43,018	46,245	48,873	51,063	53,210	57,721	63,208	69,217	75,798	83,003	90,894
Camden	0-4	4,495	6,470	8,218	9,665	11,449	13,494	15,697	16,703	17,311	17,861	18,409	18,964	19,526
	5-9	4,884	6,176	8,286	10,110	11,899	13,862	16,029	17,129	17,913	18,598	19,272	19,961	20,663
	10-14	4,552	6,070	7,549	9,692	11,594	13,375	15,295	16,253	17,069	17,880	18,706	19,559	20,441
	15-19	4,134	5,359	6,998	8,518	10,213	11,846	13,415	14,097	14,713	15,465	16,268	17,104	17,973
	20-24	4,034	4,970	6,205	7,807	9,560	11,265	12,815	13,335	13,749	14,341	14,986	15,651	16,338
	25-29	4,704	5,851	6,814	8,116	9,962	11,921	13,773	14,403	14,729	15,203	15,723	16,252	16,791
	30-34	5,016	7,020	8,183	9,195	10,778	12,931	15,164	16,093	16,543	16,951	17,358	17,767	18,175
	35-39	4,816	6,998	9,060	10,250	11,854	13,744	16,164	17,408	18,163	18,710	19,219	19,732	20,247
	40-44	4,659	6,035	8,361	10,437	12,412	14,276	16,251	17,549	18,582	19,426	20,248	21,094	21,964
	45-49	4,044	5,514	6,972	9,308	11,549	13,492	15,240	15,956	16,935	17,968	19,023	20,130	21,289
	50-54	3,566	4,738	6,239	7,689	9,909	12,010	13,779	14,321	14,744	15,685	16,798	17,981	19,237
	55-59	3,087	4,092	5,306	6,785	8,129	10,244	12,201	12,879	13,167	13,592	14,066	14,548	15,039
	60-64	2,628	3,542	4,596	5,797	7,020	8,189	10,141	11,113	11,545	11,837	12,110	12,383	12,656
	65-69	2,148	2,943	3,936	4,959	5,944	7,011	8,043	9,160	9,896	10,312	10,680	11,056	11,439
	70-74	1,494	2,415	3,243	4,239	5,121	6,000	6,958	7,355	8,253	8,949	9,585	10,262	10,980
	75-79	1,093	1,686	2,617	3,451	4,470	5,311	6,134	6,552	6,832	7,704	8,844	10,147	11,636
	80-84	752	1,159	1,742	2,656	3,467	4,423	5,180	5,537	5,836	6,130	6,431	6,743	7,066
	85+	859	1,213	1,750	2,589	3,798	5,128	6,629	7,510	8,175	8,843	9,555	10,319	11,138
		60,965	82,251	106,074	131,265	159,127	188,520	218,907	233,355	244,156	255,457	267,281	279,652	292,596
Campbelltown - North	0-4	6,222	7,224	8,213	8,725	9,217	9,823	10,500	11,010	11,409	11,765	12,117	12,472	12,829
	5-9	5,531	6,709	7,933	8,743	9,205	9,696	10,302	10,848	11,343	11,770	12,187	12,612	13,044
	10-14	5,323	5,997	7,430	8,481	8,999	9,388	9,864	10,327	10,844	11,353	11,868	12,399	12,946
	15-19	5,595	5,823	6,780	8,089	8,810	9,245	9,621	9,959	10,393	10,918	11,476	12,056	12,657
	20-24	5,912	6,036	6,538	7,377	8,068	8,601	8,993	9,218	9,504	9,907	10,345	10,795	11,258

	25-29	6,045	6,433	6,775	7,193	7,855	8,503	9,030	9,304	9,514	9,814	10,142	10,475	10,812
	30-34	5,862	6,680	7,180	7,411	7,766	8,422	9,077	9,494	9,759	9,993	10,226	10,458	10,688
	35-39	5,319	6,494	7,484	7,823	8,114	8,507	9,189	9,754	10,176	10,476	10,753	11,031	11,308
	40-44	5,019	5,797	7,220	8,040	8,515	8,859	9,265	9,858	10,437	10,904	11,357	11,822	12,297
	45-49	4,866	5,386	6,408	7,704	8,524	9,011	9,355	9,647	10,238	10,856	11,485	12,143	12,831
	50-54	5,005	5,059	5,830	6,718	7,779	8,537	9,005	9,220	9,491	10,091	10,799	11,550	12,345
	55-59	4,907	5,059	5,383	6,052	6,465	7,358	8,061	8,386	8,572	8,844	9,145	9,451	9,761
	60-64	4,306	4,808	5,221	5,467	5,819	6,141	6,980	7,544	7,837	8,031	8,210	8,388	8,564
	65-69	3,456	4,179	4,885	5,214	5,509	5,875	6,195	6,951	7,509	7,820	8,093	8,371	8,652
	70-74	2,212	3,344	4,188	4,832	5,188	5,497	5,857	6,102	6,846	7,419	7,940	8,493	9,080
	75-79	1,422	2,110	3,284	4,030	4,671	5,026	5,334	5,614	5,854	6,596	7,566	8,674	9,938
	80-84	904	1,248	1,905	2,890	3,422	3,948	4,254	4,480	4,722	4,957	5,196	5,443	5,699
	85+	835	1,081	1,525	2,229	2,959	3,619	4,301	4,807	5,232	5,656	6,107	6,590	7,107
		78,741	89,471	104,181	117,018	126,884	136,055	145,182	152,524	159,679	167,169	175,011	183,221	191,816
Campbelltown - South	0-4	5,039	5,279	5,292	5,109	5,065	5,128	5,220	5,271	5,273	5,248	5,218	5,184	5,148
	5-9	4,479	4,897	5,108	5,117	5,060	5,063	5,122	5,193	5,242	5,250	5,248	5,242	5,234
	10-14	4,311	4,383	4,778	4,962	4,946	4,902	4,905	4,944	5,011	5,064	5,110	5,154	5,194
	15-19	4,531	4,262	4,364	4,728	4,842	4,827	4,784	4,768	4,803	4,870	4,941	5,011	5,078
	20-24	4,787	4,421	4,215	4,315	4,433	4,490	4,472	4,414	4,392	4,419	4,454	4,487	4,517
	25-29	4,895	4,709	4,372	4,211	4,316	4,439	4,490	4,455	4,397	4,378	4,367	4,354	4,338
	30-34	4,748	4,884	4,632	4,341	4,268	4,396	4,513	4,545	4,510	4,458	4,404	4,347	4,289
	35-39	4,307	4,739	4,822	4,582	4,460	4,442	4,568	4,669	4,703	4,674	4,631	4,585	4,538
	40-44	4,065	4,236	4,643	4,706	4,680	4,626	4,607	4,719	4,823	4,864	4,890	4,914	4,934
	45-49	3,941	3,937	4,124	4,503	4,684	4,705	4,652	4,619	4,731	4,842	4,945	5,047	5,148
	50-54	4,053	3,706	3,753	3,929	4,272	4,456	4,478	4,415	4,386	4,501	4,649	4,800	4,952
	55-59	3,974	3,706	3,472	3,540	3,553	3,839	4,007	4,015	3,962	3,945	3,938	3,928	3,916
	60-64	3,487	3,516	3,367	3,201	3,198	3,206	3,468	3,611	3,622	3,583	3,535	3,487	3,437
	65-69	2,799	3,054	3,145	3,053	3,028	3,067	3,080	3,326	3,469	3,488	3,485	3,479	3,472
	70-74	1,792	2,432	2,695	2,826	2,851	2,870	2,912	2,921	3,162	3,309	3,419	3,530	3,642
	75-79	1,151	1,535	2,104	2,356	2,565	2,624	2,652	2,688	2,705	2,941	3,256	3,604	3,985
	80-84	732	909	1,221	1,685	1,880	2,060	2,115	2,145	2,182	2,211	2,237	2,262	2,286
	85+	676	788	978	1,300	1,623	1,888	2,137	2,301	2,417	2,523	2,629	2,739	2,851
		63,767	65,394	67,085	68,462	69,723	71,029	72,184	73,019	73,790	74,570	75,358	76,154	76,958
Canada Bay - Concord	0-4	2,785	3,331	3,757	3,866	3,965	4,110	4,280	4,411	4,504	4,577	4,646	4,712	4,777
	5-9	2,385	2,837	3,330	3,510	3,575	3,662	3,790	3,923	4,042	4,133	4,218	4,301	4,384
	10-14	1,985	2,581	3,036	3,309	3,409	3,459	3,541	3,643	3,770	3,889	4,007	4,125	4,244
	15-19	1,921	2,322	2,909	3,177	3,311	3,379	3,426	3,486	3,584	3,711	3,844	3,979	4,117
	20-24	2,750	2,949	3,369	3,745	3,983	4,130	4,207	4,239	4,306	4,423	4,552	4,681	4,810
	25-29	3,781	3,979	4,258	4,422	4,690	4,939	5,110	5,175	5,214	5,301	5,399	5,495	5,589

	30-34	4,032	4,579	4,825	4,829	4,915	5,183	5,443	5,596	5,668	5,720	5,768	5,813	5,855
	35-39	3,588	4,346	4,839	4,817	4,835	4,930	5,188	5,413	5,565	5,646	5,711	5,773	5,832
	40-44	3,256	3,798	4,511	4,743	4,856	4,914	5,007	5,235	5,461	5,623	5,772	5,921	6,069
	45-49	2,910	3,551	4,102	4,560	4,858	4,996	5,053	5,122	5,355	5,596	5,835	6,079	6,330
	50-54	2,673	3,162	3,788	4,089	4,557	4,865	5,000	5,033	5,105	5,348	5,640	5,944	6,261
	55-59	2,429	2,906	3,392	3,774	3,919	4,337	4,630	4,734	4,769	4,849	4,941	5,032	5,121
	60-64	2,061	2,543	3,025	3,309	3,467	3,558	3,939	4,186	4,285	4,327	4,360	4,389	4,417
	65-69	1,849	2,173	2,666	2,965	3,085	3,200	3,287	3,625	3,859	3,961	4,039	4,117	4,194
	70-74	1,425	1,933	2,263	2,644	2,790	2,875	2,985	3,056	3,378	3,608	3,806	4,012	4,226
	75-79	1,112	1,440	1,950	2,157	2,397	2,510	2,595	2,685	2,758	3,062	3,462	3,911	4,415
	80-84	852	1,020	1,334	1,704	1,919	2,153	2,261	2,341	2,431	2,515	2,598	2,682	2,767
	85+	884	1,034	1,265	1,549	1,951	2,321	2,688	2,954	3,168	3,375	3,591	3,819	4,059
		42,678	50,483	58,617	63,170	66,482	69,522	72,430	74,855	77,223	79,666	82,185	84,785	87,467
Canada Bay - Drummoyne	0-4	2,528	2,638	2,639	2,699	2,810	2,947	3,100	3,187	3,236	3,271	3,302	3,331	3,359
	5-9	2,162	2,250	2,337	2,450	2,533	2,625	2,745	2,834	2,904	2,954	2,998	3,041	3,082
	10-14	1,800	2,041	2,131	2,311	2,415	2,480	2,564	2,632	2,709	2,779	2,848	2,916	2,984
	15-19	1,743	1,839	2,039	2,218	2,346	2,423	2,481	2,518	2,575	2,652	2,732	2,813	2,894
	20-24	2,497	2,342	2,365	2,615	2,822	2,961	3,047	3,062	3,094	3,161	3,235	3,309	3,382
	25-29	3,431	3,164	2,993	3,087	3,324	3,541	3,701	3,739	3,747	3,788	3,837	3,884	3,930
	30-34	3,657	3,635	3,394	3,371	3,483	3,717	3,942	4,043	4,073	4,088	4,100	4,109	4,116
	35-39	3,255	3,442	3,401	3,363	3,426	3,535	3,757	3,910	3,998	4,035	4,059	4,081	4,101
	40-44	2,953	3,012	3,165	3,311	3,441	3,523	3,626	3,782	3,924	4,019	4,102	4,185	4,267
	45-49	2,640	2,812	2,880	3,184	3,443	3,582	3,659	3,700	3,848	3,999	4,147	4,297	4,450
	50-54	2,425	2,506	2,658	2,855	3,230	3,488	3,621	3,636	3,668	3,822	4,009	4,202	4,402
	55-59	2,203	2,303	2,381	2,635	2,777	3,110	3,353	3,420	3,427	3,465	3,512	3,557	3,601
	60-64	1,870	2,012	2,123	2,311	2,457	2,551	2,853	3,024	3,079	3,092	3,099	3,103	3,105
	65-69	1,676	1,724	1,869	2,070	2,186	2,294	2,381	2,618	2,772	2,830	2,871	2,910	2,949
	70-74	1,292	1,527	1,589	1,847	1,977	2,062	2,162	2,208	2,427	2,578	2,705	2,836	2,971
	75-79	1,009	1,138	1,365	1,506	1,699	1,799	1,879	1,939	1,982	2,188	2,460	2,764	3,104
	80-84	774	808	934	1,190	1,360	1,544	1,638	1,691	1,746	1,797	1,846	1,896	1,945
	85+	801	820	887	1,082	1,383	1,665	1,947	2,134	2,276	2,412	2,553	2,700	2,853
		38,718	40,014	41,150	44,105	47,110	49,846	52,455	54,076	55,485	56,931	58,414	59,936	61,497
Canterbury	0-4	11,426	11,877	12,243	12,530	12,949	13,487	14,120	14,588	14,922	15,192	15,449	15,700	15,946
	5-9	9,311	10,241	10,856	11,286	11,574	11,915	12,398	12,862	13,276	13,601	13,905	14,208	14,509
	10-14	8,091	8,616	9,582	10,191	10,505	10,712	11,022	11,369	11,784	12,181	12,572	12,969	13,370
	15-19	8,015	7,997	8,646	9,545	10,078	10,336	10,535	10,744	11,067	11,478	11,913	12,356	12,808
	20-24	9,476	9,312	9,470	10,097	10,748	11,199	11,469	11,583	11,787	12,132	12,507	12,887	13,270
	25-29	11,651	11,174	11,287	11,585	12,350	13,068	13,592	13,799	13,926	14,184	14,473	14,759	15,042
	30-34	11,983	12,019	11,915	12,109	12,467	13,212	13,948	14,374	14,583	14,744	14,897	15,042	15,180
	35-39	10,789	11,613	11,952	12,016	12,196	12,496	13,218	13,825	14,237	14,472	14,667	14,855	15,037

	40-44	10,142	10,486	11,484	11,960	12,321	12,529	12,833	13,451	14,057	14,501	14,912	15,326	15,742
	45-49	9,680	9,726	10,266	11,286	12,092	12,494	12,704	12,907	13,520	14,155	14,786	15,435	16,103
	50-54	8,989	9,143	9,405	9,976	11,204	12,020	12,419	12,528	12,730	13,361	14,118	14,909	15,734
	55-59	8,103	8,429	8,777	9,105	9,395	10,447	11,212	11,493	11,597	11,813	12,061	12,307	12,550
	60-64	6,926	7,619	8,112	8,488	8,887	9,167	10,201	10,867	11,143	11,274	11,379	11,479	11,573
	65-69	5,908	6,417	7,184	7,683	7,994	8,332	8,605	9,511	10,142	10,429	10,657	10,883	11,108
	70-74	4,819	5,467	6,070	6,850	7,221	7,478	7,803	8,009	8,867	9,489	10,028	10,591	11,179
	75-79	3,948	4,200	4,899	5,540	6,256	6,581	6,840	7,094	7,300	8,121	9,198	10,411	11,777
	80-84	2,980	3,110	3,438	4,108	4,617	5,205	5,495	5,702	5,931	6,148	6,363	6,581	6,803
	85+	2,612	3,016	3,428	3,958	4,968	5,940	6,915	7,617	8,183	8,734	9,311	9,921	10,563
		144,851	150,460	159,015	168,313	177,825	186,618	195,330	202,323	209,054	216,009	223,196	230,622	238,295
Fairfield - East	0-4	7,328	7,650	7,736	7,894	8,080	8,380	8,770	9,173	9,522	9,838	10,152	10,471	10,793
	5-9	6,657	7,456	7,791	7,990	8,098	8,301	8,634	9,069	9,499	9,875	10,246	10,625	11,012
	10-14	6,815	6,897	7,644	8,093	8,247	8,375	8,614	8,996	9,462	9,925	10,396	10,883	11,387
	15-19	7,276	7,238	7,368	8,171	8,578	8,761	8,926	9,217	9,634	10,140	10,680	11,242	11,827
	20-24	7,778	7,574	7,605	7,827	8,184	8,492	8,693	8,889	9,179	9,587	10,031	10,489	10,962
	25-29	7,481	7,457	7,368	7,445	7,841	8,262	8,590	8,829	9,043	9,346	9,678	10,016	10,360
	30-34	7,057	7,238	7,227	7,194	7,295	7,699	8,124	8,477	8,727	8,954	9,181	9,408	9,635
	35-39	6,657	7,212	7,388	7,414	7,451	7,602	8,039	8,513	8,896	9,176	9,437	9,701	9,966
	40-44	6,897	6,973	7,498	7,766	7,917	8,017	8,208	8,711	9,238	9,670	10,092	10,526	10,973
	45-49	7,005	7,014	7,121	7,752	8,223	8,461	8,600	8,847	9,404	9,991	10,591	11,221	11,881
	50-54	7,035	6,973	7,030	7,262	8,031	8,581	8,862	9,051	9,333	9,942	10,661	11,425	12,237
	55-59	6,811	6,826	6,793	6,986	7,137	7,903	8,478	8,799	9,010	9,313	9,650	9,993	10,342
	60-64	5,689	6,397	6,440	6,542	6,757	6,941	7,721	8,328	8,665	8,896	9,113	9,329	9,545
	65-69	4,507	5,281	5,955	6,129	6,258	6,495	6,705	7,505	8,120	8,473	8,786	9,106	9,432
	70-74	3,277	4,231	4,956	5,703	5,969	6,155	6,420	6,672	7,498	8,141	8,731	9,358	10,025
	75-79	2,622	3,000	3,877	4,642	5,234	5,483	5,697	5,982	6,247	7,054	8,108	9,313	10,692
	80-84	1,905	2,200	2,546	3,388	3,845	4,317	4,556	4,787	5,053	5,315	5,582	5,860	6,148
	85+	1,711	2,134	2,576	3,153	3,956	4,712	5,483	6,116	6,667	7,221	7,813	8,448	9,129
		127,861	133,576	139,473	147,349	154,007	160,653	167,799	175,836	184,391	193,363	202,771	212,637	222,982
Fairfield - West	0-4	4,187	4,366	4,539	4,653	4,762	4,940	5,168	5,468	5,756	6,031	6,313	6,604	6,904
	5-9	3,807	4,256	4,572	4,710	4,773	4,893	5,088	5,406	5,743	6,055	6,372	6,701	7,044
	10-14	3,898	3,936	4,487	4,770	4,861	4,936	5,076	5,362	5,720	6,085	6,465	6,864	7,284
	15-19	4,163	4,131	4,323	4,816	5,056	5,164	5,260	5,494	5,824	6,217	6,641	7,090	7,565
	20-24	4,449	4,323	4,462	4,614	4,824	5,006	5,123	5,298	5,549	5,878	6,238	6,615	7,012
	25-29	4,279	4,256	4,322	4,388	4,621	4,870	5,062	5,263	5,466	5,730	6,018	6,317	6,627
	30-34	4,033	4,131	4,240	4,241	4,300	4,538	4,788	5,052	5,276	5,490	5,709	5,933	6,163
	35-39	3,807	4,116	4,335	4,370	4,392	4,481	4,737	5,074	5,378	5,626	5,868	6,118	6,374
	40-44	3,945	3,980	4,401	4,578	4,666	4,726	4,837	5,192	5,585	5,929	6,276	6,639	7,019
	45-49	4,007	4,003	4,178	4,569	4,847	4,988	5,068	5,273	5,686	6,126	6,586	7,077	7,600

	50-54	4,025	3,980	4,125	4,280	4,733	5,058	5,222	5,395	5,642	6,096	6,630	7,206	7,828
	55-59	3,892	3,895	3,985	4,118	4,207	4,658	4,996	5,245	5,446	5,710	6,001	6,302	6,615
	60-64	3,251	3,651	3,778	3,856	3,983	4,091	4,550	4,964	5,238	5,454	5,666	5,884	6,106
	65-69	2,572	3,015	3,496	3,613	3,688	3,828	3,951	4,474	4,909	5,195	5,464	5,743	6,033
	70-74	1,873	2,416	2,910	3,361	3,518	3,628	3,784	3,977	4,534	4,992	5,430	5,902	6,413
	75-79	1,498	1,712	2,277	2,736	3,085	3,232	3,357	3,566	3,777	4,326	5,043	5,875	6,841
	80-84	1,089	1,256	1,495	1,997	2,266	2,545	2,685	2,853	3,055	3,259	3,471	3,696	3,932
	85+	976	1,218	1,513	1,858	2,332	2,777	3,231	3,646	4,031	4,428	4,859	5,328	5,840
		73,105	76,239	81,844	86,852	90,771	94,699	98,888	104,808	111,471	118,557	126,094	134,110	142,635
Hawkesbury	0-4	4,470	4,696	4,852	4,920	5,087	5,343	5,681	5,948	6,028	6,050	6,064	6,074	6,081
	5-9	4,310	4,611	4,880	5,079	5,223	5,423	5,731	6,024	6,161	6,222	6,270	6,315	6,356
	10-14	4,407	4,396	4,749	5,060	5,236	5,385	5,627	5,882	6,040	6,154	6,261	6,367	6,469
	15-19	4,579	4,358	4,396	4,790	5,072	5,246	5,430	5,612	5,727	5,855	5,990	6,124	6,257
	20-24	4,607	4,481	4,387	4,558	4,844	5,090	5,294	5,418	5,463	5,542	5,632	5,720	5,805
	25-29	4,307	4,292	4,238	4,269	4,549	4,854	5,128	5,275	5,275	5,296	5,327	5,354	5,378
	30-34	4,019	4,348	4,340	4,362	4,493	4,803	5,149	5,377	5,405	5,387	5,365	5,340	5,311
	35-39	3,995	4,320	4,638	4,697	4,778	4,937	5,304	5,622	5,736	5,747	5,741	5,732	5,719
	40-44	4,351	4,189	4,591	4,958	5,162	5,294	5,506	5,849	6,056	6,158	6,242	6,323	6,402
	45-49	4,635	4,340	4,275	4,725	5,096	5,310	5,483	5,646	5,859	6,047	6,226	6,406	6,588
	50-54	4,472	4,499	4,322	4,316	4,809	5,203	5,459	5,581	5,619	5,813	6,054	6,302	6,555
	55-59	4,057	4,207	4,303	4,214	4,301	4,824	5,257	5,460	5,460	5,481	5,517	5,548	5,577
	60-64	3,380	3,792	3,977	4,111	4,309	4,482	5,067	5,468	5,556	5,541	5,513	5,481	5,447
	65-69	2,974	3,172	3,575	3,823	3,985	4,189	4,393	4,921	5,198	5,269	5,308	5,343	5,375
	70-74	2,190	2,747	2,989	3,395	3,599	3,759	3,984	4,143	4,544	4,794	4,994	5,199	5,409
	75-79	1,491	1,966	2,495	2,753	3,093	3,281	3,463	3,640	3,711	4,068	4,542	5,067	5,650
	80-84	948	1,242	1,676	2,177	2,478	2,818	3,021	3,177	3,274	3,345	3,413	3,479	3,545
	85+	966	1,139	1,462	1,981	2,562	3,090	3,653	4,077	4,339	4,565	4,797	5,038	5,287
		64,159	66,796	70,141	74,189	78,676	83,332	88,631	93,119	95,451	97,334	99,254	101,213	103,209
Holroyd	0-4	8,484	8,855	9,092	9,319	9,670	10,096	10,586	11,005	11,341	11,633	11,917	12,202	12,487
	5-9	7,068	7,817	8,313	8,585	8,817	9,099	9,482	9,899	10,294	10,624	10,943	11,266	11,591
	10-14	5,951	6,697	7,470	7,914	8,181	8,362	8,618	8,945	9,341	9,727	10,115	10,513	10,919
	15-19	5,809	6,068	6,847	7,575	8,015	8,240	8,411	8,632	8,958	9,361	9,788	10,228	10,683
	20-24	6,721	6,595	6,938	7,648	8,216	8,581	8,801	8,944	9,170	9,508	9,876	10,252	10,637
	25-29	8,749	8,426	8,505	8,833	9,475	10,049	10,468	10,694	10,874	11,158	11,470	11,785	12,101
	30-34	9,391	9,502	9,431	9,521	9,821	10,433	11,030	11,438	11,692	11,910	12,123	12,333	12,539
	35-39	8,186	8,874	9,147	9,145	9,298	9,550	10,118	10,649	11,049	11,314	11,552	11,788	12,023
	40-44	6,953	7,671	8,432	8,732	9,016	9,191	9,428	9,944	10,470	10,882	11,274	11,674	12,081
	45-49	6,149	6,614	7,333	8,034	8,615	8,923	9,087	9,290	9,805	10,342	10,883	11,446	12,032
	50-54	5,760	5,885	6,434	7,079	8,019	8,623	8,923	9,058	9,273	9,806	10,439	11,106	11,810
	55-59	5,264	5,548	5,783	6,308	6,608	7,366	7,917	8,166	8,302	8,520	8,763	9,009	9,256
	60-64	4,619	5,029	5,398	5,647	5,930	6,131	6,833	7,325	7,567	7,713	7,843	7,971	8,097

	65-69	4,126	4,236	4,739	5,087	5,311	5,549	5,739	6,384	6,858	7,105	7,314	7,526	7,739
	70-74	3,170	3,781	4,014	4,481	4,740	4,920	5,143	5,311	5,925	6,388	6,801	7,237	7,696
	75-79	2,404	2,825	3,520	3,746	4,175	4,402	4,582	4,782	4,958	5,557	6,341	7,232	8,242
	80-84	1,709	1,977	2,429	3,002	3,397	3,839	4,059	4,238	4,442	4,638	4,836	5,040	5,249
	85+	1,778	1,968	2,310	2,828	3,599	4,313	5,029	5,574	6,033	6,488	6,968	7,480	8,024
		102,290	108,369	116,135	123,482	130,905	137,668	144,254	150,279	156,353	162,672	169,247	176,088	183,205
Hornsby - North	0-4	3,954	3,958	4,027	4,017	4,072	4,217	4,410	4,570	4,691	4,791	4,887	4,982	5,075
	5-9	4,260	4,281	4,404	4,458	4,485	4,590	4,771	4,965	5,143	5,285	5,420	5,555	5,690
	10-14	4,411	4,490	4,643	4,739	4,788	4,855	4,990	5,163	5,370	5,569	5,765	5,965	6,168
	15-19	4,556	4,494	4,669	4,804	4,932	5,030	5,122	5,240	5,416	5,635	5,866	6,103	6,345
	20-24	4,266	4,054	4,083	4,217	4,395	4,554	4,659	4,720	4,820	4,976	5,146	5,318	5,492
	25-29	3,599	3,419	3,344	3,353	3,511	3,695	3,839	3,909	3,959	4,045	4,140	4,235	4,329
	30-34	3,982	4,019	3,919	3,827	3,854	4,061	4,283	4,427	4,507	4,572	4,633	4,692	4,749
	35-39	4,553	4,744	4,864	4,736	4,704	4,792	5,064	5,313	5,491	5,599	5,691	5,782	5,870
	40-44	4,968	4,962	5,270	5,381	5,450	5,510	5,638	5,928	6,217	6,433	6,636	6,840	7,047
	45-49	5,088	5,042	5,151	5,449	5,719	5,876	5,968	6,082	6,394	6,715	7,035	7,367	7,708
	50-54	4,886	4,761	4,837	4,921	5,399	5,760	5,945	6,016	6,134	6,459	6,846	7,251	7,675
	55-59	4,371	4,358	4,356	4,414	4,477	4,949	5,306	5,456	5,525	5,645	5,781	5,917	6,052
	60-64	3,637	3,839	3,922	3,922	4,015	4,117	4,577	4,891	5,033	5,108	5,172	5,233	5,291
	65-69	3,098	3,235	3,496	3,557	3,612	3,744	3,862	4,283	4,582	4,727	4,845	4,963	5,080
	70-74	2,382	2,785	2,973	3,213	3,316	3,415	3,560	3,665	4,072	4,371	4,634	4,909	5,196
	75-79	1,838	2,147	2,573	2,769	3,047	3,187	3,309	3,443	3,556	3,968	4,508	5,118	5,806
	80-84	1,362	1,569	1,904	2,311	2,563	2,873	3,030	3,154	3,292	3,423	3,554	3,687	3,823
	85+	1,798	1,973	2,263	2,745	3,430	4,079	4,744	5,242	5,651	6,051	6,470	6,914	7,384
		67,008	68,130	70,697	72,834	75,768	79,304	83,077	86,466	89,853	93,372	97,029	100,829	104,779
Hornsby - South	0-4	5,877	6,141	6,359	6,582	6,817	7,067	7,355	7,641	7,877	8,080	8,277	8,473	8,669
	5-9	6,335	6,642	6,955	7,305	7,508	7,693	7,958	8,302	8,636	8,913	9,180	9,449	9,719
	10-14	6,557	6,967	7,332	7,766	8,016	8,137	8,323	8,632	9,018	9,390	9,764	10,146	10,536
	15-19	6,767	6,973	7,374	7,873	8,258	8,431	8,542	8,760	9,094	9,502	9,935	10,380	10,839
	20-24	6,333	6,288	6,448	6,911	7,359	7,632	7,770	7,890	8,092	8,391	8,715	9,045	9,382
	25-29	5,349	5,303	5,280	5,494	5,879	6,192	6,403	6,536	6,648	6,822	7,012	7,203	7,395
	30-34	5,925	6,235	6,188	6,270	6,452	6,806	7,143	7,401	7,568	7,709	7,846	7,981	8,112
	35-39	6,768	7,362	7,680	7,759	7,875	8,032	8,446	8,883	9,219	9,441	9,639	9,834	10,027
	40-44	7,384	7,698	8,323	8,818	9,124	9,235	9,403	9,911	10,438	10,848	11,238	11,635	12,037
	45-49	7,559	7,822	8,135	8,932	9,575	9,847	9,954	10,169	10,736	11,324	11,915	12,530	13,168
	50-54	7,260	7,385	7,639	8,065	9,040	9,653	9,915	10,058	10,300	10,892	11,594	12,333	13,111
	55-59	6,506	6,760	6,878	7,234	7,495	8,294	8,850	9,122	9,276	9,520	9,791	10,064	10,338
	60-64	5,408	5,958	6,194	6,426	6,721	6,901	7,634	8,177	8,451	8,614	8,759	8,900	9,038
	65-69	4,618	5,020	5,521	5,828	6,048	6,274	6,442	7,160	7,695	7,971	8,206	8,441	8,678

	70-74	3,550	4,324	4,696	5,268	5,552	5,723	5,937	6,127	6,838	7,372	7,848	8,349	8,877
	75-79	2,741	3,333	4,064	4,538	5,102	5,342	5,520	5,756	5,970	6,692	7,635	8,705	9,919
	80-84	2,023	2,436	3,008	3,792	4,291	4,815	5,054	5,273	5,528	5,773	6,019	6,271	6,530
	85+	2,682	3,062	3,575	4,504	5,745	6,836	7,911	8,764	9,489	10,204	10,958	11,761	12,614
		99,642	105,709	111,648	119,363	126,858	132,910	138,559	144,562	150,872	157,457	164,330	171,502	178,987
Hunter's Hill	0-4	729	736	809	820	832	873	918	962	1,002	1,038	1,075	1,111	1,149
	5-9	863	839	866	907	920	954	997	1,049	1,103	1,150	1,197	1,244	1,293
	10-14	901	923	1,001	1,014	1,019	1,047	1,082	1,132	1,195	1,257	1,321	1,387	1,455
	15-19	1,064	1,062	1,146	1,197	1,231	1,272	1,302	1,348	1,413	1,492	1,576	1,664	1,755
	20-24	719	699	761	772	798	838	862	883	915	959	1,006	1,055	1,105
	25-29	565	559	578	579	605	645	674	694	713	739	768	797	826
	30-34	661	690	683	676	683	728	772	808	834	859	883	907	932
	35-39	815	866	914	917	917	946	1,005	1,067	1,118	1,157	1,193	1,230	1,267
	40-44	959	969	1,088	1,110	1,121	1,148	1,181	1,256	1,337	1,403	1,469	1,536	1,606
	45-49	1,034	1,025	1,059	1,139	1,199	1,248	1,275	1,314	1,401	1,494	1,588	1,687	1,791
	50-54	949	1,006	1,059	1,062	1,160	1,254	1,301	1,331	1,377	1,472	1,583	1,701	1,827
	55-59	863	913	1,001	1,052	1,072	1,201	1,294	1,346	1,383	1,434	1,490	1,547	1,605
	60-64	815	829	905	994	1,037	1,077	1,204	1,301	1,358	1,399	1,437	1,475	1,513
	65-69	737	746	809	898	930	976	1,013	1,136	1,233	1,291	1,343	1,395	1,449
	70-74	555	708	770	811	832	868	909	947	1,068	1,163	1,251	1,345	1,444
	75-79	459	540	733	772	841	891	930	979	1,026	1,162	1,339	1,542	1,775
	80-84	431	457	598	782	877	996	1,056	1,112	1,177	1,242	1,308	1,377	1,449
	85+	775	866	992	1,206	1,509	1,818	2,125	2,376	2,598	2,823	3,063	3,321	3,598
		13,894	14,433	15,773	16,708	17,583	18,779	19,899	21,041	22,253	23,534	24,889	26,322	27,837
Hurstville	0-4	5,735	6,140	6,496	6,662	6,864	7,141	7,482	7,714	7,868	7,986	8,096	8,202	8,304
	5-9	5,127	5,768	6,193	6,520	6,688	6,877	7,161	7,414	7,631	7,794	7,944	8,091	8,236
	10-14	4,761	5,116	5,770	6,204	6,393	6,511	6,705	6,902	7,134	7,351	7,564	7,778	7,993
	15-19	4,913	4,987	5,407	6,042	6,381	6,537	6,668	6,787	6,971	7,208	7,457	7,711	7,967
	20-24	6,005	5,980	6,132	6,500	6,891	7,172	7,351	7,409	7,518	7,714	7,928	8,143	8,358
	25-29	6,999	6,844	6,899	7,019	7,450	7,874	8,196	8,304	8,357	8,486	8,632	8,774	8,914
	30-34	6,728	7,064	6,999	7,029	7,203	7,624	8,055	8,284	8,381	8,448	8,509	8,565	8,615
	35-39	6,109	6,841	7,222	7,212	7,283	7,453	7,891	8,236	8,458	8,571	8,659	8,743	8,821
	40-44	5,825	6,180	6,950	7,345	7,567	7,685	7,878	8,240	8,587	8,832	9,054	9,276	9,497
	45-49	5,712	5,900	6,324	7,081	7,597	7,841	7,979	8,090	8,450	8,820	9,184	9,557	9,939
	50-54	5,765	5,730	5,991	6,398	7,170	7,683	7,945	7,999	8,104	8,480	8,933	9,403	9,892
	55-59	5,249	5,599	5,658	5,950	6,157	6,838	7,344	7,513	7,560	7,677	7,814	7,948	8,079
	60-64	4,529	5,046	5,437	5,552	5,762	5,936	6,611	7,028	7,186	7,249	7,294	7,334	7,371
	65-69	3,821	4,234	4,782	5,186	5,399	5,621	5,809	6,408	6,814	6,985	7,116	7,244	7,370
	70-74	3,030	3,581	4,055	4,626	4,873	5,040	5,264	5,392	5,953	6,351	6,690	7,044	7,411
	75-79	2,563	2,839	3,450	3,902	4,390	4,612	4,798	4,965	5,096	5,651	6,380	7,199	8,117
	80-84	2,067	2,177	2,502	3,088	3,479	3,917	4,139	4,286	4,446	4,594	4,740	4,888	5,036

	85+	2,422	2,659	2,966	3,464	4,351	5,196	6,054	6,654	7,129	7,586	8,062	8,562	9,088
		87,359	92,684	99,234	105,777	111,900	117,558	123,329	127,627	131,642	135,784	140,055	144,461	149,006
Kogarah	0-4	3,718	3,953	4,164	4,341	4,551	4,812	5,088	5,263	5,380	5,473	5,561	5,647	5,731
	5-9	3,328	3,680	4,003	4,236	4,405	4,604	4,837	5,025	5,183	5,306	5,421	5,535	5,647
	10-14	3,217	3,416	3,833	4,170	4,367	4,521	4,698	4,852	5,026	5,191	5,354	5,518	5,684
	15-19	3,474	3,473	3,720	4,142	4,432	4,614	4,749	4,849	4,992	5,174	5,365	5,561	5,759
	20-24	4,154	4,122	4,230	4,503	4,842	5,122	5,296	5,356	5,447	5,602	5,771	5,941	6,113
	25-29	4,704	4,621	4,702	4,863	5,251	5,639	5,923	6,021	6,073	6,181	6,302	6,421	6,539
	30-34	4,614	4,809	4,824	4,958	5,174	5,567	5,934	6,123	6,209	6,272	6,332	6,389	6,442
	35-39	4,197	4,602	4,910	4,987	5,121	5,326	5,689	5,958	6,132	6,228	6,307	6,383	6,456
	40-44	4,169	4,367	4,891	5,224	5,469	5,645	5,839	6,128	6,400	6,598	6,779	6,962	7,145
	45-49	4,114	4,198	4,475	5,054	5,506	5,775	5,930	6,033	6,315	6,607	6,896	7,193	7,498
	50-54	3,968	3,991	4,202	4,503	5,119	5,573	5,814	5,873	5,964	6,255	6,605	6,969	7,349
	55-59	3,527	3,765	3,862	4,085	4,286	4,839	5,243	5,381	5,427	5,524	5,635	5,745	5,854
	60-64	2,986	3,341	3,597	3,733	3,943	4,128	4,640	4,948	5,071	5,127	5,171	5,212	5,250
	65-69	2,620	2,795	3,173	3,467	3,662	3,875	4,041	4,472	4,766	4,897	5,000	5,103	5,204
	70-74	2,030	2,447	2,663	3,011	3,216	3,380	3,562	3,661	4,051	4,332	4,574	4,827	5,091
	75-79	1,545	1,779	2,219	2,441	2,764	2,950	3,097	3,216	3,307	3,676	4,161	4,706	5,319
	80-84	1,193	1,252	1,501	1,910	2,190	2,507	2,672	2,776	2,886	2,989	3,091	3,195	3,300
	85+	1,344	1,440	1,615	1,967	2,525	3,064	3,601	3,971	4,264	4,547	4,844	5,157	5,487
		58,902	62,052	66,583	71,594	76,824	81,940	86,653	89,906	92,893	95,980	99,169	102,464	105,869
Ku-Ring-Gai	0-4	6,394	6,951	7,393	7,613	7,825	8,119	8,461	8,774	9,018	9,220	9,414	9,607	9,797
	5-9	8,250	9,077	9,813	10,266	10,473	10,740	11,123	11,583	12,013	12,359	12,688	13,017	13,347
	10-14	9,141	9,935	10,916	11,636	11,942	12,131	12,424	12,863	13,397	13,906	14,412	14,928	15,453
	15-19	9,179	9,830	10,694	11,587	12,117	12,381	12,560	12,857	13,307	13,860	14,444	15,043	15,657
	20-24	7,096	7,494	8,042	8,651	9,154	9,502	9,686	9,819	10,040	10,377	10,742	11,114	11,491
	25-29	4,553	4,576	4,722	4,913	5,220	5,502	5,697	5,805	5,887	6,021	6,169	6,316	6,464
	30-34	4,798	4,986	5,002	5,000	5,097	5,381	5,654	5,848	5,962	6,053	6,141	6,226	6,309
	35-39	6,634	7,380	7,722	7,711	7,764	7,925	8,343	8,759	9,064	9,252	9,415	9,575	9,732
	40-44	8,579	9,201	10,181	10,588	10,841	10,982	11,196	11,779	12,369	12,813	13,231	13,654	14,082
	45-49	9,486	9,925	10,664	11,617	12,344	12,706	12,860	13,114	13,803	14,512	15,221	15,955	16,713
	50-54	8,920	9,515	10,083	10,746	11,998	12,824	13,188	13,354	13,634	14,371	15,248	16,168	17,133
	55-59	7,485	8,200	8,855	9,326	9,591	10,624	11,348	11,676	11,839	12,110	12,415	12,720	13,024
	60-64	6,295	6,903	7,626	8,181	8,552	8,788	9,734	10,408	10,723	10,895	11,042	11,185	11,322
	65-69	5,659	5,844	6,533	7,183	7,477	7,764	7,981	8,854	9,487	9,796	10,051	10,307	10,563
	70-74	4,624	5,302	5,632	6,274	6,571	6,779	7,041	7,254	8,071	8,673	9,203	9,760	10,343
	75-79	3,614	4,282	5,043	5,392	5,980	6,267	6,483	6,749	6,979	7,797	8,867	10,077	11,446
	80-84	2,901	3,128	3,824	4,561	5,075	5,700	5,990	6,238	6,521	6,787	7,053	7,326	7,604
	85+	3,700	3,842	4,229	5,100	6,426	7,654	8,869	9,806	10,586	11,347	12,146	12,994	13,893
		117,309	126,372	136,973	146,346	154,447	161,769	168,638	175,541	182,699	190,148	197,902	205,972	214,370
Lane Cove	0-4	2,319	2,436	2,603	2,841	3,063	3,303	3,550	3,713	3,834	3,942	4,048	4,154	4,261

	5-9	2,201	2,417	2,603	2,841	3,030	3,230	3,451	3,624	3,777	3,907	4,033	4,162	4,292
	10-14	1,956	2,211	2,447	2,653	2,829	2,986	3,155	3,294	3,447	3,598	3,750	3,907	4,067
	15-19	1,839	2,063	2,339	2,633	2,870	3,047	3,189	3,293	3,424	3,586	3,758	3,937	4,121
	20-24	1,967	2,083	2,300	2,583	2,854	3,078	3,236	3,309	3,400	3,533	3,678	3,827	3,980
	25-29	2,544	2,633	2,760	3,030	3,374	3,696	3,946	4,056	4,133	4,250	4,379	4,510	4,642
	30-34	2,808	3,006	3,151	3,348	3,577	3,925	4,254	4,437	4,546	4,641	4,735	4,828	4,920
	35-39	2,769	3,036	3,318	3,547	3,748	3,976	4,318	4,572	4,754	4,879	4,993	5,107	5,221
	40-44	2,612	2,771	3,102	3,428	3,681	3,875	4,076	4,325	4,563	4,753	4,936	5,123	5,314
	45-49	2,416	2,574	2,750	3,150	3,505	3,749	3,914	4,026	4,258	4,501	4,748	5,005	5,273
	50-54	2,143	2,279	2,456	2,692	3,131	3,476	3,687	3,766	3,863	4,095	4,369	4,659	4,966
	55-59	1,937	2,044	2,173	2,394	2,577	2,968	3,269	3,392	3,455	3,554	3,664	3,776	3,888
	60-64	1,683	1,788	1,889	2,096	2,291	2,446	2,796	3,014	3,120	3,188	3,249	3,310	3,370
	65-69	1,516	1,572	1,683	1,818	1,955	2,109	2,236	2,503	2,694	2,797	2,887	2,977	3,068
	70-74	1,124	1,376	1,419	1,560	1,690	1,812	1,941	2,017	2,255	2,436	2,600	2,773	2,956
	75-79	773	983	1,184	1,282	1,475	1,606	1,714	1,799	1,870	2,100	2,402	2,746	3,137
	80-84	597	629	832	1,054	1,225	1,430	1,549	1,627	1,709	1,789	1,869	1,953	2,038
	85+	822	874	959	1,233	1,631	2,017	2,411	2,687	2,915	3,141	3,382	3,639	3,913
		34,027	36,776	39,967	44,183	48,506	52,730	56,690	59,453	62,017	64,691	67,481	70,391	73,427
Leichhardt	0-4	4,382	4,288	4,396	4,509	4,639	4,814	5,002	5,146	5,252	5,337	5,418	5,496	5,573
	5-9	3,220	3,283	3,282	3,404	3,481	3,570	3,686	3,808	3,922	4,011	4,093	4,175	4,256
	10-14	2,277	2,666	2,775	2,787	2,832	2,877	2,938	3,018	3,121	3,220	3,318	3,416	3,516
	15-19	1,755	2,138	2,517	2,628	2,720	2,779	2,811	2,855	2,934	3,037	3,147	3,258	3,372
	20-24	2,798	2,776	3,064	3,414	3,638	3,777	3,839	3,861	3,920	4,027	4,144	4,263	4,382
	25-29	4,663	4,587	4,575	4,817	5,148	5,426	5,602	5,663	5,703	5,798	5,905	6,011	6,116
	30-34	6,258	6,417	6,386	6,450	6,602	6,970	7,303	7,494	7,587	7,656	7,722	7,783	7,841
	35-39	6,037	6,188	6,465	6,520	6,584	6,721	7,055	7,348	7,551	7,661	7,750	7,836	7,918
	40-44	5,436	5,224	5,491	5,733	5,890	5,967	6,066	6,331	6,601	6,798	6,978	7,159	7,340
	45-49	4,433	4,597	4,545	4,847	5,153	5,305	5,354	5,416	5,661	5,916	6,169	6,428	6,695
	50-54	3,681	4,009	4,197	4,230	4,669	4,991	5,117	5,141	5,212	5,461	5,760	6,071	6,396
	55-59	3,229	3,462	3,770	3,952	4,061	4,499	4,792	4,892	4,925	5,008	5,103	5,198	5,292
	60-64	2,958	2,935	3,173	3,434	3,600	3,700	4,086	4,334	4,435	4,479	4,512	4,544	4,573
	65-69	2,488	2,627	2,636	2,877	3,009	3,125	3,203	3,525	3,750	3,850	3,927	4,003	4,078
	70-74	1,655	2,138	2,318	2,379	2,447	2,525	2,615	2,672	2,952	3,154	3,327	3,507	3,696
	75-79	1,043	1,402	1,850	2,021	2,245	2,353	2,427	2,506	2,574	2,858	3,231	3,651	4,122
	80-84	742	826	1,124	1,513	1,719	1,931	2,023	2,091	2,170	2,245	2,320	2,395	2,471
	85+	692	776	915	1,184	1,512	1,801	2,080	2,282	2,446	2,607	2,774	2,950	3,136
		57,746	60,340	63,479	66,698	69,949	73,130	75,999	78,382	80,717	83,121	85,597	88,147	90,773
Liverpool - East	0-4	8,916	9,296	9,567	9,877	10,164	10,554	11,027	11,486	11,874	12,218	12,557	12,899	13,244
	5-9	8,242	8,809	9,338	9,712	9,895	10,156	10,546	11,031	11,506	11,913	12,311	12,715	13,125
	10-14	8,037	8,013	8,719	9,348	9,596	9,755	10,017	10,417	10,912	11,400	11,892	12,400	12,922

	15-19	7,979	7,879	8,072	8,864	9,313	9,523	9,686	9,960	10,368	10,868	11,400	11,952	12,524
	20-24	8,150	8,051	8,157	8,495	8,933	9,280	9,485	9,657	9,932	10,331	10,765	11,212	11,670
	25-29	8,381	8,385	8,438	8,546	9,028	9,524	9,886	10,118	10,320	10,623	10,956	11,293	11,634
	30-34	8,635	8,802	8,878	8,891	9,054	9,566	10,078	10,471	10,736	10,971	11,203	11,434	11,664
	35-39	8,070	8,593	8,919	9,015	9,099	9,294	9,811	10,347	10,768	11,062	11,331	11,600	11,870
	40-44	7,947	7,924	8,587	9,009	9,239	9,366	9,574	10,118	10,686	11,140	11,579	12,029	12,489
	45-49	7,599	7,646	7,807	8,589	9,162	9,438	9,577	9,810	10,386	10,989	11,602	12,242	12,910
	50-54	7,210	7,176	7,385	7,705	8,560	9,156	9,440	9,602	9,860	10,460	11,171	11,924	12,721
	55-59	6,133	6,559	6,682	7,043	7,260	8,048	8,619	8,908	9,084	9,352	9,650	9,953	10,260
	60-64	4,956	5,541	6,021	6,286	6,530	6,715	7,457	8,009	8,299	8,486	8,658	8,828	8,997
	65-69	3,938	4,399	5,015	5,582	5,820	6,048	6,234	6,948	7,486	7,780	8,035	8,294	8,557
	70-74	2,902	3,508	4,004	4,677	4,930	5,090	5,301	5,485	6,139	6,639	7,091	7,570	8,077
	75-79	2,091	2,491	3,099	3,626	4,091	4,290	4,450	4,653	4,839	5,442	6,229	7,127	8,149
	80-84	1,412	1,674	2,069	2,661	3,004	3,377	3,558	3,722	3,913	4,099	4,288	4,483	4,684
	85+	1,244	1,593	1,979	2,533	3,215	3,833	4,452	4,945	5,369	5,792	6,241	6,721	7,234
		111,844	116,338	122,736	130,459	136,892	143,012	149,199	155,688	162,478	169,564	176,960	184,677	192,732
Liverpool - West	0-4	6,201	7,457	8,969	10,424	11,712	13,221	14,918	17,117	19,581	22,299	25,367	28,841	32,772
	5-9	5,733	7,077	8,759	10,250	11,400	12,719	14,266	16,440	18,978	21,746	24,871	28,430	32,481
	10-14	5,590	6,424	8,188	9,870	11,055	12,216	13,549	15,525	18,001	20,811	24,029	27,731	31,985
	15-19	5,550	6,314	7,568	9,367	10,732	11,925	13,100	14,840	17,101	19,842	23,037	26,732	31,002
	20-24	5,669	6,449	7,646	8,967	10,296	11,624	12,827	14,386	16,379	18,860	21,751	25,073	28,885
	25-29	5,830	6,721	7,906	9,016	10,407	11,931	13,372	15,074	17,017	19,391	22,133	25,251	28,791
	30-34	6,006	7,056	8,319	9,378	10,432	11,986	13,634	15,603	17,703	20,021	22,629	25,562	28,860
	35-39	5,613	6,903	8,361	9,510	10,481	11,640	13,275	15,421	17,759	20,188	22,888	25,934	29,370
	40-44	5,528	6,350	8,063	9,508	10,644	11,728	12,949	15,082	17,628	20,337	23,395	26,899	30,911
	45-49	5,286	6,131	7,318	9,076	10,560	11,820	12,951	14,616	17,136	20,065	23,446	27,382	31,960
	50-54	5,015	5,750	6,925	8,133	9,874	11,471	12,768	14,303	16,260	19,103	22,580	26,675	31,497
	55-59	4,265	5,265	6,262	7,437	8,364	10,091	11,662	13,272	14,978	17,070	19,496	22,255	25,391
	60-64	3,447	4,455	5,650	6,634	7,525	8,409	10,097	11,939	13,687	15,487	17,487	19,735	22,260
	65-69	2,738	3,535	4,713	5,898	6,706	7,576	8,431	10,367	12,352	14,201	16,233	18,546	21,177
	70-74	2,018	2,825	3,762	4,946	5,681	6,375	7,171	8,173	10,139	12,124	14,333	16,935	19,998
	75-79	1,454	2,005	2,917	3,834	4,718	5,373	6,019	6,935	7,982	9,948	12,603	15,960	20,198
	80-84	982	1,348	1,948	2,818	3,465	4,234	4,813	5,547	6,455	7,483	8,664	10,026	11,595
	85+	865	1,284	1,863	2,682	3,713	4,808	6,030	7,376	8,861	10,579	12,616	15,038	17,914
		77,789	93,349	115,138	137,748	157,767	179,146	201,833	232,017	267,996	309,554	357,557	413,004	477,049
Manly	0-4	3,263	3,256	3,329	3,428	3,561	3,736	3,923	4,060	4,161	4,245	4,326	4,406	4,485
	5-9	2,801	3,020	3,102	3,192	3,282	3,403	3,552	3,691	3,817	3,919	4,015	4,112	4,208
	10-14	2,235	2,566	2,791	2,909	3,000	3,081	3,180	3,286	3,412	3,534	3,656	3,780	3,905
	15-19	1,948	2,161	2,442	2,654	2,799	2,891	2,956	3,019	3,116	3,239	3,368	3,501	3,638
	20-24	2,180	2,199	2,367	2,635	2,835	2,975	3,056	3,092	3,152	3,251	3,359	3,468	3,579

	25-29	3,170	3,105	3,149	3,277	3,519	3,749	3,912	3,978	4,023	4,106	4,198	4,291	4,382
	30-34	3,946	3,907	3,913	3,995	4,130	4,409	4,668	4,819	4,898	4,963	5,025	5,085	5,143
	35-39	3,870	3,888	3,989	4,052	4,136	4,268	4,528	4,744	4,895	4,986	5,064	5,140	5,215
	40-44	3,531	3,501	3,678	3,844	3,984	4,080	4,192	4,401	4,608	4,764	4,909	5,057	5,205
	45-49	3,081	3,293	3,385	3,589	3,836	3,991	4,071	4,143	4,348	4,562	4,775	4,996	5,224
	50-54	2,725	2,850	3,102	3,202	3,575	3,862	4,002	4,045	4,118	4,331	4,586	4,854	5,134
	55-59	2,255	2,453	2,612	2,871	3,012	3,373	3,631	3,728	3,769	3,847	3,937	4,026	4,114
	60-64	1,978	2,123	2,357	2,522	2,658	2,761	3,082	3,288	3,378	3,425	3,465	3,503	3,539
	65-69	1,842	1,840	2,027	2,267	2,391	2,510	2,600	2,879	3,076	3,170	3,246	3,322	3,398
	70-74	1,457	1,661	1,735	1,936	2,049	2,137	2,237	2,300	2,551	2,736	2,897	3,067	3,244
	75-79	950	1,245	1,433	1,539	1,729	1,832	1,910	1,984	2,046	2,280	2,588	2,936	3,329
	80-84	740	745	981	1,152	1,285	1,460	1,546	1,606	1,674	1,739	1,804	1,870	1,937
	85+	788	717	745	944	1,216	1,464	1,709	1,885	2,029	2,171	2,319	2,476	2,643
		42,761	44,530	47,138	50,008	52,997	55,980	58,754	60,950	63,071	65,266	67,538	69,888	72,321
Marrickville	0-4	5,584	5,791	5,950	6,099	6,383	6,739	7,132	7,372	7,532	7,661	7,783	7,902	8,019
	5-9	3,746	4,211	4,453	4,639	4,821	5,031	5,291	5,493	5,663	5,796	5,920	6,043	6,166
	10-14	2,903	3,177	3,639	3,854	4,012	4,147	4,313	4,451	4,608	4,758	4,907	5,057	5,209
	15-19	2,850	3,036	3,349	3,751	4,022	4,181	4,307	4,395	4,522	4,686	4,858	5,035	5,214
	20-24	5,484	5,255	5,501	5,977	6,458	6,821	7,061	7,135	7,252	7,457	7,680	7,907	8,135
	25-29	8,463	8,001	8,018	8,306	8,987	9,639	10,134	10,293	10,377	10,558	10,763	10,966	11,166
	30-34	9,297	9,410	9,328	9,419	9,804	10,533	11,239	11,588	11,744	11,862	11,973	12,079	12,179
	35-39	8,229	8,761	9,112	9,166	9,414	9,778	10,455	10,941	11,254	11,428	11,571	11,709	11,843
	40-44	7,010	7,060	7,699	8,119	8,492	8,753	9,063	9,504	9,921	10,225	10,504	10,786	11,069
	45-49	5,990	6,157	6,362	7,006	7,613	7,973	8,194	8,330	8,716	9,116	9,513	9,922	10,343
	50-54	4,965	5,273	5,520	5,752	6,512	7,080	7,394	7,463	7,575	7,942	8,384	8,846	9,328
	55-59	4,226	4,456	4,827	5,098	5,337	6,017	6,526	6,693	6,746	6,865	7,002	7,139	7,273
	60-64	3,403	3,722	4,013	4,368	4,670	4,883	5,493	5,854	5,996	6,060	6,111	6,159	6,204
	65-69	2,815	3,055	3,349	3,639	3,851	4,069	4,247	4,697	5,003	5,139	5,247	5,353	5,459
	70-74	2,156	2,500	2,797	3,115	3,313	3,478	3,669	3,767	4,167	4,454	4,703	4,962	5,233
	75-79	1,706	1,842	2,245	2,525	2,879	3,069	3,224	3,346	3,439	3,822	4,325	4,891	5,528
	80-84	1,255	1,344	1,544	1,889	2,157	2,465	2,630	2,731	2,837	2,938	3,038	3,139	3,243
	85+	1,129	1,400	1,637	1,946	2,487	3,013	3,545	3,906	4,192	4,470	4,761	5,068	5,392
		81,211	84,452	89,342	94,668	101,213	107,670	113,916	117,959	121,544	125,237	129,042	132,964	137,004
Mosman	0-4	1,731	1,752	1,799	1,851	1,896	1,960	2,027	2,081	2,119	2,148	2,174	2,199	2,223
	5-9	1,741	1,828	1,894	1,946	1,972	2,015	2,072	2,135	2,194	2,238	2,278	2,316	2,354
	10-14	1,741	1,790	1,885	1,946	1,977	2,001	2,034	2,085	2,151	2,214	2,274	2,335	2,396
	15-19	1,527	1,562	1,647	1,746	1,810	1,843	1,856	1,881	1,928	1,991	2,057	2,124	2,191
	20-24	1,441	1,457	1,514	1,603	1,685	1,743	1,764	1,770	1,793	1,837	1,885	1,933	1,981
	25-29	1,771	1,677	1,704	1,755	1,853	1,946	2,000	2,018	2,027	2,055	2,088	2,119	2,149
	30-34	2,110	2,133	2,104	2,137	2,179	2,292	2,391	2,448	2,472	2,489	2,503	2,516	2,527
	35-39	2,132	2,200	2,313	2,299	2,300	2,339	2,445	2,541	2,605	2,636	2,659	2,681	2,701

	40-44	2,238	2,191	2,304	2,413	2,469	2,492	2,522	2,626	2,732	2,806	2,873	2,939	3,004
	45-49	2,208	2,229	2,237	2,394	2,532	2,596	2,608	2,633	2,746	2,862	2,976	3,092	3,210
	50-54	2,023	2,076	2,132	2,146	2,357	2,510	2,562	2,568	2,598	2,714	2,855	3,001	3,152
	55-59	1,818	1,886	1,980	2,041	2,082	2,297	2,436	2,481	2,492	2,527	2,569	2,609	2,648
	60-64	1,635	1,686	1,752	1,879	1,962	2,008	2,208	2,337	2,386	2,403	2,414	2,424	2,433
	65-69	1,595	1,496	1,590	1,698	1,751	1,811	1,848	2,029	2,154	2,206	2,243	2,281	2,317
	70-74	1,320	1,457	1,399	1,498	1,556	1,599	1,649	1,681	1,853	1,974	2,077	2,183	2,293
	75-79	836	1,161	1,352	1,345	1,462	1,526	1,568	1,615	1,655	1,832	2,066	2,328	2,621
	80-84	604	761	1,076	1,259	1,383	1,548	1,615	1,665	1,724	1,779	1,833	1,887	1,941
	85+	904	943	1,066	1,402	1,787	2,121	2,440	2,670	2,856	3,035	3,221	3,416	3,620
		29,376	30,285	31,747	33,359	35,014	36,648	38,044	39,265	40,486	41,745	43,043	44,382	45,762
North Sydney	0-4	4,013	4,350	4,617	4,757	4,939	5,164	5,410	5,616	5,784	5,929	6,071	6,213	6,353
	5-9	2,520	2,858	3,103	3,266	3,370	3,483	3,627	3,780	3,928	4,053	4,172	4,292	4,413
	10-14	2,002	2,371	2,660	2,872	2,984	3,055	3,146	3,260	3,402	3,541	3,680	3,823	3,968
	15-19	2,000	2,318	2,650	2,916	3,085	3,177	3,240	3,320	3,443	3,596	3,758	3,925	4,096
	20-24	4,237	4,371	4,747	5,185	5,556	5,811	5,956	6,043	6,192	6,418	6,662	6,912	7,166
	25-29	9,232	9,375	9,654	10,117	10,879	11,555	12,028	12,268	12,467	12,786	13,137	13,489	13,841
	30-34	9,910	10,519	10,767	10,993	11,366	12,091	12,774	13,226	13,511	13,755	13,994	14,228	14,456
	35-39	7,275	8,012	8,498	8,702	8,897	9,152	9,688	10,181	10,556	10,805	11,026	11,244	11,460
	40-44	5,547	5,937	6,542	6,916	7,180	7,329	7,513	7,912	8,325	8,648	8,954	9,266	9,583
	45-49	4,562	5,101	5,471	6,029	6,492	6,734	6,852	6,994	7,377	7,777	8,180	8,598	9,032
	50-54	4,125	4,572	5,061	5,382	6,056	6,521	6,743	6,834	6,992	7,390	7,863	8,361	8,884
	55-59	4,074	4,360	4,834	5,250	5,483	6,121	6,574	6,770	6,878	7,055	7,253	7,452	7,651
	60-64	3,760	4,149	4,498	4,911	5,212	5,396	6,010	6,432	6,640	6,765	6,876	6,984	7,089
	65-69	3,506	3,661	4,077	4,395	4,600	4,813	4,974	5,524	5,931	6,141	6,319	6,497	6,677
	70-74	2,564	3,176	3,395	3,804	4,031	4,190	4,376	4,512	5,031	5,421	5,768	6,134	6,519
	75-79	1,649	2,256	2,823	3,047	3,415	3,605	3,750	3,908	4,049	4,536	5,173	5,896	6,715
	80-84	1,078	1,366	1,850	2,368	2,693	3,047	3,219	3,356	3,515	3,669	3,823	3,982	4,144
	85+	1,140	1,249	1,514	2,029	2,627	3,152	3,672	4,064	4,396	4,725	5,072	5,441	5,834
		73,195	80,001	86,763	92,937	98,865	104,395	109,552	113,999	118,419	123,011	127,780	132,735	137,881
Parramatta - Inner	0-4	4,444	5,234	5,702	6,159	6,834	7,802	8,901	9,541	10,022	10,476	10,937	11,412	11,901
	5-9	3,557	4,359	4,949	5,471	6,026	6,799	7,711	8,301	8,798	9,254	9,713	10,190	10,684
	10-14	3,038	3,692	4,324	4,941	5,489	6,133	6,878	7,363	7,837	8,317	8,814	9,335	9,881
	15-19	3,076	3,457	4,002	4,685	5,309	5,966	6,626	7,014	7,419	7,900	8,418	8,965	9,541
	20-24	4,125	4,429	4,774	5,414	6,193	7,070	7,889	8,269	8,641	9,131	9,665	10,224	10,810
	25-29	5,677	5,960	6,250	6,781	7,771	9,011	10,211	10,756	11,148	11,658	12,212	12,786	13,380
	30-34	5,762	6,356	6,586	7,007	7,732	8,985	10,333	11,048	11,510	11,948	12,394	12,849	13,313
	35-39	4,728	5,779	6,244	6,605	7,193	8,078	9,316	10,108	10,689	11,155	11,606	12,069	12,544
	40-44	3,927	4,796	5,620	6,187	6,843	7,624	8,511	9,260	9,937	10,524	11,111	11,724	12,364
	45-49	3,516	4,112	4,775	5,659	6,525	7,386	8,182	8,629	9,283	9,978	10,701	11,469	12,286

	50-54	3,314	3,683	4,150	4,847	5,889	6,919	7,787	8,152	8,507	9,168	9,946	10,784	11,685
	55-59	2,978	3,396	3,673	4,184	4,678	5,709	6,670	7,093	7,349	7,686	8,057	8,441	8,837
	60-64	2,521	2,989	3,318	3,639	4,085	4,616	5,605	6,190	6,517	6,769	7,015	7,265	7,521
	65-69	2,105	2,530	2,920	3,291	3,678	4,202	4,728	5,426	5,940	6,270	6,578	6,897	7,228
	70-74	1,656	2,136	2,502	2,934	3,306	3,752	4,267	4,544	5,168	5,677	6,159	6,679	7,238
	75-79	1,287	1,651	2,085	2,488	3,015	3,472	3,933	4,233	4,473	5,111	5,942	6,906	8,021
	80-84	988	1,194	1,513	1,975	2,390	2,954	3,394	3,655	3,904	4,155	4,415	4,688	4,976
	85+	1,112	1,356	1,611	2,087	2,848	3,731	4,730	5,401	5,958	6,529	7,146	7,817	8,546
		57,810	67,110	74,998	84,354	95,802	110,211	125,673	134,982	143,099	151,705	160,829	170,501	180,755
Parramatta - North-East	0-4	3,606	3,928	4,258	4,479	4,722	4,950	5,203	5,420	5,597	5,752	5,904	6,057	6,210
	5-9	2,885	3,270	3,696	3,978	4,164	4,315	4,507	4,715	4,914	5,081	5,244	5,409	5,575
	10-14	2,470	2,770	3,229	3,592	3,793	3,893	4,021	4,183	4,377	4,567	4,758	4,954	5,156
	15-19	2,506	2,595	2,989	3,405	3,668	3,786	3,874	3,984	4,143	4,338	4,544	4,758	4,979
	20-24	3,368	3,326	3,565	3,936	4,278	4,486	4,612	4,697	4,826	5,014	5,218	5,427	5,641
	25-29	4,631	4,477	4,667	4,931	5,368	5,716	5,969	6,110	6,226	6,401	6,593	6,787	6,982
	30-34	4,675	4,773	4,918	5,096	5,343	5,698	6,039	6,276	6,429	6,561	6,691	6,820	6,947
	35-39	3,834	4,335	4,663	4,804	4,971	5,126	5,444	5,742	5,970	6,125	6,266	6,406	6,546
	40-44	3,189	3,597	4,197	4,499	4,728	4,839	4,976	5,260	5,549	5,778	5,998	6,223	6,452
	45-49	2,862	3,085	3,566	4,113	4,507	4,687	4,784	4,902	5,184	5,479	5,776	6,087	6,411
	50-54	2,695	2,765	3,099	3,523	4,066	4,389	4,552	4,631	4,751	5,034	5,369	5,723	6,097
	55-59	2,419	2,549	2,743	3,042	3,233	3,618	3,898	4,029	4,105	4,220	4,349	4,480	4,612
	60-64	2,047	2,243	2,478	2,646	2,822	2,929	3,273	3,516	3,640	3,717	3,787	3,856	3,925
	65-69	1,706	1,898	2,181	2,393	2,542	2,666	2,764	3,081	3,317	3,443	3,551	3,661	3,772
	70-74	1,342	1,602	1,869	2,133	2,284	2,380	2,494	2,581	2,886	3,117	3,325	3,545	3,777
	75-79	1,044	1,238	1,557	1,808	2,082	2,203	2,299	2,404	2,498	2,805	3,207	3,664	4,184
	80-84	804	896	1,130	1,435	1,650	1,872	1,984	2,076	2,180	2,281	2,383	2,488	2,597
	85+	901	1,017	1,203	1,516	1,965	2,363	2,762	3,068	3,327	3,585	3,857	4,149	4,459
		46,984	50,364	56,007	61,332	66,184	69,917	73,456	76,676	79,919	83,299	86,821	90,493	94,319
Parramatta - North-West	0-4	3,085	3,347	3,546	3,721	3,917	4,055	4,204	4,331	4,425	4,498	4,568	4,635	4,701
	5-9	2,469	2,786	3,077	3,304	3,455	3,535	3,642	3,768	3,884	3,973	4,056	4,139	4,221
	10-14	2,112	2,360	2,689	2,984	3,147	3,189	3,250	3,342	3,460	3,571	3,681	3,791	3,903
	15-19	2,141	2,212	2,488	2,829	3,043	3,102	3,131	3,184	3,275	3,392	3,515	3,641	3,769
	20-24	2,875	2,835	2,969	3,270	3,549	3,675	3,728	3,754	3,815	3,921	4,036	4,153	4,270
	25-29	3,955	3,816	3,887	4,096	4,453	4,683	4,824	4,883	4,922	5,006	5,100	5,194	5,286
	30-34	4,000	4,068	4,096	4,233	4,432	4,668	4,881	5,015	5,082	5,131	5,176	5,219	5,259
	35-39	3,281	3,694	3,883	3,990	4,124	4,200	4,399	4,588	4,719	4,790	4,847	4,902	4,956
	40-44	2,727	3,065	3,494	3,737	3,923	3,964	4,021	4,203	4,387	4,519	4,640	4,762	4,884
	45-49	2,446	2,629	2,969	3,417	3,739	3,840	3,867	3,917	4,098	4,284	4,468	4,658	4,853
	50-54	2,304	2,357	2,580	2,927	3,373	3,595	3,679	3,701	3,756	3,936	4,153	4,379	4,615

	55-59	2,069	2,172	2,284	2,527	2,682	2,963	3,150	3,220	3,245	3,300	3,365	3,428	3,491
	60-64	1,751	1,911	2,063	2,198	2,341	2,400	2,645	2,809	2,877	2,907	2,930	2,951	2,971
	65-69	1,460	1,618	1,816	1,988	2,108	2,184	2,234	2,462	2,622	2,692	2,747	2,802	2,855
	70-74	1,149	1,365	1,556	1,772	1,895	1,950	2,015	2,063	2,281	2,437	2,572	2,712	2,859
	75-79	893	1,055	1,296	1,502	1,727	1,805	1,858	1,921	1,975	2,193	2,481	2,804	3,167
	80-84	687	763	940	1,192	1,369	1,533	1,603	1,659	1,724	1,784	1,844	1,904	1,966
	85+	772	867	1,002	1,259	1,630	1,935	2,231	2,451	2,630	2,803	2,984	3,175	3,376
		40,176	42,918	46,635	50,944	54,907	57,276	59,362	61,270	63,175	65,138	67,162	69,250	71,402
Parramatta - South	0-4	2,835	3,062	3,276	3,444	3,631	3,773	3,926	4,044	4,129	4,194	4,256	4,316	4,374
	5-9	2,269	2,549	2,844	3,058	3,202	3,288	3,401	3,518	3,624	3,705	3,779	3,853	3,926
	10-14	1,942	2,159	2,485	2,762	2,917	2,967	3,034	3,121	3,228	3,330	3,429	3,530	3,631
	15-19	1,969	2,023	2,300	2,618	2,820	2,886	2,923	2,973	3,056	3,163	3,275	3,390	3,506
	20-24	2,645	2,593	2,744	3,026	3,290	3,419	3,480	3,505	3,560	3,656	3,760	3,866	3,973
	25-29	3,638	3,491	3,592	3,791	4,128	4,357	4,504	4,560	4,593	4,667	4,752	4,835	4,917
	30-34	3,676	3,721	3,785	3,918	4,108	4,343	4,557	4,683	4,742	4,784	4,823	4,859	4,893
	35-39	3,015	3,379	3,588	3,693	3,822	3,907	4,108	4,284	4,403	4,466	4,516	4,564	4,610
	40-44	2,507	2,804	3,229	3,459	3,636	3,688	3,755	3,924	4,093	4,213	4,323	4,433	4,544
	45-49	2,249	2,405	2,744	3,162	3,466	3,572	3,610	3,658	3,824	3,995	4,163	4,337	4,515
	50-54	2,119	2,156	2,385	2,709	3,127	3,345	3,435	3,456	3,504	3,670	3,869	4,077	4,294
	55-59	1,902	1,987	2,111	2,339	2,486	2,757	2,941	3,007	3,028	3,077	3,135	3,192	3,248
	60-64	1,609	1,748	1,907	2,035	2,170	2,233	2,470	2,623	2,685	2,710	2,730	2,748	2,764
	65-69	1,342	1,480	1,678	1,840	1,954	2,032	2,086	2,299	2,447	2,510	2,560	2,608	2,656
	70-74	1,055	1,249	1,438	1,640	1,756	1,814	1,882	1,926	2,128	2,272	2,396	2,525	2,660
	75-79	821	965	1,198	1,390	1,601	1,679	1,735	1,794	1,843	2,045	2,311	2,610	2,946
	80-84	632	698	869	1,103	1,269	1,427	1,497	1,549	1,608	1,663	1,718	1,773	1,829
	85+	709	793	926	1,166	1,511	1,801	2,084	2,289	2,454	2,614	2,780	2,956	3,140
		36,934	39,261	43,096	47,154	50,893	53,288	55,429	57,215	58,948	60,735	62,575	64,472	66,425
Penrith - East	0-4	7,680	8,400	9,041	9,265	9,696	10,427	11,302	11,919	12,399	12,836	13,271	13,713	14,161
	5-9	7,020	7,883	8,782	9,245	9,620	10,225	11,016	11,666	12,246	12,756	13,260	13,776	14,303
	10-14	6,626	7,245	8,298	8,995	9,434	9,931	10,580	11,141	11,744	12,343	12,953	13,586	14,241
	15-19	6,747	6,915	7,741	8,632	9,252	9,796	10,336	10,762	11,274	11,890	12,546	13,232	13,946
	20-24	7,328	7,253	7,652	8,372	9,074	9,761	10,348	10,669	11,042	11,556	12,113	12,690	13,286
	25-29	7,944	8,005	8,151	8,460	9,170	10,018	10,787	11,178	11,474	11,883	12,328	12,782	13,245
	30-34	7,751	8,465	8,681	8,705	9,050	9,903	10,823	11,385	11,747	12,076	12,406	12,737	13,068
	35-39	7,134	8,117	8,960	9,011	9,244	9,779	10,711	11,435	11,976	12,377	12,754	13,134	13,518
	40-44	6,802	7,354	8,539	9,173	9,630	10,110	10,721	11,473	12,193	12,789	13,372	13,974	14,593
	45-49	6,440	6,931	7,674	8,673	9,467	10,098	10,630	11,026	11,748	12,505	13,281	14,097	14,953
	50-54	6,231	6,412	7,107	7,684	8,762	9,703	10,377	10,687	11,044	11,787	12,664	13,597	14,590
	55-59	6,032	6,087	6,473	7,016	7,407	8,508	9,449	9,887	10,146	10,508	10,908	11,317	11,734
	60-64	5,162	5,745	6,002	6,277	6,673	7,106	8,192	8,904	9,285	9,551	9,802	10,054	10,306

	65-69	4,312	4,923	5,663	5,829	6,086	6,549	7,002	7,903	8,569	8,959	9,308	9,665	10,029
	70-74	2,838	4,093	4,794	5,420	5,791	6,192	6,690	7,009	7,894	8,588	9,228	9,909	10,635
	75-79	1,856	2,622	3,864	4,451	5,080	5,516	5,936	6,284	6,577	7,441	8,569	9,861	11,342
	80-84	1,252	1,615	2,351	3,395	3,977	4,630	5,058	5,358	5,668	5,974	6,286	6,611	6,949
	85+	1,171	1,500	1,977	2,758	3,626	4,477	5,395	6,063	6,625	7,190	7,793	8,442	9,140
		100,325	109,565	121,752	131,360	141,039	152,727	165,354	174,747	183,651	193,008	202,842	213,177	224,039
Penrith - West	0-4	6,423	6,902	7,279	7,527	7,945	8,402	8,900	9,362	9,761	10,127	10,495	10,869	11,250
	5-9	5,871	6,476	7,070	7,511	7,882	8,239	8,674	9,163	9,640	10,064	10,486	10,919	11,362
	10-14	5,542	5,952	6,679	7,308	7,730	8,002	8,332	8,750	9,245	9,738	10,243	10,768	11,313
	15-19	5,644	5,682	6,231	7,014	7,581	7,893	8,140	8,453	8,875	9,381	9,922	10,487	11,079
	20-24	6,130	5,961	6,161	6,803	7,435	7,865	8,149	8,380	8,692	9,118	9,579	10,058	10,555
	25-29	6,644	6,579	6,564	6,873	7,514	8,071	8,494	8,780	9,032	9,375	9,749	10,131	10,522
	30-34	6,482	6,956	6,991	7,071	7,415	7,979	8,522	8,942	9,248	9,528	9,810	10,095	10,381
	35-39	5,966	6,669	7,213	7,320	7,574	7,880	8,434	8,982	9,428	9,766	10,086	10,410	10,739
	40-44	5,688	6,043	6,873	7,453	7,891	8,146	8,443	9,011	9,599	10,091	10,575	11,076	11,593
	45-49	5,386	5,695	6,178	7,048	7,758	8,137	8,371	8,660	9,248	9,867	10,503	11,173	11,879
	50-54	5,212	5,269	5,722	6,243	7,180	7,818	8,172	8,394	8,694	9,301	10,015	10,777	11,591
	55-59	5,044	5,003	5,212	5,701	6,069	6,853	7,440	7,765	7,987	8,291	8,626	8,970	9,322
	60-64	4,317	4,720	4,833	5,100	5,468	5,726	6,449	6,993	7,309	7,536	7,752	7,969	8,187
	65-69	3,605	4,045	4,558	4,735	4,987	5,277	5,514	6,207	6,746	7,068	7,361	7,660	7,967
	70-74	2,373	3,360	3,860	4,404	4,745	4,989	5,268	5,505	6,215	6,776	7,298	7,854	8,448
	75-79	1,552	2,153	3,108	3,617	4,163	4,444	4,674	4,936	5,178	5,871	6,776	7,816	9,010
	80-84	1,047	1,326	1,891	2,760	3,259	3,729	3,983	4,208	4,462	4,713	4,971	5,240	5,520
	85+	979	1,232	1,591	2,242	2,972	3,606	4,247	4,763	5,215	5,673	6,163	6,692	7,261
		83,905	90,024	98,014	106,730	115,567	123,057	130,206	137,252	144,574	152,286	160,409	168,966	177,979
Pittwater	0-4	3,738	3,797	4,016	4,106	4,263	4,517	4,767	4,925	5,031	5,113	5,191	5,265	5,337
	5-9	4,050	4,134	4,309	4,537	4,697	4,919	5,160	5,354	5,518	5,643	5,760	5,874	5,986
	10-14	3,887	4,143	4,356	4,509	4,661	4,835	5,016	5,174	5,355	5,526	5,693	5,862	6,031
	15-19	3,650	3,863	4,224	4,415	4,632	4,833	4,966	5,065	5,209	5,394	5,588	5,785	5,985
	20-24	3,106	3,152	3,394	3,684	3,951	4,188	4,324	4,367	4,437	4,560	4,692	4,826	4,959
	25-29	2,599	2,572	2,630	2,812	3,045	3,277	3,437	3,489	3,516	3,575	3,641	3,706	3,770
	30-34	2,961	3,096	3,120	3,168	3,281	3,538	3,765	3,880	3,931	3,968	4,002	4,033	4,062
	35-39	3,740	3,937	4,167	4,209	4,297	4,480	4,777	4,997	5,138	5,214	5,275	5,333	5,387
	40-44	4,367	4,228	4,583	4,827	5,017	5,190	5,360	5,618	5,862	6,038	6,198	6,358	6,517
	45-49	4,445	4,536	4,544	4,911	5,292	5,563	5,703	5,794	6,060	6,335	6,605	6,882	7,166
	50-54	4,452	4,471	4,676	4,687	5,220	5,697	5,934	5,986	6,074	6,364	6,713	7,076	7,452
	55-59	4,271	4,396	4,516	4,724	4,920	5,567	6,022	6,173	6,220	6,325	6,446	6,565	6,682
	60-64	3,965	4,115	4,346	4,509	4,740	4,974	5,581	5,945	6,087	6,148	6,195	6,237	6,276
	65-69	3,485	3,694	3,960	4,171	4,361	4,625	4,815	5,322	5,667	5,818	5,934	6,049	6,161
	70-74	2,766	3,226	3,536	3,787	3,972	4,185	4,403	4,519	4,996	5,337	5,630	5,935	6,252
	75-79	1,880	2,440	2,971	3,271	3,694	3,953	4,142	4,296	4,415	4,903	5,543	6,262	7,069

	80-84	1,386	1,618	2,151	2,624	2,961	3,397	3,615	3,751	3,896	4,031	4,165	4,300	4,436
	85+	1,671	1,796	2,141	2,764	3,564	4,335	5,086	5,602	6,010	6,404	6,815	7,247	7,701
		60,416	63,215	67,640	71,716	76,568	82,071	86,872	90,255	93,420	96,696	100,086	103,596	107,229
Randwick	0-4	8,836	9,506	9,959	10,135	10,421	10,834	11,301	11,705	12,023	12,285	12,536	12,785	13,032
	5-9	6,876	7,968	8,654	9,006	9,203	9,456	9,803	10,197	10,568	10,866	11,149	11,432	11,715
	10-14	5,901	6,635	7,690	8,266	8,502	8,653	8,871	9,173	9,548	9,905	10,259	10,621	10,988
	15-19	6,896	7,292	8,078	9,015	9,509	9,734	9,885	10,107	10,454	10,882	11,333	11,797	12,272
	20-24	12,865	12,584	13,061	13,874	14,696	15,284	15,595	15,790	16,135	16,667	17,243	17,830	18,425
	25-29	14,182	13,682	13,666	14,054	14,952	15,791	16,364	16,655	16,880	17,255	17,668	18,081	18,492
	30-34	13,048	13,551	13,419	13,456	13,776	14,572	15,327	15,835	16,133	16,370	16,598	16,819	17,033
	35-39	11,260	12,040	12,607	12,526	12,625	12,912	13,608	14,269	14,756	15,053	15,309	15,561	15,807
	40-44	9,936	10,332	11,218	11,701	12,028	12,208	12,458	13,091	13,739	14,224	14,678	15,139	15,605
	45-49	8,706	9,319	9,855	10,686	11,387	11,743	11,897	12,118	12,747	13,394	14,039	14,708	15,399
	50-54	7,886	8,230	8,938	9,414	10,494	11,237	11,568	11,700	11,938	12,575	13,334	14,131	14,966
	55-59	6,871	7,386	7,869	8,503	8,826	9,795	10,473	10,764	10,907	11,150	11,424	11,698	11,971
	60-64	5,991	6,372	6,980	7,421	7,762	7,991	8,860	9,463	9,744	9,894	10,021	10,145	10,264
	65-69	5,292	5,584	6,091	6,633	6,918	7,197	7,405	8,206	8,787	9,068	9,299	9,530	9,761
	70-74	4,239	4,918	5,334	5,827	6,087	6,292	6,542	6,731	7,485	8,038	8,524	9,035	9,570
	75-79	3,312	3,820	4,579	4,973	5,544	5,821	6,028	6,268	6,477	7,232	8,219	9,336	10,599
	80-84	2,605	2,759	3,292	3,986	4,465	5,024	5,285	5,498	5,743	5,974	6,205	6,441	6,682
	85+	3,082	3,256	3,575	4,223	5,314	6,342	7,356	8,124	8,764	9,388	10,044	10,739	11,475
		137,785	145,233	154,869	163,698	172,508	180,885	188,626	195,693	202,826	210,220	217,883	225,825	234,057
Rockdale	0-4	7,219	7,994	8,299	8,281	8,449	8,738	9,077	9,341	9,529	9,674	9,809	9,940	10,066
	5-9	5,868	6,606	7,213	7,425	7,534	7,701	7,951	8,216	8,458	8,640	8,808	8,974	9,137
	10-14	5,199	5,694	6,367	6,838	7,017	7,105	7,253	7,452	7,704	7,940	8,172	8,405	8,640
	15-19	5,227	5,436	5,914	6,511	6,823	6,949	7,027	7,139	7,333	7,584	7,849	8,117	8,389
	20-24	6,835	6,909	7,135	7,511	7,913	8,187	8,319	8,369	8,493	8,717	8,961	9,206	9,451
	25-29	9,371	9,026	9,039	9,194	9,717	10,210	10,537	10,655	10,725	10,893	11,082	11,268	11,450
	30-34	9,753	9,967	9,702	9,656	9,836	10,349	10,840	11,128	11,260	11,352	11,437	11,514	11,585
	35-39	8,339	9,430	9,644	9,425	9,443	9,607	10,083	10,505	10,789	10,936	11,051	11,160	11,264
	40-44	7,459	8,107	9,050	9,233	9,393	9,485	9,639	10,063	10,489	10,789	11,063	11,337	11,610
	45-49	6,733	7,338	7,934	8,761	9,329	9,572	9,657	9,773	10,210	10,659	11,101	11,555	12,020
	50-54	6,324	6,729	7,299	7,790	8,680	9,247	9,480	9,526	9,653	10,103	10,645	11,208	11,794
	55-59	5,726	6,273	6,674	7,155	7,387	8,155	8,684	8,867	8,924	9,064	9,227	9,388	9,545
	60-64	5,077	5,627	6,164	6,521	6,789	6,954	7,677	8,147	8,331	8,405	8,460	8,509	8,553
	65-69	4,596	4,951	5,511	5,972	6,192	6,408	6,566	7,229	7,688	7,884	8,033	8,179	8,323
	70-74	3,616	4,393	4,770	5,309	5,551	5,708	5,910	6,042	6,672	7,119	7,502	7,900	8,314
	75-79	2,982	3,384	4,165	4,520	5,012	5,235	5,399	5,577	5,725	6,350	7,171	8,093	9,128
	80-84	2,349	2,566	2,991	3,693	4,142	4,636	4,857	5,020	5,208	5,383	5,555	5,729	5,904
	85+	2,716	3,032	3,433	4,049	5,069	6,018	6,951	7,627	8,172	8,699	9,246	9,823	10,428
		105,386	113,461	121,303	127,846	134,277	140,266	145,906	150,679	155,363	160,192	165,172	170,306	175,600

Ryde	0-4	7,175	7,864	8,485	8,973	9,533	10,138	10,816	11,398	11,897	12,356	12,817	13,286	13,765
	5-9	6,279	6,993	7,734	8,405	8,880	9,334	9,898	10,475	11,032	11,529	12,024	12,532	13,053
	10-14	5,453	6,074	6,820	7,566	8,047	8,378	8,786	9,244	9,778	10,310	10,855	11,422	12,011
	15-19	5,779	5,969	6,628	7,412	8,013	8,390	8,715	9,067	9,530	10,083	10,674	11,294	11,942
	20-24	9,207	9,171	9,534	10,332	11,271	11,990	12,512	12,890	13,385	14,054	14,780	15,534	16,316
	25-29	10,108	10,111	10,361	10,882	11,913	12,869	13,640	14,125	14,547	15,115	15,732	16,364	17,011
	30-34	9,851	10,698	10,938	11,335	11,970	12,954	13,935	14,648	15,164	15,640	16,119	16,603	17,090
	35-39	8,838	10,048	10,948	11,325	11,795	12,341	13,304	14,194	14,915	15,465	15,987	16,518	17,055
	40-44	8,021	8,725	9,966	10,920	11,614	12,059	12,587	13,459	14,352	15,103	15,843	16,609	17,401
	45-49	7,364	7,874	8,639	9,937	10,977	11,579	11,998	12,436	13,293	14,197	15,127	16,108	17,142
	50-54	7,068	7,169	7,783	8,607	9,948	10,893	11,468	11,801	12,236	13,103	14,123	15,213	16,377
	55-59	6,456	6,791	7,061	7,749	8,281	9,404	10,282	10,751	11,070	11,503	11,980	12,469	12,970
	60-64	5,542	6,016	6,455	6,824	7,315	7,704	8,739	9,494	9,933	10,252	10,555	10,861	11,169
	65-69	4,742	5,195	5,782	6,275	6,696	7,126	7,499	8,458	9,201	9,651	10,060	10,479	10,910
	70-74	3,612	4,477	5,012	5,648	6,085	6,434	6,842	7,163	8,095	8,835	9,524	10,261	11,047
	75-79	3,051	3,395	4,271	4,829	5,557	5,966	6,319	6,686	7,021	7,969	9,207	10,630	12,266
	80-84	2,432	2,602	3,030	3,904	4,544	5,230	5,625	5,954	6,320	6,683	7,055	7,444	7,849
	85+	2,854	3,095	3,473	4,106	5,298	6,464	7,668	8,615	9,444	10,283	11,182	12,152	13,199
		113,831	122,266	132,919	145,029	157,738	169,252	180,631	190,856	201,213	212,131	223,642	235,778	248,572
Strathfield	0-4	2,161	2,352	2,820	2,946	3,028	3,168	3,341	3,559	3,772	3,976	4,186	4,404	4,631
	5-9	2,044	2,370	2,788	3,062	3,157	3,264	3,422	3,660	3,914	4,151	4,394	4,649	4,915
	10-14	2,114	2,406	2,962	3,271	3,380	3,461	3,588	3,816	4,098	4,385	4,686	5,005	5,342
	15-19	2,338	2,371	2,861	3,251	3,429	3,532	3,627	3,814	4,070	4,371	4,696	5,043	5,413
	20-24	3,218	3,195	3,519	3,838	4,080	4,269	4,405	4,586	4,836	5,154	5,501	5,868	6,256
	25-29	4,106	4,149	4,411	4,518	4,792	5,092	5,336	5,585	5,840	6,159	6,506	6,869	7,248
	30-34	3,511	3,806	4,059	4,067	4,148	4,414	4,696	4,989	5,244	5,489	5,742	6,002	6,272
	35-39	2,718	3,322	3,812	3,815	3,838	3,949	4,210	4,539	4,843	5,097	5,348	5,608	5,877
	40-44	2,422	2,878	3,638	3,879	3,985	4,070	4,200	4,539	4,915	5,249	5,589	5,947	6,324
	45-49	2,462	2,584	3,236	3,797	4,086	4,240	4,344	4,550	4,939	5,354	5,789	6,257	6,759
	50-54	2,374	2,390	2,779	3,273	3,729	4,018	4,183	4,350	4,580	4,978	5,445	5,954	6,505
	55-59	2,036	2,176	2,454	2,737	2,854	3,187	3,446	3,642	3,807	4,016	4,245	4,484	4,734
	60-64	1,688	1,852	2,185	2,349	2,455	2,543	2,852	3,132	3,327	3,485	3,642	3,803	3,970
	65-69	1,350	1,527	1,874	2,118	2,218	2,322	2,416	2,754	3,042	3,238	3,426	3,622	3,828
	70-74	1,080	1,249	1,572	1,846	1,947	2,025	2,129	2,253	2,585	2,864	3,133	3,426	3,744
	75-79	859	981	1,312	1,542	1,743	1,841	1,928	2,061	2,198	2,533	2,970	3,480	4,076
	80-84	666	722	928	1,207	1,368	1,549	1,647	1,762	1,899	2,038	2,184	2,339	2,503
	85+	742	852	1,079	1,322	1,668	2,003	2,349	2,668	2,970	3,282	3,623	3,996	4,405
		37,891	41,182	48,287	52,836	55,905	58,944	62,119	66,259	70,878	75,818	81,102	86,755	92,802
Sutherland Shire - East	0-4	6,980	7,193	7,587	7,795	7,987	8,261	8,615	8,862	9,021	9,136	9,240	9,339	9,433
	5-9	6,742	7,129	7,564	7,924	8,071	8,251	8,552	8,834	9,074	9,247	9,403	9,555	9,703

	10-14	6,480	6,875	7,475	7,895	8,068	8,169	8,373	8,599	8,870	9,120	9,362	9,605	9,847
	15-19	6,357	6,602	7,175	7,777	8,112	8,262	8,388	8,518	8,731	9,008	9,298	9,592	9,888
	20-24	6,722	6,487	6,903	7,453	7,870	8,143	8,307	8,353	8,459	8,660	8,880	9,100	9,318
	25-29	6,817	6,695	6,681	6,967	7,401	7,776	8,057	8,145	8,180	8,287	8,411	8,530	8,645
	30-34	6,956	7,267	7,323	7,266	7,374	7,760	8,160	8,373	8,454	8,502	8,544	8,580	8,610
	35-39	7,240	7,664	8,168	8,142	8,162	8,304	8,749	9,112	9,338	9,442	9,518	9,587	9,651
	40-44	7,578	7,531	8,207	8,661	8,876	8,963	9,144	9,543	9,925	10,185	10,417	10,647	10,875
	45-49	7,411	7,678	7,877	8,548	9,075	9,312	9,431	9,541	9,945	10,358	10,760	11,172	11,591
	50-54	7,179	7,267	7,752	7,966	8,789	9,364	9,637	9,681	9,788	10,219	10,740	11,279	11,838
	55-59	6,863	6,843	7,146	7,610	7,832	8,647	9,245	9,436	9,475	9,601	9,749	9,894	10,033
	60-64	6,009	6,385	6,569	6,853	7,124	7,297	8,088	8,579	8,755	8,811	8,845	8,874	8,897
	65-69	5,263	5,564	6,111	6,324	6,480	6,706	6,899	7,592	8,057	8,242	8,376	8,507	8,635
	70-74	4,048	4,884	5,341	5,892	6,136	6,310	6,559	6,703	7,385	7,862	8,263	8,680	9,111
	75-79	2,927	3,711	4,621	5,102	5,675	5,928	6,138	6,338	6,491	7,182	8,090	9,107	10,245
	80-84	2,280	2,475	3,275	4,127	4,619	5,171	5,438	5,619	5,816	5,997	6,173	6,350	6,528
	85+	2,580	2,803	3,185	4,033	5,112	6,070	7,038	7,720	8,253	8,763	9,292	9,846	10,425
		106,432	111,054	118,960	126,337	132,761	138,695	144,819	149,549	154,019	158,622	163,362	168,245	173,273
Sutherland Shire - West	0-4	7,425	7,528	7,712	7,816	7,940	8,152	8,441	8,667	8,816	8,922	9,018	9,108	9,193
	5-9	7,172	7,460	7,688	7,945	8,024	8,142	8,380	8,640	8,868	9,031	9,177	9,319	9,457
	10-14	6,893	7,194	7,597	7,916	8,021	8,062	8,205	8,410	8,669	8,907	9,137	9,367	9,597
	15-19	6,765	6,909	7,292	7,797	8,065	8,154	8,220	8,331	8,533	8,798	9,075	9,355	9,636
	20-24	7,153	6,790	7,016	7,473	7,823	8,036	8,140	8,170	8,267	8,458	8,667	8,875	9,081
	25-29	7,253	7,008	6,793	6,986	7,357	7,674	7,895	7,966	7,995	8,094	8,208	8,319	8,425
	30-34	7,400	7,605	7,446	7,286	7,331	7,657	7,996	8,189	8,262	8,304	8,338	8,368	8,391
	35-39	7,704	8,019	8,303	8,164	8,114	8,195	8,574	8,912	9,127	9,222	9,289	9,350	9,405
	40-44	8,062	7,882	8,340	8,684	8,824	8,845	8,961	9,334	9,700	9,947	10,166	10,384	10,599
	45-49	7,884	8,035	8,008	8,570	9,021	9,189	9,242	9,332	9,720	10,116	10,502	10,895	11,296
	50-54	7,639	7,605	7,878	7,988	8,736	9,240	9,444	9,468	9,566	9,981	10,482	11,000	11,537
	55-59	7,300	7,162	7,264	7,630	7,786	8,533	9,059	9,229	9,261	9,377	9,515	9,649	9,778
	60-64	6,393	6,681	6,678	6,871	7,082	7,201	7,925	8,391	8,556	8,605	8,633	8,655	8,671
	65-69	5,597	5,822	6,210	6,341	6,442	6,618	6,761	7,426	7,874	8,049	8,175	8,297	8,415
	70-74	4,304	5,110	5,429	5,908	6,101	6,227	6,428	6,556	7,218	7,678	8,065	8,465	8,879
	75-79	3,113	3,882	4,693	5,115	5,641	5,850	6,014	6,199	6,344	7,014	7,896	8,882	9,984
	80-84	2,427	2,589	3,325	4,137	4,592	5,102	5,329	5,495	5,685	5,857	6,025	6,193	6,362
	85+	2,743	2,933	3,236	4,042	5,080	5,989	6,896	7,550	8,066	8,559	9,068	9,602	10,160
		113,228	116,213	120,906	126,670	131,980	136,865	141,910	146,264	150,528	154,917	159,433	164,081	168,865
Sydney - East	0-4	2,021	2,190	2,261	2,224	2,257	2,331	2,426	2,538	2,641	2,734	2,827	2,921	3,017
	5-9	1,119	1,298	1,417	1,478	1,502	1,533	1,586	1,666	1,750	1,822	1,894	1,968	2,044
	10-14	817	935	1,085	1,178	1,208	1,222	1,250	1,305	1,377	1,447	1,519	1,593	1,670
	15-19	1,540	1,470	1,527	1,624	1,688	1,717	1,740	1,797	1,883	1,986	2,096	2,210	2,330

	20-24	5,497	4,943	4,709	4,693	4,886	5,049	5,141	5,256	5,443	5,696	5,971	6,255	6,550
	25-29	8,830	7,942	7,413	7,174	7,500	7,869	8,138	8,364	8,589	8,896	9,229	9,569	9,917
	30-34	8,003	7,779	7,233	6,890	6,943	7,296	7,657	7,990	8,248	8,479	8,710	8,943	9,177
	35-39	5,443	5,831	5,757	5,467	5,434	5,521	5,806	6,149	6,442	6,659	6,861	7,066	7,273
	40-44	3,877	4,163	4,487	4,490	4,545	4,583	4,667	4,953	5,266	5,524	5,776	6,036	6,304
	45-49	3,068	3,237	3,488	3,771	3,986	4,085	4,129	4,248	4,528	4,820	5,119	5,433	5,764
	50-54	2,627	2,741	2,912	3,135	3,496	3,720	3,821	3,903	4,035	4,307	4,627	4,968	5,332
	55-59	2,288	2,342	2,479	2,640	2,715	2,993	3,194	3,315	3,403	3,525	3,659	3,796	3,937
	60-64	1,936	1,999	2,095	2,232	2,327	2,380	2,633	2,840	2,963	3,048	3,128	3,209	3,290
	65-69	1,614	1,669	1,776	1,888	1,948	2,013	2,067	2,314	2,510	2,624	2,727	2,831	2,938
	70-74	1,135	1,363	1,458	1,578	1,638	1,682	1,745	1,813	2,043	2,223	2,388	2,565	2,753
	75-79	780	930	1,151	1,258	1,394	1,454	1,503	1,578	1,652	1,870	2,153	2,478	2,850
	80-84	516	589	721	918	1,031	1,153	1,210	1,271	1,346	1,418	1,492	1,570	1,650
	85+	462	516	605	759	959	1,137	1,316	1,469	1,605	1,742	1,888	2,046	2,215
		51,574	51,936	52,577	53,395	55,456	57,738	60,029	62,768	65,725	68,821	72,063	75,457	79,011
Sydney - Inner	0-4	1,039	1,178	1,370	1,464	1,541	1,623	1,719	1,842	1,967	2,090	2,217	2,352	2,492
	5-9	575	698	860	974	1,026	1,068	1,124	1,209	1,303	1,393	1,486	1,584	1,688
	10-14	420	503	659	777	825	851	886	948	1,026	1,106	1,191	1,282	1,380
	15-19	790	790	926	1,070	1,153	1,196	1,233	1,304	1,403	1,518	1,644	1,779	1,925
	20-24	2,819	2,656	2,850	3,090	3,337	3,516	3,642	3,815	4,054	4,354	4,684	5,036	5,412
	25-29	4,533	4,265	4,484	4,723	5,122	5,481	5,766	6,071	6,398	6,800	7,239	7,703	8,193
	30-34	4,113	4,179	4,373	4,535	4,741	5,081	5,425	5,799	6,143	6,481	6,832	7,199	7,581
	35-39	2,797	3,135	3,485	3,598	3,710	3,845	4,114	4,463	4,799	5,090	5,382	5,688	6,008
	40-44	1,992	2,239	2,722	2,956	3,104	3,192	3,306	3,595	3,923	4,223	4,531	4,859	5,208
	45-49	1,577	1,740	2,116	2,485	2,723	2,845	2,925	3,083	3,373	3,685	4,016	4,374	4,762
	50-54	1,350	1,474	1,766	2,066	2,389	2,591	2,707	2,833	3,006	3,293	3,630	4,000	4,405
	55-59	1,176	1,259	1,504	1,740	1,854	2,085	2,263	2,406	2,535	2,694	2,870	3,056	3,252
	60-64	995	1,075	1,270	1,471	1,589	1,658	1,866	2,062	2,207	2,330	2,454	2,583	2,718
	65-69	830	897	1,077	1,244	1,330	1,402	1,465	1,680	1,870	2,006	2,139	2,279	2,428
	70-74	583	734	884	1,040	1,118	1,171	1,236	1,316	1,522	1,699	1,874	2,065	2,274
	75-79	401	501	700	829	952	1,013	1,065	1,146	1,231	1,430	1,689	1,995	2,356
	80-84	265	317	439	606	704	803	857	923	1,002	1,084	1,171	1,264	1,363
	85+	238	277	368	501	656	792	933	1,066	1,196	1,332	1,482	1,647	1,830
		26,493	27,916	31,852	35,168	37,875	40,213	42,531	45,562	48,959	52,609	56,532	60,747	65,276
Sydney - South	0-4	2,380	3,127	3,871	4,327	4,635	4,923	5,249	5,667	6,097	6,526	6,975	7,452	7,957
	5-9	1,318	1,858	2,430	2,879	3,085	3,238	3,431	3,720	4,039	4,350	4,675	5,021	5,391
	10-14	962	1,339	1,863	2,297	2,482	2,581	2,705	2,915	3,179	3,454	3,747	4,064	4,404
	15-19	1,811	2,094	2,617	3,165	3,468	3,627	3,765	4,012	4,348	4,741	5,172	5,639	6,145
	20-24	6,467	7,025	8,049	9,135	10,038	10,665	11,122	11,736	12,565	13,596	14,734	15,959	17,277
	25-29	10,392	11,271	12,666	13,957	15,408	16,623	17,607	18,676	19,828	21,232	22,772	24,412	26,156

	30-34	9,422	11,062	12,351	13,400	14,260	15,412	16,569	17,841	19,039	20,236	21,491	22,813	24,203
	35-39	6,408	8,324	9,844	10,630	11,160	11,661	12,563	13,731	14,873	15,891	16,929	18,025	19,182
	40-44	4,564	5,945	7,694	8,736	9,335	9,680	10,097	11,061	12,159	13,185	14,252	15,398	16,627
	45-49	3,612	4,619	5,982	7,349	8,190	8,628	8,934	9,485	10,454	11,505	12,632	13,862	15,205
	50-54	3,093	3,912	4,992	6,110	7,186	7,858	8,267	8,714	9,315	10,281	11,419	12,677	14,065
	55-59	2,694	3,340	4,250	5,145	5,576	6,324	6,910	7,401	7,855	8,412	9,028	9,684	10,382
	60-64	2,279	2,852	3,590	4,350	4,780	5,027	5,699	6,343	6,841	7,275	7,719	8,186	8,676
	65-69	1,901	2,377	3,045	3,678	4,001	4,253	4,472	5,169	5,796	6,264	6,728	7,223	7,750
	70-74	1,336	1,954	2,497	3,077	3,364	3,552	3,775	4,048	4,719	5,306	5,894	6,544	7,262
	75-79	919	1,333	1,981	2,451	2,865	3,072	3,252	3,524	3,815	4,464	5,315	6,324	7,521
	80-84	608	842	1,241	1,793	2,119	2,436	2,618	2,839	3,107	3,385	3,683	4,005	4,352
	85+	544	737	1,041	1,484	1,973	2,404	2,849	3,280	3,707	4,159	4,661	5,220	5,843
		60,709	74,012	90,003	103,961	113,925	121,965	129,885	140,161	151,733	164,261	177,824	192,506	208,400
Sydney - West	0-4	1,746	2,039	2,255	2,323	2,463	2,639	2,839	3,034	3,219	3,396	3,579	3,769	3,968
	5-9	967	1,210	1,414	1,544	1,639	1,736	1,856	1,992	2,132	2,264	2,398	2,540	2,688
	10-14	706	872	1,083	1,232	1,319	1,383	1,463	1,561	1,678	1,797	1,922	2,055	2,196
	15-19	1,328	1,367	1,523	1,698	1,843	1,944	2,036	2,148	2,295	2,467	2,653	2,852	3,064
	20-24	4,742	4,594	4,693	4,903	5,335	5,716	6,015	6,285	6,633	7,075	7,559	8,071	8,614
	25-29	7,621	7,377	7,387	7,494	8,189	8,910	9,522	10,001	10,467	11,049	11,683	12,347	13,042
	30-34	6,912	7,232	7,206	7,196	7,579	8,261	8,960	9,553	10,051	10,531	11,026	11,538	12,068
	35-39	4,701	5,429	5,738	5,710	5,931	6,250	6,794	7,352	7,851	8,270	8,685	9,117	9,565
	40-44	3,348	3,876	4,478	4,690	4,961	5,188	5,460	5,922	6,418	6,861	7,312	7,788	8,290
	45-49	2,650	3,013	3,481	3,941	4,352	4,624	4,831	5,079	5,518	5,987	6,480	7,011	7,581
	50-54	2,268	2,552	2,906	3,277	3,819	4,212	4,471	4,666	4,917	5,350	5,858	6,411	7,013
	55-59	1,976	2,180	2,474	2,760	2,963	3,390	3,737	3,963	4,147	4,378	4,632	4,898	5,177
	60-64	1,672	1,861	2,090	2,333	2,540	2,695	3,082	3,396	3,611	3,786	3,960	4,140	4,326
	65-69	1,395	1,552	1,772	1,973	2,126	2,279	2,419	2,767	3,059	3,260	3,452	3,653	3,864
	70-74	980	1,271	1,454	1,650	1,788	1,904	2,042	2,168	2,490	2,761	3,024	3,309	3,620
	75-79	674	867	1,150	1,315	1,523	1,647	1,758	1,887	2,014	2,323	2,726	3,198	3,749
	80-84	446	549	721	960	1,126	1,306	1,416	1,520	1,640	1,762	1,889	2,025	2,170
	85+	399	481	605	795	1,048	1,289	1,541	1,756	1,956	2,164	2,391	2,640	2,913
		44,530	48,322	52,429	55,793	60,546	65,374	70,242	75,052	80,097	85,482	91,229	97,362	103,907
The Hills Shire - Central	0-4	4,879	5,240	5,473	5,580	5,712	6,057	6,626	6,977	7,221	7,437	7,650	7,865	8,081
	5-9	5,465	5,868	6,180	6,388	6,487	6,800	7,393	7,818	8,164	8,461	8,751	9,045	9,344
	10-14	5,502	6,005	6,366	6,691	6,839	7,100	7,633	8,026	8,417	8,801	9,189	9,589	10,001
	15-19	5,415	5,790	6,207	6,584	6,837	7,140	7,602	7,904	8,238	8,643	9,074	9,521	9,985
	20-24	4,931	5,107	5,356	5,718	6,030	6,397	6,844	7,046	7,255	7,554	7,878	8,211	8,554
	25-29	4,177	4,240	4,299	4,427	4,683	5,046	5,483	5,674	5,794	5,970	6,162	6,357	6,554
	30-34	4,668	5,037	4,999	4,942	5,016	5,413	5,970	6,271	6,438	6,584	6,729	6,874	7,017
	35-39	5,411	5,975	6,269	6,150	6,147	6,413	7,089	7,556	7,873	8,095	8,299	8,504	8,708

	40-44	5,932	6,151	6,685	6,966	7,119	7,370	7,887	8,427	8,911	9,299	9,673	10,057	10,450
	45-49	5,737	6,202	6,361	6,906	7,333	7,715	8,195	8,488	8,997	9,528	10,068	10,632	11,221
	50-54	5,327	5,727	6,085	6,278	6,937	7,579	8,179	8,411	8,648	9,183	9,815	10,485	11,194
	55-59	4,829	5,066	5,377	5,738	5,906	6,689	7,499	7,834	7,999	8,242	8,512	8,787	9,065
	60-64	4,262	4,458	4,645	4,950	5,165	5,425	6,312	6,849	7,106	7,272	7,425	7,578	7,728
	65-69	3,674	3,801	3,978	4,182	4,311	4,575	4,936	5,562	6,001	6,242	6,452	6,665	6,882
	70-74	2,717	3,273	3,391	3,594	3,718	3,920	4,274	4,471	5,010	5,423	5,797	6,194	6,613
	75-79	1,655	2,296	2,759	2,913	3,212	3,441	3,737	3,950	4,113	4,629	5,304	6,073	6,949
	80-84	1,013	1,328	1,818	2,226	2,475	2,843	3,134	3,315	3,489	3,659	3,830	4,008	4,191
	85+	913	1,120	1,410	1,898	2,425	2,954	3,594	4,033	4,384	4,733	5,104	5,501	5,926
		76,506	82,682	87,660	92,129	96,353	102,876	112,387	118,612	124,059	129,756	135,714	141,946	148,464
The Hills Shire - North	0-4	4,366	5,153	6,184	7,172	8,107	8,987	9,772	9,987	9,995	9,953	9,899	9,841	9,776
	5-9	4,896	5,769	6,985	8,213	9,206	10,088	10,903	11,190	11,299	11,323	11,323	11,316	11,303
	10-14	4,927	5,905	7,195	8,606	9,706	10,532	11,257	11,488	11,649	11,778	11,890	11,997	12,098
	15-19	4,846	5,693	7,019	8,469	9,706	10,591	11,212	11,314	11,401	11,566	11,741	11,911	12,077
	20-24	4,407	5,020	6,054	7,357	8,561	9,491	10,094	10,087	10,042	10,109	10,193	10,273	10,347
	25-29	3,745	4,165	4,856	5,692	6,651	7,487	8,087	8,123	8,020	7,990	7,974	7,953	7,928
	30-34	4,187	4,952	5,640	6,350	7,119	8,032	8,805	8,976	8,910	8,812	8,708	8,600	8,489
	35-39	4,838	5,877	7,083	7,898	8,723	9,513	10,453	10,815	10,897	10,834	10,739	10,640	10,534
	40-44	5,313	6,045	7,564	8,956	10,104	10,933	11,632	12,062	12,333	12,444	12,517	12,583	12,641
	45-49	5,139	6,098	7,184	8,890	10,412	11,444	12,086	12,150	12,450	12,750	13,026	13,300	13,573
	50-54	4,766	5,631	6,879	8,071	9,858	11,244	12,063	12,042	11,970	12,287	12,698	13,116	13,540
	55-59	4,321	4,980	6,079	7,383	8,383	9,928	11,059	11,215	11,072	11,030	11,015	10,993	10,966
	60-64	3,808	4,382	5,249	6,369	7,333	8,047	9,306	9,803	9,835	9,733	9,609	9,481	9,350
	65-69	3,296	3,735	4,497	5,379	6,118	6,787	7,279	7,958	8,304	8,353	8,349	8,339	8,325
	70-74	2,449	3,221	3,829	4,624	5,277	5,815	6,303	6,400	6,931	7,256	7,500	7,748	7,999
	75-79	1,491	2,263	3,126	3,746	4,565	5,104	5,510	5,654	5,693	6,192	6,859	7,594	8,402
	80-84	908	1,308	2,067	2,870	3,517	4,219	4,623	4,745	4,829	4,896	4,956	5,014	5,070
	85+	822	1,103	1,600	2,451	3,451	4,385	5,299	5,771	6,066	6,333	6,603	6,881	7,167
		68,527	81,302	99,090	118,495	136,797	152,628	165,744	169,779	171,697	173,636	175,598	177,581	179,587
The Hills Shire - South	0-4	3,124	3,473	3,836	4,031	4,205	4,449	4,783	4,997	5,145	5,271	5,394	5,516	5,638
	5-9	3,502	3,888	4,332	4,614	4,776	4,994	5,337	5,599	5,817	5,997	6,170	6,344	6,519
	10-14	3,525	3,979	4,463	4,834	5,035	5,215	5,511	5,749	5,998	6,238	6,479	6,726	6,978
	15-19	3,468	3,837	4,352	4,756	5,034	5,244	5,489	5,661	5,870	6,126	6,398	6,678	6,966
	20-24	3,155	3,384	3,755	4,131	4,440	4,699	4,941	5,047	5,170	5,354	5,555	5,759	5,968
	25-29	2,678	2,809	3,013	3,198	3,448	3,706	3,959	4,064	4,129	4,231	4,345	4,459	4,573
	30-34	2,993	3,337	3,502	3,570	3,693	3,976	4,310	4,492	4,587	4,667	4,745	4,821	4,896
	35-39	3,464	3,959	4,394	4,442	4,525	4,710	5,117	5,412	5,610	5,738	5,852	5,964	6,075
	40-44	3,801	4,075	4,689	5,032	5,241	5,413	5,694	6,036	6,349	6,591	6,820	7,054	7,291

	45-49	3,676	4,110	4,458	4,990	5,399	5,666	5,916	6,080	6,410	6,753	7,098	7,457	7,829
	50-54	3,411	3,795	4,266	4,535	5,108	5,566	5,905	6,025	6,162	6,508	6,920	7,354	7,810
	55-59	3,092	3,357	3,770	4,146	4,348	4,913	5,414	5,612	5,699	5,842	6,002	6,163	6,324
	60-64	2,727	2,954	3,256	3,576	3,803	3,984	4,555	4,906	5,063	5,155	5,235	5,315	5,392
	65-69	2,356	2,518	2,789	3,021	3,174	3,360	3,564	3,984	4,276	4,424	4,549	4,675	4,802
	70-74	1,747	2,169	2,376	2,597	2,737	2,879	3,086	3,203	3,569	3,843	4,087	4,344	4,614
	75-79	1,064	1,522	1,936	2,105	2,365	2,527	2,698	2,829	2,931	3,281	3,739	4,259	4,848
	80-84	649	880	1,278	1,609	1,823	2,088	2,263	2,375	2,486	2,593	2,701	2,811	2,924
	85+	587	743	990	1,372	1,786	2,170	2,594	2,888	3,123	3,355	3,599	3,858	4,134
		49,021	54,789	61,456	66,558	70,941	75,558	81,136	84,958	88,394	91,968	95,687	99,557	103,583
Warringah	0-4	10,408	10,527	10,743	10,988	11,174	11,452	11,838	12,225	12,536	12,794	13,041	13,285	13,524
	5-9	10,307	10,624	10,840	11,126	11,204	11,350	11,661	12,092	12,512	12,849	13,168	13,487	13,805
	10-14	9,320	10,235	10,635	10,929	11,035	11,072	11,249	11,598	12,052	12,487	12,919	13,358	13,803
	15-19	8,500	9,319	10,216	10,673	10,945	11,047	11,117	11,333	11,702	12,167	12,657	13,159	13,673
	20-24	8,014	8,404	9,084	9,848	10,323	10,585	10,704	10,806	11,023	11,373	11,753	12,138	12,528
	25-29	9,059	8,852	9,064	9,473	9,970	10,381	10,662	10,819	10,947	11,176	11,431	11,684	11,936
	30-34	10,768	10,848	10,723	10,771	10,882	11,347	11,828	12,184	12,393	12,560	12,720	12,874	13,022
	35-39	11,640	12,036	12,314	12,167	12,097	12,197	12,738	13,318	13,749	14,009	14,232	14,448	14,660
	40-44	12,322	12,134	12,724	13,063	13,215	13,224	13,374	14,011	14,679	15,179	15,647	16,119	16,595
	45-49	11,529	12,036	12,030	12,690	13,293	13,517	13,571	13,782	14,473	15,189	15,903	16,640	17,401
	50-54	9,994	10,877	11,465	11,538	12,574	13,277	13,546	13,659	13,914	14,639	15,505	16,412	17,361
	55-59	8,402	9,300	10,138	10,732	10,928	11,955	12,670	12,983	13,133	13,410	13,724	14,036	14,347
	60-64	7,173	7,703	8,557	9,356	9,712	9,858	10,831	11,534	11,856	12,024	12,166	12,301	12,431
	65-69	6,468	6,602	7,182	8,008	8,284	8,496	8,664	9,572	10,232	10,547	10,803	11,059	11,313
	70-74	5,510	5,999	6,215	6,847	7,084	7,218	7,437	7,630	8,470	9,085	9,624	10,188	10,779
	75-79	4,299	5,005	5,601	5,912	6,481	6,710	6,887	7,139	7,366	8,213	9,324	10,579	11,995
	80-84	3,333	3,700	4,430	5,096	5,572	6,181	6,445	6,684	6,970	7,242	7,513	7,790	8,071
	85+	4,240	4,528	5,093	6,169	7,688	9,048	10,401	11,454	12,336	13,199	14,105	15,063	16,077
		151,286	158,731	167,055	175,388	182,461	188,916	195,623	202,824	210,345	218,144	226,232	234,621	243,320
Waverly	0-4	4,849	4,985	5,039	5,100	5,228	5,400	5,597	5,725	5,802	5,854	5,899	5,941	5,981
	5-9	3,607	3,992	4,163	4,278	4,351	4,442	4,576	4,700	4,807	4,880	4,944	5,006	5,067
	10-14	2,777	3,313	3,696	3,887	3,974	4,019	4,094	4,181	4,294	4,398	4,498	4,599	4,699
	15-19	2,498	2,750	3,267	3,620	3,787	3,852	3,886	3,924	4,005	4,116	4,233	4,351	4,471
	20-24	3,820	3,705	3,906	4,345	4,632	4,787	4,853	4,853	4,893	4,991	5,099	5,206	5,313
	25-29	7,550	7,029	6,992	7,210	7,651	8,029	8,268	8,310	8,311	8,388	8,481	8,571	8,657
	30-34	8,773	8,462	8,268	8,337	8,517	8,951	9,355	9,545	9,596	9,614	9,625	9,632	9,633
	35-39	7,019	7,162	7,154	7,124	7,177	7,292	7,636	7,908	8,069	8,128	8,163	8,194	8,220
	40-44	5,565	5,701	5,982	6,102	6,228	6,281	6,369	6,609	6,844	6,996	7,130	7,262	7,392
	45-49	4,431	4,756	4,963	5,243	5,537	5,675	5,712	5,746	5,964	6,187	6,404	6,625	6,851
	50-54	3,612	3,925	4,267	4,460	4,948	5,265	5,385	5,379	5,416	5,632	5,898	6,172	6,456
	55-59	3,213	3,323	3,639	3,954	4,087	4,506	4,788	4,860	4,859	4,904	4,962	5,018	5,071

	60-64	2,703	2,893	3,029	3,324	3,500	3,580	3,943	4,159	4,226	4,237	4,238	4,237	4,234
	65-69	2,438	2,407	2,610	2,750	2,835	2,930	2,996	3,278	3,464	3,530	3,574	3,618	3,659
	70-74	1,887	2,215	2,248	2,435	2,541	2,609	2,696	2,739	3,005	3,187	3,337	3,493	3,654
	75-79	1,461	1,671	2,019	2,063	2,256	2,354	2,422	2,487	2,536	2,795	3,137	3,519	3,945
	80-84	1,134	1,213	1,429	1,748	1,957	2,187	2,287	2,349	2,421	2,487	2,550	2,614	2,679
	85+	1,394	1,385	1,496	1,757	2,202	2,611	3,009	3,282	3,494	3,695	3,904	4,122	4,350
		68,731	70,887	74,167	77,737	81,409	84,771	87,872	90,033	92,004	94,019	96,077	98,181	100,330
Willoughby	0-4	5,210	5,423	5,629	5,740	5,885	6,112	6,355	6,568	6,735	6,874	7,006	7,137	7,266
	5-9	4,841	5,116	5,323	5,514	5,615	5,763	5,956	6,182	6,397	6,569	6,731	6,894	7,057
	10-14	4,317	4,727	4,965	5,196	5,316	5,405	5,524	5,700	5,923	6,137	6,349	6,565	6,784
	15-19	4,049	4,420	4,781	5,042	5,236	5,354	5,420	5,530	5,711	5,937	6,176	6,421	6,671
	20-24	4,860	4,973	5,251	5,627	5,946	6,178	6,284	6,349	6,477	6,682	6,905	7,131	7,360
	25-29	5,929	5,853	5,905	6,079	6,442	6,797	7,022	7,131	7,216	7,366	7,534	7,701	7,867
	30-34	6,464	6,620	6,600	6,623	6,752	7,134	7,481	7,712	7,844	7,950	8,050	8,148	8,242
	35-39	6,454	6,865	7,070	7,054	7,096	7,250	7,617	7,970	8,228	8,383	8,516	8,645	8,772
	40-44	6,094	6,385	6,845	7,105	7,274	7,375	7,503	7,867	8,243	8,523	8,785	9,050	9,317
	45-49	5,653	5,975	6,273	6,736	7,136	7,352	7,425	7,546	7,925	8,316	8,707	9,111	9,527
	50-54	4,975	5,433	5,762	6,058	6,737	7,207	7,396	7,464	7,603	7,999	8,472	8,967	9,486
	55-59	4,255	4,665	5,078	5,432	5,599	6,207	6,616	6,785	6,864	7,008	7,172	7,335	7,497
	60-64	3,709	3,929	4,311	4,703	4,930	5,070	5,604	5,972	6,139	6,226	6,299	6,369	6,436
	65-69	3,238	3,377	3,617	3,984	4,153	4,316	4,427	4,895	5,233	5,393	5,524	5,655	5,785
	70-74	2,333	2,936	3,106	3,378	3,521	3,635	3,768	3,868	4,294	4,606	4,879	5,165	5,464
	75-79	1,727	2,066	2,636	2,855	3,160	3,315	3,422	3,550	3,663	4,084	4,637	5,261	5,965
	80-84	1,346	1,453	1,767	2,342	2,658	2,988	3,133	3,252	3,392	3,524	3,656	3,790	3,927
	85+	1,716	1,821	2,002	2,424	3,054	3,641	4,209	4,639	4,997	5,346	5,712	6,100	6,511
		77,171	82,036	86,923	91,890	96,509	101,099	105,162	108,982	112,883	116,923	121,108	125,443	129,933
Wollondilly	0-4	3,676	3,855	3,915	3,992	4,138	4,374	4,605	4,925	5,252	5,576	5,913	6,267	6,637
	5-9	3,769	4,117	4,313	4,451	4,572	4,778	4,999	5,369	5,778	6,172	6,581	7,012	7,467
	10-14	3,674	3,844	4,167	4,430	4,584	4,744	4,909	5,242	5,665	6,106	6,572	7,070	7,600
	15-19	3,484	3,550	3,727	4,086	4,327	4,504	4,617	4,873	5,234	5,661	6,127	6,627	7,164
	20-24	2,884	2,794	2,858	3,033	3,232	3,419	3,520	3,680	3,905	4,191	4,506	4,842	5,199
	25-29	2,696	2,605	2,565	2,637	2,824	3,033	3,172	3,333	3,507	3,725	3,964	4,215	4,480
	30-34	2,991	3,214	3,162	3,127	3,212	3,455	3,667	3,912	4,138	4,363	4,597	4,840	5,093
	35-39	3,315	3,592	3,832	3,815	3,867	4,022	4,278	4,632	4,973	5,271	5,570	5,884	6,210
	40-44	3,664	3,593	3,936	4,180	4,335	4,474	4,608	5,001	5,448	5,861	6,285	6,736	7,215
	45-49	3,591	3,750	3,727	4,076	4,389	4,603	4,707	4,950	5,408	5,903	6,430	7,000	7,616
	50-54	3,379	3,571	3,737	3,711	4,111	4,477	4,651	4,856	5,145	5,633	6,207	6,835	7,522
	55-59	3,244	3,309	3,465	3,659	3,799	4,289	4,628	4,910	5,165	5,487	5,842	6,216	6,610
	60-64	2,759	3,119	3,193	3,346	3,524	3,689	4,129	4,553	4,867	5,134	5,404	5,685	5,977
	65-69	2,308	2,584	2,910	3,013	3,118	3,299	3,426	3,921	4,358	4,672	4,979	5,302	5,643
	70-74	1,592	2,142	2,376	2,689	2,848	2,994	3,141	3,337	3,855	4,300	4,739	5,219	5,745

	75-79	1,054	1,438	1,895	2,147	2,424	2,588	2,705	2,904	3,116	3,617	4,272	5,042	5,948
	80-84	706	861	1,183	1,626	1,869	2,139	2,270	2,439	2,645	2,859	3,086	3,328	3,588
	85+	601	798	1,005	1,376	1,785	2,167	2,536	2,892	3,239	3,605	4,008	4,453	4,945
		49,388	52,735	55,966	59,395	62,957	67,047	70,568	75,729	81,697	88,136	95,081	102,574	110,658
Woollahra	0-4	3,310	3,368	3,420	3,486	3,582	3,708	3,852	3,993	4,109	4,209	4,306	4,402	4,498
	5-9	2,803	3,040	3,169	3,243	3,298	3,375	3,485	3,626	3,766	3,882	3,993	4,104	4,216
	10-14	2,706	3,020	3,285	3,428	3,503	3,551	3,626	3,752	3,913	4,069	4,225	4,385	4,547
	15-19	2,736	2,982	3,314	3,593	3,755	3,829	3,872	3,961	4,106	4,284	4,473	4,667	4,867
	20-24	3,186	3,204	3,430	3,768	4,007	4,150	4,218	4,273	4,375	4,530	4,698	4,870	5,045
	25-29	4,969	4,710	4,763	4,962	5,279	5,553	5,731	5,836	5,927	6,073	6,234	6,396	6,557
	30-34	5,394	5,404	5,333	5,380	5,500	5,794	6,070	6,275	6,406	6,516	6,623	6,727	6,829
	35-39	4,402	4,613	4,724	4,758	4,806	4,895	5,138	5,391	5,586	5,712	5,824	5,934	6,042
	40-44	3,963	3,995	4,280	4,448	4,558	4,607	4,683	4,924	5,177	5,373	5,559	5,748	5,938
	45-49	3,671	3,783	3,893	4,205	4,470	4,591	4,633	4,721	4,976	5,242	5,508	5,784	6,070
	50-54	3,427	3,542	3,690	3,816	4,234	4,516	4,630	4,685	4,790	5,059	5,377	5,712	6,064
	55-59	3,193	3,349	3,497	3,700	3,814	4,216	4,490	4,617	4,687	4,804	4,934	5,065	5,196
	60-64	2,972	3,117	3,304	3,506	3,663	3,756	4,148	4,433	4,573	4,655	4,727	4,797	4,865
	65-69	2,988	2,731	2,966	3,176	3,284	3,403	3,487	3,867	4,149	4,292	4,412	4,533	4,654
	70-74	2,286	2,673	2,560	2,797	2,935	3,021	3,129	3,221	3,589	3,864	4,108	4,364	4,634
	75-79	1,596	2,026	2,435	2,369	2,564	2,682	2,766	2,877	2,980	3,335	3,800	4,327	4,924
	80-84	1,150	1,341	1,710	2,069	2,307	2,585	2,708	2,819	2,951	3,077	3,204	3,334	3,467
	85+	1,509	1,457	1,642	2,049	2,596	3,086	3,564	3,939	4,258	4,573	4,904	5,256	5,630
		56,259	58,356	61,413	64,755	68,155	71,316	74,230	77,210	80,317	83,548	86,909	90,405	94,042

SGS calculations, 2015

Contact us

CANBERRA

Level 6, 39 London Circuit
Canberra ACT 2601

+61 2 6263 5940
sgsact@sgsep.com.au

HOBART

Unit 2, 5 King Street
Bellerive TAS 7018

+61 (0)439 941 934
sgstas@sgsep.com.au

MELBOURNE

Level 5, 171 La Trobe Street
Melbourne VIC 3000

+61 3 8616 0331
sgsvic@sgsep.com.au

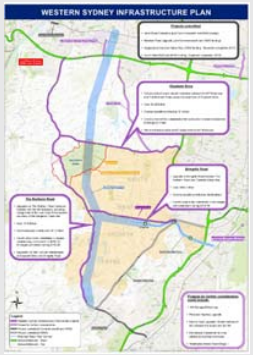
SYDNEY

209/50 Holt Street
Surry Hills NSW 2010

+61 2 8307 0121
sgsnsw@sgsep.com.au

SGS Economics & Planning

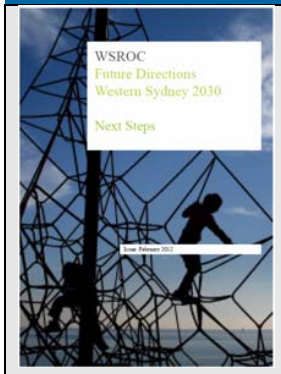
Appendix C – Review of Strategic Planning Documents

Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
Australian Government		
Western Sydney Infrastructure Plan  	The Australian and NSW Governments announced plans to invest in a number of infrastructure projects to build a stronger and more prosperous Western Sydney. This includes major road and transport linkages to support the proposed Western Sydney Airport by relieving pressure on existing infrastructure, ease congestion and support the creation of jobs. The plan will deliver significant upgrades to major and local roads connecting to and surrounding the proposed Western Sydney Airport site including: • Bringelly Road – upgrade to four lanes from Camden Valley Way to The Northern Road • The Northern Road – upgrade to a minimum of four lanes from Narellan to Jamison Road, Penrith • construction of a new four lane motorway from the M7 Motorway to The Northern Road (to be known as the M12) • Construction of the Werrington Arterial Road between the M4 Motorway and the Great Western Highway • Upgrade of Ross Street and Great Western Highway intersection at Glenbrook • Improve interchanges connecting Northern Road and Elizabeth Drive with arterial roads • Local Roads – $200 million for local road upgrades.	The upgrade of these roads will lead to a number of benefits for local and regional communities, including improved travel times and increased access. There may also be socio-economic impacts particularly for local communities during the construction, and together with the construction of the proposed WSA, may lead to cumulative impacts.
New South Wales Government		
NSW Government - A Plan for Growing Sydney 	*A Plan for Growing Sydney* is the NSW Government's Metropolitan Strategy for managing the growth of Sydney. The plan sets ambitious housing and employment targets for Sydney to 2031, including: • Sydney will have 1.6 million more people • There is a need for 664,000 additional homes • Employment capacity will increase to 689,000 new jobs across metropolitan Sydney. The NSW Government's vision for Sydney is: *a strong global city, a great place to live*. To deliver on this, a number of goals have been set including: • A competitive economy with world-class services and transport • A key priority under this goal is to support the development of the Western Sydney Airport as a new hub of intense economic activity and improved new transport connections. This would then support the growth of Liverpool, Penrith, Campbelltown-Macarthur as regional city centres.	The WSA would support the directions outlined in The Plan as a major stimulus to the Western Sydney economy, broadening the range of job opportunities available to residents. The WSA will facilitate development of the Western Sydney Employment Area and other economic corridors/areas. Improved transport connections between the proposed Western Sydney Airport and centres will support economic activity and housing development in these

Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
	Supporting actions include: • Improve transport links and create a new services centre and industrial precinct to support the growth of Western Sydney Airport • Develop new strategic employment corridors along transport infrastructure investments that will service Western Sydney Airport. The Plan states that the NSW Government will support the timely and efficient delivery of Western Sydney Airport as an aviation and services centre. Over the long term, Western Sydney Airport will transform and drive future investment and jobs growth in Western Sydney, with Australian Government projections indicating potential for the airport to create 35,000 jobs by 2035, increasing to 60,000 jobs in the long term. The government commits to: preserving land for the airport, associated infrastructure and transport connections; and facilitate an enterprise corridor from Leppington to the Western Sydney Airport and direct economic growth to this corridor and other adjacent economic areas (e.g. Western Sydney Employment Area). *A Plan for Growing Sydney* identifies a number of subregions across the metropolitan area. The Western Sydney Airport will be particularly important for the West Central, West and South West subregions. The Plan acknowledges the economic benefits for these subregions, and the need to leverage these and strengthen transport connections to the Western Sydney Airport.	centres, whilst improving access to local employment for Western Sydney communities.
2014 State Infrastructure Strategy Update 	This report outlines Infrastructure NSW's independent advice to the NSW Government on the next round of critical infrastructure priorities for NSW. The growth of Western Sydney is identified as key to the future of NSW and the development of an airport at Badgerys Creek will help to reshape the Western Sydney economy. Investments in road upgrades have already commenced to support a second Sydney airport at Badgerys Creek. Further, the Outer Sydney Orbital (M9) will connect the North West and the South West Growth Centres and provide links to the future Western Sydney Airport. An objective of the report is to maximise the economic potential of Western Sydney Airport including: • Protecting the future operating capacity of the airport • Preserving land for complementary activities • Protecting future transport corridors related to the site. The report notes that to support the development of the Western Sydney Airport, planning should continue to develop the significant landside infrastructure that will be needed to support WSA and connect the proposed new airport to the wider Sydney metropolitan area. Investment and action will be needed across a number of areas to protect the future operating capacity of Western Sydney Airport, preserve land for complementary activities and ensure efficient, reliable access to the airport.	Investment in the development of WSA and supporting infrastructure will lead to significant economic growth for Sydney, and it will be important to consider how these benefits can be delivered to local communities in Western Sydney.

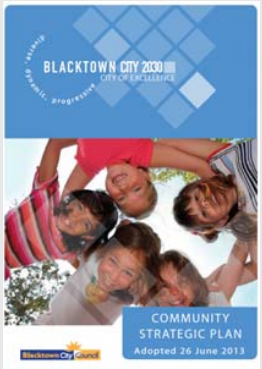
Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
Broader Western Sydney Employment Area – Draft Structure Plan 	The Western Sydney Priority Growth Area has reduced the original size of the Western Sydney Employment Area (WSEA). The draft structure plan, which is yet to be updated, sets out a long-term development framework, with the following key priorities relevant to the proposed Western Sydney Airport: • Investigate a potential south west expansion of the Western Sydney Employment Area (WSEA) of up to 10,000 hectares through a structure planning process • Encourage critical industries that support the economy's global functioning and promote employment, such as industrial uses, freight, logistics and research and development functions as well as opportunities for agribusiness and food production • Identify opportunities to improve transport connections to the area, including protecting a corridor for the Western Sydney Freight Line and completing the Western Sydney Employment Area arterial network • Identify and protect opportunities for a major intermodal terminal at Eastern Creek • Investigate opportunities for better connections with surrounding centres such as possible transport connections to Mount Druitt, Fairfield and Leppington. The plan identifies the importance of avoiding incompatible development in the vicinity of the potential Western Sydney Airport. An Economic Issues and Drivers study identified that demand within the Broader WSEA is likely to remain directed towards employment uses within the freight and logistics areas. While the potential for higher intensity employment development is not ruled out, other factors such as population growth, transport infrastructure improvements and market conditions will take time to help drive other forms of employment.	The relationship between the WSEA and the proposed Western Sydney Airport is critical, as each will support the development and growth of the other. As the proposed Western Sydney Airport and WSEA develop, the built form and character of surrounding communities will change as employers move to the area and transport initiatives are introduced.

Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
Regional organisations		
Regional Plan for Sydney – Regional Development Australia	Regional Development Australia (RDA) is a nation-wide initiative between the Australian, State and Territory Governments, with RDA Sydney funded to advance sustainable economic development and social equity within Sydney's regions. The Regional Plan for Sydney identifies the need for an integrated long-term vision for the GSM to capitalise on Sydney's opportunities and manage future challenges. It outlines the challenges for an economically, environmentally and socially sustainable Sydney and provides priority solutions to address them, including key place-based solutions. The following key priorities are relevant to the proposed Western Sydney Airport: • Jobs closer to home • Adopting whole of government planning which encompasses utilities, roads, transport, health, employment and education • Expanding and developing Sydney's capacity as a global city attracting investment and sustainable development. • Supporting employment growth in the South West and North West Growth areas by developing attractive employment lands and through the development of new strategic centres. The Western Sydney Airport is identified as an opportunity for regional infrastructure. RDA advises that the airport is a priority to ensure a smooth continuation and expansion of Sydney's air travel and air freight tasks. Further, a rail orbital route which links the Western Sydney Employment Area and WSA to the metropolitan rail network is recommended as a priority.	The Western Sydney Airport would support many of the key priorities of this plan, such as provision of job opportunities in Western Sydney. However early and integrated planning will be required to ensure that Western Sydney communities can take advantage of these jobs.
Future Directions Western Sydney 2030 – WSROC	The Western Sydney Regional Organisation of Councils (WSROC) represents the councils and communities of Western Sydney, and enables sharing of resources and cooperation between member councils. WSROC member councils include: • Auburn City Council • Bankstown City Council • Blacktown City Council • Blue Mountains City Council • Fairfield City Council • Hawkesbury City Council • Holroyd City Council	The Western Sydney Airport would contribute to the aims of the WSROC plan through jobs creation and diversification, and the facilitation of new public transport connections, including potential high speed rail.

Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
	• Liverpool City Council • Parramatta City Council • Penrith City Council. This document is intended to commence a partnership between the Councils of Western Sydney, the State and Federal Governments, business, education and utility stakeholders and the wider community, to deliver the future of Western Sydney. The document been developed to provide strategic guidance to decision makers and project partners, and acknowledges that the challenges of Western Sydney are greater than any one council or centre. The plan identifies the following ideas for a future direction which are relevant to the proposed Western Sydney Airport: • Western Sydney can become more economically resilient through diversifying businesses, increasing direct interactions between businesses and expanding the skills base of the workforce • Greater diversity of job options, including professional jobs and jobs in the creative sectors will provide greater opportunities for residents to work locally In addition, Parramatta or Badgerys Creek are identified as the potential locations for a terminus for High Speed Rail, which is to be investigated.	

Strategy/Policy	Overview	Implications for the SIA for the Western Sydney Airport
South West Rail Link Extension Submission - MACROC	The Macarthur Regional Organisation of Councils (MACROC) includes: • Camden Council • Campbelltown City Council • Wollondilly Shire Council. MACROC has not recently released a strategic policy document, however it has made a number of submissions on NSW Government planning policies and projects. The most recent of these which is related to the proposed Western Sydney Airport is the Submission to the South West Rail Link Extension Public Transport Corridor Protection. The submission notes that South West Sydney is the area targeted to accommodate the major proportion of Sydney's projected growth over the coming years and transport continues to be a considerable challenge in supporting a future population. MACROC supports the extension of the South West Rail Link which would connect Leppington to Bringelly (and the proposed Western Sydney Airport) and then north to St Marys and South to Narellan. However MACROC recommends further extension to include connection from Narellan to Campbelltown to connect future populations within the Macarthur region and employment hubs in Western Sydney.	The WSA will support the expected population growth of South West Sydney and the Macarthur region through provision of employment opportunities, as well as facilitating employment in surrounding areas. The proposed transport links would also support the population growth and ensure future communities of these regions can access these employment benefits, as well as other parts of Sydney.

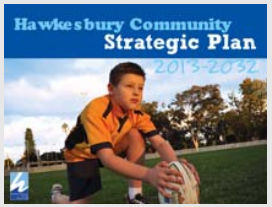
Local government		
Auburn City Community Strategic Plan 2013 – 2023 	Auburn's community strategic plan provides a 10 year vision for the communities of Auburn following consultations with 7,000 community members in 2010, with further consultations in 2012 and 2013. The themes of the vision are: • Our Community – Diverse and Inclusive • Our Places – Attractive and Liveable • Our Environment – Healthy and Green • Our Leadership – Visionary and Responsible Auburn is one of the most culturally diverse LGA's in Australia, which is seen as a key asset for the community.	Auburn is located on the eastern edge of the Western Sydney region. As such there may not be many direct impacts from the proposed Western Sydney Airport, however the community would benefit from improved access to an airport, and potentially from increased employment opportunities in Western Sydney.
Bankstown Community Plan 2023 	The *Bankstown Community Plan* outlines the community's 10 year vision for Bankstown, to address key challenges in Bankstown's future including economic development, protection of the natural environment and continued growth. The key directions for Bankstown include: • Liveable – access to good public transport, services and leisure facilities; clean, safe and attractive; appropriate and affordable housing • Invest – encourage investment and economic growth • Green – balanced development and built environment; green spaces; sustainable growth • Connected – accessible modes of transport; safe commuting. • Lead – positive strategic decision-making and advocacy.	Located on the eastern edge of the Western Sydney region, there may not be significant direct impacts from the proposed Western Sydney Airport for Bankstown LGA, however economic growth and the development of Bankstown would be supported by the proposed Western Sydney Airport and development of Western Sydney overall.

Blacktown City 2030  	This document identifies the main priorities of the Blacktown community and aspirations for the city, which are based on the principles of sustainability and social equity. Council adopted *Blacktown City 2030* in 2013. The community identified the following focus areas for a vibrant and inclusive community: • Coordinate a whole-of-government approach on key social issues and needs in the city • Develop projects, partnerships, festivals and events that build community • Develop Blacktown City as a centre of cultural excellence • Provide and promote libraries, current technology, the history of Blacktown City and the availability and benefits of lifelong learning to the community • Provide and promote community facilities that meet the needs of the community • Ensure the provision of high-quality child care services which meet the needs of children and their families. The plan does not directly reference the Western Sydney Airport however the following aspirations relate to WSA: • Pursue strategic economic opportunities and partnerships to facilitate sustainable growth of the local and regional economy • The community has excellent access to all transport networks, which have expanded to meet the needs of a major growth centre • Facilitate the accessibility of major employment centres in the City through quality transport and communication infrastructure and services • Provide transport networks that connect the City and are functional, accessible and acceptable to the community and support vehicle and non-vehicle users.	The Western Sydney Airport would support the continued economic growth and diversity of the LGA, as well as improved transport networks. The WSA may also support the growth of cultural opportunities through increasing the profile and accessibility of Western Sydney.

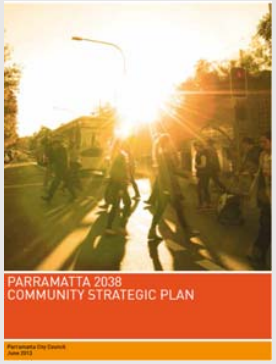
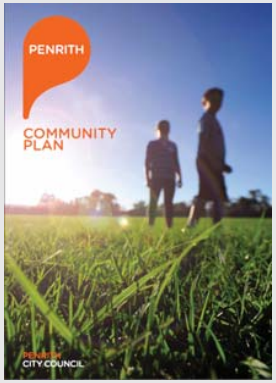
Sustainable Blue Mountains 2025 	The plan presents a community endorsed vision and strategic plan for the City of Blue Mountains, which was prepared in 2000 and updated in 2012 and 2013. The Blue Mountains World Heritage National Park covers 70% of the LGA with only 11% available for development. The plan identifies the following key directions: • Centralising population close to public transport, land and infrastructure • Provide a range of housing choices to meet diverse needs • Promote alternative forms of transport that are safe and accessible • Health and service needs for those without access to transport • Facilitate and support programs that engage community and build social cohesion • Improve access of young people to learning opportunities in the Blue Mountains • Reducing the social and environmental impacts of large numbers of people commuting outside the LGA by increasing local employment opportunities • The ageing population is creating a demand for increased services and a workforce to meet the needs of older people • Implementing economic development strategies in the City that benefit Aboriginal communities • Increasing employment-generating social enterprise initiatives.	The Blue Mountains World Heritage Area is located to the west of the proposed Western Sydney Airport site. There may be impacts on the cultural heritage values of the Blue Mountains for the community. The WSA would also support the development of the Blue Mountains through increasing the accessibility of the Blue Mountains to tourists and to Western Sydney residents.

Camden 2040 	*Camden 2040* has been prepared as a strategic response to the large-scale population growth and urban development projected for the future of the LGA and the South West Growth Centre. This document was adopted by council in 2013. The plan identifies a number of relevant targets for the proposed Western Sydney Airport: • A strong local economy would be characterised by vibrant town and commercial centres, thriving local businesses, stable and diverse employment opportunities, skilled local residents, infrastructure that supports economic growth and a thriving tourist/visitor market • A diverse range of business and industry had located and invested in the Camden and Macarthur areas because it is sought-after location, an environment that is known to support and sustain local enterprises • Local small businesses are flourishing, and have access to the information and support that they need to be sustainable over time • More of the community are employed locally because there are enough jobs in the region, and local residents have the necessary skills needed to make up the local workforce • An accessible Camden means that people are able to travel easily within their own local area and are effectively connected to the wider Macarthur and metropolitan area • The road network is well connected, free-flowing and safe • Community is enriched through a diverse array of opportunities, through arts and cultural programs, local libraries, access to information, recreation and sporting pursuits, parks and open spaces.	Camden is identified as an area of high growth with the South West Growth Centre identified as an area for future employment and housing opportunities. The Western Sydney Airport would support this growth and drive further change to the character and amenity of Camden, which as an LGA on the fringe of the Sydney Metropolitan area, has large areas of semi-rural and rural land. This change will be a key issue for the community over time. The WSA would support many of the targets outlined in the plan, particularly: providing more local employment opportunities; increased transport options through supporting the South West Rail Link; increased urban development; and access to larger scale infrastructure and facilities.

Creating our Future Together – Campbelltown's Community Strategic Plan 	Campbelltown's Community Strategic Plan was prepared in 2013. The vision statement is 'a connected community with opportunities to grow in a safe and sustainable environment'. Community identified aspirations included: • A healthy local economy delivers jobs, opportunities and increased prosperity. It is fundamental that there are educational and trade opportunities to continue to contribute towards a productive and growing economy • Attraction of business to the local area to create jobs • Promotion of Campbelltown as a regional City through the growth of the City's major business centres • Improved transport systems will reduce traffic congestion, save people valuable time and provide significant benefits to business, industry and the environment. Government will work together to grow public transport patronage and provide services that are physically and financially accessible • Participation in walking and cycling as active modes of transport will be encouraged and will also help reduce road congestion and promote healthy lifestyles for the community • A strong service sector supports a variety of community needs, including providing a healthy and sage community that has opportunities for involvement to build a strong sense of community spirit. The following strategic directions are associated with WSA: • Attraction of business to the local area to create jobs • The encouragement of the use of alternative transportation in, out and around the City.	Economic growth through the support and attraction of businesses is a clear theme throughout the document. The Western Sydney Airport would support this and Campbelltown's development as a regional city through supporting the development of the South West Growth Centre.
Fairfield City Plan 2012-2022 	This plan outlines the community's priorities for the future and strategies and was adopted by Council in 2012. The plan highlights that Fairfield has a young population however older people over 65 years are the fastest growing age group. Fairfield is also very culturally diverse, and many new migrants choose to live in Fairfield. The following goals of Fairfield's City Plan are related to the proposed Western Sydney Airport: • Encourage an increased range of local employment that cater to both skilled and unskilled workers. • Capitalise on business/industry/government partnerships to promote existing strengths and emerging opportunities to grow the local economy • Market local business and growth opportunities • Provide buildings, infrastructure and facilities to support employment areas.	The WSA site is adjacent to the western edge of the Fairfield LGA, with some residents in these rural residential areas likely to experience some impacts as a result of the proposed Western Sydney Airport.

Hawkesbury Community Strategic Plan 2013-2023 	The Community Strategic Plan identifies a number of key challenges including: • Slowing population growth • Supporting local employment • Supporting tourism and the promotion of the Hawkesbury area. The key strategies identified in the plan include: • Looking after people and place – preserving character; well serviced development; connected and safe neighbourhoods • Caring for our environment – minimising ecological footprint; sustainable use of the environment • Linking the Hawkesbury – community facility provision; accessible and integrated transport and communications systems • Supporting business and local jobs – support new and existing industries; range of local employment training options.	Although located a distance from the proposed Western Sydney Airport site, the proposed Western Sydney Airport could support the development of the Hawkesbury through increased employment opportunities in Western Sydney for community members, as well as providing tourism benefits through improved access brought by the airport.
Living Holroyd – Community Strategic Plan 	*Living Holroyd* establishes a long-term vision for the future of the city and was adopted in 2013. The community prioritises a city that is: • Inclusive, healthy and safe • Focused on urban planning and economic development • A place that values its environment, open space and sustainable development • Open and accessible for all • Engaged and innovative.	The growth of Western Sydney supported by the proposed Western Sydney Airport will support the growth and development of Holroyd over time.

Growing Liverpool 2023 	This plan aims to address the key challenges that Liverpool communities face and its unique characteristics over the next 10 years. This plan was adopted in 2013. Relevant directions and strategies for the proposed Western Sydney Airport include: • Vibrant Prosperous City – through attracting investment and business, supporting business growth, improving availability of jobs and workforce participation • Liveable Safe City – create attractive and safe places and facilitate diverse and more affordable housing options • Healthy Inclusive City – strengthen communities and increase participation, support and deliver high quality services, programs and facilities • Proud Engaged City – deliver a range of cultural events, provide first class and iconic facilities, protect Liverpool's heritageAccessible Connected City – Provide safe and easy travel with a high quality road and traffic management network The document has recently been updated to include the following targets: • Natural Sustainable City – Council will advocate sustainability goals and regenerate Liverpool's natural environment. • Leading Proactive Council – commitment to demonstrating integrity, professionalism and transparency in its decision making and having strong governance.	The site of the Western Sydney Airport is within the Liverpool LGA, which will have direct impacts on residents in these rural areas. The plan highlights the importance of supporting vulnerable groups in the community, including older people, Aboriginal people, and people from diverse cultural backgrounds, which will be a key consideration for this SIA. The WSA will also support the directions and strategies to develop Liverpool as a regional city, with increased employment opportunities, improved transport connections, a healthy and supported community, and a centre for cultural activities.

Parramatta 2038  	*Parramatta 2038* makes bold commitments to seeing the revitalisation of the city centre and identifies Parramatta as the driving force and heart of Western Sydney, which it identifies as Australia's most significant economic region; a vibrant home for diverse communities and a centre of excellence in research, education and enterprise. Council adopted *Parramatta 2038* in 2013. The plan identifies that people in Western Sydney spend, on average, more time commuting than anyone else in the country, and they have less access to jobs, high-level education, entertainment and cultural institutions than those who live in other parts of Sydney. The plan notes that the Parramatta railway station is the fourth busiest in NSW and that 82% of people who work in Parramatta live outside the LGA. The plan identifies that an airport in Western Sydney would be a major catalyst for jobs growth and infrastructure. Relevant objectives that relate to the proposed Western Sydney Airport include: • Parramatta's economic growth will help build the City as a centre of high, value-adding employment and the driving force behind the generation of new wealth for Western Sydney • Parramatta will be a city with fast, reliable transport and digital networks that connect people to each other, to the information and services they need and to where they need to go • People and places need to be linked by fast and reliable transport • New housing will be supported by new jobs, especially as Western Sydney employment is particularly vulnerable to declining manufacturing and increased energy costs.	The Western Sydney Airport would support the continued growth and development of Parramatta as a major employment and commercial centre for Sydney.
Penrith Community Plan  	The *Penrith Community Plan* has been developed through extensive engagement and was adopted in 2013. The following objectives are relevant to the proposed Western Sydney Airport: • The population is growing faster than the number of jobs available in the region, so residents will have to travel longer distances, which in turn affects the wellbeing of the community and the health of individuals. Penrith city council aims to support a balanced local economy delivering local jobs • The plan identifies the following key growth areas: health and wellbeing, arts/culture/communication, sustainability, logistics, innovation and manufacturing, finance and business • Improve roads, public transport, footpaths and cycleways to reduce traffic congestion and enhance liveability and access around the City.	The site of the proposed Western Sydney Airport is located on the edge of the Penrith LGA, with a number of communities in this area likely to experience both impacts and benefits. The airport would also support the objectives of the plan to support additional employment in the Western Sydney region to reduce the need to travel long distances for work.

Hills Future Community Strategic Plan 2015-2016 	The Hills Future Community Strategic Plan 2015-2016 is included within The Hills Shire Plan and identifies the following outcomes for the shire in the 10 years from 2013 when the plan was adopted: • Proactive leadership • Vibrant communities • Balanced urban growth. • Protected environment. • Modern local economy.	The Hills Shire is located on the edge of the Western Sydney region and there may be few direct impacts for The Hills communities, however transport and economic objectives could be supported by the proposed Western Sydney Airport and associated development.
Wollondilly Community Strategic Plan 2033 	The strategic plan captures the strengths and key issues facing the community and in response it establishes strategies to provide Council and the community with a focus and direction for achieving the identified outcomes. Due to the low and dispersed population, Council has limitations regarding employment opportunities, schools, human services, cultural and recreational opportunities, shopping, and leisure. Key issues that relate to the proposed Western Sydney Airport include: • Limited access to public transport and high reliance on having to travel significant distances • Population growth is needed to support business and employment growth, as well as schools, shops, professional services, cultural activities, community facilities and services. Wollondilly has a shortage of knowledge-based jobs, lacks strategic educational assets such as a university or TAFE presence and key infrastructure to support economic development • Council has insufficient funds to adequately maintain all assets, particularly roads and community facilities, in a suitable condition that meets the needs of the community • Public and alternative transport arrangements are poor, with limited bus services and diesel train services that terminate at Campbelltown • Access to services (e.g. health services) by elderly residents is an issue, with outreach services being poorly targeted to the community.	The airport site is located on the northern edge of Wollondilly Shire, with a number of nearby villages likely to experience impacts as well as benefits from the proposed airport. Population growth is identified as a key strategic need to support the community. The WSA would support this growth through increased development and employment in the region.

Appendix D – Badgerys Creek community profile

Badgerys Creek socio-demographic profile

Community overview

Badgerys Creek can be accessed from the north via Elizabeth Drive or from the south via The Northern Road, both of which are main thoroughfares within the locality. Kemps Creek or Luddenham are the closest service centres for the Badgerys Creek residents.

The Australian Government identified a site located in Badgerys Creek as the preferred location for a second Sydney Airport in 1986 and the site was acquired from property owners between 1986 and 1991.

The following information for the suburb of Badgerys Creek with a comparison to Liverpool LGA is based on ABS Census data 2011 unless otherwise stated. A large portion of Badgerys Creek is Commonwealth owned land (around 1,780 hectares of the total 1,810 hectares). As a result, the following information may not accurately reflect the current community profile. The following information provides an indicative community profile only.

Indicative social characteristics of the community on site and Badgerys Creek

Population

- The population of Badgerys Creek in 2011 was 455 persons compared with 721 persons in 2006 (ABS 2006).
- Badgerys Creek had a significantly lower population density compared with Liverpool LGA (0.03 persons per hectare compared with 5.89 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 3.7 per cent of the population or 17 persons. This was significantly higher than the Aboriginal and Torres Strait Islander population of Liverpool LGA with 1.5 per cent of the population with 2,676 persons
- 14.9 per cent of the population were born in a non-English speaking country and 63.5 per cent speak only English at home. This is considerably lower than Liverpool with 35.9 per cent of the population born in a non-English speaking country and 49.8 per cent speaking a language other than English at home.
- Slightly higher percentage of people living at the same address 1 and 5 years ago in comparison to Liverpool LGA (81.7 per cent and 56.2 per cent in contrast to 80 per cent and 52.8 per cent respectively).

Age profile

- Largest proportion of people in the 35-49 years age bracket- 19.6 per cent; followed by 60-69 years age group - 13.6 per cent. In Liverpool, the largest proportion of the population was also in the 35-49 years age group (22.3 per cent) followed by the 25-34 years age group (14.7 per cent)
- There were 117 people (25.7 per cent) aged under 18 years and 93 (20.4 per cent) aged 60 years or older. These results showed a slightly larger percentage of the population aged less than 18 years compared to Liverpool LGA (28.1 per cent) and a lower percentage aged 60 years or older compared to the wider area (13.5 per cent)
- A similar median age of 34 compared with 33 in Liverpool LGA.

Gender profile

- In 2011, Badgerys Creek had a female population of 213 (46.9 per cent) and a male population of 241 (52.9 per cent). Liverpool however had a higher proportioned female population of 90,820 (50.4 per cent) and a male population of 89,323 (49.6 per cent).

Badgerys Creek socio-demographic profile
Household structure and family composition • There were a total of 119 households in Badgerys Creek in 2011. Of the total number of households, family households comprised 78.2 per cent, 16.0 per cent were lone person households and 5.9 per cent were group households. Liverpool LGA had a higher number of family households (82.1 per cent), the same percentage of lone person households and a significantly lower proportion of group households (1.8 per cent) • Of the 102 families in Badgerys Creek, 49% were couple families with children, 29.4% were couple families without children and 21.6 per cent were one parent families. Liverpool LGA reported more couple families with children (56.7 per cent), less couple families without children (23.7 per cent) and one parent families (18.2 per cent).
Education level • Badgerys Creek has a significantly lower high school completion rate (18.4 per cent) compared with Liverpool LGA (46.3 per cent). The suburb also recorded a higher proportion of the population without post-school qualifications (58.3 per cent compared with 50.1%).
Housing tenure • There were a total of 120 private dwellings, of which 97.6 per cent were occupied and 2.4 per cent were unoccupied. Liverpool LGA had a lower percentage of occupied private dwellings (95.8 per cent) • All of the private dwellings in Badgerys Creek were separate houses, with no flats, units or apartments. Liverpool LGA however had a variety of housing choices including separate houses (72.1 per cent), semi-detached or terrace houses (11.4 per cent), flats, units or apartments (12.1 per cent) and other dwellings (0.2 per cent) • Of the occupied dwellings in Badgerys Creek, a significant percentage (67.2 per cent) of dwellings were rented, with 25 per cent being fully owned and 7.8 per cent owned with a mortgage. In comparison to Liverpool LGA, there was a higher percentage of rented dwellings (67.2 per cent and 30.4 per cent), similar full ownership rates (25 per cent and 24.1 per cent) and a significantly lower proportion of owned with a mortgage (7.8 per cent and 41.9 per cent) • Lower proportion of state housing properties being rented in Badgerys Creek (11.5 per cent) compared to Liverpool LGA (25.9 per cent). This represented nine properties of the total 120 private dwellings.
Total employment • Total employment in Badgerys Creek and Liverpool LGA was above 92 per cent.
Unemployment rate • The rate of unemployment was slightly lower in Badgerys Creek (6.1 per cent) in comparison to Liverpool LGA (7 per cent).
Total labour force • Badgerys Creek has lower labour force participation (49.1 per cent) in comparison to Liverpool LGA (58.1 per cent).

Badgerys Creek socio-demographic profile
Occupations • Residents of Badgerys Creek were mainly employed as managers (18.5 per cent), labourers (16.8 per cent) and technicians and trades (16.8 per cent). The more common professions in Liverpool were clerical and administrative (17.5 per cent), technicians and trades (15.7 per cent) and professionals (15.4 per cent).
Industries of employment • The most common industries of employment in Badgerys Creek were construction (13.3 per cent), agriculture (9.8 per cent), transport and warehousing (9.2 per cent). Manufacturing (14 per cent) and health care (8.1 per cent) ranked highest in Liverpool LGA.
Travel to work • A significant percentage of the population worked from home in comparison to the Liverpool LGA (14.9 per cent and 2.7 per cent). • The most common form of transport to work is by car (56.9 per cent), however more of the population in the Liverpool LGA used a private vehicle (71.1 per cent). Only a small percentage of residents used public transport (5.1 per cent).
Average income • Lower average weekly household income ($1,172) in comparison to Liverpool LGA ($1,299) • Lower average weekly individual income ($413) compared with Liverpool LGA ($510).
SEIFA rating • The SEIFA Index of Advantage and Disadvantage for Badgerys Creek was 913 indicating that the suburb was more disadvantaged compared to GSM (1025) (ABS 2013).

Appendix E – Western Sydney region - community profiles

Auburn LGA profile

Auburn LGA socio-demographic profile

Community overview

Auburn LGA is located 17 kilometres from the Sydney CBD and covers 32 square kilometres. Located close to the geographical centre of the GSM region and at the 'gateway to Western Sydney (Auburn City Council 2013), Auburn is densely populated, and primarily made up of residential and industrial areas.

In 2014 the estimated residential population of Auburn LGA was 85,446 persons (Profile.id 2014). The population is projected to grow by 32 per cent to 113,083 persons by 2030 (SGS Economics and Planning 2015).

The M4 Motorway travels through the LGA, which is proposed for major urban renewal. Sydney Olympic Park, the former site of the 2000 Olympic Games, is a major sport and recreation facility. The University of Sydney has a campus in Auburn (Cumberland Campus), and there is a TAFE campus. Auburn and Lidcombe are the largest town centres of the LGA and are located around train stations. Significant population growth is expected in the established centres and residential suburbs of Wentworth Point, Sydney Olympic Park and Lidcombe which will have increased housing and commercial development (Auburn City Council 2013).

The LGA has one of the largest overseas born populations of any local government in NSW. In 2011, 57 per cent of residents were born overseas, originating from 124 countries. The LGA is the first place of settlement for many newly arrived refugees and migrants; 27 per cent of Auburn LGA's population arrived in Australia within the last five years (Auburn City Council 2013).

The following information for the Auburn LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011a and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Auburn LGA as at 30 June 2014 was 85,446 persons (Profile.id. 2014a)
- The population of Auburn LGA in 2011 was 73,738 persons compared with 64,959 persons in 2006 (ABS 2006a), which is equivalent to an increase of 14 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Auburn LGA was considerably more populated than Greater Sydney with a density of 22.81 persons per hectare compared with 3.54 persons per hectare
- Slightly lower percentage of people living at the same address 1 and 5 years ago in comparison to Greater Sydney (75.3 per cent and 45.4 per cent in contrast to 80.0 per cent and 52.8 per cent respectively).
- Aboriginal and Torres Strait Islander people made up 0.6 per cent of the population with 448 persons. This was lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population with 54.2 per cent of the population born in a non-English speaking country and 71.0 per cent speaking a language other than English at home. This was significantly higher than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Auburn LGA socio-demographic profile
Community Values Auburn City Council's *Community Strategic Plan 2013-2023* identifies: • Auburn LGA is a community with a sense of pride in its cultural and linguistic diversity. • There is a strong network of not-for-profit cultural, civic, and community organisations with over 170 groups. • The community has strong social capital, and values social inclusion and intercultural understanding (Auburn City Council 2013).
Population projections • The population of Auburn LGA is expected to increase to 100,056 persons by 2025, 113,083 persons by 2030 and 193,047 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 93 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[5]
Age profile • Largest proportion of people is in the 35-49 years age bracket- 15,269 persons 20.7 per cent; followed by 25-34 years age group- 15,122 persons 20.5 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 17,205 people (23.3 per cent) aged under 18 years and 9,137 (12.4 per cent) aged 60 years or older. Greater Sydney recorded a fairly similar percentage of the population under the age of 18 (22.9 per cent), however the proportion of the population aged 60 years and older was noticeably higher than the LGA at 18.0 per cent • Younger population in Auburn with a median age of 31 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Auburn had a male population of 38,225 (51.8 per cent) and a female population of 35,513 (48.2 per cent). Greater Sydney reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 22,079 households in Auburn LGA. Of the total number of households, family households comprised 77.9 per cent, 17.0 per cent were lone person households and 5.1 per cent were group households. Greater Sydney reported a lower percentage of family households (73.1 per cent) and group households (4.3 per cent) and a higher percentage of lone person households (22.6 per cent) • Of the 18,303 families in Auburn LGA, 52.6 per cent were couple families with children, 29.1 per cent were couple families without children, and 15.3 per cent were one parent families. Greater Sydney recorded slightly more couple families without children (33.5 per cent) and one parent families (15.7 per cent) and a lower percentage of couple families with children (48.9 per cent).

[5] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Auburn LGA socio-demographic profile
Education level
• Auburn LGA had a similar rate of high school completion (55.4 per cent) compared to Greater Sydney (54.5 per cent). The LGA recorded a higher percentage of the population without post-school qualifications with 46.6 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment
• Total employment in Auburn LGA and Greater Sydney was over 90 per cent.
Unemployment rate
• The rate of unemployment was higher in Auburn LGA (8.6 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force
• The total labour force in Auburn LGA was 59,245 persons and 80 per cent compared with 81 per cent for Greater Sydney.
Occupations
• The most common occupations in Auburn LGA included professionals (20.8 per cent), clerical and administrative workers (14.3 per cent) and technicians and trades workers (14.2 per cent). These occupations were also dominant in Greater Sydney.
Industries of employment
• The main industries of employment in Auburn LGA included manufacturing (11.0 per cent), health care and social assistance (10.4 per cent) and retail trade (10.2 per cent). These industries were also dominant employers in Greater Sydney.
Travel to work
• Average trip to work 38 minutes (Bureau of Transport Statistics 2012) • In 2011, 64.3 per cent of Auburn's working residents travelled outside of the area to work (Profile.id. 2014a) • 56.3 per cent of the workforce travelled to work by car as driver or passenger while 28.2 per cent of the workforce travelled to work by public transport. A lower percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with more travelling by car (58.4 per cent).
Average income
• Lower average weekly household income ($1,160) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($420) compared with Greater Sydney ($619).

Auburn LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Auburn was 944 indicating that the LGA was on more disadvantaged compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Auburn LGA, 94.9 per cent of private dwellings were occupied and 5.1 per cent were unoccupied. There were a total of 23,261 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Auburn LGA, 49.8 per cent were separate houses, 37.7 per cent were flats, units or apartments, 12.1 per cent were semi-detached, row or terrace houses, or townhouses, and 0.2 per cent were other dwellings. Greater Sydney recorded a higher percentage of separate houses (60.9 per cent) and a lower number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Auburn LGA, approximately 57.1 per cent of the dwellings were privately owned (32.2 per cent were owned with a mortgage, 24.9 per cent were owned outright) and 38.9 per cent were rented. Greater Sydney recorded a greater percentage of privately owned dwellings with 65.2 per cent and fewer rented properties at 31.6 per cent
- Lower percentage of state housing properties in Auburn LGA (9.7 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Auburn is forecast to grow from 24,986 in 2011 to 51,119 in 2036, with the average household size falling from 3.15 to 2.70 by 2036 (Forecast.id. 2014a).

Housing values

- Average sale price of $704,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 17.4 per cent in median price annually (Housing NSW 2014).

Key opportunities and challenges

Existing opportunities and challenges facing the Auburn LGA have been identified based on a review of planning and policy documents including:

- Auburn City Council Community Strategic Plan 2013- 2023
- Consultation with Auburn City Council for Western Sydney Airport SIA.

Auburn LGA socio-demographic profile
Opportunities: • Provision of local employment initiatives which target service gaps and employment barriers for migrants and refugees. • Cultural and linguistic diversity creates a unique community identity, strong connections and networks. • Significant urban revitalisation projects including the Parramatta Road Revitalisation Project leading to employment and housing growth, and new infrastructure e.g. potential light rail link to Parramatta. • Building on strong social networks and developing more partnerships to increase resources into the LGA. • Building a positive image of the LGA through community education and safety programs and celebrating cultural diversity. • Engaging young people and providing accessible, youth-specific spaces. • Health and wellbeing programs which encourage physical activity. Challenges: • Fragmented distribution of community services and facilities across the LGA, diversity of languages and a significant socially disadvantaged population makes providing information and services challenging • Significant population of newly arrived migrants and refugees, many of whom experience multiple disadvantages e.g. poverty, housing stress unemployment • Rapid population growth and increasing demand for housing, employment and community services • Perceptions of crime and disparity between actual crime rates and likelihood of victimisation and the community's perception of risk • Housing affordability is becoming an increasing issue • Frequency and accessibility of public transport services and links between centres and key destinations. Low car ownership and infrequent public transport options • Low education levels and high population turnover requires continual delivery and promotion of education programs • High rates of youth disengagement - 11.1% of people 15 - 24 years neither employed nor studying. • Chronic diseases and health risk factors are above NSW state averages including type two diabetes, high cholesterol and hyper-intensive diseases, and physical inactivity.

Bankstown LGA profile

Bankstown LGA socio-demographic profile

Community overview

Bankstown LGA is located 20 kilometres from the Sydney CBD in Sydney's south west on the M5 Motorway, and covers 78 square kilometres (Bankstown City Council 2013) Densely populated, Bankstown has a mix of residential, commercial and industrial areas. Key industries for Bankstown include retail, wholesale, property and business services, construction and manufacturing (Profile.id 2014b).

The Bankstown Airport is a significant business park for south west Sydney, focused on aviation (flying schools, aircraft maintenance, scenic flights, aircraft couriers), aviation related (light aeronautical manufacturing and supply chain industry), and other industries (e.g. food retailers, warehouse distribution, manufacturing) (Bankstown Airport 2015). The University of Western Sydney also has a campus in Bankstown, and there are three TAFE campuses across the LGA.

The population of Bankstown was 200,357 in 2014 (Profile.id. 2014b), and is projected to increase to 233,573 persons by 2030 (SGS Economics and Planning 2015). Bankstown LGA is very culturally diverse, with over 120 different languages spoken across the LGA (Bankstown City Council 2013).

The following information for the Bankstown LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011b and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Bankstown LGA as at 30 June 2014 was 200,357 persons (Profile.id. 2014b)
- The population of Bankstown LGA in 2011 was 182,352 persons compared with 170,489 persons in 2006 (ABS 2006b). This is equivalent to an increase of 7 per cent. The population of Greater Sydney also increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Bankstown LGA was considerably more populated than Greater Sydney with a density of 23.70 persons per hectare compared with 3.54 persons per hectare
- Higher percentage of people living at the same address 1 and 5 years ago in comparison to Greater Sydney (83.6 per cent and 59.1 per cent in contrast to 80.0 per cent and 52.8 per cent respectively).
- Aboriginal and Torres Strait Islander people made up 0.8 per cent of the population with 1,388 persons. This was slightly lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Bankstown with 34.6 per cent of the population born in a non-English speaking country and 54.7 per cent speaking a language other than English at home. This was higher than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Bankstown LGA socio-demographic profile
Community values Bankstown City Council's *Community Plan 2030* : • Bankstown LGA residents have a strong sense of local identity, and are proud of the diverse population, village atmosphere in the suburbs, and local history. • The LGA's residents are active, and value the access they have to a number of parklands, community spaces and bushland (Bankstown City Council 2013).
Population projections • The population of Bankstown LGA is expected to increase to 218,863 persons by 2025, 233,573 persons by 2030 and 335,597 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 53 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[6]
Age profile • Largest proportion of people in the 35-49 years age bracket- 36,608 persons 20.1 per cent; followed by 25-34 years age group- 24,679 persons 13.5 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 47,376 people (26.0 per cent) aged under 18 years and 33,954 (18.7 per cent) aged 60 years or older. These results were fairly consistent with those of Greater Sydney which reported 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older • Median age of 35 years in Bankstown compared with 36 years in Greater Sydney.
Gender profile • In 2011, Bankstown had a female population of 92,424 (50.7 per cent) and a male population of 89,928 (49.3 per cent). Greater Sydney reported similar percentages with a female population of 50.8 per cent and a male population of 49.2 per cent.
Household structure and family composition • There were a total of approximately 57,237 households in Bankstown LGA. Of the total number of households, family households comprised 78.0 per cent, 20.0 per cent were lone person households and 2.0 per cent were group households. Greater Sydney reported similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households • Of the 47,029 families in Bankstown LGA, 52.6 per cent were couple families with children, 26.4 per cent were couple families without children, and 19.3 per cent were one parent families. Greater Sydney recorded similar percentages

[6] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Bankstown LGA socio-demographic profile
with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.
Education level • Bankstown LGA had a lower rate of high school completion (45.7 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 51.4 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Bankstown LGA and Greater Sydney was over 90 per cent.
Unemployment rate • The rate of unemployment was higher in Bankstown LGA (7.6 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • The labour force of Bankstown was 142,805 persons in 2011. This equated to 78 per cent of the total population compared with 81 per cent for Greater Sydney.
Occupations • The most common occupations in both Bankstown LGA and Greater Sydney included clerical and administrative workers (18.0 per cent and 16.2 per cent) and professionals (17.3 per cent and 25.5 per cent respectively).
Industries of employment • The main industries of employment in Bankstown LGA included manufacturing (11.4 per cent), retail trade (11.1 per cent) and health care and social assistance (9.7 per cent). These industries were also dominant employers in Greater Sydney.
Travel to work • Average trip to work 36 minutes (Bureau of Transport Statistics 2012) • In 2011, 58.3 per cent of Bankstown's working residents travelled outside of the area to work (Profile.id. 2014b) • 66.6 per cent of the workforce travelled to work by car as driver or passenger while 16.3 per cent of the workforce travelled to work by public transport. A slightly higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Bankstown LGA socio-demographic profile
Average income • Lower average weekly household income ($1,091) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($428) compared with Greater Sydney ($619).
SEIFA rating • The SEIFA Index of Advantage and Disadvantage for Bankstown was 946 indicating that the LGA was more disadvantaged compared to Greater Sydney (1025) (ABS 2013).
Housing profile
Housing tenure • In Bankstown LGA, 95.0 per cent of private dwellings were occupied and 5.0 per cent were unoccupied. There were a total of 60,236 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent • Of occupied private dwellings in Bankstown LGA, 69.2 per cent were separate houses, 16.4 per cent were semi-detached, row or terrace houses, or townhouses, 13.8 per cent were flats, units or apartments, and 0.4 per cent were other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a greater number of flats, units or apartments (25.8 per cent) • Of occupied private dwellings in Bankstown LGA, approximately 67.2 per cent of the dwellings were privately owned (34.0 per cent were owned outright, 33.2 per cent were owned with a mortgage) and 28.9 per cent were rented. Greater Sydney recorded similar percentages of tenure with 65.2 per cent privately owned dwellings and 31.6 per cent rented properties • Significantly higher percentage of state housing properties in Bankstown LGA (32.0 per cent) compared to Greater Sydney (14.4 per cent) • The number of dwellings in the Bankstown is forecast to grow from 63,508 in 2011 to 76,584 in 2031, with the average household size falling from 3.01 in 2011 to 2.87 by 2031 (Forecast.id. 2012a).
Housing values • Average sale price of $696,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 15.3 per cent in median price annually (Housing NSW 2014).

Bankstown LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Bankstown LGA have been identified based on a review of planning and policy documents including:

- Bankstown City Council, Bankstown Community Plan 2030
- Consultation with Bankstown City Council for Western Sydney Airport SIA.

Opportunities:

- Culturally diverse communities
- Potential for renewal of employment lands focusing on with intensification in some precincts and possible conversion to mixed use or residential in other precincts
- Bankstown Airport is an important transport hub that supports a range of associated industries
- Increasingly educated population
- Investment in economic and educational opportunities
- Safe and accessible public transport with designated pedestrian and bike paths
- Young adults and young families are drawn to the area by medium density housing options
- Increase in service based industries including health care and food, and small business opportunities

Challenges:

- High proportion of unskilled or semi-skilled occupations particularly for new migrants and refugees who have low English levels, low skill levels, or skills are not recognised in Australia.
- Ageing population and large proportion of young children require higher quality and supply of health services
- Decline of manufacturing and trade industries
- Concerns around safety in public areas. Resources to improve town centres, clean parks and facilities
- Provision of affordable housing for increasing population
- Car dependency and residents choosing cars over other forms of transport leading to congested roads. Traffic management and limited parking near businesses

Blacktown LGA profile

Blacktown LGA socio-demographic profile

Community overview

Blacktown is located in central Western Sydney, 35 kilometres from the Sydney CBD and covers 47 square kilometres (Blacktown City Council 2013). Major commercial centres of the LGA are Blacktown and Mount Druitt. There are 16 industrial estates across the LGA. The Blacktown LGA is supported by major transport infrastructure including the Western Motorway (M4), Westlink (M7), the Hills Motorway (M2), and 10 railway stations. The LGA has significant recreation and open space attractions including part of the Western Sydney Parklands and Prospect Reservoir, as well as major education institutions including the Blacktown Campus of the University of Western Sydney. Hospitals include the Blacktown District Hospital and Mount Druitt Hospital (Profile.id. 2014 (c)).

The LGA's population in 2014 was 332,424 (Profile.id 2014). This is projected to grow by 32 per cent to 439,663 persons by 2030 (SGS Economics and Planning 2015).

The Blacktown LGA is made up of residential areas, with substantial industrial and commercial land. Significant rural areas in the north of the LGA are primarily used for farming but are proposed for development as part of the North West Growth Centre in coming years. The Blacktown LGA makes up the largest proportion of the North West Growth Centre (Blacktown City Council 2013).

The following information for the Blacktown LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011c and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Blacktown LGA as at 30 June 2014 was 332,424 persons (Profile.id. 2014c)
- The population of Blacktown LGA in 2011 was 301,099 persons compared with 271,709 persons in 2006 (ABS 2006c). This is equivalent to an increase of 11 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Blacktown LGA had a higher population density (12.49 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 2.7 per cent of the population with 8,199 persons. This was higher than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Blacktown with 31.6 per cent of the population born in a non-English speaking country and 36.9 per cent speaking a language other than English at home. This was higher than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Blacktown LGA socio-demographic profile
Community values The Blacktown City Council's long term community strategic plan, *Blacktown City 2030* identifies: • Blacktown communities have a strong sense of pride in their city, and value the friendliness of the residents, and the varied backgrounds and life experiences of its members (Blacktown City Council 2013).
Population projections • The population of Blacktown LGA is expected to increase to 397,512 persons by 2025, 439,663 persons by 2030 and 741,664 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 87 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[7]
Age profile • Largest proportion of people in the 35-49 years age bracket- 65,591 persons 21.8 per cent; followed by 25-34 years age group- 46,569 persons 15.5 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • Large percentage of the population aged under 18 years with 84,759 persons (28.1 per cent) and 40,792 (13.5 per cent) aged 60 years or older. Greater Sydney trends indicated an older population with 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older • Younger population in Blacktown with a median age of 32 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Blacktown had a female population of 151,552 (50.3 per cent) and a male population of 149,547 (49.7 per cent). Greater Sydney reported a female population of 50.8 per cent and a male population of 49.2 per cent.
Household structure and family composition • There were a total of approximately 93,657 households in Blacktown LGA. Of the total number of households, family households comprised 81.7 per cent, 16.1 per cent were lone person households and 2.2 per cent were group households. Greater Sydney reported fewer family households (73.1 per cent), and a higher percentage of lone person households (22.6 per cent) and group households (4.3 per cent) compared to the LGA • Of the 80,467 families in Blacktown LGA, 53.5 per cent were couple families with children, 25.4 per cent were couple families without children, and 19.5 per cent were one parent families. Greater Sydney recorded fewer couple families with children (48.9 per cent) and one parent families (15.7 per cent) and a greater number of couple families without children (33.5 per cent).

[7] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Blacktown LGA socio-demographic profile
Education level • Blacktown LGA had a lower rate of high school completion (48.2 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 47.6 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Blacktown LGA and Greater Sydney was over 90 per cent.
Unemployment rate • The rate of unemployment was higher in Blacktown LGA (7.2 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • The labour force of Blacktown in 2011 comprised 229,640 persons which equated to 76 per cent of the population. Greater Sydney had a greater percentage of total labour force with 81 per cent.
Occupations • The most common occupations in Blacktown LGA included clerical and administrative workers (18.3 per cent) and professionals (17.4 per cent). These were also the dominant occupations in Greater Sydney.
Industries of employment • The main industries of employment in Blacktown LGA included manufacturing (12.7 per cent), health care and social assistance (11.4 per cent) and retail trade (10.8 per cent). Health care and social assistance and retail trade were also dominant employers in Greater Sydney.
Travel to work • Average trip to work 36 minutes (Bureau of Transport Statistics 2012) • In 2011, 59.0 per cent of Blacktown's working residents travelled outside of the area to work (Profile.id. 2014c) • 66.6 per cent of the workforce travelled to work by car as driver or passenger while 17.6 per cent of the workforce travelled to work by public transport. A slightly higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less people travelling by car (58.4 per cent).
Average income • Lower average weekly household income ($1,388) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($565) compared with Greater Sydney ($619).

Blacktown LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Blacktown was 974 indicating that the LGA was more disadvantaged compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Blacktown LGA, 95.5 per cent of private dwellings were occupied and 4.5 per cent were unoccupied. There were a total of 98,034 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Blacktown LGA, the majority were separate houses (82.9 per cent), 11.4 per cent were semi-detached, row or terrace houses, or townhouses, 5.1 per cent were flats, units or apartments, and 0.4 per cent were other dwellings. Greater Sydney recorded a significantly lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Blacktown LGA, approximately 66.8 per cent of the dwellings were privately owned (43.6 per cent were owned with a mortgage, 23.2 per cent were owned outright) and 30.1 per cent were rented. Greater Sydney recorded similar percentages with 65.2 per cent privately owned dwellings and 31.6 per cent rented properties
- Blacktown LGA had double the percentage of state housing properties (28.9 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Blacktown is forecast to grow from 102,074 in 2011 to 153,100 in 2036, with the average household size falling from 3.09 to 2.96 by 2036 (Forecast.id. 2011).

Housing values

- Average sale price of $575,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 17.6 per cent in median price annually (Housing NSW 2014).

Blacktown LGA socio-demographic profile
Key opportunities and challenges Existing opportunities and challenges facing the Blacktown LGA have been identified based on a review of planning and policy documents including: • Blacktown City Council, adopted June 2013. Blacktown City 2030 • Consultation with Blacktown City Council in June 2015 for Western Sydney Airport SIA.
Opportunities: • Continued development of the North West Growth Centre, with Blacktown making up the largest proportion, leading to significant residential development and population growth. • Provision and promotion of high quality community facilities including libraries which encourage lifelong learning and childcare facilities which meet the needs of families. • Culturally and linguistically diverse population and the celebration and promotion of this e.g. through public artworks and festivals. • Provision of transport networks that connect the LGA and are functional, accessible and acceptable to the community and support vehicle and non-vehicle users. Challenges: • Decreasing housing affordability. • Rapid population growth, particularly resulting from recent high migration to the LGA. • High rates of unemployment and limited job opportunities. • Pockets of significant socio-economic disadvantage e.g. large social housing areas. • Provision of services and information and social inclusion for emerging migrant populations.

Blue Mountains LGA profile

Blue Mountains LGA socio-demographic profile

Community overview

The Blue Mountains LGA is located on the western fringe of Metropolitan Sydney covering an area of 1,431 square kilometres (Blue Mountains City Council 2013). The LGA comprises 27 separate towns and villages each with a distinctive identity and character reflecting the varied climate, terrain and heritage of the area (Blue Mountains City Council 2013).

The Blue Mountains makes up 70 per cent of the LGA and is a World Heritage National Park, resulting in only 11 per cent of the LGA available for settlement (Blue Mountains City Council 2013). As the LGA contains the national and internationally significant Greater Blue Mountains World Heritage Area, tourism is a major contributor to the economy (Blue Mountains City Council 2013).

The Great Western Highway and Blue Mountains railway line traverse the LGA transporting goods, services and commuters between Sydney and the Central West of NSW, and within the LGA itself (Blue Mountains City Council 2013). There two hospitals in the including the Blue Mountains Hospital at Katoomba and the Springwood Hospital. TAFE NSW Western Sydney Institute has a campus in the LGA.

The estimated resident population of the LGA was 79,688 persons in 2014. The LGA has had the lowest population growth across all LGAs in the Greater Sydney region over the last decade (Blue Mountains City Council 2013). The population is projected to increase by 14 per cent to 90,741 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Blue Mountains LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011d and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Blue Mountains LGA as at 30 June 2014 was 79,688 persons (Profile.id. 2014d)
- The population of Blue Mountains LGA in 2011 was 75,942 persons compared with 74,067 persons in 2006 (ABS 2006d). This is equivalent to an increase of 3 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Blue Mountains LGA had a significantly lower population density of 0.52 persons per hectare compared with 3.54 persons per hectare in Greater Sydney
- Aboriginal and Torres Strait Islander people made up 1.7 per cent of the population with 1,318 persons. This was slightly higher than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Blue Mountains displays less cultural diversity, with only 6.3 per cent of the population born in a non-English speaking country and 5.1 per cent speaking a language other than English at home. This was significantly lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Blue Mountains LGA socio-demographic profile
Community values *Sustainable Blue Mountains 2025 – Community Strategic Plan* identifies the following: • Towns and villages should be distinctive and contained. Bush is to be maintained and the World Heritage environment is preserved into the future. • The local economy should be strong and diverse, with employment and education providing avenues to provide learning opportunities in conjunction with the World Heritage area (Blue Mountains City Council 2013).
Population projections • The population of Blue Mountains LGA is expected to increase to 85,741 persons by 2025, 90,741 persons by 2030 and 129,172 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 51 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[8]
Age profile • Older population in Blue Mountains with a median age of 42 years compared with 36 years in Greater Sydney. • Largest proportion of people in the 50-54 year age bracket at 8.0 per cent (6,050 persons); followed by 55-59 years age group at 7.9 per cent (5,971 persons). In Greater Sydney, the largest proportion of the population was in the 35-49 year age group (21.9 per cent) followed by the 25-34 year age group (15.4 per cent) • There were 17,922 people (23.6 per cent) aged under 18 years and 17,390 (22.8 per cent) aged 60 years or older. These results were fairly similar to the Greater Sydney region which reported 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older
Gender profile • In 2011, Blue Mountains had a female population of 39,231 (51.7 per cent) and a male population of 36,711 (48.3 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 28,030 households in Blue Mountains LGA. Of the total households, family households comprised 71.5 per cent, followed by 25.6 per cent lone person households and 2.8 per cent group households. This was similar to Greater Sydney which had 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households • Of the 20,386 families in Blue Mountains LGA, 45.2 per cent were couple families with children, 38.3 per cent were couple families without children, and 15.6 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

[8] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Blue Mountains LGA socio-demographic profile
Education level • Blue Mountains LGA had a slightly lower rate of high school completion (50.2 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a lower percentage of the population without post-school qualifications with 34.9 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Blue Mountains LGA and Greater Sydney was around 95 per cent.
Unemployment rate • The rate of unemployment was lower in Blue Mountains LGA (4.9 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Both Blue Mountains LGA and Greater Sydney had a total labour force of 81 per cent. The labour force of Blue Mountains in 2011 comprised 61,144 persons.
Occupations • The most common occupations in both Blue Mountains LGA and Greater Sydney included professionals (28.8 per cent and 25.5 per cent respectively) and clerical and administrative workers (14.3 per cent and 16.2 per cent).
Industries of employment • The main industries of employment in Blue Mountains LGA included health care and social assistance (14.7 per cent), education and training (14.6 per cent), and retail trade (9.2 per cent). Greater Sydney differed slightly with heath care and social assistance, retail trade and professional, scientific and technical services being the dominant industries of employment.
Travel to work • Average trip to work 41 minutes (Bureau of Transport Statistics 2012) • In 2011, 50.3 per cent of Blue Mountain's working residents travelled outside of the area to work (Profile.id. 2014d) • 62.7 per cent of the workforce travelled to work by car as driver or passenger while 11.5 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).
Average income • Lower average weekly household income ($1,270) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($590) compared with Greater Sydney ($619).

Blue Mountains LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Blue Mountains was 1038 indicating that the LGA was above average and reported lower levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Tourism

- In 2011, there were 2.3 million day trip visitors to the Blue Mountains, with expenditure of $233 million (Blue Mountains City Council 2013). The City also received an estimated 80,000 international overnight visitors (Blue Mountains City Council 2013).

Housing profile

Housing tenure

- In Blue Mountains LGA, 87.8 per cent of private dwellings were occupied and 12.2 per cent were unoccupied. There were a total of 31,910 private dwellings. Greater Sydney had a higher number of occupied private dwellings with 92.8 per cent
- Of occupied private dwellings in Blue Mountains LGA, the majority were separation houses with 92.7 per cent. 5.1 per cent were semi-detached, row or terrace houses, or townhouses, 2.0 per cent were flats, units or apartments, and 0.2 per cent were other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent) and semi-detached, row or terrace houses or townhouses (12.8 per cent)
- Of occupied private dwellings in Blue Mountains LGA, approximately 78.0 per cent of the dwellings were privately owned (40.6 per cent were owned with a mortgage, 37.4 per cent were owned outright) and 19.2 per cent were rented. Greater Sydney recorded less privately owned dwellings with 65.2 per cent and more rented properties at 31.6 per cent
- Lower percentage of state housing properties in Blue Mountains LGA (6.5 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Blue Mountains LGA is forecast to grow from 33,574 in 2011 to 36,771 in 2031, with the average household size falling from 2.51 to 2.38 by 2031 (Forecast.id. 2010).

Housing values

- Average sale price of $499,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 15.9 per cent in median price annually (Housing NSW 2014).

Blue Mountains LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Blue Mountains LGA have been identified based on a review of planning and policy documents including:

- *Sustainable Blue Mountains 2025* (Blue Mountains City Council 2013)
- Consultation with Blue Mountains City Council for Western Sydney Airport SIA.

Opportunities

- LGA contains the Greater Blue Mountains World Heritage Area which is highly valued by the community for its environmental, cultural and recreational significance and is a major tourism destination.
- Close-knit communities with distinct character and identity.
- Rich cultural and built heritage.
- Creative and spiritual LGA and attractive place for artists. The city was designated the inaugural 'City of the Arts' in NSW.

Challenges

- Conserving natural, built and cultural heritage in the context of limited resources and increased pressures for change and growth.
- Encouraging appropriate development, settlement patterns and urban forms, which accommodate some population growth, while minimising impacts on the environment.
- Very limited capacity for increased supply of housing in the LGA has resulted in housing demand not matched by supply – this has flow on effects including increased housing prices.
- Natural disasters particularly bushfire risk.
- Provision of utilities and infrastructure given the mountainous topography, heritage features, low population densities and dispersed settlement patterns.
- Some difficulty accessing services and facilities for some members of the community due to dispersed villages.
- Ageing of town centre infrastructure and vandalism have impacts on local amenity, vitality and viability
- Many young people leave once they've completed schooling, attracted by educational and employment opportunities outside the area
- Ageing population placing pressures on health and aged care services and accommodation
- Difference in socio-economic wellbeing and health status between the Upper and Lower Mountains.

Camden LGA profile

Camden LGA socio-demographic profile

Community overview

Camden LGA is located in Sydney's south-western suburbs, 60 kilometres from the Sydney CBD (Profile.id 2014 (e)). The area covers 201 square kilometres. The Camden LGA contains a mix of agricultural land, country towns and villages, and new residential areas with associated commercial and industrial development (Camden Council 2013). Camden is located within the South West Growth Centre.

The estimated population of Camden LGA in 2014 was 67,000 persons. This is projected to increase by 96 per cent to 131,265 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Camden LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011e and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Camden LGA as at 30 June 2014 was 67,084 persons (Profile.id. 2014e)
- The population of Camden LGA in 2011 was 56,720 persons compared with 49,645 persons in 2006 (ABS 2006e). This is equivalent to an increase of 14 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Camden LGA had a lower population density (2.79 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 2.0 per cent of the population with 1,117 persons. This was slightly higher than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Not a highly culturally diverse population in Camden with 8.5 per cent of the population born in a non-English speaking country and 10.2 per cent speaking a language other than English at home. This was considerably lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Community values

Camden's Community Strategic Plan, *Camden 2040* adopted in May 2013 was prepared in response to the large scale population growth and development projected for the future of the LGA and the South West Growth Centre. Camden 2040 identifies:

- Opportunities presented by urban development and population growth including at Oran Park and Gregory Hills.
- Other precincts are in planning and rezoning process, such as Leppington Precinct which will house a major centre, railway station with the extension of South West Rail Link, and residential development.
- The LGA's residents value open space and the quiet setting. Camden's community have a strong sense of pride in the 'country feel', and agricultural heritage. (Camden Council 2013).

Camden LGA socio-demographic profile
Population projections • The population of Camden LGA is expected to increase to 106,074 persons by 2025, 131,265 persons by 2030 and 267,281 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 152 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[9]
Age profile • Largest proportion of people in the 35-49 years age bracket- 13,109 persons 23.1 per cent; followed by 25-34 years age group- 7,471 persons 13.2 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 16,386 people (28.9 per cent) aged under 18 years and 8,133 (14.4 per cent) aged 60 years or older. These results showed a larger percentage of the population aged less than 18 years compared to Greater Sydney (22.9 per cent) and a lower percentage aged 60 years or older compared to the wider area (18.0 per cent) • Younger population in Camden with a median age of 34 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Camden had a female population of 28,840 (50.8 per cent) and a male population of 27,880 (49.2 per cent). Greater Sydney reported the same percentages of male and female populations.
Household structure and family composition • There were a total of approximately 17,875 households in Camden LGA. Of the total number of households, family households comprised 83.7 per cent, 14.5 per cent were lone person households and 1.8 per cent were group households. Greater Sydney reported a smaller percentage of family households with 73.1 per cent and a larger percentage of lone person households (22.6 per cent) and group households (4.3 per cent) • Of the 15,462 families in Camden LGA, 54.9 per cent were couple families with children, 30.0 per cent were couple families without children, and 14.1 per cent were one parent families. Greater Sydney also recorded more couple families with children at 48.9 per cent, 33.5 per cent couple families without children and 15.7 per cent one parent families.
Education level • Camden LGA had a lower rate of high school completion (40.7 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 45.6 per cent compared to 40.5 per cent for Greater Sydney.

[9] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Camden LGA socio-demographic profile

Economic and employment profile

Total employment

- Total employment in Camden LGA and Greater Sydney was around 95 per cent.

Unemployment rate

- The rate of unemployment was lower in Camden LGA (4.0 per cent) compared to Greater Sydney (5.7 per cent).

Total labour force

- Camden LGA and Greater Sydney had similar percentages of total labour force of 76 per cent and 81 per cent respectively. The labour force of Camden in 2011 comprised 42,955 persons.

Occupations

- The most common occupations in both Camden LGA and Greater Sydney included professionals (17.5 per cent and 25.5 per cent respectively) and clerical and administrative workers (17.5 per cent and 16.2 per cent).

Industries of employment

- The main industries of employment in Camden LGA included manufacturing (11.1 per cent), retail trade (11.0 per cent), construction (9.9 per cent) and education and training (9.3 per cent). These industries also ranked highly in Greater Sydney; however health care and social assistance and retail trade were the most dominant.

Travel to work

- Average trip to work 34 minutes (Bureau of Transport Statistics 2012)
- In 2011, 60.5 per cent of Camden's working residents travelled outside of the area to work (Profile.id. 2014e)
- 73.8 per cent of the workforce travelled to work by car as driver or passenger while 6.8 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Average income

- Higher average weekly household income ($1,727) in comparison to Greater Sydney ($1,447)
- Higher average weekly individual income ($690) compared with Greater Sydney ($619).

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Camden was 1056 indicating that the LGA was just above average with lower levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Camden LGA socio-demographic profile

Housing profile

Housing tenure

- In Camden LGA, 95.0 per cent of private dwellings were occupied and 5.0 per cent were unoccupied. There were a total of 18,806 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Camden LGA, the majority were separate houses (91.7 per cent), with only 5.7 per cent semi-detached, row or terrace houses, or townhouses, 1.6 per cent flats, units or apartments, and 0.9 per cent other dwellings. Greater Sydney recorded a significantly lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Camden LGA, a significant percentage (78.7 per cent) of the dwellings were privately owned (52.7 per cent were owned with a mortgage, 26.0 per cent were owned outright) and 18.7 per cent were rented. Greater Sydney recorded a lower percentage of privately owned dwellings with 65.2 per cent and more rented properties at 31.6 per cent
- Smaller percentage of state housing properties in Camden LGA (9.7 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Camden Council is forecast to grow from 19,588 in 2011 to 74,138 in 2036, with the average household size falling from 3.07 to 3.03 by 2036 (Forecast.id. 2014b).

Housing values

- Average sale price of $584,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 15.4 per cent in median price annually (Housing NSW 2014).

Camden LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Camden LGA have been identified based on a review of planning and policy documents including:

- Camden Council, Adopted May 2013. Camden 2040
- Consultation with Camden Council in June 2015 for Western Sydney Airport SIA.

Opportunities:

- Increasingly culturally diverse population
- Rapid population growth due to development of the South West Growth Centre bringing new infrastructure to the area
- Retaining valued heritage and characteristics within Camden
- Timely funding and delivery of infrastructure and services

Challenges:

- Managing population growth effectively and ensuring the LGA is supported by transport infrastructure, delivery of services to meet community, health, education, economic and recreational needs
- Loss of agricultural land and associated industries as a result of development of South West Growth Centre
- Retaining natural heritage and the 'country feel', and managing the impacts resulting from development
- Resourcing management of growth given the Council's current financial restraints
- Lack of employment opportunities in the LGA, and of those available, limited to a few occupations
- Providing services and support to the increasingly culturally diverse community e.g. translation services, support networks
- Currently community service provision and public transport is lacking, resulting in socially disadvantaged groups moving out of the LGA

Campbelltown LGA profile

Campbelltown LGA socio-demographic profile

Community overview

Campbelltown LGA is recognised as a regional centre located approximately 53 kilometres south west of Sydney CBD (Campbelltown City Council 2013). The LGA covers an area of 312 square kilometres and includes 33 suburbs (Campbelltown City Council 2013).

The LGA has significant environmental assets including large areas of bushland and waterways, as well as large residential and industrial areas, and some agricultural lands (Campbelltown City Council 2013). Key features include the University of Western Sydney (UWS) Campbelltown Campus including the School of Medicine, two TAFE colleges and Campbelltown Hospital (Campbelltown City Council 2013).

The estimated resident population of Campbelltown LGA as at 30 June 2014 was 156,572 persons (Profile.id. 2014f). This is projected to increase by 30 per cent to 203,220 by 2030 (SGS Economics and Planning 2015).

Campbelltown is one of the ten largest local government authorities in NSW (Campbelltown City Council 2013). Future population growth will largely be attributed to urban renewal, medium density and smaller scale master-planned estates (Campbelltown City Council 2013).

The following information for the Campbelltown LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011f and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Campbelltown LGA as at 30 June 2014 was 156,572 persons (Profile.id. 2014f)
- The population of Campbelltown LGA in 2011 was 145,967 persons compared with 143,076 persons in 2006 (ABS 2006f). This is equivalent to an increase of 2 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Campbelltown LGA had a higher population density (4.67 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 3.2 per cent of the population with 4,729 persons. This was double the percentage of Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Campbelltown with 20.5 per cent of the population born in a non-English speaking country and 25.2 per cent speaking a language other than English at home. This was slightly lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home. The most common languages spoken after English are Arabic and Filipino (Campbelltown City Council 2013).

Campbelltown LGA socio-demographic profile
Community values The *Strategic Plan* (2013) identifies: • The City as providing a unique combination of city opportunities in a natural setting. • Campbelltown also has a rich cultural heritage and has one of the largest populations of people identifying as Aboriginal and Torres Strait Islanders in NSW (Campbelltown City Council 2013).
Population projections • The population of Campbelltown LGA is expected to increase to 185,900 persons by 2025, 203,220 persons by 2030 and 320,041 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 72 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[10]
Age profile • Largest proportion of people in the 35-49 years age bracket- 29,203 persons 20.0 per cent; followed by 25-34 years age group- 20,676 persons 14.2 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 39,033 people (26.7 per cent) aged under 18 years and 21,756 (14.9 per cent) aged 60 years or older. Data for the Greater Sydney region indicated a greater percentage of the population aged 60 years or older (18.0 per cent) compared with the LGA and less of the population under the age of 18 years (22.9 per cent) • Younger population in Campbelltown with a median age of 33 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Campbelltown had a female population of 74,628 (51.1 per cent) and a male population of 71,339 (48.9 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 47,286 households in Campbelltown LGA. Of the total number of households, family households comprised 79.1 per cent, 18.7 per cent were lone person households and 2.2 per cent were group households. Greater Sydney reported similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households • Of the 39,123 families in Campbelltown LGA, 48.6 per cent were couple families with children, 27.5 per cent were couple families without children, and 22.3 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and less one parent families with 15.7 per cent.

[10] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Campbelltown LGA socio-demographic profile
Education level • Campbelltown LGA had a lower rate of high school completion (40.5 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 50.2 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Campbelltown LGA and Greater Sydney was over 90 per cent.
Unemployment rate • The rate of unemployment was higher in Campbelltown LGA (7.4 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Campbelltown LGA and Greater Sydney had similar percentages of total labour force with 78 per cent and 81 per cent respectively. The labour force of Campbelltown in 2011 comprised 113,953 persons.
Occupations • The most common occupations in Campbelltown LGA included clerical and administrative workers (18.1 per cent), technicians and trades workers (14.9 per cent) and professionals (14.3 per cent). Professionals and clerical and administrative workers were the dominant occupations in Greater Sydney.
Industries of employment • The main industries of employment in Campbelltown LGA included manufacturing (13.9 per cent), health care and social assistance (10.8 per cent) and retail trade (10.8 per cent). Health care and social assistance and retail trade were the dominant employers in Greater Sydney.
Travel to work • Average trip to work 35 minutes (Bureau of Transport Statistics 2012) • In 2011, 54.1 per cent of Campbelltown's working residents travelled outside of the area to work (Profile.id. 2014f) • 66.1 per cent of the workforce travelled to work by car as driver or passenger while 17.1 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).
Average income • Lower average weekly household income ($1,251) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($549) compared with Greater Sydney ($619).

Campbelltown LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Campbelltown was 1003 indicating that the LGA was just below average with similar levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Campbelltown LGA, 95.6 per cent of private dwellings were occupied and 4.4 per cent were unoccupied. There were a total of 49,486 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Campbelltown LGA, 80.5 per cent were separate houses, 15.4 per cent were semi-detached, row or terrace houses, or townhouses, 3.8 per cent were flats, units or apartments, and 0.3 per cent were other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Campbelltown LGA, approximately 66.5 per cent of the dwellings were privately owned (42.3 per cent were owned with a mortgage, 24.2 per cent were owned outright) and 30.4 per cent were rented. Greater Sydney recorded similar percentages with 65.2 per cent privately owned dwellings 65.2 per cent and 31.6 per cent rented properties
- Considerably larger percentage of state housing properties in Campbelltown LGA (36.7 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Campbelltown City is forecast to grow from 51,903 in 2011 to 77,050 in 2036, with the average household size falling from 2.98 to 2.83 by 2036 (Forecast.id. 2015).

Housing values

- Average sale price of $470,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 17.4 per cent in median price annually (Housing NSW 2014).

Campbelltown LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Campbelltown LGA have been identified based on a review of planning and policy documents including:

- Campbelltown's Community Strategic Plan 2013-2023 (Campbelltown City Council 2013)
- Consultation with Campbelltown City Council for Western Sydney Airport SIA.

Opportunities:

- Environmental assets and attractiveness of the area i.e. bushland, waterways
- Cultural heritage and culturally diverse population
- The emergence of the City as a regional centre will provide a wide range of education and employment opportunities, particularly for young people
- Diverse and resilient economy
- Growth of the health sector with the University of Western Sydney, Campbelltown Hospital and new aged care services creating new job opportunities for professional roles. The retail and community sectors are also growing.

Challenges:

- Ageing population
- Pressure on infrastructure and services due to population growth in the South West Growth Centre
- Management of assets is critical to ensure their preservation
- Decreasing housing affordability for an area that has previously been known as affordable
- The changing population and demographics will have a significant impact on transport corridors and infrastructure needs within the LGA.

Fairfield LGA profile

Fairfield LGA socio-demographic profile

Community overview

Fairfield LGA is located 32 kilometres south-west of Sydney CBD (Fairfield City Council 2015). The LGA consists of 27 suburbs encompassing an area of approximately 104 square kilometres (Fairfield City Council 2015). Key features include part of the Western Sydney Parklands and Chipping Norton Lakes.

The land within the LGA is predominately residential, with substantial industrial and commercial areas, and some rural residential areas in the west (Fairfield City Council 2012). Housing in the LGA consists of mainly detached housing with apartments and residential flat development surrounding the town centres of Fairfield and Cabramatta (Fairfield City Council 2015).

The estimated resident population of Fairfield LGA as at 30 June 2014 was 203,109 persons (Profile.id. 2014g). This is projected to increase by 15 per cent to 234,202 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Fairfield LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011g and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Fairfield LGA as at 30 June 2014 was 203,109 persons (Profile.id. 2014g)
- The population of Fairfield LGA in 2011 was 187,766 persons compared with 179,893 persons in 2006 (ABS 2006g). This is equivalent to an increase of 4 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Fairfield LGA was considerably more populated than Greater Sydney with a density of 18.43 persons per hectare compared with 3.54 persons per hectare
- Aboriginal and Torres Strait Islander people made up 0.7 per cent of the population with 1,322 persons. This was lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Fairfield with 50.1 per cent of the population born in a non-English speaking country and 69.9 per cent speaking a language other than English at home. This was double the percentages recorded for Greater Sydney of 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home. The most common other languages spoken are Vietnamese, Arabic, Assyrian, Cantonese and Spanish (Fairfield City Council 2015).

Fairfield LGA socio-demographic profile
Community values *2012-2022 Fairfield City Plan – Community Strategic Plan* identifies: • The population of Fairfield LGA is highly diverse and made up of many different cultures. This is a key focus of the LGA and reflected in the City motto of Celebrating Diversity (Fairfield City Council 2015).
Population projections • The population of Fairfield LGA is expected to increase to 221,317 persons by 2025, 234,202 persons by 2030 and 328,864 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 49 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[11]
Age profile • Largest proportion of people in the 35-49 years age bracket- 38,858 persons 20.7 per cent; followed by 50-59 years age group- 25,277 persons 13.5 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 46,904 people (25.0 per cent) aged under 18 years and 32,185 (17.1 per cent) aged 60 years or older. These results showed a larger percentage of the population aged less than 18 years compared to Greater Sydney (22.9 per cent) and a slightly lower percentage aged 60 years or older compared to the wider area (18.0 per cent) • Both Fairfield LGA and Greater Sydney had a median age of 36 years.
Gender profile • In 2011, Fairfield had a female population of 95,245 (50.7 per cent) and a male population of 92,521 (49.3 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 55,835 households in Fairfield LGA. Of the total number of households, family households comprised 82.3 per cent, 15.6 per cent were lone person households and 2.0 per cent were group households. Greater Sydney reported a smaller percentage of family households with 73.1 per cent and a larger percentage of lone person households (22.6 per cent) and group households (4.3 per cent) • Of the 49,714 families in Fairfield LGA, 52.0 per cent were couple families with children, 23.3 per cent were couple families without children, and 22.6 per cent were one parent families. This represents a higher Greater Sydney also recorded more couple families with children at 48.9 per cent, 33.5 per cent couple families without children and 15.7 per cent one parent families.

[11] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Fairfield LGA socio-demographic profile
Education level • Fairfield LGA had a lower rate of high school completion (43.0 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a considerably higher percentage of the population without post-school qualifications with 60.3 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Fairfield LGA and Greater Sydney was above 90 per cent.
Unemployment rate • The rate of unemployment was higher in Fairfield LGA (9.7 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Fairfield LGA and Greater Sydney had similar percentages of total labour force of 80 per cent and 81 per cent respectively. The labour force of Fairfield in 2011 comprised 149,548 persons.
Occupations • The most common occupations in Fairfield LGA included technicians and trades workers (15.8 per cent) clerical and administrative workers (15.2 per cent) and labourers (14.8 per cent). The percentage of labourers in the LGA was double the percentage recorded for Greater Sydney (7.3 per cent). Greater Sydney had a significantly higher percentage of professionals (25.5 per cent) compared to Fairfield.
Industries of employment • The main industries of employment in Fairfield LGA included manufacturing (17.8 per cent), retail trade (11.5 per cent), health care and social assistance (8.6 per cent) and construction (8.6 per cent). These industries also ranked highly in Greater Sydney; however health care and social assistance and retail trade were the most dominant.
Travel to work • Average trip to work 37 minutes (Bureau of Transport Statistics 2012) • In 2011, 55.9 per cent of Fairfield's working residents travelled outside of the area to work (Profile.id. 2014g) • 70.7 per cent of the workforce travelled to work by car as driver or passenger while 13.7 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Fairfield LGA socio-demographic profile

Average income

- Lower average weekly household income ($1,022) in comparison to Greater Sydney ($1,447)
- Significantly lower average weekly individual income ($369) compared with Greater Sydney ($619).

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Fairfield was 886 indicating that the LGA was below average and more disadvantaged compared to Greater Sydney (1025). This was the lowest SEIFA index in Greater Sydney (ABS 2013).

Housing profile

Housing tenure

- In Fairfield LGA, 95.7 per cent of private dwellings were occupied and 4.3 per cent were unoccupied. There were a total of 58,369 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Fairfield LGA, the majority were separate houses (74.0 per cent), 13.6 per cent semi-detached, row or terrace houses, or townhouses, 12.0 per cent flats, units or apartments, and 0.3 per cent other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Fairfield LGA demonstrated equal percentages of housing tenure 32.5 per cent of dwellings owned outright, 32.3 per cent owned with a mortgage, and 30.8 per cent rented. Greater Sydney also recorded a fairly equal split with 34.8 per cent owned with a mortgage, 31.6 per cent rented and 30.4 per cent owned outright
- Higher percentage of state housing properties in Fairfield LGA (24.2 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in Fairfield City is forecast to grow from 61,195 in 2011 to 71,948 in 2031, with the average household size falling from 3.23 to 3.03 by 2031 (Forecast.id. 2014c).

Housing values

- Average sale price of $585,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 18.2 per cent in median price annually (Housing NSW 2014).

Fairfield LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Fairfield LGA have been identified based on a review of planning and policy documents including:

- Fairfield City Plan 2012-2022- Community Strategic Plan (Fairfield City Council 2012)
- Consultation with Fairfield City Council in June 2015 for Western Sydney Airport SIA.

Opportunities:

- Culturally diverse population with strong community networks and community resilience
- Diverse LGA with both urban and rural areas
- Variety of cuisines, cafes, and local businesses that reflect the diverse population

Challenges:

- High levels of socio-economic disadvantage including poverty
- High rates of physical and mental disability
- Decreasing housing affordability with high levels of housing stress
- Need for improved health services and access to education
- Gaps in skilled labour in population
- Environmental issues- community would like to see a cleaner environment with less rubbish dumping
- Need for better public transport, improved roads and more parking
- Need more activities for children and youth

Hawkesbury LGA profile

Hawkesbury LGA socio-demographic profile

Community overview

The Hawkesbury LGA is located approximately 50 kilometres from Sydney towards the outer northwest of the metropolitan area (Hawkesbury City Council 2006). It is the largest LGA in metropolitan NSW covering an area of 2,793 square kilometres (Hawkesbury City Council 2006). Key features include the University of Western Sydney Hawkesbury Campus, a TAFE campus, and the Richmond RAAF base.

The landscape is characterised by four river valleys with the Hawkesbury River being a key focus, fertile floodplains and wetlands, undulating hills, timbered ridges, steep gorges and towering escarpments (Hawkesbury City Council 2006). As well as the Hawkesbury River, around 70 per cent of the LGA is National Parks and Wilderness Areas, including part of the world heritage listed Blue Mountains (Hawkesbury City Council 2006). The area also has a rich Indigenous and post-settlement history (Hawkesbury City Council 2006).

The Hawkesbury is made up of many small townships and localities within a rural and natural setting (Hawkesbury City Council 2006). Despite almost 94 per cent of The Hawkesbury's total population living within the most south easterly portion of the LGA, no single township or locality contains more than 11 per cent of the total population (Hawkesbury City Council 2006). The remaining 6 per cent live in small and isolated hamlets on the rural periphery (Hawkesbury City Council 2006). Part of the LGA is located in the North West Growth Centre.

The estimated resident population of Hawkesbury LGA as at 30 June 2014 was 65,527 persons (Profile.id. 2014i). This is projected to increase by 20 per cent to 78,676 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Hawkesbury LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011i and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Hawkesbury LGA as at 30 June 2014 was 65,527 persons (Profile.id. 2014i)
- The population of Hawkesbury LGA in 2011 was 62,353 persons compared with 60,561 persons in 2006 (ABS 2006h). This is equivalent to an increase of 3 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Hawkesbury LGA had a significantly lower population density of 0.22 persons per hectare compared with 3.54 persons per hectare in Greater Sydney
- Aboriginal and Torres Strait Islander people made up 2.6 per cent of the population with 1,610 persons. This was double the percentage of the Aboriginal and Torres Strait Islander population recorded for Greater Sydney of 1.2 per cent
- Not a highly culturally diverse population in Hawkesbury with 5.5 per cent of the population born in a non-English speaking country and 5.3 per cent speaking a language other than English at home. This was significantly lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Hawkesbury LGA socio-demographic profile
Community values The *Hawkesbury Community Strategic Plan 2013-2032* identifies: • The local community aspire to sustainable development that is well planned, connected and safe and establishes friendly neighbourhoods. • Residents value the local environment and importance it plays in their lifestyles. • The Hawkesbury should be well connected to the surrounding regions through integrated transport and well maintained roads (Hawkesbury City Council, 2013)
Population projections • The population of Hawkesbury LGA is expected to increase to 74,189 persons by 2025, 78,676 persons by 2030 and 101,213 persons by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 36 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[12]
Age profile • Largest proportion of people in the 35-49 years age bracket- 13,629 persons 21.9 per cent; followed by 50-59 years age group- 8,173 persons 13.1 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 16,238 people (26.0 per cent) aged under 18 years and 10,684 (17.1 per cent) aged 60 years or older. Greater Sydney reported a smaller population under the age of 18 (22.9 per cent) and a slightly larger percentage of the population aged 60 years or older (18.0 per cent) • Both Hawkesbury LGA and Greater Sydney had the same median age of 36 years. • The population of The Hawkesbury is ageing. Over the last two decades the proportion of children and young people aged 0 to 24 has been declining and this trend is set to continue. However the Hawkesbury still has a relatively young population compared with national trends. The Hawkesbury's lower than national average age reflects the area's sustained population growth – primarily as a result of natural population increases. (Hawkesbury City Council 2006)
Gender profile • In 2011, Hawkesbury had a female population of 31,297 (50.2 per cent) and a male population of 31,056 (49.8 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).

[12] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Hawkesbury LGA socio-demographic profile

Household structure and family composition

- There were a total of approximately 20,845 households in Hawkesbury LGA. Of the total number of households, family households comprised 77.2 per cent, 20.4 per cent were lone person households and 2.4 per cent were group households. Greater Sydney reported generally similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households
- Of the 16,621 families in Hawkesbury LGA, 49.4 per cent were couple families with children, 32.5 per cent were couple families without children, and 17.0 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

Education level

- Hawkesbury LGA had a lower rate of high school completion (36.4 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 44.7 per cent compared to 40.5 per cent for Greater Sydney.

Economic and employment profile

Total employment

- Total employment in Hawkesbury LGA and Greater Sydney was around 95 per cent.

Unemployment rate

- The rate of unemployment was lower in Hawkesbury LGA (4.6 per cent) compared to Greater Sydney (5.7 per cent).

Total labour force

- The labour force of Hawkesbury in 2011 was 24,784 persons equating to 40 per cent of the population. Greater Sydney reported almost double this percentage with a total labour workforce of 81 per cent.

Occupations

- The most common occupations in Hawkesbury LGA included technicians and trades workers (18.8 per cent), clerical and administrative workers (15.4 per cent) and professionals (15.2 per cent). Professionals and clerical and administrative workers were dominant in Greater Sydney.

Industries of employment

- The main industries of employment in Hawkesbury LGA included construction (12.6 per cent); manufacturing (10.8 per cent) and retail trade (10.4 per cent). Health care and social assistance, retail trade, and professional, scientific and technical services were the dominant industries in Greater Sydney.

Hawkesbury LGA socio-demographic profile

Travel to work

- Average trip to work 31 minutes (Bureau of Transport Statistics 2012)
- In 2011, 42.6 per cent of Hawkesbury's working residents travelled outside of the area to work (Profile.id. 2014i)
- 71.8 per cent of the workforce travelled to work by car as driver or passenger while 4.7 per cent of the workforce travelled to work by public transport. A considerably higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Average income

- Lower average weekly household income ($1,385) in comparison to Greater Sydney ($1,447)
- Higher average weekly individual income ($622) compared with Greater Sydney ($619).

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Hawkesbury was 1017 indicating that the LGA was just below average and reported similar levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Hawkesbury LGA, 92.8 per cent of private dwellings were occupied and 7.2 per cent were unoccupied. There were a total of 22,462 private dwellings. Greater Sydney had the same distribution of private dwellings
- Of occupied private dwellings in Hawkesbury LGA, the majority were separate houses with 85.8 per cent, 9.3 per cent were semi-detached, row or terrace houses, or townhouses, 3.7 per cent were flats, units or apartments, and 1.2 per cent were other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Hawkesbury LGA, approximately 72.4 per cent of the dwellings were privately owned (42.5 per cent were owned with a mortgage, 29.9 per cent were owned outright) and 24.9 per cent were rented. Greater Sydney recorded a smaller percentage of privately owned dwellings with 65.2 per cent and more rented properties at 31.6 per cent
- Similar percentage of state housing properties in Hawkesbury LGA (13.7 per cent) compared to Greater Sydney (14.4 per cent).

Housing values

- Average sale price of $600,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 11.2 per cent in median price annually (Housing NSW 2014).

Hawkesbury LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Hawkesbury LGA have been identified based on a review of planning and policy documents including:

- Hawkesbury Community Strategic Plan 2013-2032 (Hawkesbury City Council 2013)
- Hawkesbury Cultural Plan 2006-2011 (Hawkesbury City Council 2006)
- Consultation with Hawkesbury City Council for Western Sydney Airport SIA.

Opportunities:

- Cultural and built heritage including significant Indigenous heritage
- Community values the relaxed lifestyle and close-knit community
- Promotion of the Hawkesbury area as a tourist destination
- The LGA has a balance of rural / agricultural and city/urban areas. The agricultural and farming sector is complemented by the area's relatively close proximity to the Sydney CBD
- The Hawkesbury is a regional centre in a natural setting with a large amount of bushland including part of the Blue Mountains
- The shifting economy from a more agricultural model to an economy based on diversity of services and products can provide opportunities whilst still recognising the need to retain the area's natural and rural/agricultural environment and heritage in order to preserve local quality of life.

Challenges:

- Population growth slowing and population ageing
- Agriculture and farming threatened by urban development. The LGA is on the fringe of Western Sydney, close to rapidly growing urban centres such as Parramatta, Castle Hill and Blacktown
- Lack of effective public transport network which links to regional centres e.g. Parramatta, Sydney CBD
- Shortfalls in some community infrastructure particularly telecommunications infrastructure- lack of mobile phone access
- Lack of opportunities for young people.

Holroyd LGA profile

Holroyd LGA socio-demographic profile

Community overview

The Holroyd LGA is located in Sydney's western suburbs, about 25 kilometres from the Sydney CBD (Holroyd City Council 2012). The LGA covers nearly 40 square kilometres and is bounded by Parramatta in the north and east, Fairfield in the south and Blacktown in the west (Holroyd City Council 2012).

Holroyd is a predominately residential area, with substantial industrial areas, and some commercial areas (Holroyd City Council 2011). The LGA is serviced by major transport infrastructure including the M4 Motorway, Cumberland and Great Western Highway (Holroyd City Council 2011).

Holroyd had a population of around 111,100 persons in 2014 which is expected to increase primarily due to changes to planning controls permitting higher density development in the town centres (Holroyd City Council 2013). The population is projected to increase by 11 per cent to 123,482 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Holroyd LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011j and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Holroyd LGA as at 30 June 2014 was 111,100 persons (Profile.id. 2014j)
- The population of Holroyd LGA in 2011 was 99,163 persons compared with 89,766 persons in 2006 (ABS 2006i). This is equivalent to an increase of 10 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Holroyd LGA was considerably more population than Greater Sydney with a density of 24.54 persons per hectare compared with 3.54 persons per hectare
- Aboriginal and Torres Strait Islander people made up 0.8 per cent of the population with 816 persons. This was slightly lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Holroyd LGA with over half the population speaking a language other than English at home (51 per cent). This was significantly higher than Greater Sydney which recorded 32.5 per cent speaking a language other than English at home. The most common birth countries were India, Lebanon, China and Sri Lanka (Holroyd City Council 2011).

Holroyd LGA socio-demographic profile

Community values

The Holroyd City Council's *Living Holroyd: Vision and Options Paper* identifies that residents value:

- Central and convenient location
- Good amenities / infrastructure
- Well-kept parks and gardens
- Good shopping (Holroyd City Council 2010b).

Population projections

- The population of Holroyd LGA is expected to increase to 116,135 persons by 2025, 123,482 persons by 2030 and 169,247 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 46 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[13]

Age profile

- Largest proportion of people in the 35-49 years age bracket- 20,662 persons 20.8 per cent; followed by 25-34 years age group- 17,602 persons 17.8 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent)
- There were 24,327 people (24.5 per cent) aged under 18 years and 16,797 (17.0 per cent) aged 60 years or older. These results were fairly similar to the Greater Sydney region which reported 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older
- Younger population in Holroyd with a median age of 34 years compared with 36 years in Greater Sydney.

Gender profile

- In 2011, Holroyd had a female population of 50,059 (50.5 per cent) and a male population of 49,104 (49.5 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).

Household structure and family composition

- There were a total of approximately 33,011 households in Holroyd LGA. Of the total number of households, family households comprised 76.4 per cent, 20.9 per cent were lone person households and 2.7 per cent were group households. Greater Sydney reported similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households
- Of the 26,388 families in Holroyd LGA, 50.7 per cent were couple families with children, 29.5 per cent were couple families without children, and 17.6 per cent were one parent families. Greater Sydney recorded the same family characteristics with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

[13] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Holroyd LGA socio-demographic profile

Education level

- Holroyd LGA had a slightly lower rate of high school completion (50.4 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 45.2 per cent compared to 40.5 per cent for Greater Sydney.

Economic and employment profile

Total employment

- Holroyd City is seen as a major employment hub for Western Sydney (Holroyd City Council 2011)
- Total employment in Holroyd LGA and Greater Sydney was over 90 per cent.

Unemployment rate

- The rate of unemployment was higher in Holroyd LGA (7.2 per cent) compared to Greater Sydney (5.7 per cent).

Total labour force

- Holroyd LGA and Greater Sydney had similar percentages of total labour force of 79 per cent and 81 per cent respectively. The labour force of Holroyd in 2011 comprised 78,412 persons
- An additional 8,000 jobs are projected to be created by 2031 (Holroyd City Council 2011).

Occupations

- The most common occupations in both Holroyd LGA and Greater Sydney included professionals (20.0 per cent and 25.5 per cent respectively) and clerical and administrative workers (18.7 per cent and 16.2 per cent).

Industries of employment

- The main industries of employment in Holroyd LGA included manufacturing (11.1 per cent), health care and social assistance (11.0 per cent) and retail trade (10.6 per cent). Retail trade and health care and social assistance were also dominant in Greater Sydney.

Travel to work

- Average trip to work 36 minutes (Bureau of Transport Statistics 2012)
- In 2011, 70.7 per cent of Holroyd's working residents travelled outside of the area to work (Profile.id. 2014j)
- 63.2 per cent of the workforce travelled to work by car as driver or passenger while 20.4 per cent of the workforce travelled to work by public transport. This was fairly consistent with the travel to work data for Greater Sydney which indicated that 20.0 per cent travelled to work by public transport and 58.4 per cent travelled by car.

Holroyd LGA socio-demographic profile
Average income • Lower average weekly household income ($1,209) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($517) compared with Greater Sydney ($619).
SEIFA rating • The SEIFA Index of Advantage and Disadvantage for Holroyd was 972 indicating that the LGA was more disadvantaged compared to Greater Sydney (1025) (ABS 2013).
Housing profile
House tenure • In Holroyd LGA, 94.7 per cent of private dwellings were occupied and 5.3 per cent were unoccupied. There were a total of 34,864 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent • Of occupied private dwellings in Holroyd LGA, 61.6 per cent were separate houses, 23.8 per cent were flats, units or apartments, 14.3 per cent were semi-detached, row or terrace houses, or townhouses, and 0.2 per cent were other dwellings. Greater Sydney recorded similar percentages with a slightly higher percentage of flats, units or apartments (25.8 per cent) • Of occupied private dwellings in Holroyd LGA, approximately 61.7 per cent of the dwellings were privately owned (32.7 per cent were owned with a mortgage, 29.0 per cent were owned outright) and 34.8 per cent were rented. Greater Sydney recorded a greater percentage of privately owned dwellings with 65.2 per cent and fewer rented properties at 31.6 per cent • Greater percentage of state housing properties in Holroyd LGA (18.9 per cent) compared to Greater Sydney (14.4 per cent) • Holroyd will have over 15,000 new dwellings over the next 20 years (Holroyd City Council 2014).
Housing values • Average sale price of $624,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 17.7 per cent in median price annually (Housing NSW 2014).

Holroyd LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Holroyd LGA have been identified based on a review of planning and policy documents including:

- Living Holroyd Community Strategic Plan 2011 (Holroyd City Council 2011)
- Holroyd City Social Plan 2010-2012 (Holroyd City Council 2010a)
- Consultation with Holroyd City Council for Western Sydney Airport SIA.

Opportunities:

- The strong cultural diversity in the LGA provides the opportunity to build a more inclusive and harmonious community
- Holroyd is identified as a family-oriented city
- Large number of volunteer and social groups within the LGA
- Opportunity to revitalise centres and improve vibrancy of community through local events, community markets, art projects and street furniture
- Encourage wider variety of businesses to locate in the area to improve access to services
- Large skilled migrant and refugees in some area in the LGA however there is a relatively high rate of unemployment in these areas. There are opportunities to provide increased employment for these groups but they rely on good public transport
- Diversity of skills across the community.

Challenges:

- Relatively high unemployment rates in migrant and refugee communities.
- Community identified issues with transport infrastructure (need to improve public transport, roads, parking, accessibility, access afterhours including lighting, pedestrian and cycle facilities and footpaths).
- Time taken to travel to CBD due to traffic on roads.
- Lack of understanding of differences and cultural practices by some community members has raised concerns of anti-social behaviour
- Disadvantage affects many residents through low income, housing stress, mental health and homelessness
- Information is not accessible to the whole community due to the range of languages spoken in the community, differing education levels and relatively low level of access to the Internet
- Shortfalls in some community facilities which community identify as run down, under serviced and under-used(e.g. child and family services, health and aged care options)
- Decreasing housing affordability.

Liverpool LGA profile

Liverpool LGA socio-demographic profile

Community overview

Liverpool LGA is identified as a regional city within south west Sydney (Liverpool City Council 2014). The LGA consists of 42 suburbs covering an area of 305 square kilometres (Liverpool City Council 2013). Liverpool City is a rapidly growing residential area with substantial industrial and commercial areas. Liverpool features both highly urbanised and rural areas. Part of the Western Sydney Parklands is located in the LGA, as well as Chipping Norton Lakes, Liverpool Hospital, Casula Powerhouse, the Holsworthy Military Camp, and a TAFE campus.

The area has undergone significant infrastructure upgrades with the launch of the largest hospital in Australia, high-end retail facilities, schools and tertiary education facilities including TAFE and a teaching hospital (Liverpool City Council 2014).

The estimated resident population of Liverpool LGA as at 30 June 2014 was 199,928 persons (Profile.id. 2014k). This is projected to increase by 34 per cent to 268,208 persons by 2030 (SGS Economics and Planning 2015).

Liverpool is a young city with almost 40 per cent of the population under 24 years of age at the time of the 2011 Census (Liverpool City Council 2013). It is also a culturally diverse population with people from a diverse range of backgrounds (Liverpool City Council 2014).

The following information for the Liverpool LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011k and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Liverpool LGA as at 30 June 2014 was 199,928 persons (Profile.id. 2014k)
- The population of Liverpool LGA in 2011 was 180,143 persons compared with 164,603 persons in 2006 (ABS 2006j). This is equivalent to an increase of 9 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Liverpool LGA had a higher population density (5.89 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 1.5 per cent of the population with 2,676 persons. This was slightly higher than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Liverpool with 35.9 per cent of the population born in a non-English speaking country and 49.8 per cent speaking a language other than English at home. This was considerably higher than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Liverpool LGA socio-demographic profile
Community values The *Growing Liverpool 2023* document identifies that the community values: • Jobs closer to home • Access to opportunities for education • Protection of the natural environment • High quality open space with opportunities for active transport • Reliable and frequent public transport • Mixed and affordable housing options • Harmonious city that respects the rich cultural diversity (Liverpool City Council 2013).
Population projections • The population of Liverpool LGA is expected to increase to 237,874 persons by 2025, 268,208 persons by 2030 and 534,517 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 125 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[14]
Age profile • Largest proportion of people in the 35-49 years age bracket- 40,158 persons 22.3 per cent; followed by 25-34 years age group- 26,391 persons 14.7 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 50,568 people (28.1 per cent) aged under 18 years and 24,219 (13.5 per cent) aged 60 years or older. These results showed a larger percentage of the population aged less than 18 years compared to Greater Sydney (22.9 per cent) and a lower percentage aged 60 years or older compared to the wider area (18.0 per cent) • Younger population in Liverpool with a median age of 33 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Liverpool had a female population of 90,820 (50.4 per cent) and a male population of 89,323 (49.6 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).

[14] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Liverpool LGA socio-demographic profile
Household structure and family composition • There were a total of approximately 53,594 households in Liverpool LGA. Of the total number of households, family households comprised 82.1 per cent, 16.0 per cent were lone person households and 1.8 per cent were group households. Greater Sydney reported a smaller percentage of family households with 73.1 per cent and a larger percentage of lone person households (22.6 per cent) and group households (4.3 per cent) • Of the 46,563 families in Liverpool LGA, 56.7 per cent were couple families with children, 23.7 per cent were couple families without children, and 18.2 per cent were one parent families. Greater Sydney recorded less couple families with children at 48.9 per cent, more couple families without children (33.5 per cent) and less one parent families (15.7 per cent).
Education level • Liverpool LGA had a lower rate of high school completion (46.3 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 50.1 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Liverpool LGA and Greater Sydney was above 90 per cent.
Unemployment rate • The rate of unemployment was higher in Liverpool LGA (7.0 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Liverpool LGA and Greater Sydney had similar percentages of total labour force of 77 per cent and 81 per cent respectively. The labour force of Liverpool in 2011 comprised 137,897 persons.
Occupations • The most common occupations in Liverpool LGA included clerical and administrative workers (17.5 per cent) technicians and trades workers (15.7 per cent) and professionals (15.4 per cent). Professional (25.5 per cent) and clerical and administrative workers (16.2 per cent) ranked the highest in Greater Sydney.
Industries of employment • The main industries of employment in Liverpool LGA included manufacturing (14.0 per cent), retail trade (10.4 per cent) and health care and social assistance (10.1 per cent). Health care and social assistance and retail trade were the most dominant industries in Greater Sydney.

Liverpool LGA socio-demographic profile

Travel to work

- Average trip to work 37 minutes (Bureau of Transport Statistics 2012)
- In 2011, 57.0 per cent of Liverpool's working residents travelled outside of the area to work (Profile.id. 2014k)
- 70.0 per cent of the workforce travelled to work by car as driver or passenger while 12.4 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Average income

- Lower average weekly household income ($1,299) in comparison to Greater Sydney ($1,447)
- Lower average weekly individual income ($510) compared with Greater Sydney ($619).

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Liverpool was 968 indicating that the LGA was more disadvantaged compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Liverpool LGA, 95.8 per cent of private dwellings were occupied and 4.2 per cent were unoccupied. There were a total of 55,958 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Liverpool LGA, 75.3 per cent were separate houses, 12.6 per cent were flats, units or apartments, 11.9 per cent were semi-detached, row or terrace houses, or townhouses, and 0.2 per cent other dwellings. Greater Sydney recorded a lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Liverpool LGA, a significant percentage (66.0 per cent) of the dwellings were privately owned (41.9 per cent were owned with a mortgage, 24.1 per cent were owned outright) and 30.4 per cent were rented. Greater Sydney recorded similar percentages with 65.2 per cent privately owned dwellings and 31.6 per cent rented properties
- Higher proportion of state housing properties in Liverpool LGA (25.9 per cent) compared to Greater Sydney (14.4 per cent).

Housing values

- Average sale price of $575,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 20.4 per cent in the median price annually (Housing NSW 2014).

Liverpool LGA socio-demographic profile
Key opportunities and challenges Existing opportunities and challenges facing the Liverpool LGA have been identified based on a review of planning and policy documents including: • *Growing Liverpool 2023* (Liverpool City Council 2013) • Consultation with Liverpool City Council for Western Sydney Airport SIA.
Opportunities: • Regional city within south west Sydney • Culturally diverse population • Large population of children and young people, with increasing levels of education • Growth in the health and education sectors • Providing more jobs to keep up with population growth and that are closer to homes and keep up with population growth. Challenges: • Providing affordable housing and a mix of housing types so residents can still live in the area when circumstances change • Maintenance of assets and facilities • Providing more accessible recreation and entertainment options • Opportunities for a healthier lifestyle including improved open space areas • Traffic congestion, public transport and lack of parking • Provide services and programs for all groups and interests • Areas of significant socio-economic disadvantage • High rates of commuting outside of the LGA for work which has a significant impact on health and wellbeing.

Parramatta LGA profile

Parramatta LGA socio-demographic profile

Community overview

Parramatta LGA is located in Sydney's western suburbs, 24 kilometres from Sydney CBD and covers 61 square kilometres (Parramatta City Council 2013). The LGA is home to Sydney's second CBD and is the geographical, commercial and cultural centre for Western Sydney (Parramatta City Council 2013).

Parramatta is a major economic hub, playing a key role in the wider regional area (Parramatta City Council 2013). The central location of the LGA makes it an important core for medical, legal, financial, educational and professional services (Parramatta City Council 2013). Key features include Westmead Hospital and Westmead Children's Hospital, University of Western Sydney (Parramatta and Westmead Campuses), and a TAFE campus.

The population of Parramatta LGA was 189,932 persons in 2014. This is forecast to increase by 28 per cent to 243,784 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Parramatta LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011l and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Parramatta LGA as at 30 June 2014 was 189,932 persons (Profile.id. 2014l)
- The population of Parramatta LGA in 2011 was 166,858 persons compared with 148,323 persons in 2006 (ABS 2006k). This is equivalent to an increase of 12 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Parramatta LGA was considerably more populated than Greater Sydney with a density of 27.36 persons per hectare compared with 3.54 persons per hectare
- Aboriginal and Torres Strait Islander people made up 0.8 per cent of the population with 1,404 persons. This was slightly lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Culturally diverse population in Parramatta with 40.4 per cent of the population born in a non-English speaking country and 50.2 per cent speaking a language other than English at home. This was significantly higher than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Parramatta LGA socio-demographic profile
Community values The *Parra2038 – Community Strategic Plan* document captures the following community aspirations: • Balance between priorities across the community, environment and the economy. • Residents care strongly about what happens in their neighbourhoods. • Desire the same quality of life as the rest of Sydney and for the disparity of major socio-economic indicators to be reduced (Parramatta City Council 2013).
Population projections • The population of Parramatta LGA is expected to increase to220,736 persons by 2025, 243,784 persons by 2030 and 377,388 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 71 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[15]
Age profile • Largest proportion of people in the 35-49 years age bracket- 34,797 persons 20.9 per cent; followed by 25-34 years age group- 33,165 persons 19.9 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 37,170 people (22.3 per cent) aged under 18 years and 26,811 (16.0 per cent) aged 60 years or older. These results were fairly similar to the Greater Sydney region which reported 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older • Younger population in Parramatta with a median age of 33 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Parramatta had a male population of 83,560 (50.1 per cent) and a female population of 83,298 (49.9 per cent). Greater Sydney reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 56,703 households in Parramatta LGA. Of the total number of households, family households comprised 72.6 per cent, 23.2 per cent were lone person households and 4.2 per cent were group households. Greater Sydney reported similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households • Of the 42,967 families in Parramatta LGA, 49.7 per cent were couple families with children, 32.7 per cent were couple families without children, and 15.3 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

[15] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Parramatta LGA socio-demographic profile
Education level • Parramatta LGA had a slightly higher rate of high school completion (57.5 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a marginally lower percentage of the population without post-school qualifications with 39.8 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Parramatta LGA and Greater Sydney was over 90 per cent.
Unemployment rate • The rate of unemployment was higher in Parramatta LGA (7.0 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Both Parramatta LGA and Greater Sydney had a total labour force of 81 per cent. The labour force of Parramatta in 2011 comprised 135,301 persons.
Occupations • The most common occupations in both Parramatta LGA and Greater Sydney included professionals (25.9 per cent and 25.5 per cent respectively) and clerical and administrative workers (17.3 per cent and 16.2 per cent).
Industries of employment • The main industries of employment in Parramatta LGA included health care and social assistance (11.9 per cent), retail trade (10.1 per cent), manufacturing (9.2 per cent) and professional, scientific and technical services (8.6 per cent). These industries were also the dominant employers in Greater Sydney.
Travel to work • Average trip to work 36 minutes (Bureau of Transport Statistics 2012) • In 2011, 64.2 per cent of Parramatta's working residents travelled outside of the area to work (Profile.id. 2014l) • 57.5 per cent of the workforce travelled to work by car as driver or passenger while 24.1 per cent of the workforce travelled to work by public transport. A slightly lower percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with more travelling by car (58.4 per cent).
Average income • Lower average weekly household income ($1,288) in comparison to Greater Sydney ($1,447) • Lower average weekly individual income ($544) compared with Greater Sydney ($619).

Parramatta LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Parramatta was 996 indicating that the LGA was slightly more disadvantaged compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Parramatta LGA, 93.9 per cent of private dwellings were occupied and 6.1 per cent were unoccupied. There were a total of 60,418 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Parramatta LGA, 52.8 per cent were separate houses, 33.5 per cent were flats, units or apartments, 13.4 per cent were semi-detached, row or terrace houses, or townhouses, and 0.2 per cent were other dwellings. Greater Sydney recorded a higher percentage of separate houses (60.9 per cent) and a lower number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Parramatta LGA, approximately 57.0 per cent of the dwellings were privately owned (31.9 per cent were owned with a mortgage, 25.1 per cent were owned outright) and 39.3 per cent were rented. Greater Sydney recorded a greater percentage of privately owned dwellings with 65.2 per cent and fewer rented properties at 31.6 per cent
- Greater percentage of state housing properties in Parramatta LGA (20.0 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Parramatta City is forecast to grow from 64,291 in 2011 to 90,766 in 2036, with the average household size falling from 2.76 to 2.66 by 2026 (Forecast.id. 2014d).

Housing values

- Average sale price of $687,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 20.4 per cent in median price annually (Housing NSW 2014).

Parramatta LGA socio-demographic profile
Key opportunities and challenges Existing opportunities and challenges facing the Parramatta LGA have been identified based on a review of planning and policy documents including: • Parramatta 2038 - Community Strategic Plan • Consultation with Parramatta City Council for Western Sydney Airport SIA.
Opportunities: • Geographical, commercial and cultural hub of Western Sydney – Sydney's second CBD • Growth of Westmead health precinct and new University of Western Sydney campus in CBD leading to new jobs and education opportunities. • Diverse and multicultural community which could be capitalised on for community enrichment and economic growth • Growing workforce and population particularly increased density • Celebration of cultural and built heritage • Increasing rates of education Challenges: • Growing workforce and population may cause major impacts on health and wellbeing and result in unsustainable demands on infrastructure. • High rates of youth unemployment • Need to encourage job growth close to people's place of residence • Ageing of the population

Penrith LGA profile

Penrith LGA socio-demographic profile

Community overview

Penrith is a regional city on the western fringe of Sydney (Penrith City Council 2013). The LGA covers an area of 404 square kilometres and 34 suburbs and is approximately 54 kilometres from Sydney CBD (Penrith City Council 2013). The LGA is located on the Nepean River flats of the Cumberland Plain, and the majority of the population lives in residential areas along the Great Western Highway. Around 80 per cent of the LGA consists of rural areas and rural residential development, with agriculture a strong contributor to the local economy of Penrith (Penrith City Council 2013).

Key featuers include the University of Western Sydney Penrith Campus, a TAFE campus, Nepean Hospital, and the eastern part of Blue Mountains National Park.

The population of Penrith LGA was 194,134 persons in 2014. This is projected to increase by 23 per cent to 238,090 persons by 2030 (SGS Economics and Planning 2015).

The following information for the Penrith LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011m and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Penrith LGA as at 30 June 2014 was 194,134 persons (Profile.id. 2014m)
- The population of Penrith LGA in 2011 was 178,467 persons compared with 172,140 persons in 2006 (ABS 2006l). This is equivalent to an increase of 4 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Penrith LGA had a higher population density (4.41 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 3.0 per cent of the population with 5,388 persons. This was double the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Not a highly culturally diverse population in Penrith LGA with 13.3 per cent of the population born in a non-English speaking country and 14.6 per cent speaking a language other than English at home. This was considerably lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Penrith LGA socio-demographic profile
Community values The *Penrith Community Plan* identifies the following community values: • Jobs close to home • Planning for future growth • Getting around the city • Safe, vibrant places • Our environment • Health and community spirit (Penrith City Council 2013).
Population projections • The population of Penrith LGA is expected to increase to 219,766 persons by 2025, 238,090 persons by 2030 and 363,251 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 65 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[16]
Age profile • Largest proportion of people in the 35-49 years age bracket- 37,294 persons 20.9 per cent; followed by 25-34 years age group- 26,315 persons 14.7 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 46,581 people (26.1 per cent) aged under 18 years and 26,757 (15.0 per cent) aged 60 years or older. Greater Sydney trends indicated an older population with 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older • Slightly younger population in Penrith with a median age of 34 years compared with 36 years in Greater Sydney.
Gender profile • In 2011, Penrith had a female population of 90,378 (50.6 per cent) and a male population of 88,089 (49.4 per cent). Greater Sydney also reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).

[16] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Penrith LGA socio-demographic profile

Household structure and family composition

- There were a total of approximately 59,390 households in Penrith LGA. Of the total number of households, family households comprised 78.3 per cent, 19.2 per cent were lone person households and 2.5 per cent were group households. Greater Sydney reported generally similar percentages of household composition with 73.1 per cent family households, 22.6 per cent lone person households and 4.3 per cent group households
- Of the 48,360 families in Penrith LGA, 49.7 per cent were couple families with children, 29.6 per cent were couple families without children, and 19.2 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

Education level

- Penrith LGA had a considerably lower rate of high school completion (37.7 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 49.7 per cent compared to 40.5 per cent for Greater Sydney.

Economic and employment profile

Total employment

- Total employment in Penrith LGA and Greater Sydney was around 95 per cent.

Unemployment rate

- The rate of unemployment was slightly lower in Penrith LGA (5.5 per cent) compared to Greater Sydney (5.7 per cent).

Total labour force

- The labour force of Penrith in 2011 was 139,757 persons comprising 78 per cent of the population. This was slightly lower than the 81 per cent total labour workforce recorded for Greater Sydney.

Occupations

- The most common occupations in Penrith LGA included clerical and administrative workers (19.1 per cent) and technicians and trades workers (15.2 per cent). Professionals and clerical and administrative workers were the dominant employers in Greater Sydney.

Industries of employment

- The main industries of employment in Penrith LGA included manufacturing (11.8 per cent), retail trade (11.4 per cent) and health care and social assistance (10.2 per cent). These industries were also dominant employers in Greater Sydney.

Penrith LGA socio-demographic profile

Travel to work

- Average trip to work 35 minutes (Bureau of Transport Statistics 2012)
- In 2011, 51.1 per cent of Penrith's working residents travelled outside of the area to work (Profile.id. 2014m)
- 70.4 per cent of the workforce travelled to work by car as driver or passenger while 10.7 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).

Average income

- Lower average weekly household income ($1,398) in comparison to Greater Sydney ($1,447)
- Higher average weekly individual income ($623) compared with Greater Sydney ($619).

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Penrith was 989 indicating that the LGA was more disadvantaged compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Penrith LGA, 94.8 per cent of private dwellings were occupied and 5.2 per cent were unoccupied. There were a total of 62,632 private dwellings. Greater Sydney had a higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in Penrith LGA, 81.5 per cent were separate houses, 10.8 per cent were semi-detached, row or terrace houses, or townhouses, 7.1 per cent were flats, units or apartments, and 0.4 per cent were other dwellings. Greater Sydney recorded a smaller percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Penrith LGA, approximately 70.6 per cent of the dwellings were privately owned (43.8 per cent were owned with a mortgage, 26.8 per cent were owned outright) and 26.7 per cent were rented. Greater Sydney recorded a lesser percentage of privately owned dwellings with 65.2 per cent and more rented properties at 31.6 per cent
- Slightly larger percentage of state housing properties in Penrith LGA (16.6 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in the Penrith is forecast to grow from 65,444 in 2011 to 84,631 in 2031, with the average household size falling from 2.85 to 2.69 by 2031 (Forecast.id. 2012b).

Housing values

- Average sale price of $505,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 15.3 per cent in median price annually (Housing NSW 2014).

Penrith LGA socio-demographic profile
Key opportunities and challenges Existing opportunities and challenges facing the Penrith LGA have been identified based on a review of planning and policy documents *including:* • *Penrith Community Plan* (Penrith City Council 2013) • Consultation with Penrith City Council for Western Sydney Airport SIA.
Opportunities: • Housing and land more affordable than other areas of Sydney leading to new population growth and high numbers of young families • Diversified economy • Strong agricultural industry and large rural area • Identified as a regional city within western Sydney. Challenges: • Shortfall of jobs in the LGA leading to people leaving the area and travelling long distances for work, ususally by car due to a lack of public transport • Ensuring sufficient jobs, services and facilities and infrastructure are provided in time to meet the needs of a growing population • The population is ageing, although the LGA still has a higher proportion of pre-school aged children and a lower proportion of people of post-retirement age than Sydney overall

The Hills LGA profile

The Hills LGA socio-demographic profile

Community overview

The Hills Shire LGA is located north west of Sydney, and stretches over 401 square kilometres. The LGA covers a large area from Wiseman's Ferry at the Hawkesbury River in the north to North Parramatta in the south (The Hills Shire Council 2013)

The Hills LGA is predominantly residential with rural areas in northern areas, agriculture, national parks, as well as semi-rural and rural residential living. Southern areas of the LGA include established residential and commercial areas as well as new release areas of residential and employment development land. Key features include two TAFE campuses and the Norwest Business Park. The North West Rail Link is a major project currently under construction which will connect the Hills communities, including the future North West Growth Centre, to the Sydney CBD by a new metro service (The Hills Shire Council 2013).

The Hills Shire LGA's estimated residential population in 2014 was 187,703 persons. This is projected to increase by 48 per cent to 277,183 persons by 2030 (SGS Economics and Planning 2015).

The following information for The Hills LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011n and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of The Hills LGA as at 30 June 2014 was 187,703 persons (Profile.id. 2014n)
- The population of The Hills LGA in 2011 was 169,872 persons compared with 159,391 persons in 2006 (Profile.id. 2014n). This is equivalent to an increase of 7 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- The Hills LGA had a higher population density (4.20 persons per hectare) compared with Greater Sydney (3.54 persons per hectare)
- Aboriginal and Torres Strait Islander people made up 0.4 per cent of the population with 634 persons. This was lower than the Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- In The Hills, 24.4 per cent of the population were born in a non-English speaking country and 28.5 per cent spoke a language other than English at home. While Greater Sydney recorded higher percentages with 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home, both areas indicate culturally diverse populations.

The Hills LGA socio-demographic profile
Community values *The Hills Shire Plan – Delivery Program 2013 – 2017* identifies: • Many people are drawn to The Hills LGA by the large properties and open space. • The LGA has many parks, and high participation in recreation activities (The Hills Shire Council 2013).
Population projections • The population of The Hills LGA is expected to increase to 248,206 persons by 2025, 277,183 persons by 2030 and 406,999 by 2065 (SGS Economics and Planning 2015) This is equivalent to an increase of 64 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[17]
Age profile • Largest proportion of people in the 35-49 years age bracket- 38,866 persons 22.9 per cent; followed by 50-59 years age group- 23,306 persons 13.7 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) this was followed by the 25-34 years age group (15.4 per cent) • There were 44,101 people (26.0 per cent) aged under 18 years and 29,974 (17.7 per cent) aged 60 years or older. These results were fairly similar to the Greater Sydney region which reported 22.9 per cent under the age of 18 years and 18.0 per cent aged 60 years or older • Slightly older population in The Hills with a median age of 38 years compared with 36 years in Greater Sydney.
Gender profile • The Hills has a female population of 85,886 (50.6 per cent) and a male population of 83,986 (49.4 per cent). Greater Sydney reported the similar percentages of male (49.2 per cent) and female (50.8 per cent) populations.
Household structure and family composition • There were a total of approximately 53,295 households in The Hills LGA. Of the total number of households, family households comprised 86.4 per cent, 12.0 per cent were lone person households and 1.6 per cent were group households. Greater Sydney reported fewer family households with 73.1 per cent, a higher number of lone person households (22.6 per cent) and group households (4.3 per cent) • Of the 47,642 families in The Hills LGA, 58.7 per cent were couple families with children, 29.9 per cent were couple families without children, and 10.4 per cent were one parent families. Greater Sydney recorded a lower number of couple families with children (48.9 per cent) and higher numbers of couple families without children (33.5 per cent) and one parent families (15.7 per cent).

[17] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

The Hills LGA socio-demographic profile
Education level • The Hills LGA had a higher rate of high school completion (61.2 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a lower percentage of the population without post-school qualifications with 36.6 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in The Hills LGA and Greater Sydney was around 95 per cent.
Unemployment rate • The rate of unemployment was slightly higher in Greater Sydney (5.7 per cent) compared to The Hills LGA (4.2 per cent).
Total labour force • The Hills had a slightly lower total labour force at 79 per cent compared to 81 per cent for Greater Sydney. The labour force of The Hills was 133,579 persons in 2011.
Occupations • The most common occupations in both The Hills LGA and Greater Sydney included professionals (28.1 per cent and 25.5 per cent respectively), clerical and administrative workers (17.4 per cent and 16.2 per cent) and managers (17.3 per cent and 13.3 per cent).
Industries of employment • The main industries of employment in The Hills LGA included retail trade (10.9 per cent), health care and social assistance (10.9 per cent) and professional, scientific and technical services (10.1 per cent). These industries were also the dominant employers in Greater Sydney.
Travel to work • Average trip to work 40 minutes (Bureau of Transport Statistics 2012) • In 2011, 60.9 per cent of The Hill's working residents travelled outside of the area to work (Profile.id. 2014n) • 68.1 per cent of the workforce travelled to work by car as driver or passenger while 12.7 per cent of the workforce travelled to work by public transport. A higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with fewer travelling by car (58.4 per cent).
Average income • Higher average weekly household income ($2,044) in comparison to Greater Sydney ($1,447) • Higher average weekly individual income ($719) compared with Greater Sydney ($619).

The Hills LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for The Hills was 1128 indicating that the LGA was above average and reported lower levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In The Hills LGA, 95.2 per cent of private dwellings were occupied and 4.8 per cent were unoccupied. There were a total of 55,962 private dwellings. Greater Sydney had a slightly higher number of unoccupied private dwellings with 7.2 per cent
- Of occupied private dwellings in The Hills LGA, 84.1 per cent were separate houses, 10.7 per cent were semi-detached, row or terrace houses, or townhouses, 5.0 per cent were flats, units or apartments, and 0.1 per cent were other dwellings. Greater Sydney recorded a considerably lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in The Hills LGA, approximately 82.4 per cent of the dwellings were privately owned (46.6 per cent were owned with a mortgage, 36.0 per cent were owned outright) and 15.6 per cent were rented. Greater Sydney recorded around double the percentage of dwellings being rented with 31.6 per cent and fewer privately owned properties (65.2 per cent)
- Lower percentage of state housing properties in The Hills LGA (4.4 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in The Hills is forecast to grow from 57,784 in 2011 to 85,770 in 2031, with the average household size falling from 3.09 to 2.94 by 2031 (Forecast.id. 2012c).

Housing values

- Average sale price of $1,022,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 19.5 per cent in median price annually (Housing NSW 2014).

The Hills LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing The Hills LGA have been identified based on a review of planning and policy documents including:

- *The Hills Shire Plan 2013-2017*
- Consultation with the Hills Shire Council in June 2015 for Western Sydney Airport SIA.

Opportunities:

- Highly educated population
- Increasing cultural and linguistically diverse community
- The North West Rail Corridor is expected to change the community dynamic as more young people will remain in the LGA and commute elsewhere for work
- North West Rail Corridor expected to provide 50,000 new jobs. Development of industries in new release areas near train stations.
- Urban activation zones identified at Bella Vista, Castle Hill, Kellyville and Box Hill
- Support for arts and culture.

Challenges

- High rates of youth unemployment
- Housing affordability and employment opportunities. Many young people move out of the LGA to pursue educational and employment opportunities
- Provision of information, resources, and support services to an increasingly cultural and linguistically diverse community
- Some opposition within the community to high density development, and changes to character of housing and properties in the LGA
- Community safety and wellbeing issues e.g. domestic violence
- High car ownership and dependency
- Pressure on existing community services e.g. Library at Castle Hill and community centres already at capacity.
- Support community based cultural experiences across the LGA.

Wollondilly LGA profile

Wollondilly LGA socio-demographic profile

Community overview

The Wollondilly LGA is located on the south western outskirts of Sydney and at the foothills of the Southern Highlands, and covers 2,560 square kilometres. The majority of the LGA's residents live in or near Picton, Tahmoor and Thirlmere (Wollondilly Shire Council 2012).

Wollondilly is predominantly a national park and rural area, with urban areas in fifteen towns and villages. Two-thirds of the population live in the urban centres, and one-third in the rural areas. Most of the rural land is used for agricultural purposes, including market gardens, orchards, dairy farms, poultry farms and grazing. Coal mining is also a major industry. Key features include the Blue Mountains National Park and a range of other national parks, Warragamba Dam, and Queen Victoria Memorial Hospital (Profile.id. 2014h).

In 2014 the estimated residential population was 47,084 persons. This is projected to increase by 26 per cent to 59,395 persons by 2030 (SGS Economics and Planning 2015).

The population is dispersed and 60 per cent of Wollondilly's population commute, often large distances, to surrounding LGAs for work, education and commercial opportunities (Wollondilly Shire Council 2012). There are fewer 18-24 year olds in the LGA compared to Greater Sydney, as they tend to move out of the area for education and employment opportunities.

The following information for the Wollondilly LGA with a comparison to Greater Sydney is based on ABS Census data 2011 (ABS 2011o and ABS 2011h) unless otherwise stated.

Demographic profile and community values

Population

- The estimated resident population of Wollondilly LGA as at 30 June 2014 was 47,084 persons (Profile.id. 2014o)
- The population of Wollondilly LGA in 2011 was 43,259 persons compared with 40,344 persons in 2006 (ABS 2006m). This is equivalent to an increase of 7 per cent. The population of Greater Sydney increased by 7 per cent across the same period (from 4,118,041 persons in 2006 to 4,391,674 persons in 2011) (Profile.id. 2014h)
- Wollondilly LGA had a significantly lower population density of 0.17 persons per hectare compared with 3.54 persons per hectare in Greater Sydney
- Aboriginal and Torres Strait Islander people made up 2.4 per cent of the population with 1,036 persons. This was double the percentage of Aboriginal and Torres Strait Islander population of 1.2 per cent recorded for Greater Sydney
- Not a highly culturally diverse population in Wollondilly with 5.2 per cent of the population born in a non-English speaking country and 5.1 per cent speaking a language other than English at home. This was significantly lower than Greater Sydney which recorded 26.3 per cent of the population born overseas and 32.5 per cent speaking a language other than English at home.

Wollondilly LGA socio-demographic profile
Community value The *Wollondilly Community Strategic Plan 2033* outlines the following: • Residents value the rural and community lifestyle, and town and village atmosphere. • The LGA appeals to families due to the large open spaces, and family-oriented housing. • Wollondilly properties are typically large, and many have horses and other livestock (Wollondilly Shire Council 2012).
Population projections • The population of Wollondilly LGA is expected to increase to 55,966 persons by 2025, 59,395 persons by 2030 and 95,081 by 2065 (SGS Economics and Planning 2015). This is equivalent to an increase of 70 per cent between 2025 and 2065, with Greater Sydney expected to grow by 55 per cent over the same period.[18]
Age profile • Largest proportion of people in the 35-49 years age bracket- 9,707 persons 22.4 per cent; followed by the 50-59 years age group- 5,905 persons 13.7 per cent. In Greater Sydney, the largest proportion of the population was also in the 35-49 years age group (21.9 per cent) followed by the 25-34 years age group (15.4 per cent) • There were 11,961 people (27.6 per cent) aged under 18 years and 7,139 (16.5 per cent) aged 60 years or older. Data for the Greater Sydney region indicated a greater percentage of the population aged 60 years or older (18.0 per cent) compared with the LGA and less of the population under the age of 18 years (22.9 per cent) • Both Wollondilly LGA and Greater Sydney had a median age of 36 years.
Gender profile • In 2011, Wollondilly had an equal distribution of male and female populations with a male population of 21,609 and a female population of 21,650. Greater Sydney reported a larger female population (50.8 per cent) compared to male population (49.2 per cent).
Household structure and family composition • There were a total of approximately 13,953 households in Wollondilly LGA. Of the total number of households, family households comprised 82.2 per cent, 16.1 per cent were lone person households and 1.7 per cent were group households. Greater Sydney reported less family households with 73.1 per cent, and more lone person households (22.6 per cent) and group households (4.3 per cent) • Of the 11,877 families in Wollondilly LGA, 52.6 per cent were couple families with children, 32.9 per cent were couple families without children, and 13.6 per cent were one parent families. Greater Sydney recorded similar percentages with 48.9 per cent couple families with children, 33.5 per cent couple families without children and 15.7 per cent one parent families.

[18] The population projections provided by SGS do not always align with the project milestones, therefore a year close to the milestone has been selected, such as 2025 for 2024, and 2063 for 2065.

Wollondilly LGA socio-demographic profile
Education level • Wollondilly LGA had a lower rate of high school completion (34.6 per cent) compared to Greater Sydney (54.5 per cent). The LGA also recorded a higher percentage of the population without post-school qualifications with 45.5 per cent compared to 40.5 per cent for Greater Sydney.
Economic and employment profile
Total employment • Total employment in Wollondilly LGA and Greater Sydney was around 95 per cent.
Unemployment rate • The rate of unemployment was lower in Wollondilly LGA (4.2 per cent) compared to Greater Sydney (5.7 per cent).
Total labour force • Wollondilly LGA and Greater Sydney had similar percentages of total labour force with 77 per cent and 81 per cent respectively. The labour force of Wollondilly in 2011 comprised 33,271 persons.
Occupations • The most common occupations in Wollondilly LGA included technicians and trades workers (18.3 per cent), clerical and administrative workers (15.4 per cent) and professionals (15.2 per cent). Professionals and clerical and administrative workers were the most common occupations in Greater Sydney.
Industries of employment • The main industries of employment in Wollondilly LGA included manufacturing (12.5 per cent), construction (12.0 per cent), health care and social assistance (9.9 per cent) and retail trade (9.8 per cent). Health care and social assistance and retail trade were the dominant employers in Greater Sydney.
Travel to work • Average trip to work 44 minutes (Bureau of Transport Statistics 2012) • In 2011, 58.4 per cent of Wollondilly's working residents travelled outside of the area to work (Profile.id. 2014o) • 73.0 per cent of the workforce travelled to work by car as driver or passenger while only 4.2 per cent of the workforce travelled to work by public transport. A significantly higher percentage of the workforce of Greater Sydney travelled to work by public transport (20.0 per cent) with less travelling by car (58.4 per cent).
Average income • Slightly higher average weekly household income ($1,478) in comparison to Greater Sydney ($1,447) • Marginally lower average weekly individual income ($617) compared with Greater Sydney ($619).

Wollondilly LGA socio-demographic profile

SEIFA rating

- The SEIFA Index of Advantage and Disadvantage for Wollondilly was 1033 indicating that the LGA was just above average with similar levels of disadvantage compared to Greater Sydney (1025) (ABS 2013).

Housing profile

Housing tenure

- In Wollondilly LGA, 92.8 per cent of private dwellings were occupied and 7.2 per cent were unoccupied. There were a total of 15,038 private dwellings. Greater Sydney had the same distribution of private dwellings
- Of occupied private dwellings in Wollondilly LGA, 94.5 per cent were separate houses, 3.0 per cent were semi-detached, row or terrace houses, or townhouses, 1.6 per cent were flats, units or apartments, and 0.8 per cent were other dwellings. Greater Sydney recorded a significantly lower percentage of separate houses (60.9 per cent) and a higher number of flats, units or apartments (25.8 per cent)
- Of occupied private dwellings in Wollondilly LGA, a high number of dwellings were privately owned with 80.4 per cent (49.6 per cent were owned with a mortgage, 30.8 per cent were owned outright) compared with 65.2 per cent in Greater Sydney. Greater Sydney recorded a higher percentage of rented properties at 31.6 per cent compared with 16.3 per cent for the LGA
- Lower percentage of state housing properties in Wollondilly LGA (5.8 per cent) compared to Greater Sydney (14.4 per cent)
- The number of dwellings in Wollondilly is forecast to grow from 15,609 in 2011 to 20,779 in 2031, with the average household size falling from 2.95 to 2.83 by 2031 (Forecast.id. 2012d).

Housing values

- Average sale price of $609,000 for all dwellings for the December quarter of 2014 (Housing NSW 2014). There was an increase of 20.8 per cent in median price annually (Housing NSW 2014).

Wollondilly LGA socio-demographic profile

Key opportunities and challenges

Existing opportunities and challenges facing the Wollondilly LGA have been identified based on a review of planning and policy documents including:

- *Wollondilly Community Strategic Plan 2033*
- Consultation with Wollondilly City Council in June 2015 for Western Sydney Airport SIA.

Opportunities:

- The LGA is attractive due to 'rural living' and lifestyle, more affordable housing than other parts of Sydney, and more open space.
- High number of people with vocational and trade qualifications
- Significant growth expected in the LGA in the future e.g. Wilton Junction, Silverdale/Warragamba
- Aboriginal and European heritage is highly valued
- Agriculture and associated industries

Challenges:

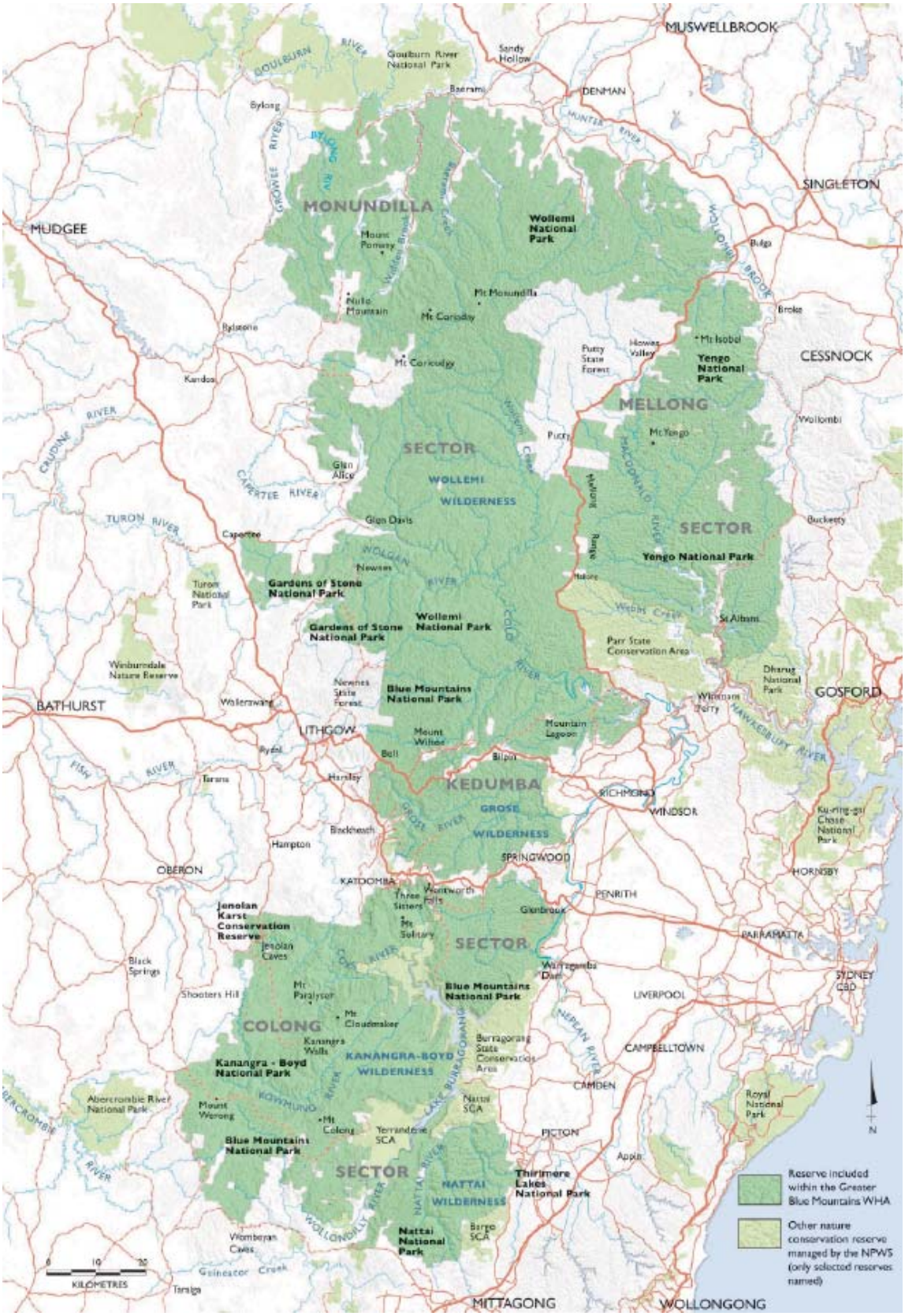
- Resident workers experience significant travel times because Wollondilly is relatively isolated and lacks public transport connections. This limits 'spare time' and results in significant economic, social, health and environmental costs
- Dispersed population and large LGA leading to difficulties in servicing the population, and a high level of expenditure outside of the LGA
- Limited education options, with children travelling to schools outside the LGA, often travelling long distances which has an impact on health and wellbeing for children
- Knowledge based jobs and educational assets lacking, and insufficient supply to meet demands of growing population
- Community services and facilities provision to a dispersed population.
- High rate of youth disengagement
- Lacking broadband infrastructure meaning limits to innovation and growth of home-based businesses
- High cost of maintaining assets such as roads and community facilities, relative to small population
- Lack of public transport provision.

Appendix F – Summary of regional open space and recreation areas

Blue Mountains National Park and World Heritage Area

The Greater Blue Mountains World Heritage Area (GBMWHA) covers over 10,000 km^2 extending 60 to 180 kilometres inland from central Sydney. Figure 10-1 below shows the location of the GBMWHA.

The GBMWHA was listed on the World Heritage register due to its outstanding natural values of the major stages of the Earth's ongoing biological processes and biological diversity. A wide range of plant and animals have survived from the Gondwana period, many of which are restricted to the GBMWHA. The GBMWHA also provides the principal habitat for many threatened species of plants and animals. The GBMWHA is an important recreational resource, providing the setting for a range of nature-based activities. Large numbers of local and overseas visitors visit the region, contributing significantly to the economy of local communities (Department of Environment and Climate Change, 2009).



(Source: Department of Environment and Climate Change, 2009)

Figure 10-1 Greater Blue Mountains World Heritage Area

The Blue Mountains National Park covers an area of 247,000 hectares of the GBMWHA. The value of the Blue Mountains National Park is due to both the natural and cultural features and its geographic setting. Outstanding natural features include dominating cliff lines, narrow canyons, forested ridges and gorges, along with a range of vegetation communities including rainforests, tall open forests and heathlands. There are also many sites of Aboriginal significance.

The upper Blue Mountains section of the park has an extensive system of scenic lookouts and walking tracks, and is one of the major nature-based tourism destinations in Australia. The National Park features 140km of walking trails, camping grounds, picnic and BBQ facilities throughout the area. It also caters for a range of recreational activities, including bushwalking, 4WD, horseriding, mountain biking, canyoning, caving, abseiling, rock climbing and canoeing (NSW National Parks and Wildlife Service, 2001).

Bents Basin State Conservation Area

Bents Basin is a deep waterhole that forms part of a gorge on the Nepean River, around eight kilometres south west from the proposed airport site. The Bents Basin State Conservation Area is located on the edges of the Liverpool and Wollondilly LGA's, and is surrounded by cleared agricultural and residential land and remnant native vegetation. The Conservation Area includes a campground, a number of picnic areas and a walking track and lookout, making the area popular for recreational activities including swimming, canoeing, fishing, bushwalking and camping. The Conservation Area also features the Bents Basin Education Centre which can be hired out for events (NSW National Parks and Wildlife Service, 2014).

Burragorang State Conservation Area

The Burragorang State Conservation Area covers over 17,500ha, located around 15 kilometres south west of the proposed airport site. The conservation area is primarily made up of water forming the Warragamba Dam catchment area, and surrounding thick bushland. One of the only publically accessible areas is the Burragorang lookout and picnic area. The traditional owners are the D'harawal and Gundangarra Aboriginal people, and the northern part is also home to the Darug people. A number of threatened species are found in the area (National Parks and Wildlife Service, 2014).

Gulguer Nature Reserve

Gulguer Nature Reserve is located near Greendale and adjacent to the Bents Basin State Conservation Area. It covers 359 hectares and parts of the Liverpool and Wollondilly Shire LGAs and is surrounded by cleared agricultural and residential land and remnant native vegetation. The reserve includes a four kilometre section of the Nepean River and protects diverse native vegetation. It has cultural value being located within the area of the Darug, Dharawal and Gundungurra language groups, and is believed to have been a traditional meeting and trading place between Aboriginal groups. It also has environmental value as a habitat for a range of threatened flora and fauna communities. While there are no facilities, there are tracks and trails through the reserve for visitors' use when accessing the area (NSW Office of Environment and Heritage, 2014b).

Mulgoa Nature Reserve

Mulgoa Nature Reserve is located in the Penrith LGA and is 213 hectares in size. The reserve was established to protect the remnant Cumberland Plain vegetation and shale cliffs in the area, and is home to a number of threatened animals. The reserve is within the traditional lands of the Darug people, and there are four known Aboriginal sites in the reserve (NSW National Parks and Wildlife Service, 2008).

Warragamba Dam

Located on the Nepean River in the Wollondilly LGA, Warragamba Dam is Sydney's major domestic water supply dam. The dam attracts a range of visitors to the recreation areas with picnic shelters, barbecues and viewing areas and a visitors centre (Sydney Catchment Authority, 2015).

Western Sydney Parklands

The Western Sydney Parklands is a regional open space and recreational area encompassing a 27km corridor from Quakers Hill in the north to Leppington in the south, running through the three LGA's of Blacktown, Fairfield and Liverpool. Located to the east of the proposed WSA site, the Parklands cover 5,280 hectares, making them the largest urban parkland system in Australia, and one of the largest in the world.

Picnic grounds and extensive walking and cycling areas are located throughout the Parklands. Large areas are leased for a variety of uses including agriculture, waste processing, motor sports and rural residential purposes. Part of the corridor is still to be acquired from private owners.

The *Western Sydney Parklands Plan of Management (*adopted in 2011 with a Supplement adopted in 2014) highlights the value of the Parklands as regional open space for the growing population of Western Sydney. The Parklands include a range of different open space areas and recreational facilities.

Major recreation facilities located within the Parklands include:

- Blacktown Olympic Park.
- Eastern Creek International Raceway.
- Western Sydney International Dragway.
- Sydney International Equestrian Centre.
- Sydney International Shooting Centre.

Significant nature reserves within the Parklands include:

- **Nurragingy Reserve** - The Nurragingy Reserve covers 90 hectares in the suburbs of Doonside and Rooty Hill in the Blacktown LGA. The reserve contains historically significant areas, including areas of Aboriginal significance. It also contains the largest and least disturbed area of bushland in Blacktown LGA along Eastern Creek, which forms an important north-south flora and fauna corridor (Blacktown City Council, 2013a).

  Facilities within Nurragingy Reserve include picnic areas, playgrounds, walking tracks, gardens, pavilions, toilets and the Colebee Centre function venue. The Reserve attracts over a million local, district and regional visitors each year as a recreational destination (Blacktown City Council, 2013b).

- **Prospect Reservoir and Nature Reserv**e - Prospect Reservoir and Nature Reserve covers 325 hectares on the northern shore of Prospect Reservoir, within the Blacktown LGA. Prospect Reservoir plays an important role as part of Sydney's water supply and is protected under the *Sydney Water Catchment Management Act 1998*. The nature reserve also attracts visitors with a viewing area, barbeques, playgrounds and amenities. The area has cultural value to the Darug people as well as environmental value, containing one of the largest remaining remnants of the critically endangered Cumberland Plain Woodland community (NSW Office of Environment and Heritage, 2012).

- **Kemps Creek Nature Reserve** - Kemps Creek Nature Reserve covers 197 hectares and is located approximately within the Liverpool LGA, to the south west of the Sydney International Shooting Centre within the Western Sydney Parklands. While the reserve does not have any facilities, it may be used for passive recreation by surrounding residents. The reserve contains a large area of Cumberland Plain (NSW Office of Environment and Heritage, 2014a).

The Parklands also include some agricultural lands near Horsley Park, with the Plan of Management identifying the potential to extend this and create over 500 hectares of urban farm lands. A masterplan has been prepared to:

- Deliver over 11 farming lots ranging in size from 5 to 31 ha.
- Provide for glasshouses, poly/greenhouses, market gardens, orchards and grove farming enterprises.
- Preserve and enhance over 34 ha of bushland.
- Create a tourism destination through a farm gate trail.

Other business and tourism related uses of the Parklands include proposed business hubs, event spaces for hire, and permits for filming and photography (Western Sydney Parklands Trust, 2015).

Figure 10-2 below shows the Western Sydney Parklands and the various areas and features.

(Source: Western Sydney Parklands Trust, 2011)

Figure 10-2 Western Sydney Parklands

Appendix G – Social profiles of representative local communities/villages

1. Badgerys Creek

Although the suburb of Badgerys Creek does not have any services or shops, there was a small centre which focused around Badgerys Creek Primary School and an oval. In 2014, the Badgerys Creek Primary School closed.

The Federal Government identified this site as the preferred location for a second Sydney Airport in 1986 and the site was acquired from property owners between 1986 and 1991. The Federal Government has maintained ownership of the site and leases properties to residents, some of which have been living in Badgerys Creek for over 30 years.

Generally, the houses are on large rural allotments and include some form of agricultural pursuit.

Badgerys Creek can be accessed from the north via Elizabeth Drive or from the south via The Northern Road, both of which are main thoroughfares within the locality. Kemps Creek or Luddenham are the closest service centres for the Badgerys Creek residents.

Community Infrastructure

- 1x Primary School
- 1x Oval

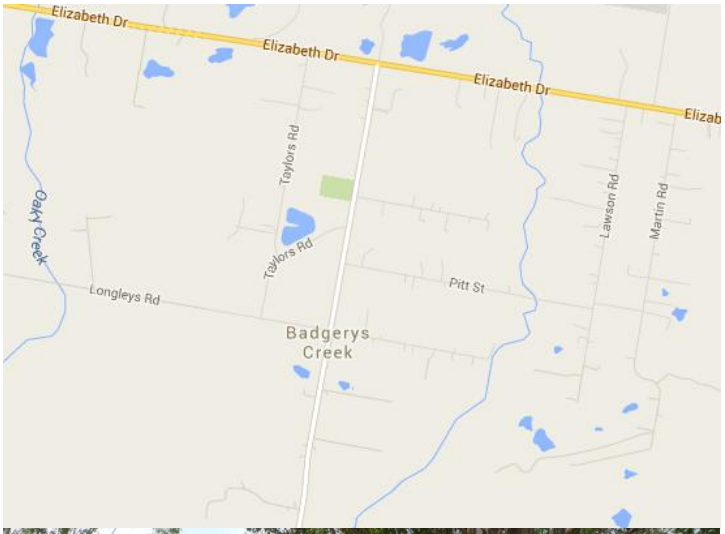


Figure – Badgerys Creek Public School

Figure – Badgerys Creek Oval

Badgerys Creek population snapshot

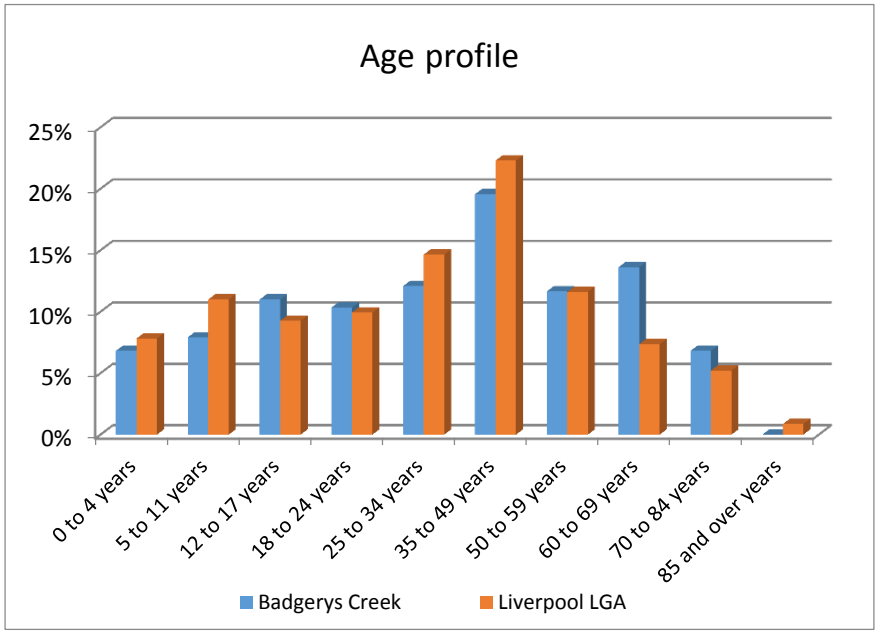
In 2011, the population of Badgerys Creek was 455 persons. Overall, the age profile of Badgerys Creek was similar Liverpool LGA however there was a significantly higher proportion of adults aged 60 to 69 years. The most prevalent household type was families comprised of couples with school aged children (between 5 to 17 years) although this was lower than the LGA.

In Badgerys Creek, 15% of residents were born in a non-English speaking country and 22% spoke another language other than English at home. Although cultural diversity was higher in the LGA, these figures still represent a culturally diverse community.

Badgerys Creek showed indications that there may be vulnerable and disadvantaged residents due to a higher proportion of single parent families, significant proportion of lone person households and lower income households compared to the LGA averages. In terms of SEIFA Index of Disadvantage scores, Badgerys Creek had the lowest score (914) indicating a higher proportion of relatively disadvantaged people, compared to other areas within the study area (between 914 to 1,080).

Workforce participation was lower than the LGA average although the unemployment rate was lower (6.1% compared to 7% in the LGA). This reflects the older demographic of the area, characterised by more people at retirement age than the LGA. The most common occupations of residents were managers, technicians and trades, and labourers.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



	Badgerys Creek	Liverpool LGA
Median age	34	33
Born in a Non English speaking country	15%	36%
Speaks another language other than English at home	22%	50%
Family households	78%	82%
Couple family with children	49%	57%
Single parent families	22%	18%
Average household size	3.5	3.2
Lone person household	16%	16%
Median weekly household income	$1,172	$1,299
Workforce participation	49%	58%
Unemployed persons	6.1%	7%
Households without a motor vehicle	3%	10%

2. Bringelly

The centre of Bringelly is on the intersection of Greendale Road from the west, Bringelly Road from the east and The Northern Road from the north and south. Due to The Northern Road acting as a main connection between South West Sydney and North West Sydney there are traffic lights at this intersection.

A small convenience centre including a small supermarket, real estate, post office and pharmacy are located within Bringelly Village. The Bringelly Public School is also situated in the main centre, whilst the Bringelly Recreation Reserve and Bringelly Community Centre are situated in close proximity at the rear of the school site. These facilities appear to be well maintained and utilised for a variety of purposes.

The main residential area of Bringelly consists of large rural lots, some with agricultural pursuits, located out of the main town. To the north west of the centre a number of rural residential streets are clustered, which is where the Bringelly Child Care Centre is located.

Figure – Bringelly Recreation Reserve

Figure – Bringelly Recreation Reserve

Community Infrastructure

- 1x Primary School
- 1x Oval
- 1x Netball court
- 1x Community Centre
- 1x Open space reserve
- 1x Child care centre
- 1x Church

Figure – Bringelly Community Centre

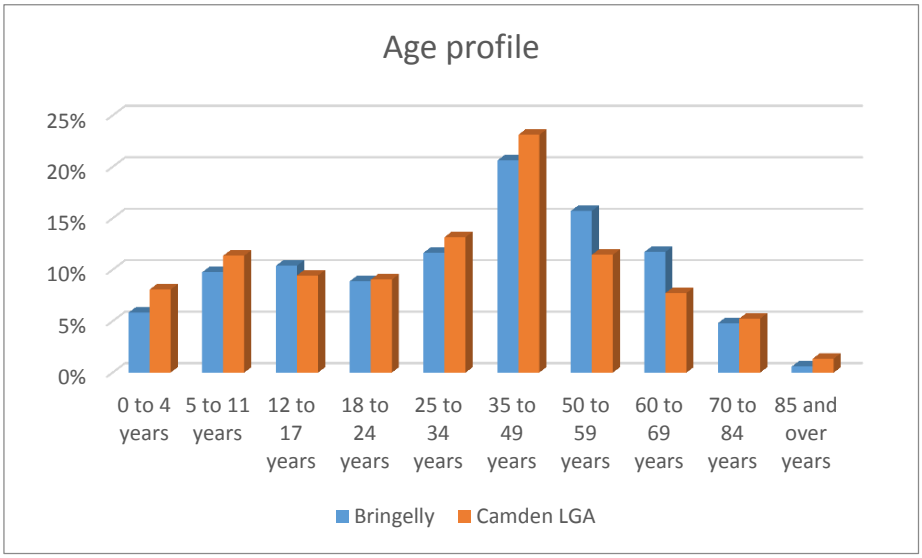
Bringelly population snapshot

In 2011, the population of Bringelly was 2,387 persons. Bringelly had a generally older age profile compared to Camden LGA, with a smaller proportion of adults aged 25 to 49 years and higher proportion of adults aged 50 to 69 years. Bringelly had a higher proportion of families than Camden LGA, with most of these being couples with school aged children (between 5 to 17 years). There were also a significant proportion of single parent families although this was lower than the LGA average.

The Bringelly community was culturally diverse, with 17% of residents born in a non-English speaking country and a quarter of residents speaking a language other than English at home.

Households in Bringelly earned a higher income ($1,540) than Camden LGA ($1,022). There was a smaller proportion of residents who participated in the workforce, reinforcing the older demographic of the area, characterised by more people close to or at retirement age than the LGA. The most common occupation of residents was technicians and trades, clerical and administrative, and machinery operators and drivers.

Motor vehicle ownership was consistent with Camden LGA. Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



	Bringelly	Camden LGA
Median age	37	34
Born in a Non English speaking country	17%	9%
Speaks another language other than English at home	25%	10%
Family households	89%	84%
Couple family with children	56%	55%
Single parent families	12%	14%
Average household size	3.3	3
Median weekly household income	$1,540	$1,022
Lone person household	10%	14%
Workforce participation	61%	70%
Unemployed persons	3.7%	4%
Households without a motor vehicle	3%	3%

3. Cecil Hills

Prior to being developed as a residential suburb in 1992, Cecil Hills was a farming property. The original farm property has been retained for its heritage values at the Cecil Hills Farm. Liverpool City Council has co-located the Cecil Hills Community Centre and Cecil Hills Children's Centre at the farm site.

The Western Sydney Parklands is located to the north and west of the suburb, with the Elizabeth Drive exit from the M7 being the main point of access from the north and south. Cowpasture Road also acts as a local entry point from the north and south, whilst Elizabeth Drive connects Cecil Hills to the east and west.

The terrain is relatively undulating with views to the adjacent parkland and consists of traditional suburban housing mainly constructed out of brick. However, the south eastern pocket of the suburb is characterised by a number of new residential development areas.

A reserve for power lines crosses the suburb from the north to south with Pye Hill Reserve in the middle. The suburb is also characterised by a number of open space reserves and lakes, which are well serviced by footpaths.

In addition to the Council run Children's Centre, the Head Start Long Day Care Centre provides a child care service. The Cecil Hills Public School and Cecil Hills High School are both well attended.

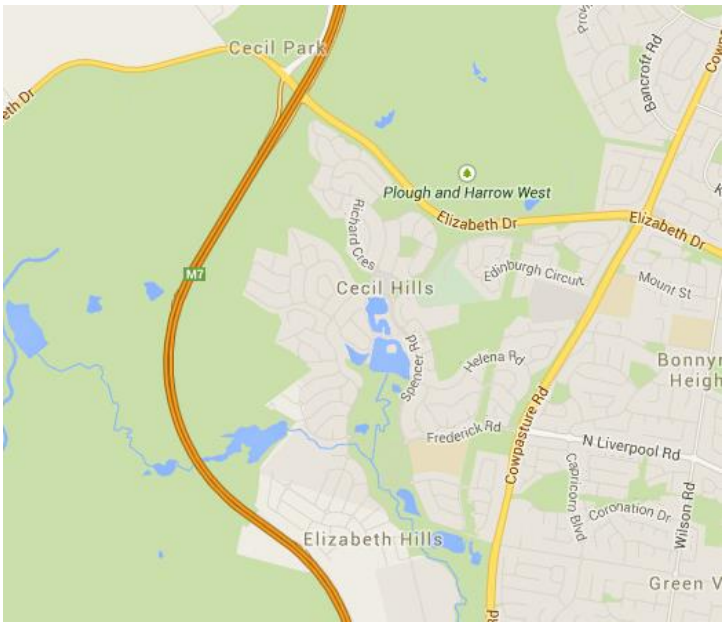


Figure – Cecil Hills Farm

Community Infrastructure

- 1x primary schools
- 1x high school
- 2x long day care centres
- 1x afterhours care
- 1x historical site
- 1x community centre
- 1x major parklands
- 2x parks/reserves

Figure – Cecil Hills Community Centre

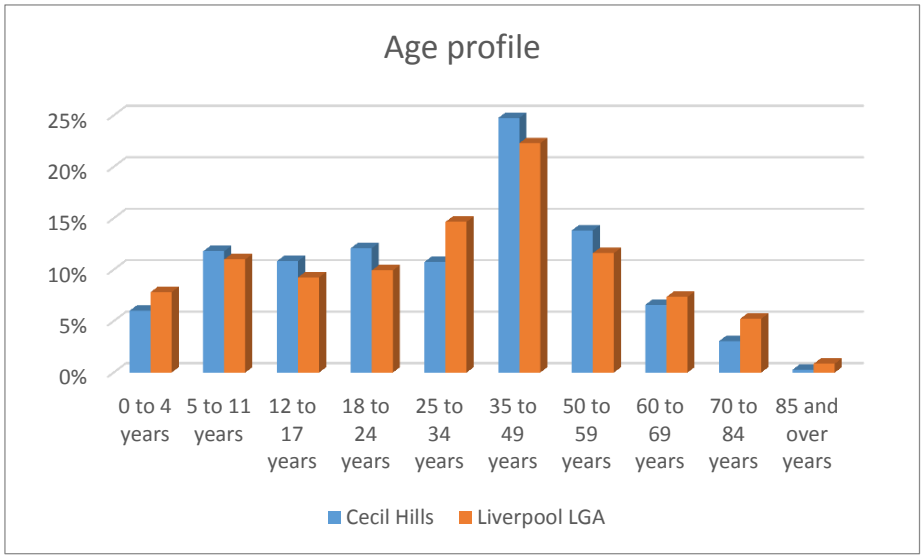
Cecil Hills population snapshot

In 2011, the population of Cecil Hills was 6,865 persons. The age profile of Cecil Hills was fairly consistent with Liverpool LGA, with a lower proportion of adults aged 25 to 34 years and older residents aged over 59 years. Cecil Hills had a high proportion of families (93% compared to 82% in Liverpool LGA), with most of these being couples with school aged children (between 5 to 17 years). Cecil Hills also had the highest average household size (3.7 persons) of the areas within the study area.

The Cecil Hills community was culturally diverse, with 39% born in a non-English speaking country (including Iraq, Vietnam and Philippines) and over half of residents speaking a language other than English at home (58%). This was higher than the LGA averages (36% and 50% respectively). The most common languages other than English were Arabic, Vietnamese and Italian.

Households in Cecil Hills generally earned a higher income ($1, 832) than Liverpool LGA ($1, 299). Participation in the workforce was higher, with a lower unemployment rate (5.8% compared to 7% in the LGA). The most common occupations of residents were clerical and administrative, professional, and technicians and trades roles.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



	Cecil Hills	Liverpool LGA
Median age	33	33
Born in a Non English speaking country	39%	36%
Speaks another language other than English at home	58%	50%
Family households	93%	82%
Couple family with children	69%	57%
Single parent families	13%	18%
Average household size	3.7	3.2
Median weekly household income	$1,832	$1,299
Workforce participation	68%	58%
Unemployed persons	5.8%	7%
Households without a motor vehicle	1%	10%

4. Greendale

The district of Greendale was a thriving wheat-growing district for many years from about 1815 to 1861. At this time a wheat rust struck the crops, which caused the population to move elsewhere. By 1925 the post office, school and bakery had shut down.

Greendale now has no definable centre and is characterised by large rural lots with a number of agricultural activities occurring. There are two churches in the locality, the Free Church of Tonga appears to be on a private property whilst St Francis Xavier Church is on Greendale Road and includes a cemetery.

Greendale is accessed via Greendale Road through Wallacia village from the north and through Bringelly village from the south east.

The University of Sydney Camden Farms network is located in the south eastern corner of the suburb. These farms that are essential to supporting the present core teaching and research activities of the Faculties of Veterinary Science and Faculty of Agriculture and Environment and vital to securing new initiatives arising from government and Industry priorities in education, bioscience and food chain research occasioned by climate change, peak oil, urbanization, food and water security[1].

Figure – St Francis Xavier Church

Bents Basin State Conservation area is also located in Greendale, which includes a camp ground, picnic area and education centre. A deep waterhole called Bents Basin forms part of a gorge on the Nepean River and is a great location for recreational activities[2].

Figure – Bents Basin State Conservation area (Sourced: NSW National Parks website)

Community Infrastructure

- 2x religious facilities
- 1x regional recreation facility
- 1x university facility

[1] The University of Sydney Camden Farms Network, Accessed 11 March 2015 - http://sydney.edu.au/agriculture/plant_breeding_institute/locations/camden_farms.shtml last updated 17 June 2013

[2] National Parks, Bents Basin State Conservation Area, accessed 11 March 2015, http://www.nationalparks.nsw.gov.au/bents-basin-state-conservation-area

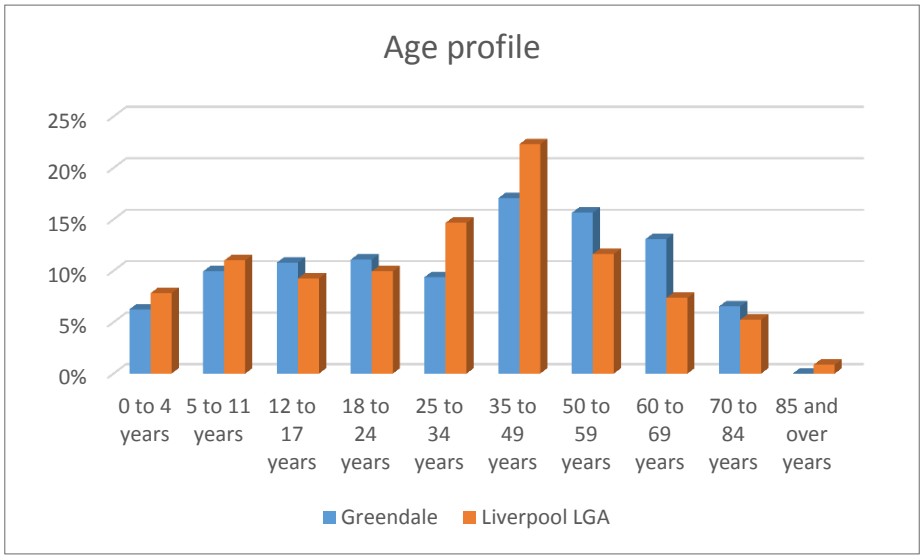
Greendale population snapshot

In 2011, the population of Greendale was 352 persons. Greendale had a generally older age profile compared to Liverpool LGA, with a smaller proportion of adults aged 25 to 49 years and higher proportion of adults aged 50 to 84 years. Although the most prevalent household type was families, there were a smaller proportion of couples with children, compared to Liverpool LGA. There were a significant proportion of single parent families.

In Greendale, 14% of residents were born in a non-English speaking country and one in five residents spoke a language other than English at home. These figures represent a fairly culturally diverse community in Greendale.

Households in Greendale earned a slightly lower income ($1,275) than Liverpool LGA ($1,299). This is despite workforce participation being higher and a lower unemployment rate (3.6% compared to 7% in the LGA). The most common occupations of residents were clerical and administrative, technicians and trades, and professional jobs.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



	Greendale	Liverpool LGA
Median age	37	33
Born in a Non English speaking country	14%	36%
Speaks another language other than English at home	20%	50%
Family households	84%	82%
Couple family with children	52%	57%
Single parent families	18%	18%
Average household size	3.3	3.2
Lone person household	12%	16%
Median weekly household income	$1,275	$1,299
Workforce participation	61%	58%
Unemployed persons	3.6%	7%
Households without a motor vehicle	4%	10%

5. Horsley Park

Horsley Park's village centre is located around the intersection of Horsley Drive and Horsley Road, west of Wallgrove Road and the M7 entrance. It includes two supermarkets, retail shops, a community hall, Horsley Park Reserve and rural fire brigade.

Other community facilities to the east of the village centre along Horsley Drive include two primary schools, a church and a large conference centre. Horsley Kids is a private child care centre in the residential area along Horsley Road. Horsley Park's services and facilities are likely to serve neighbouring Mount Vernon residents, which currently has no defined centre.

The suburb's residential development is concentrated on the western side of the M7, characterised by large lots and some agricultural uses. Development on the eastern side is constrained by the Western Sydney Parklands, Sydney International Equestrian Centre, Sharks Golf Driving Range and some large commercial and industrial uses located here. The Western Sydney Parklands and major sporting facilities attract high numbers of visitors from surrounding areas.

Community Infrastructure

- 2x primary schools
- 2x sport and recreation facilities
- 1x long day care centre
- 1x church
- 1x conference centre
- 1x community hall
- 1x major parklands
- 1x park/reserve

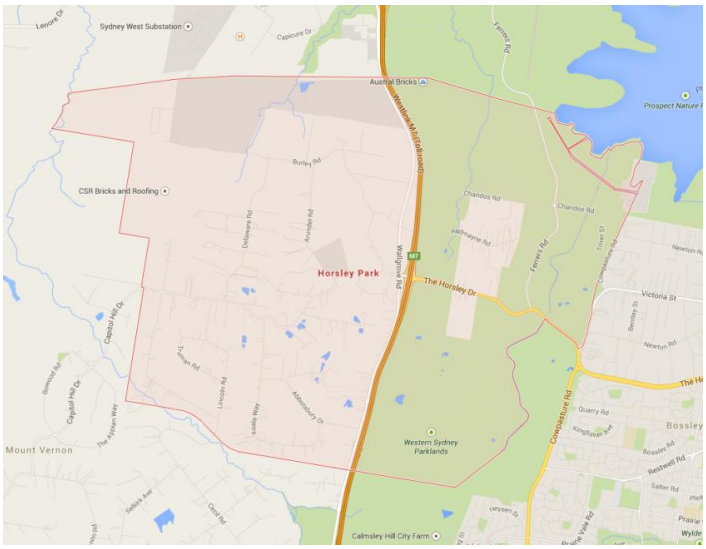


Figure – Horsley Park Community Hall

Figure – Horsley Park village centre

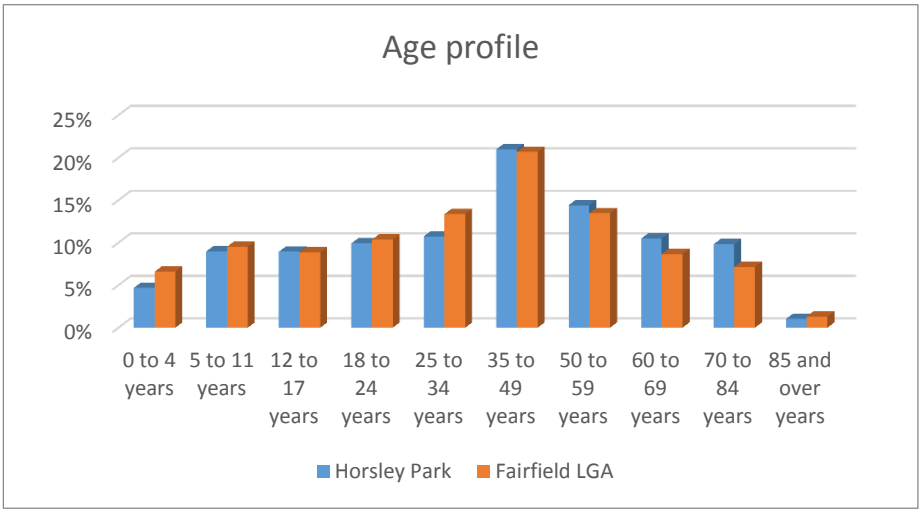
Horsley Park population snapshot

In 2011, 1,936 persons lived in Horsley Park. The population's age distribution was broadly consistent with Fairfield LGA although there was a slightly higher proportion of 50 to 84 year olds. A high proportion of families lived in Horsley Park (84% compared to 82% in Fairfield LGA). Most families were couples with children (57% compared to 52% in Fairfield LGA). Although lower than the LGA averages, lone person households and single parent families were still significant in Horsley Park (both 14%).

The community was culturally diverse, with a quarter of residents born in non-English speaking countries (including Italy and Malta) and 37% speaking a language other than English at home. The most spoken languages other than English were Italian, Maltese and Assyrian.

The median weekly household income in Horsley Park ($1,361) was higher than Fairfield LGA ($1,022). Labour force participation was also higher (56% compared to 51% in Fairfield LGA), while the unemployment rate was lower (3.4% compared to 9.7% in the LGA). The most common occupations among residents were clerical and administrative, technicians and trades, and managers.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



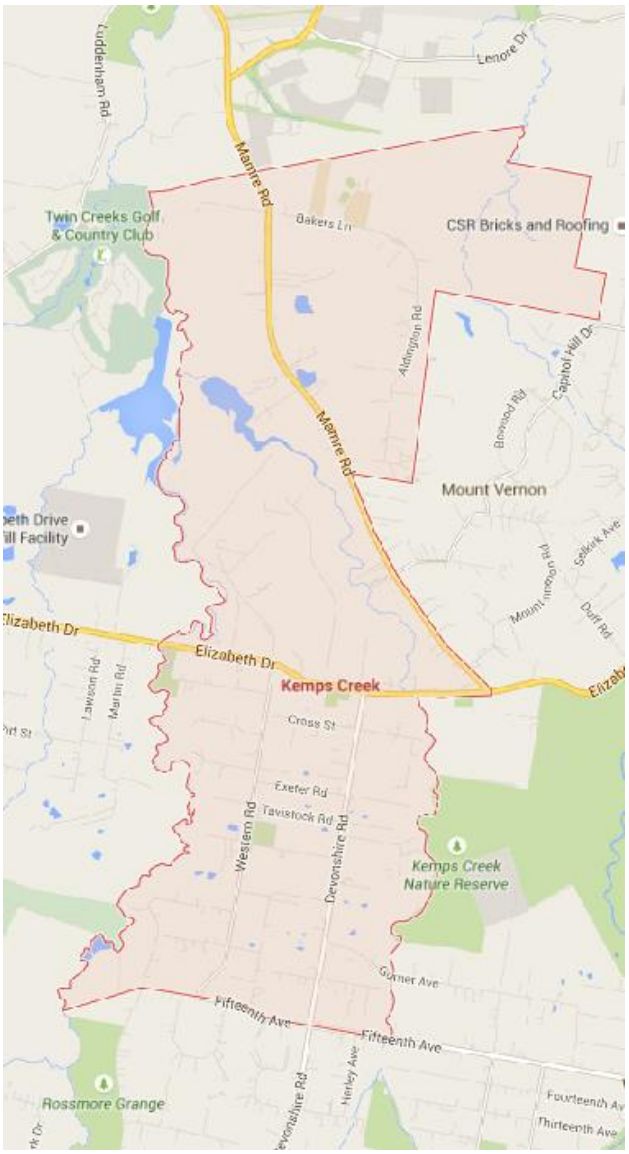
	Horsley Park	Fairfield LGA
Median age	39	36
Born in a Non English speaking country	25%	50%
Speaks another language other than English at home	37%	70%
Family households	84%	82%
Couple family with children	57%	52%
Single parent families	14%	23%
Average household size	3.3	3.2
Lone person household	14%	16%
Median weekly household income	$1,361	$1,022
Workforce participation	56%	51%
Unemployed persons	3.4%	9.7%
Households without a motor vehicle	6%	13%

6. Kemps Creek

The Kemps Creek town centre is spread along Elizabeth Drive with small shops and service stations. Access to Kemps Creek is via Elizabeth Drive from the east and from the M7 to the west and Mamre Road from the north.

Two primary schools, sport and bowling club, and two reserves (one with sporting facilities and amenities) are close to the centre. Three private schools and the Emmaus Residential Aged Care facility are located to the north near St Clair. Although not a large centre, Badgerys Creek residents are likely to access services and facilities in Kemps Creek, being the closest centre other than Luddenham. There is also an Animal Welfare League facility in Kemps Creek.

The main residential area to the south of Elizabeth Drive features houses on large rural lots and some agricultural uses. Some facilities within the residential area include The Grove Academy (long day care centre) and Sydney Catholic Garden Cemetery. Kemps Creek Nature Reserve to the east of the residential area gives residents direct access to the Western Sydney Parklands.



Community Infrastructure

- 3x parks/reserves
- 2x primary schools
- 1x high school
- 2x combined school
- 1x aged care facility
- 2x child care centres
- 1x church
- 1x cemetery and crematorium
- 1x sport and bowling club

Kemps Creek population snapshot

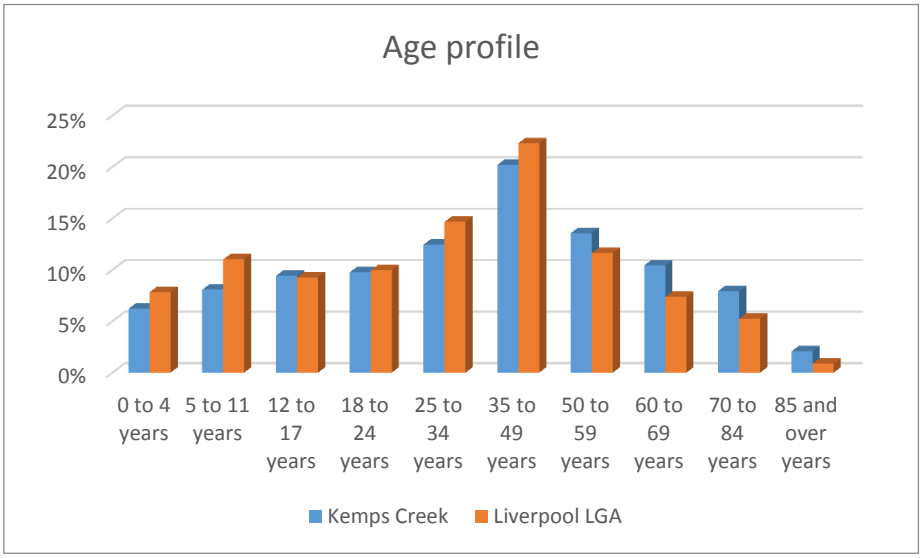
In 2011, 2,309 persons lived in Kemps Creek. Compared to Liverpool LGA, Kemps Creek had a higher proportion of older residents aged over 49 years and smaller proportion of children aged under 12 years.

A high proportion of families lived in Kemps Creek (85% compared to 82% in Liverpool LGA). Most families were couples with children (57%), which was consistent with Liverpool LGA). Although lower than the LGA average, lone person households were significant in Kemps Creek (13%).

The community was culturally diverse, with a quarter of residents born in non-English speaking countries (including Italy, China and Malta) and 41% speaking a language other than English at home. The most spoken languages other than English were Italian, Arabic and Chinese languages.

The median weekly household income ($1,148) was lower than Liverpool LGA ($1,299). Labour force participation was consistent with the LGA, while the unemployment rate was lower (3.7% compared to 7% in the LGA). The most common occupations among residents were managers, technicians and trades, and clerical and administrative jobs.

Almost all households owned a motor vehicle, representing a high car dependency among residents.



	Kemps Creek	Liverpool LGA
Median age	**38**	**33**
Born in a Non English speaking country	**25%**	**36%**
Speaks another language other than English at home	**41%**	**50%**
Family households	**85%**	**82%**
Couple family with children	**55%**	**57%**
Average household size	**3.4**	**3.2**
Lone person household	**13%**	**16%**
Median weekly household income	**$1,148**	**$1,299**
Workforce participation	**58%**	**58%**
Unemployed persons	**3.7%**	**7%**
Households without a motor vehicle	**4%**	**10%**

7. Luddenham

The village of Luddenham is located on The Northern Road, a major road which connects South West Sydney with North West Sydney. The town centre features a service station, large IGA supermarket to the south and the Luddenham showground to the north. Luddenham is characterised by traditional suburban housing, with a mix of older and more recent residential development, particularly to the east of the Northern Road and bordering the WSA site.

A small shopping village services the town, along with Luddenham Primary School, Holy Family Catholic Primary with before and after school care, a child care centre, two churches and three parks. The largest of these is Sales Park which features a sports field, cricket pitch and nets and amenities, with a community hall and playground co-located on neighbouring sites. Other parks include Willmington Reserve, located across from the public school with a basketball/netball court and bike track, and Freeburn Park with a playground. The Luddenham Showground at the northern end of town includes associated facilities for the annual show.

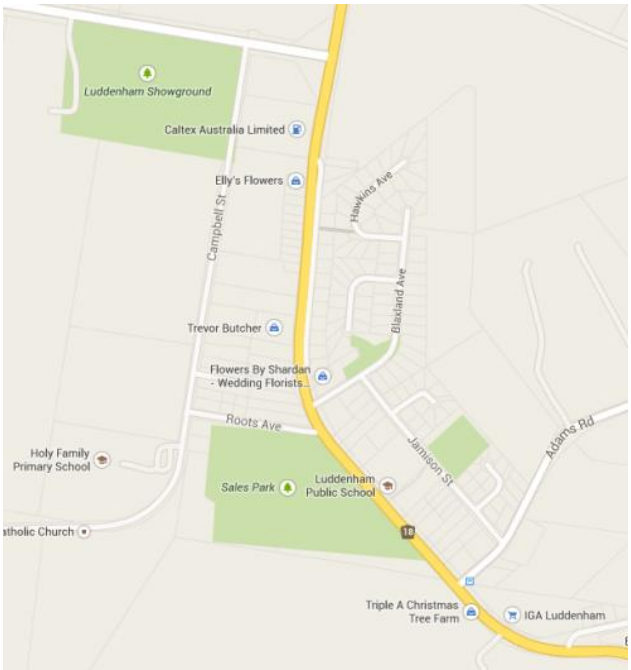


Figure – Freeburn Park

Figure – Luddenham shopping village

Community Infrastructure

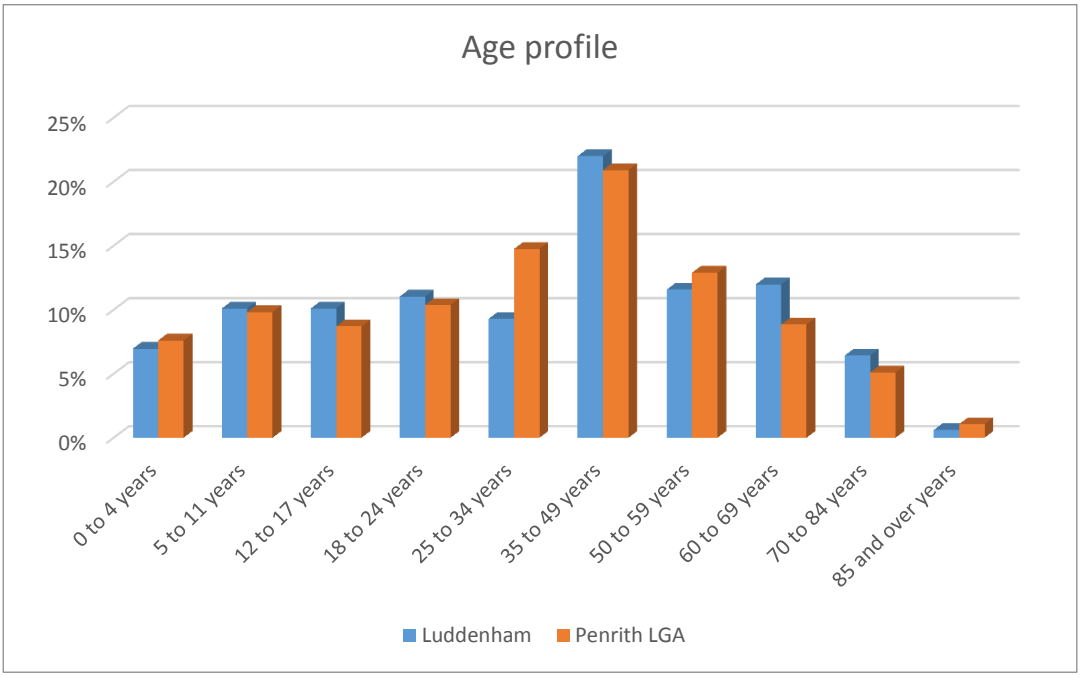
- 1x Recreational oval and amenities
- 1x Before and after school care
- 1x Community hall
- 1x Showground
- 1x Childcare centre
- 2x Churches
- 2x Reserves/parks
- 2x Primary schools

Luddenham population snapshot

In 2011, the population of Luddenham was 1,496 persons. The age profile of Luddenham was fairly consistent with Penrith LGA although there was a smaller proportion of adults aged 25 to 34 years and higher proportion of older adults aged 60 to 69 years. Luddenham had a higher proportion of families, including couples with school aged children (between 5 to 17 years), compared to the LGA. Few residents in Luddenham were from non-English speaking backgrounds.

Households in Luddenham generally earned a higher income ($1,562) than Penrith LGA ($1,398). Participation in the workforce was slightly higher, with a lower unemployment rate (4.3% compared to 5.5% in the LGA). The most common occupations of residents were managers, clerical and administrative, and technicians and trades roles.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



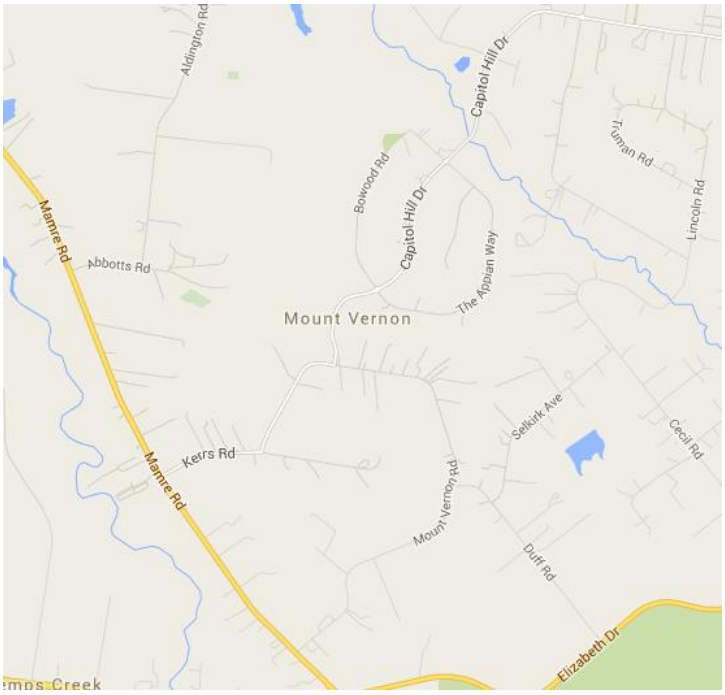
	Luddenham	Penrith LGA
Median age	36	34
Family households	84%	78%
Couple family with children	53%	50%
Average household size	3.2	2.9
Lone person household	14%	19%
Median weekly household income	$1,562	$1,398
Workforce participation	67%	66%
Unemployed persons	4.3%	5.5%
Households without a motor vehicle	2%	8%

8. Mount Vernon

There is no defined centre or shopping village within the suburb of Mount Vernon, with the closest centre being Horsley Park. Mount Vernon is characterised by large lot residential properties. Overall, residential properties appear to be well maintained, featuring large and relatively new houses.

The Do-re-mi Day Care Centre is located in Mount Vernon which is privately run.

Mount Vernon is accessed from the north via Horsley Road, Kerrs Road or Mount Vernon Road from the west and Wallgrove Road from the east, which runs parallel to the M7.



Community Infrastructure

- 1x Long day care centre

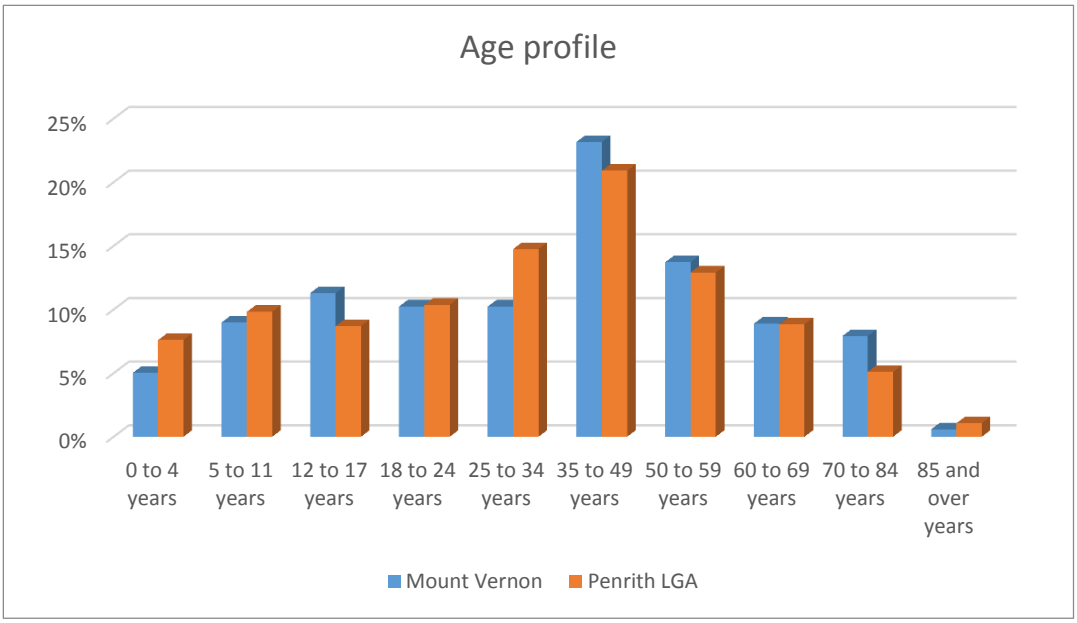
Mount Vernon population snapshot

In 2011, the population of Mount Vernon was 1,036 persons. Mount Vernon had a high proportion of families (92% compared to 78% in Penrith LGA), with most of these being couples with school aged children (between 5 to 17 years). Compared to Penrith LGA, there was a higher proportion of high school aged children (between 12 to 17 years) and older adults aged 70 to 84 years.

The Mount Vernon community is culturally diverse, with almost of quarter of residents born in a non-English speaking country (including Italy, Malta and Croatia) and a third of residents speaking another language other than English at home. The most spoken languages other than English were Italian, Assyrian and Croatian.

Households in Mount Vernon generally earned a higher income ($1,773) than Penrith LGA ($1,398). Participation in the workforce was slightly higher, with a lower unemployment rate (3.2% compared to 5.5% in the LGA). The most common occupations of residents were technicians and trades, clerical and administrative, and managers.

Almost all households owned a motor vehicle, reflecting a high dependency on cars among residents.



	Mount Vernon	Penrith LGA
Median age	39	34
Born in a Non English speaking country	23%	13%
Speaks another language other than English at home	33%	15%
Family households	92%	78%
Couple family with children	68%	50%
Average household size	3.5	2.9
Median weekly household income	$1,773	$1,398
Workforce participation	67%	66%
Unemployed persons	3.2%	5.5%
Households without a motor vehicle	1%	8%

9. Mulgoa

Mulgoa features a small village shopping centre on the corner of Mulgoa Road and Allan Road. It includes a medical practice, chemist, post office and a supermarket.

The centre is surrounded by areas of low density residential properties mainly to the east of Mulgoa Road. The local public school and Mulgoa Park are located to the north within walking distance to the centre and homes. Mulgoa Hall and tennis courts are located within Mulgoa Park and these facilities appear to be well maintained.

Community facilities outside the village centre include the Mulgoa Preschool and Gow Park, which has two sporting fields, cricket pitch and amenities.

Access to the Mulgoa village is via Mulgoa Road from the north and south and via Littlefields Road from the east.

Figure – Mulgoa Community Hall

Community Infrastructure

- 1x primary school
- 1x child care centre
- 3x parks/reserves
- 3x churches
- 1x community hall
- 1x conference centre

Figure – Mulgoa shops

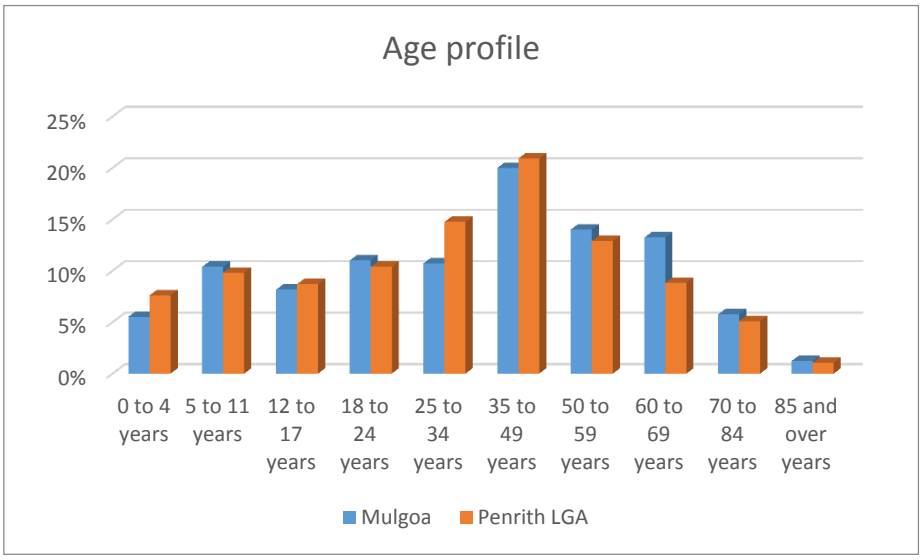
Mulgoa population snapshot

In 2011, 1,792 persons lived in Mulgoa. The age profile of Mulgoa was generally older than Penrith LGA, with a smaller proportion of 25 to 49 year olds and higher proportion of 50 to 84 year olds. Mostly families lived in Mulgoa. Around half of families were couples with children (49%). 15% were lone person households. Few residents were from non-English speaking backgrounds.

The weekly median household income in Mulgoa ($1,783) was higher than Penrith LGA ($1,299). Labour force participation was also higher, while the unemployment rate was lower (4.6% compared to 5.5% in the LGA).

The most common occupations among residents were clerical and administrative, technicians and trades, and professionals.

Almost all households owned a motor vehicle.



	Mulgoa	Penrith LGA
Median age	37	34
Family households	84%	78%
Couple family with children	49%	50%
Couple families without children	38%	30%
Average household size	3.1	2.9
Lone person household	15%	19%
Median weekly household income	$1,783	$1,398
Workforce participation	68%	66%
Unemployed persons	4.6%	5.5%
Households without a motor vehicle	1%	8%

10. Rossmore

Rossmore is a large, rural residential suburb. Bringelly Road is the suburb's main east-west access road and location of the small town centre comprised of a service station and some small shops opposite the public school. Bellfield College, two private childcare centres and two equestrian facilities are located away from the main road. A Buddhist Temple and Cambodian Temple are situated in the northern part of the suburb.

The suburb is next to Bringelly, which has a larger town centre with a small supermarket, post office, pharmacy, Bringelly Public School, Bringelly Recreation Reserve and Bringelly Community Centre. Rossmore residents are likely to access these services and facilities.

Community Infrastructure

- 3x child care centres
- 2x churches
- 2x religious temples
- 2x parks/reserves
- 1x primary school
- 1x combined school

Figure – Rossmore Public School

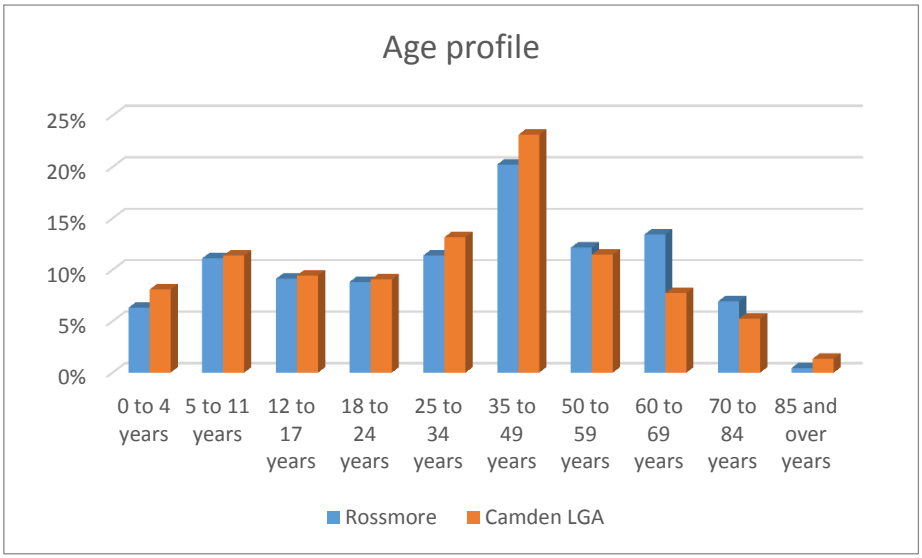
Rossmore population snapshot

In 2011, 2,412 persons lived in Rossmore. The age profile of Rossmore was generally older than Camden LGA, with around a third of residents in the 50 to 84 year age group (compared to around a quarter of residents in Camden LGA). Mostly families lived in Rossmore, with couples with children most prevalent (55% consistent with the LGA). 14% were single parent families, consistent with the LGA average.

Rossmore's community was culturally diverse, with 23% of residents born in a non-English speaking country (including Italy, China and Lebanon) and 35% speaking another language other than English at home. The most common languages spoken other than English were Arabic, Italian and Chinese languages.

The median weekly household income in Rossmore ($1,284) was lower than Camden LGA ($1,727). A smaller percentage of residents participated in the workforce (58% compared to 70% in the LGA). The unemployment rate in Rossmore was higher (5.9%) than Camden LGA (4%). The most common occupations among residents were managers, technicians and trades, and clerical and administrative jobs.

Motor vehicle ownership in Rossmore was consistent to Camden LGA.



	Rossmore	Camden LGA
Median age	37	34
Born in a Non English speaking country	23%	9%
Speaks another language other than English at home	35%	10%
Family households	87%	84%
Couple family with children	55%	55%
Single parent families	14%	14%
Average household size	3.3	3
Median weekly household income	$1,284	$1,727
Workforce participation	58%	70%
Unemployed persons	5.9%	4%
Households without a motor vehicle	3%	3%

11. Silverdale

Silverdale is a low density residential suburb located to the south of Warragamba. While it has no defined town centre, Silverdale residents are close to Warragamba town centre. The Warragamba town centre features a Town Hall, community hall, child care centre and shops.

Silverdale is also close to Warragamba's public swimming pool, sports fields, playgrounds, skate park and tennis/basketball courts. Warragamba Public School is the closest primary school to Silverdale residents.

Silverdale has a child care centre within the main residential area of the suburb, which is a privately run preschool.

The Silverdale Rifle Range is located to the south of the main residential area, near the Bents Basin State Conservation Area.

Silverdale is accessed via Silverdale Road from the north and south and via Warradale Road from Warrangamba to the north.

Community Infrastructure

- 1x park
- 1x church
- 1x child care centre
- 1x sport (rifle) facility

Figure – Silverdale child care

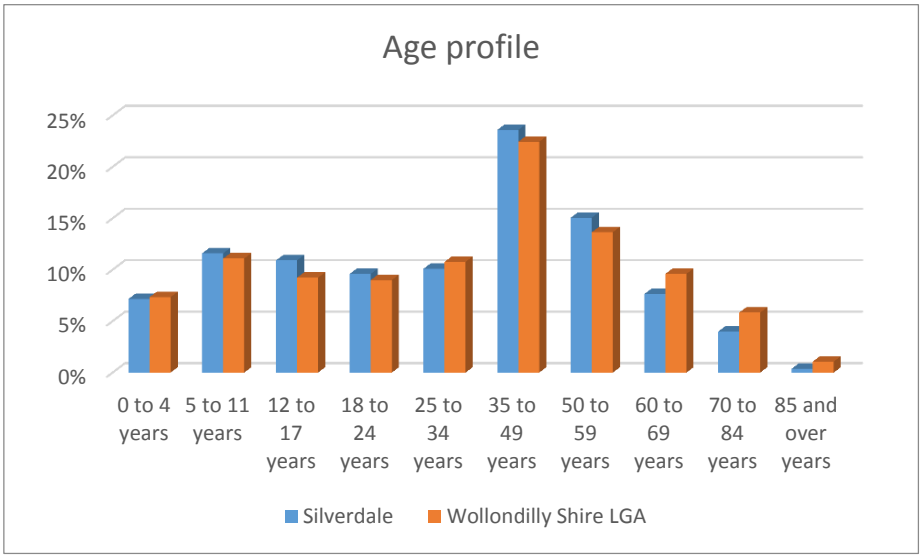
Figure – Silverdale residential area

Silverdale population snapshot

In 2011, 3,439 persons lived in Silverdale. The age distribution in Silverdale was broadly similar to Wollondilly Shire LGA, although there was a smaller proportion of people aged over 59 years. A higher proportion of families lived in Silverdale (91% compared to 82% in the LGA), as well as couples with children (63% compared to 53% in the LGA). Very few residents in Silverdale were from non-English speaking backgrounds.

The median weekly household income in Silverdale ($1,806) was higher than Wollondilly Shire ($1,478). In Silverdale, labour force participation was higher and the unemployment rate was slightly lower 2.8% compared to 4.2% in Wollondilly Shire). The most common occupations among residents were technicians and trades, clerical and administrative and managers.

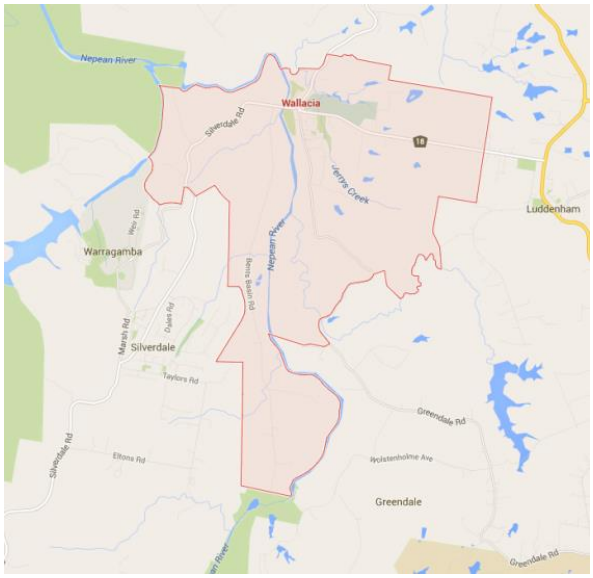
Almost all households in Silverdale owned a motor vehicle.



	Silverdale	Wollondilly Shire LGA
Median age	35	36
Family households	91%	82%
Couple family with children	63%	53%
Average household size	3.3	3
Median weekly household income	$1,806	$1,478
Workforce participation	74%	67%
Unemployed persons	2.8%	4.2%
Households without a motor vehicle	1%	3%

12. Wallacia

The suburb of Wallacia is located beside the Nepean River to the east. It has a large residential precinct with low density residential properties. Access to Wallacia is via Park Road to the east, Greendale Road to the south, Silverdale road to the west and Mulgoa Road to the north.



Wallacia's small village centre is focused around the intersection of Mulgoa Road and Park Road and includes the iconic Wallacia Hotel, small shops and Wallacia Public School. Wallacia Golf Club is adjacent to the centre in the east, while Blaxland Crossing Reserve and Fowler Reserve to the west are the closest open spaces. Wallacia was previously a popular tourist destination for camping and recreation. While campgrounds are still available at these reserves, their facilities appear dated.

Overall, the suburb has limited community facilities with residents likely to travel to the larger town centre of Warragamba, which features a Town Hall, community hall, child care centre and shops. Further, the Wallacia Progress Hall is at risk of closing down due to lack of funding.

Figure – Wallacia village shops

Community Infrastructure

- 3x parks/reserves
- 1x sport (golf) facility
- 1x community hall
- 1x bowling green
- 1x primary school
- 1x health retreat

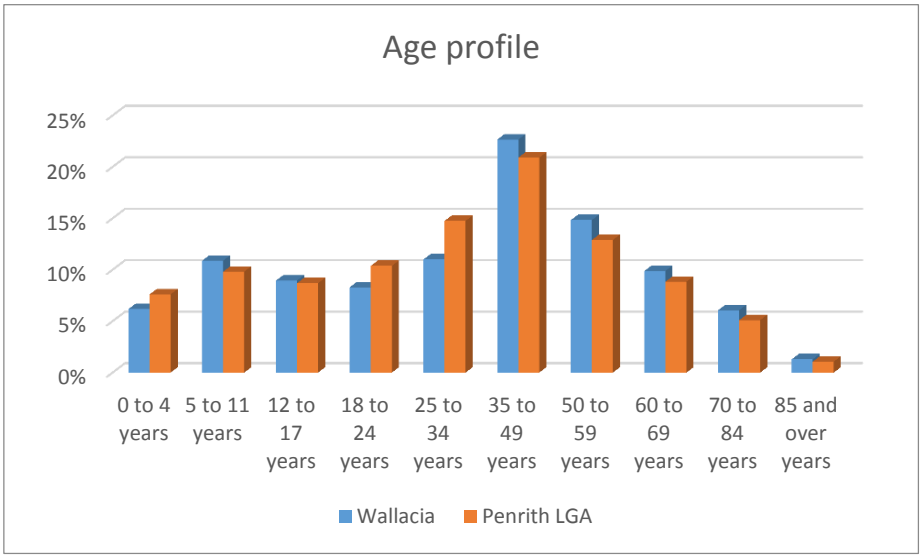
Figure – Wallacia Hotel

Wallacia population snapshot

In 2011, 1,700 persons lived in Wallacia. The age profile of Wallacia was generally older than Penrith LGA, with over half of residents aged over 34 years. Mostly families lived in Wallacia, with couples with children most common (53% compared to 50% in Penrith LGA). Lone person households were also significant (22% compared to 19% in Penrith LGA). Very few residents were from non-English speaking backgrounds.

The median weekly household income in Wallacia ($1,309) was lower than Penrith LGA ($1,398). Labour force participation was slightly higher in Wallacia, while the unemployment rate was lower (3.5% compared to 5.5% in the LGA). The most common occupations among residents were managers, technicians and trades, and clerical and administrative jobs.

A high proportion of households owned a motor vehicle.



	Wallacia	Penrith LGA
Median age	39	34
Family households	76%	78%
Couple family with children	53%	50%
Average household size	2.9	2.9
Lone person household	22%	19%
Median weekly household income	$1,309	$1,398
Workforce participation	68%	66%
Unemployed persons	3.5%	5.5%
Households without a motor vehicle	5%	8%

13. Warragamba

The key feature of Warragamba is the Warragamba Dam, which provides water to metropolitan Sydney. The town centre features a large roundabout, with shops, services and community facilities facing onto this and on the streets which intersect. These include the Town Hall, a community hall, Warragamba Public School and a child care centre.

Warragamba also features a number of sporting and recreational facilities including a public swimming pool, sports fields, playgrounds, skate park and tennis/basketball courts. The Warragamba Dam and Visitor Centre attracts high numbers of visitors who also make use of the recreational areas surrounding the dam.

The main residential area of the town is located to the north of the village centre, characterised by narrow streets and mainly weatherboard and brick houses. A small industrial area is located to the west of the centre with light industrial and rural supply facilities. Warragamba is also the nearest centre for the neighbouring suburb of Silverdale.

Community Infrastructure

- 1x Community hall
- 1x Swimming pool complex
- 1x Neighbourhood centre
- 1x Tennis court complex
- 1x Public school
- 1x Out of hours school service
- 1x Dam visitor centre
- 2x Long day cares
- 3x Churches
- 7x Parks and reserves

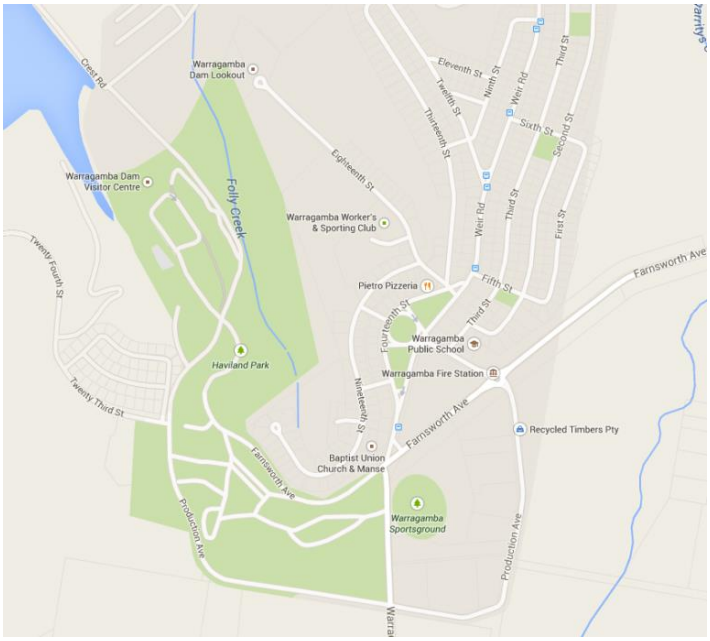


Figure – Warragamba Town Hall

Figure – Warragamba-Silverdale swimming complex

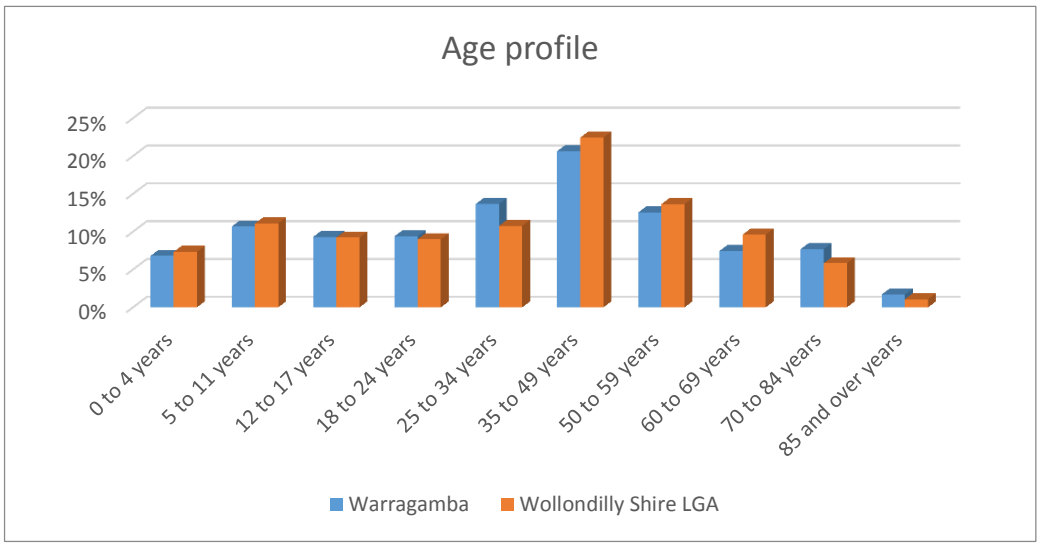
Warragamba population snapshot

In 2011, the population of Warragamba was 1,236 persons. Overall, Warragamba had a slightly younger age profile compared to the average for Wollondilly Shire, with a higher proportion of adults aged 25 to 34 years and smaller proportion of adults aged 35 to 69 years. However there was a higher proportion of residents aged over 69 years. Although the most prevalent household type was families, there was a smaller proportion of couples with children, compared to Wollondilly Shire. The average household size was also smaller, indicating a higher proportion of singles and couples (particularly within the 25 to 34 years and over 69 years age groups) in the area. Very few residents in Warragamba were from non-English speaking backgrounds.

Warragamba showed indications that there may be vulnerable and disadvantaged residents due to a higher proportion of lone person households (many of whom may be older residents), significantly more single parent families, lower income households and higher need for assistance compared to the LGA averages. In terms of SEIFA Index of Disadvantage scores, Warragamba had a lower score (941) indicating a higher proportion of relatively disadvantaged people, compared to other areas within the study area (between 914 to 1,080).

The unemployment rate was also higher (5.1% compared to 4.2% in the LGA). The most common occupations of residents were technicians and trades, clerical and administrative and labourers.

Although there was a lower proportion of households with a motor vehicle compared to Wollondilly Shire, there was still a high dependency on cars among residents.



	Warragamba	Wollondilly Shire LGA
Median age	35	36
Family households	68%	82%
Couple family with children	44%	53%
Single parent families	26%	14%
Average household size	2.6	3
Lone person households	28%	16%
Need for assistance	4.9%	3.8%
Median weekly household income	$1,073	$1,478
Low income households	27%	17%

GHD

133 Castlereagh St Sydney NSW 2000

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T: +61 2 9239 7100 F: +61 2 9239 7199 E: sydmail@ghd.com.au

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