

Appendix C – Socio-economic Impact Assessment

Addendum Socio- Economic Assessment

27 Feb 2025
Pacific Highway upgrade through Wyong Town Centre
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Addendum Socio-Economic Assessment

Client: Transport for NSW

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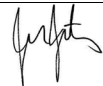
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1.0 Introduction

1.1 Background

Transport for NSW (Transport) is upgrading the Pacific Highway through Wyong Town Centre to provide a two-lane road in each direction from Johnson Road at Tuggerah through Wyong Town Centre and replace the Wyong River Road bridge with a new four lane bridge (referred to hereafter as 'the Project').

The Project will improve traffic flow, travel times and safety for all road users as well as provide for future improvements to the broader public transport network. The Project will also improve connectivity to and across the Pacific Highway and to the Wyong railway station, with improved intersections and a new wider and longer bridge over the railway line at Rose Street.

Between 2008 and 2015 Transport (formerly Roads and Maritime Services) worked with key stakeholders to investigate and evaluate options for the Project. In 2015, a preferred option was selected, and a Review of Environmental Factors (Roads and Maritime Services, 2015) (referred to hereafter as the '2015 REF') was prepared which assessed the potential construction and operation impacts of the Project. The 2015 REF included an assessment of the social impacts, economic impacts and business impacts of the Project (HillPDA Consulting, 2015).

In 2023, the Australian Government announced it was accelerating \$80 million in funding to enable work to progress on the Project and detailed investigated works re-commenced.

The previous concept design was prepared almost ten years ago. As the project has progressed, the communities' expectations of transport projects have changed. Individual stakeholder requirements, policies and standards have also changed. Transport has also focused on the best way to construct the project, to ensure that key risks are addressed, and the project provides value for money. In response, Transport carried out additional investigations to identify necessary improvements to the 2015 concept design, including updated assessments of active and public transport demands, urban design, and construction staging. Key stakeholders were consulted during the review, and changes were made to the concept design. The changes to the concept design are referred to as "proposed modifications" hereafter.

1.2 Project modification

A full description of the proposed modifications are provided in Chapter 3 of the Addendum REF (Transport for NSW, 2025).

Key features of the proposed modifications include:

- a new signalised intersection at McPherson Road in place of a roundabout
- stop lines and stop signs instead of a roundabout at the intersection of Panonia Road and River Road
- closing vehicle access from the Pacific Highway to Robleys Lane
- a new signalised T-intersection in place of the existing Rose Street roundabout and closing the Rose Street / Howarth Street intersection by making Rose Street a cul-de-sac. In addition, adjustments to the bridge design and alignment are proposed
- a new single four-lane bridge structure over the Wyong River instead of the previously proposed twin bridges to accommodate both northbound and southbound traffic
- a replacement bridge on Rose Street over the rail line on an alignment slightly south of the existing bridge.

The proposed modifications also include design adjustments for the construction of the commuter car park at Rose Street, which will still be expanded as an at-grade structure instead of a multi-storey structure, but with provision for additional levels of parking if demand requires in the future.

The proposed modifications also encompass a dedicated off-road cycle path and footpaths on the eastern side of the Pacific Highway, shared-use paths on the western side and improvements to pedestrian routes and urban design. This includes retaining existing footpaths with additional widening to minimise disruption to businesses and key underground utilities and further improving the urban design to enhance public amenity.

The 2015 REF described a left in, left out intersection at Apex Park to replace the Watanobbi Road intersection at North Road. The proposed modifications change the road width along the Pacific Highway adjacent to Apex Park between North Road and Cutler Drive and would remove the previously proposed left in, left out access to Watanobbi Road from the Pacific Highway. Cyclists and pedestrians would be relocated onto an upgraded section of Watanobbi Road, which would remain a closed-off street parallel to the Pacific Highway.

The 2015 REF described an extension of the railway pedestrian bridge to connect the Wyong Railway Station directly to the Pacific Highway. The proposed modifications exclude this extension and instead improves existing access to the station (at grade) via the Church Street traffic lights. A number of bus stops on the Pacific Highway would also be modified.

Given the interconnected nature and shared interface of the Wyong Rail Enabling Works Project and the Pacific Highway upgrade, the scope of the early works has been integrated with the proposed modifications. This includes the re-alignment of a siding within the existing rail corridor, relocation of the overhead electrical lines under the Rose Street bridge and relocation of some rail utilities within the current rail corridor and modifications to a retaining wall for siding access along the Pacific Highway opposite the River Road intersection. All these works are required as a result of the surrounding highway and local road works for the Proposal.

Further, the Proposal boundary has also been adjusted where necessary to accommodate the proposed modifications, the rail enabling works and some potential temporary works for construction or traffic management.

The location of the proposed modifications are shown in Figure 1.

The 2015 REF described the key features of the 100 per cent Concept Design and assessed potential impacts associated with the construction and operation of the Project. The Addendum REF (Transport for NSW, 2025) assesses the construction and operation impacts associated with the proposed modifications outlined above.



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DATE EXPORTED:
20/12/2024

CREATED BY:
AUSTINM3

COORDINATE SYSTEM:
GDA 1994 MGA ZONE 56

Legend

- Proposal area
- Railway
- Motorway
- Main road
- Watercourse

**FIGURE 1:
PROPOSED MODIFICATION**

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1.3 Report purpose

This Addendum Socio-Economic Assessment (referred to hereafter as the 'Addendum SEIA') has been prepared to inform the Addendum REF for the proposed modifications to the concept design developed in 2015.

A comprehensive assessment of the socio-economic and business impacts of the full extent of the Pacific Highway upgrade through Wyong Town Centre Project was previously undertaken and detailed the potential socio-economic and business impacts of the Project.

This Addendum SEIA:

- Provides an update of the social and demographic profile for the Project area
- Identifies and assesses the changed or additional social and economic impacts during construction and operational due to the proposed modifications
- Recommends management and mitigation measures to address or reduce the identified impacts and optimise benefits of the Project.

This Addendum SEIA does not assess the socio-economic impacts of the overall Project.

2.0 Assessment methodology

This Addendum SEIA has been prepared in accordance with Transport's *Environmental Assessment Practice Note – Socio Economic Assessment* (EIA-N05) (Transport for NSW, 2020) (referred to hereafter as 'the Practice Note'). The Practice Note provides guidance on determining the level of assessment required, requirements for establishing a socio-economic baseline and the process for assessing the socio-economic impacts of projects undertaken by Transport.

2.1 Assessment inputs

This Addendum SEIA has been informed by the following inputs:

- Pacific Highway Upgrade Wyong, Social and Economic Impact Assessment and Business Impact Assessment (HillPDA Consulting, 2015) (referred to hereafter as 'the Project SEIA')
- 2016 and 2021 Census data collected from the Australian Bureau of Statistics (Australian Bureau of Statistics, 2021) (ABS)
- Desktop research of social facilities and infrastructure in the Project area
- Technical assessments undertaken for the Addendum REF, specifically:
 - Landscape and Visual Impact Assessment (AECOM, 2025a)(referred to hereafter as 'the LCVIA')
 - Traffic and Transport Impact Assessment (Arcadis, 2024)(referred to hereafter as 'the TTIA')
 - Addendum Noise and Vibration Impact Assessment (AECOM, 2025b) (referred to hereafter as 'the NVIA')
- Outcomes of consultation undertaken during modifications to the design and preparation of the Addendum REF (as outlined in the Consultation Report (Transport for NSW, 2024a)).

2.2 Level of assessment

The Practice Note defines the different levels of assessment based on the scale and impacts of the Project. The Project SEIA (HillPDA Consulting, 2015) was a "moderate" assessment level in accordance with the earlier Roads and Maritime Services *Environmental Impact Assessment Practice Note* (Roads and Maritime Services, 2015).

The level of assessment for this Addendum SEIA was determined based on:

- A review of demographic data to identify significant changes in population and demographics which may trigger the requirement to revise the Project SEIA.
- Completion of the social impact assessment checklist (SIA checklist) provided in the Practice Note (Transport for NSW, 2020) and provided in Appendix A.

The review of demographic data covering the census periods since 2015 showed population growth and changes to demographic data were consistent with periods before 2015 and the data assessed in the Project SEIA (HillPDA Consulting, 2015). The SIA checklist was completed and focused on the proposed modifications of the Project, and based on identified impacts, a moderate assessment was determined as the appropriate level of assessment as per the Practice Note "...projects with several impacts, medium duration impacts or impacts on groups of people. Moderate level assessments would usually require project-specific mitigation measures to ensure impacts are acceptable to the community."

2.3 Assessment of impacts

2.3.1 Impact categories

Impacts were identified based on the impact category, sub-categories and matters to be considered in each, as outlined in the Practice Note (Transport for NSW, 2020). In summary, the impact categories assessed included:

Property impacts: direct property impacts including type, acquisition and relocation impacts (business and resident), and impact to property access and amenity.

Changes to population and demography: the influx of construction workers, both local and workers from outside the area, potential change to the demographics of the area.

Economy: the number of direct and indirect construction jobs created, the potential impact on local business and industry in the study area, the impact on household income, and value to economic output.

Business and industry: the impact on local business and regional industries.

Social infrastructure: direct impacts on community services, facilities and networks, changes in access to local and regional community services and facilities, and amenity impacts to social infrastructure.

Community values: impacts on the local character and identity, community cohesion, safety, environmental values, heritage sites/memorials, and sense of place.

Local amenity: changes to local amenity, including access changes, noise, air or visual impacts on amenity, and impact on local features that contribute to local amenity.

Access and connectivity: impact on walking and cycling networks, public transport facilities, roads, parking, and changes to adjacent road conditions (i.e. clearways, heavy vehicle routes).

2.3.2 Significance of impact

Evaluating the significance of impact aided in identifying negligible or low impacts and medium and high impacts. Medium and high impacts identified would require mitigation measures to minimise or avoid impacts on socio-economic conditions.

Evaluating impacts for each category and sub-category outlined in Section 2.3.1 was consistent with the methodology outlined in the Practice Note, that is, considering the sensitivity of the receptor and magnitude of the proposed work as defined in Table 1.

Table 1 Sensitivity and magnitude level definitions (Transport for NSW, 2020)

Level	Sensitivity	Magnitude
Negligible	No vulnerability and able to absorb or adapt to change.	No discernible positive or negative changes caused by the impact. Change from the baseline remains within the range commonly experienced by receptors.
Low	Minimal areas of vulnerabilities and a high ability to absorb or adapt to change.	A discernible change from baseline conditions. The tendency is that the impact is to a small proportion of receptors over a limited geographical area and mainly in the vicinity of the Project. The impact may be short-term or some impacts may extend over the life of the Proposal.
Moderate	A number of vulnerabilities but retains some ability to absorb or adapt to change.	A clearly noticeable difference from baseline conditions. The tendency is that the impact is to a small to a large proportion of receptors and may be over an area beyond the vicinity of the Project.

Level	Sensitivity	Magnitude
		The duration may be short-term to medium, or some impacts may extend over the life of the Project.
High	Multiple vulnerabilities and/or very little capacity to absorb or adapt to change.	A change that dominates over existing baseline conditions. The change is widespread or persists over many years or is effectively permanent.

Using the assigned level of sensitivity and magnitude from the definitions above, the level of significance of the potential impacts was determined using the matrix in Table 2.

Table 2 Grading matrix to assess the level of significance (Transport for NSW, 2020)

		Magnitude			
Sensitivity		High	Moderate	Low	Negligible
	High	High Impact	High - Moderate	Moderate	Negligible
	Moderate	High – Moderate	Moderate	Moderate – Low	Negligible
	Low	Moderate	Moderate - Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Only negative impacts were assigned a significance level, and the significance level was determined for both construction and operational impacts.

2.4 Limitations

This Addendum SIEA focuses only on the proposed modifications to the Project.

Given the proposed modifications of the Project:

- Economic impacts are based on desktop research and a site visit
- Business surveys were not undertaken as part of the Addendum SEIA. During development of the refined concept design between mid-2023 and mid-2024, Transport consulted with business owners and business impacts identified in this Addendum SEIA draw on feedback and issues raised.

Since the previous socio-economic assessment conducted in the Project SEIA (2015), the Wyong Local Government Area (LGA) has been amalgamated with the Central Coast LGA. The previous socio-economic assessment was based on census data for Wyong LGA and census data for the Central Coast Statistical Area 4 (SA4). To enable consistency between assessments, this Addendum SEIA uses data for the suburb of Wyong, Wyong Statistical Area Level 3 (SA3) and Central Coast LGA to enable comparison with the previous Wyong LGA and Central Coast Statistical Area Level 4 data (see Figure 2). There was no boundary change between the suburb of Wyong and the Central Coast LGA, however there was a small change in the boundary between the previous Wyong LGA and the Wyong SA3 used in this report as shown in Figure 3.

Social infrastructure identified in this assessment is based on the data available at the time of preparing the Addendum SEIA and sources used include local council social infrastructure lists and online mapping tools. Unregistered facilities, facilities without a digital presence, and potential errors in base data may have resulted in unintended omission of some facilities.

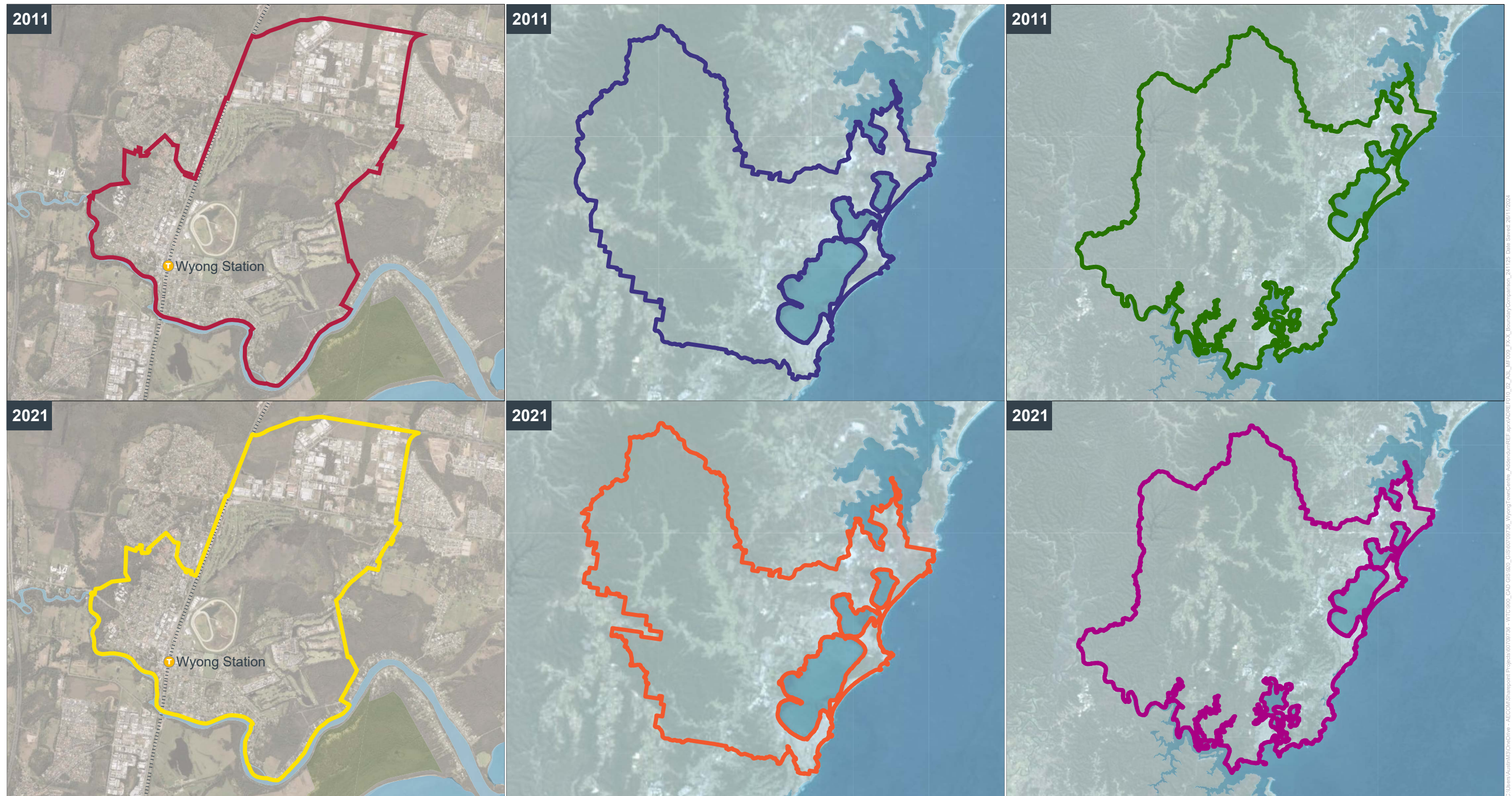


FIGURE 2:
CENSUS BOUNDARY COMPARISONS

Legend

- Suburb of Wyong (State Suburb SSC) [2011]
- Wyong Local Government Area [2011]
- Central Coast Statistical Area 4 (SA4) [2011]
- Suburb of Wyong (Suburbs and Localities SLC) [2021]
- Wyong Statistical Area 3 (SA3) [2021]
- Central Coast LGA [2021]



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Legend

- Wyong Local Government Area [2011]
- Wyong Statistical Area 3 (SA3) [2021]

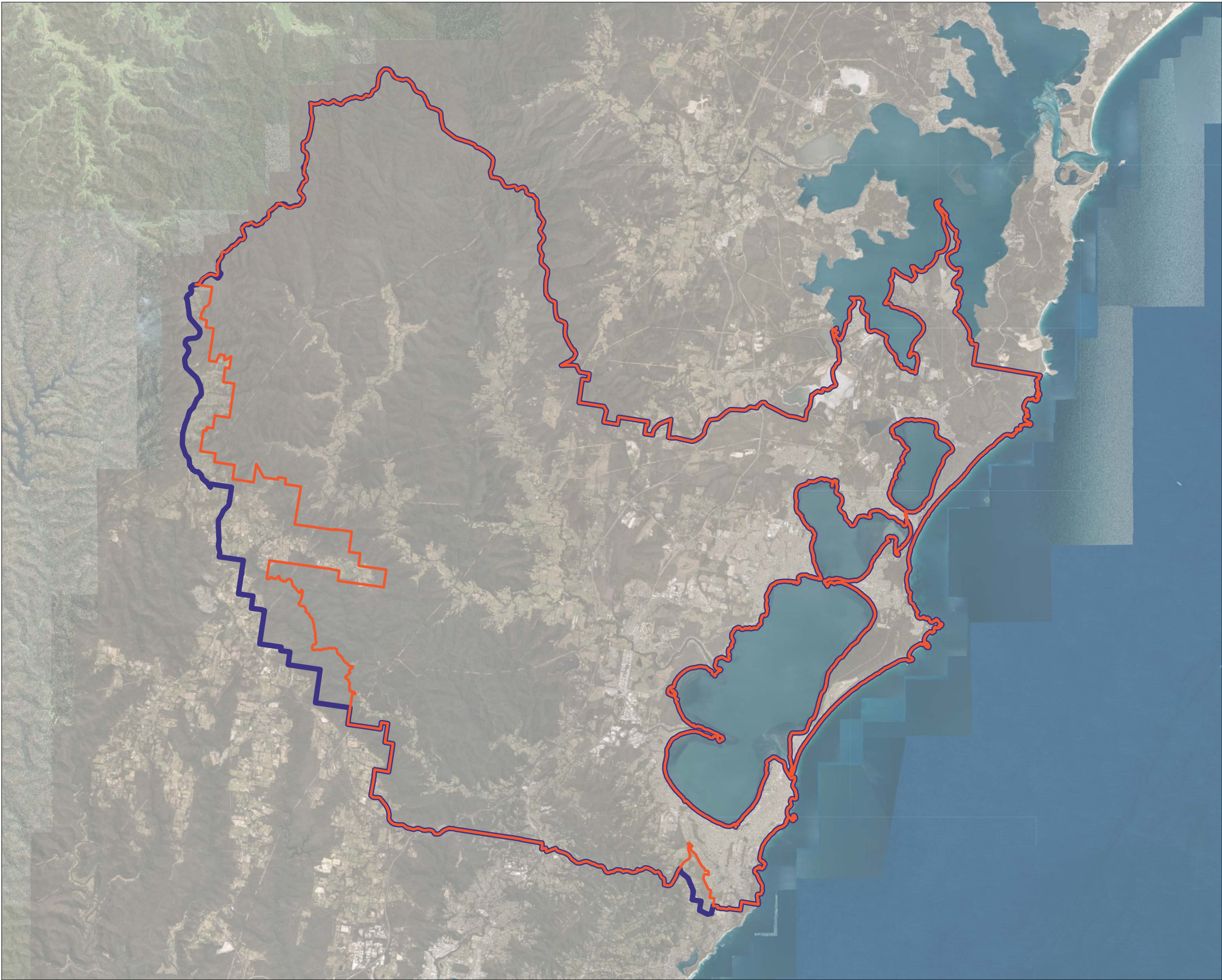
FIGURE 3:
CENSUS BOUNDARY COMPARISON
FOR CHANGED BOUNDARY

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3.0 Existing socio-economic environment

This section defines the Project area and describes its demographic profile and social and economic characteristics.

3.1 Project area

The Project is located in the Central Coast LGA. The Project area, shown in Figure 1, is defined as Margaret Street in the west and Rose Street community car park in the east and extends from Mildren Road in the south to approximately 150 metres north of Cutler Drive in the north.

Key environmental features of the Project area include the Central Coast Wetland off South Tacoma Road in the southwestern portion of the area, the Racecourse Swamp to the north of the Town Centre and the southern part of the Wyong River that flows into Tuggerah Lake. Commercial and light industrial buildings occupy the southeastern portion of the Project area, including car dealerships, auto servicing and service stations, with some residential properties in the southern portion of the suburb.

The central portion of the Project area includes Wyong Town Centre, which is serviced by the existing alignment of the Pacific Highway and the Main North rail line, which connects Sydney to Newcastle. Wyong Town Centre is located along the Pacific Highway. The Town Centre comprises a mix of businesses that service the local community, including health and service facilities, real estate agencies, supermarkets, bakeries, cafes and restaurants, among other retail properties. Some businesses are located along Howarth Street, with apartment blocks along this street to the north. Wyong Railway Station is in this central section, immediately west of the Pacific Highway and the Town Centre, with transport links comprising a taxi stand and bus interchange. Commuter car parking facilities are located on Howarth Street and Rose Street. Wyong Town Centre is characterised by Canary Island Palm trees directly adjacent to the Highway. The northern part of the Project area is predominantly suburban low residential areas to the west of the Pacific Highway.

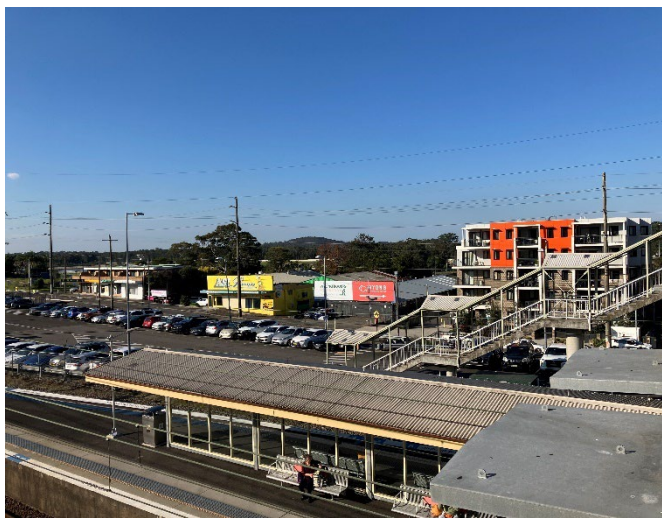
Figure 1 displays the Project Area, with images in Figure 4 providing the social and economic context of the Project area.



Rose Street commuter car park, looking south-east.



Canary Island palm trees through Wyong Town Centre, looking south on the Pacific Highway.



Carpark on the eastern side of Wyong railway station.



Wyong River, looking south from Panonia Road.



Current bus layover and car park on the western side of Wyong railway station.



Town Centre along the Pacific Highway, looking north.

Figure 4 Images of the Project area

3.2 Social profile

The Project area has seen increased growth in the last ten years, as per Table 3. The highest growth was recorded in the suburb of Wyong, showing that the suburb is growing faster than the broader Wyong SA3 and the Central Coast LGA. The suburb of Wyong had a higher growth rate compared to the rest of NSW whilst the Wyong SA3 and Central Coast Council had a lower growth rate.

Table 3 Population data for project area and NSW

	2011	2016	2021	Change 2011 2021 (No.)	Change 2011 2021 (%)	Annual Average Increase 2011 2021 (%)
Wyong Suburb	3,632	4,326	4,530	888	24.5%	2.2%
Wyong SA3 (Wyong LGA for 2011 data)	148,011	158,683	168,171	20,160	13.6%	1.3%
Central Coast LGA (Central Coast SA3 for 2011 data)	308,630	327,736	346,596	37,966	12.3%	1.1%
NSW	6,917,658	7,480,228	8,072,163	1,154,505	16.7%	1.6%

Source: (Australian Bureau of Statistics, 2021)

Population forecasts for the Central Coast LGA predict an annualised average growth rate of 0.8 per cent over the next 20 years, with the population forecast to be 408,390 in 2041 (NSW Government, 2024). This is a slightly slower annualised growth rate than the last ten years.

The area is relatively homogeneous, with the suburb of Wyong, the Wyong SA3 and the Central Coast LGA overall having a significantly lower per cent of people speaking a language other than English at home, 13.5 per cent, 8 per cent, and 9.6 per cent, respectively, compared to NSW which has almost 30 per cent of people speaking a language other than English at home based on 2021 Census data, as shown in Table 4.

Table 4 Percentage of households where a non-English language is spoken across the Project area

	Wyong Suburb	Wyong SA3	Central Coast LGA	NSW
2016	11.3%	7.1%	8.3%	28.1%
2021	13.5%	8.1%	9.6%	29.5%

Source: (Australian Bureau of Statistics, 2021)

However, Wyong and the Central Coast LGA have a higher proportion of Aboriginal and/or Torres Strait Islander residents than NSW. The percentage of residents who stated they were Aboriginal and/or Torres Strait Islander in Wyong and the surrounding suburbs was 5.4 per cent compared to NSW, which was 3.4 per cent (Australian Bureau of Statistics, 2021).

The predominant age group within Wyong and the surrounding suburbs in 2021 was 55 to 64 years, making up 12.6 per cent of the population. The data over the last ten years (2011 to 2021) shows that the population is aging and there is a higher percentage of people aged over 65 years when compared to NSW, as shown in Table 5. The higher percentage of elderly people compared to NSW is also reflected by the median age of the suburb of Wyong, which is 45, compared to the median age of the

state, which is 39. In addition, Wyong and the Central Coast LGA have a proportion of residents living in lone households, as shown in Table 6.

Table 5 Age distribution for the Project area in 2016 and 2021

Age data	Wyong suburb	Wyong SA3	Central Coast LGA	NSW
Children and young adolescents (under 15 years)	2016: 16.2%	2016: 19.0%	2016: 18.4%	2016: 18.5%
	2021: 15.1%	2021: 18.5%	2021: 18.0%	2021: 18.2%
Working age population (15 years – 64 years)	2016: 59.7%	2016: 60.5%	2016: 60.6%	2016: 65.2%
	2021: 61.6%	2021: 60.0%	2021: 59.8%	2021: 64.1%
Older population (65 years and older)	2016: 24.1%	2016: 20.5%	2016: 20.9%	2016: 16.3%
	2021: 23.3%	2021: 21.5%	2021: 22.2%	2021: 17.6%

Source: (Australian Bureau of Statistics, 2021)

Table 6 Household type for the Project area

Household data	Wyong suburb	Wyong SA3	Central Coast LGA	NSW
Family Households	2016: 61.3%	2016: 71.0%	2016: 69.6%	2016: 72.0%
	2021: 59.6%	2021: 70.3%	2021: 70.5%	2021: 71.2%
Lone Households	2016: 34.3%	2016: 25.9%	2016: 27.2%	2016: 23.8%
	2021: 34.7%	2021: 26.8%	2021: 26.4%	2021: 25.0%
Group households	2016: 4.5%	2016: 3.1%	2016: 2.9%	2016: 4.2%
	2021: 5.3%	2021: 3.0%	2021: 3.1%	2021: 3.8%

Source: (Australian Bureau of Statistics, 2021)

Residents in Wyong and the surrounding area have a lower percentage of the population with tertiary qualifications than the Central Coast LGA and are markedly lower than NSW, as shown in Figure 5.

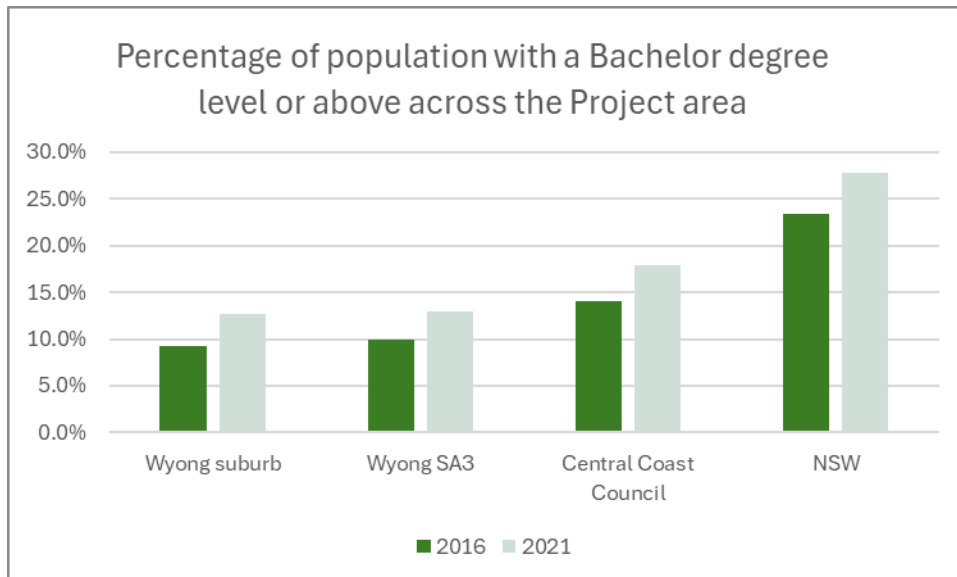


Figure 5 Percentage of population with a bachelor's degree level or above across the Project area (Australian Bureau of Statistics, 2021)

3.3 Socio-economic profile

The median weekly personal income for the Project area is markedly lower than the rest of NSW, as displayed in Figure 6 and indicates that individuals in the Project area are earning less than the rest of the state. Residents in Wyong in 2021 earned an average of \$205 per week less than residents of NSW as a whole.

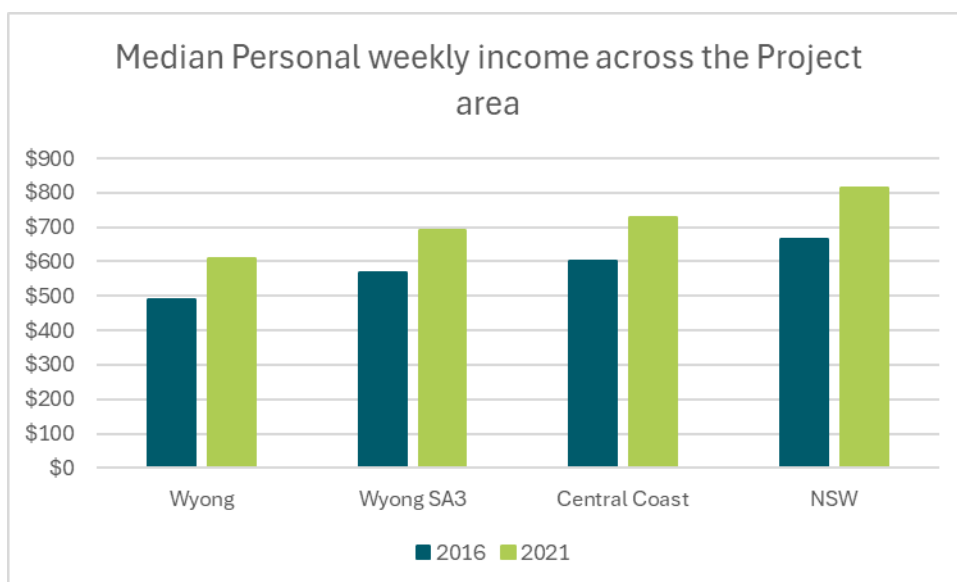


Figure 6 Median personal weekly income across the Project area (Australian Bureau of Statistics, 2021)

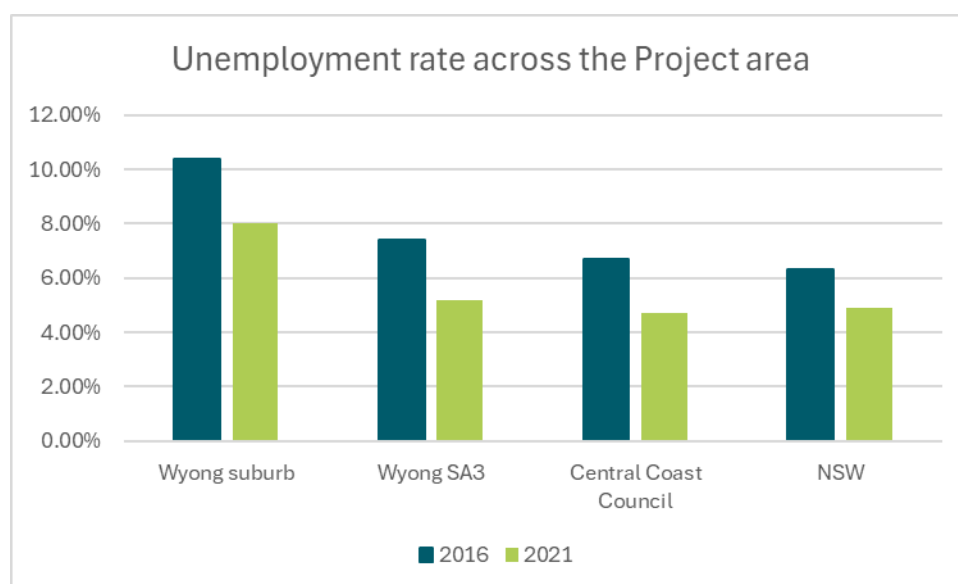
The suburb of Wyong has a much higher proportion of residents who rent their residence and a much lower proportion of residents who own their own home outright compared to the rest of the study area and NSW, as displayed in Table 7.

Table 7 Housing ownership across the Project area

	Wyong suburb	Wyong SA3	Central Coast LGA	NSW
Own outright	2016: 34.6%	2016: 34.0%	2016: 34.7%	2016: 32.2%
	2021: 34.5%	2021: 34.0%	2021: 34.5%	2021: 31.5%
Own with mortgage	2016: 19.8%	2016: 34.0%	2016: 34.0%	2016: 32.3%
	2021: 22.5%	2021: 34.1%	2021: 34.0%	2021: 32.5%
Rented	2016: 41.9%	2016: 28.0%	2016: 26.8%	2016: 30.8%
	2021: 40.1%	2021: 28.6%	2021: 27.5%	2021: 32.6%

Source: (Australian Bureau of Statistics, 2021)

The suburb of Wyong has a higher unemployment rate in the suburb compared to NSW and the Central Coast LGA, as shown in Figure 7.

**Figure 7 Unemployment rate across the Project area (Australian Bureau of Statistics, 2021).**

The Socio-Economic Index for Areas (SEIFA), prepared by the Australian Bureau of Statistics based on census data, presents a measure of socio-economic disadvantage. The SEIFA is comprised of four separate indices, which measure different aspects of social and economic disadvantage, described below:

- Index of Relative Socio-Economic Advantage and Disadvantage.** This index summarises information about the economic and social conditions of people and households in the area. A low score on this index generally indicates greater disadvantage and a lack of advantage in the community. A low score may be present if there are many households with low incomes and a few households with high incomes.
- Index of Relative Socio-Economic Disadvantage.** This index summarises variables such as income, education, employment occupation, housing and others that indicate relative disadvantage at the small area level. A low score on this index generally indicates a high proportion of relatively disadvantaged people in an area.
- Index of Economic Resources.** This index summarises financial aspects of relative socio-economic advantage and disadvantage, by summarising variables related to income and housing. This index focuses on direct measures of economic resources, including rent, income and mortgage repayments. A low score on this index generally indicates many households with low income or many households paying low rent and few households with high income or few people who own their own home.

- d. **Index of Education and Occupation.** This index summarises variables relating exclusively to education, employment and occupation. This index focuses on the skills of the people in an area, both formal qualifications and the skills required to perform different occupations. A low score indicates that an area has a high proportion of people without qualifications, without jobs, and/or with low skilled jobs. A high score generally indicates many people with high qualifications and/or highly skilled jobs

The SEIFA scoring and position for the suburb of Wyong and Central Coast LGA for each of the above indices are in Table 8.

Table 8 2021 SEIFA Scoring for Wyong suburb and Central Coast LGA

	Wyong	Central Coast LGA
Index of Relative Socio-economic advantage and disadvantage		
Score	881	978
Ranking within NSW (percentile)	6	67
Ranking within Australia (percentile)	9	69
Index of Relative Socio-economic disadvantage		
Score	879	994
Ranking within NSW (percentile)	5	67
Ranking within Australia (percentile)	7	63
Index of Economic Resources		
Score	891	967
Ranking within NSW (percentile)	4	70
Ranking within Australia (percentile)	6	72
Index of Education and Occupation		
Score	897	967
Ranking within NSW (percentile)	11	63
Ranking within Australia (percentile)	14	67

Source: (Australian Bureau of Statistics, 2021)

Based on the SEIFA scores, Wyong is ranked in the lowest 7 per cent nationally (5 per cent in NSW) for socio-economic disadvantage. That is, it is among the 7 per cent most disadvantaged suburbs and localities in Australia. The suburb ranks in the lowest 14 per cent of the nation for the education and occupation index, suggesting that overall educational and skills attainment is relatively low, as confirmed by the education data presented in Figure 5. The scores in the indices of economic resources and relative socio-economic advantage and disadvantage also were in the lowest 6 and 14 per cent of the nation, respectively.

When compared to the Central Coast LGA and NSW census data (2016 and 2021), the SEIFA indices reinforce the low socio-economic condition and disadvantage within the suburb of Wyong, specifically:

- A lower median weekly income compared to Central Coast LGA and NSW. The median weekly income for NSW is approximately 67 per cent higher than that of the suburb of Wyong and is shown in Figure 6
- A high percentage of renters and a lower percentage of homeowners compared to the Central Coast LGA and NSW, as shown in Table 7
- Higher unemployment levels compared to the Central Coast and NSW, as shown in Figure 7.

The employment industries in the Project area are generally in line with the rest of NSW. However, the percentage of the workforce working in construction is higher for the Project area and Central Coast LGA than the rest of NSW, as shown in Table 9, with occupations across the industries shown in Table 10.

This shows that the Project area has a higher proportion of people employed as community and professional service workers and labourers and demonstrates a higher proportion of blue-collar workers in comparison to the Central Coast LGA and NSW.

Table 9 Main industries of employment across the Project area

Industry of Employment	Wyong	Wyong SA3	Central Coast	NSW
Highest	Health Care and Social Assistance (18.1%)	Health Care and Social Assistance (21.8%)	Health Care and Social Assistance (21.5%)	Health Care and Social Assistance (14.4%)
2 nd highest	Retail Trade (11.0%)	Construction (12.6%)	Construction (11.5%)	Retail Trade (9.0%)
3 rd highest	Construction (9.4%)	Education and Training (10.3%)	Education and Training (10.7%)	Professional, Scientific and Technical Services (8.9%)
4 th highest	Manufacturing (8.1%)	Retail Trade (7.2%)	Professional, Scientific and Technical Services (7.3%)	Education and Training (8.7%)
5 th highest	Accommodation and Food Services (7.9%)	Public Administration and Safety (7.1%)	Public Administration and Safety (7.1%)	Construction (8.6%)

Source: (Australian Bureau of Statistics, 2021)

Table 10 Main occupation types across the Project area

Occupation	Wyong	Wyong SA3	Central Coast	NSW
Highest	Professionals (14.9%)	Professionals (16.1%)	Professionals (20.4%)	Professionals (24.0%)
2 nd highest	Community and Personal Service Workers (14.4%)	Technicians and Trades Workers (15.8%)	Technicians and Trade Workers (14.6%)	Managers (13.7%)
3 rd highest	Labourers (13.6%)	Community and Professional Service Workers (14.3%)	Clerical and Administrative Workers (13.1%)	Technicians and Trade Workers (12.9%)
4 th highest	Clerical and Administrative Workers (13.4%)	Clerical and Administrative Workers (12.8%)	Community and Personal Service Workers (13.0%)	Clerical and Administrative Workers (12.7%)
5 th highest	Technicians and Trade Workers (12.6%)	Labourers (11.3%)	Managers (12.3%)	Community and Professional Service Workers (11.5%)

Source: (Australian Bureau of Statistics, 2021)

3.4 Access and connectivity

The key transport networks connecting the Project area and surrounding areas locally and regionally include the Pacific Highway, which links to the M1 Motorway providing a connection to Sydney and Newcastle. The Main North rail line with a station at Wyong provides express services to Sydney Central station approximately every 15 minutes at peak times during the week and services to Newcastle Interchange approximately every 30 minutes at peak times during the week.

Three bus operators, Red Bus, Busways and Coastal Liner, service the area, providing links between Wyong station and surrounding suburbs such as Tuggerah, The Entrance, and Gosford. Taxi and ride-share services are accommodated via a taxi rank at Wyong station.

The Project area has parking areas around Wyong station for locals commuting to work via train or bus or visiting the Town Centre. All-day parking is provided at Wyong station (179 spaces in the western section and 212 spaces in the eastern section), along Howarth Street (101 spaces) and at Rose Street commuter car park (211 spaces). Timed parking is available around the Town Centre in small parking lots. Along the Pacific Highway, timed parking is typical for a 15-minute duration.

While public transport options are available, the Project area has a high dependence on and use of private motor vehicles, as shown in Figure 8 with a slightly higher percentage of residents having at least one motor vehicle compared to NSW.

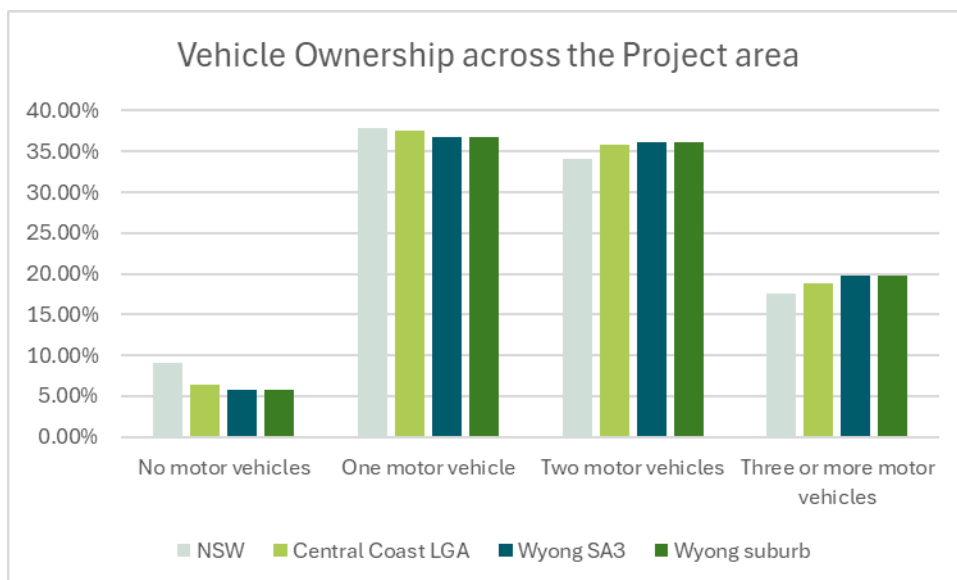


Figure 8 Vehicle Ownership across the Project area (Australian Bureau of Statistics, 2021)

Consistent with car ownership, the main mode of travel to work is by car as a driver or as a passenger, which is greater than the Central Coast LGA and NSW. The other main mode of travel to work is by train but this is markedly lower than car. The lower percentages for train travel for 2021 may be attributed to people working from home or travelling by private vehicle due to the COVID pandemic when restrictions were in place and travel behaviour was impacted.

While active transport paths exist within the Project area, they are generally discontinuous and lack a connection between suburbs, the Town Centre and public transport.

3.5 Key findings of socio-economic data

Key insights from the above research and data include:

- The Project area has a higher proportion of residents identifying as Aboriginal and/or Torres Strait Islander compared to the rest of NSW
- There is a larger percentage of residents aged 65 and older in the Project area compared with the rest of NSW
- The SEIFA data indicates that Wyong is among the most disadvantaged suburbs
- The Project area has a higher percentage of renters compared to NSW
- There is higher unemployment, a high proportion of blue-collar workers, and income levels are significantly lower than NSW
- There is a larger proportion of households with one or two motor vehicles in the study area compared to the rest of NSW.

3.6 Social infrastructure

Social infrastructure refers to the facilities, structures and services that support the physical, social, cultural or intellectual development or welfare of the community and includes a range of physical facilities such as schools, medical centres, sporting and recreational facilities (including passive open space), community facilities, libraries, as well as the activities and programs that operate within them.

Social infrastructure facilities generally operate at a local, district and/or regional level and are defined by the scale of the population catchment they serve.

Given the urban nature of the Project area and the presence of the Wyong Town Centre in the central section, social infrastructure is numerous. Social infrastructure within a one-kilometre radius of the Project area has been mapped to enable identification of potential direct and indirect impacts on these facilities (see Figure 9, Figure 10 and Figure 11). Social infrastructure mapped and identified are defined as sensitive receptors for the purpose of this assessment and include:

- Educational facilities (schools, TAFE)
- Health and medical facilities (hospital and medical practices)
- Childcare centres
- Aged care centres
- Community centres and libraries
- Places of worship
- Recreational areas.



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COORDINATE SYSTEM:
GDA 1994 MGA ZONE 56

Legend

- Aged Care Facility
- Child Care Centre
- Health/Medical Facility
- Open Space/Rec. Facility
- Place of Worship
- School

**FIGURE 9:
SOCIAL INFRASTRUCTURE
SHEET 1 OF 3**

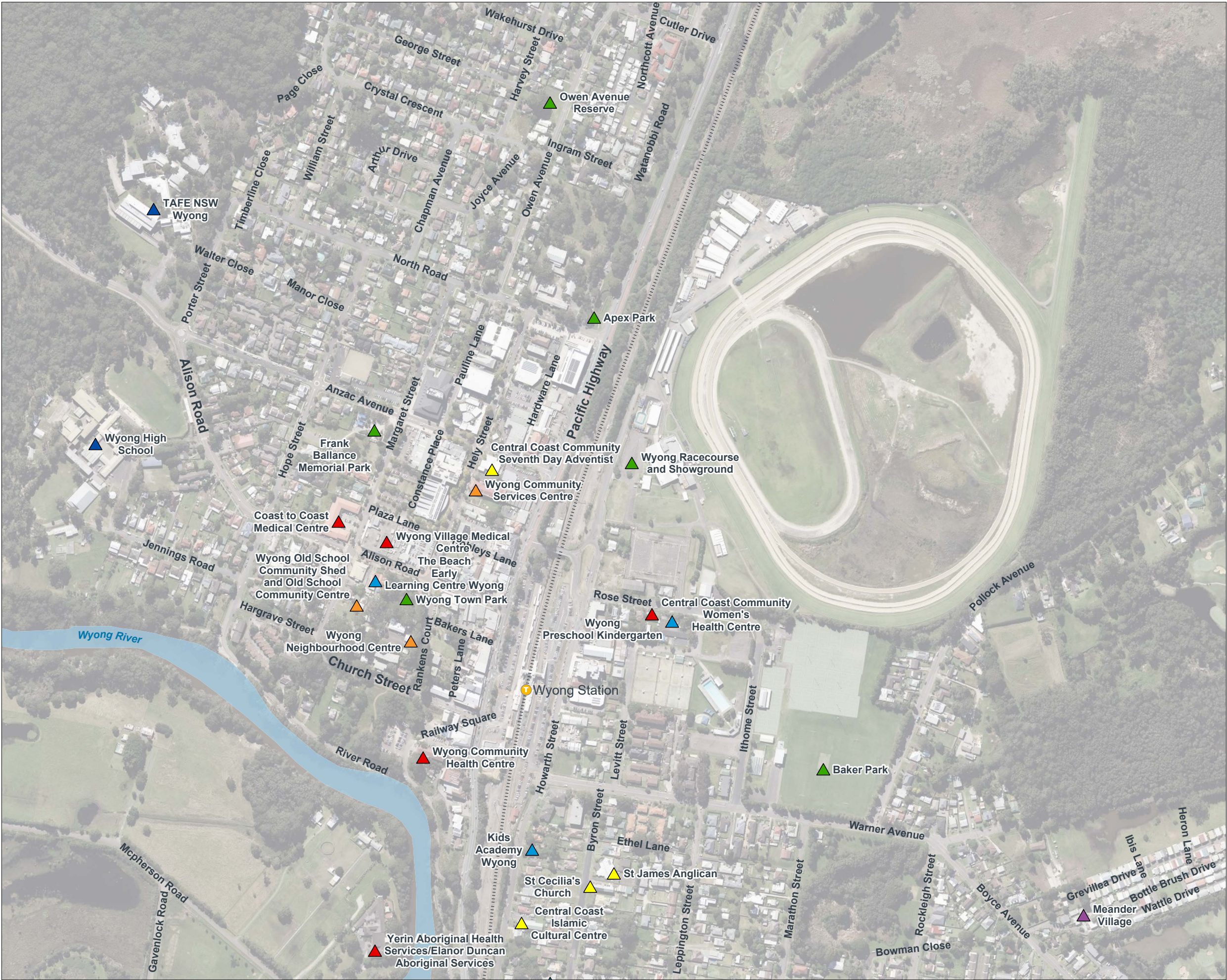
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Legend

- ▲ Aged Care Facility
- ▲ Child Care Centre
- ▲ Community Centre
- ▲ Health/Medical Facility
- ▲ Open Space/Rec. Facility
- ▲ Place of Worship
- ▲ School

FIGURE 10:
SOCIAL INFRASTRUCTURE
SHEET 2 OF 3

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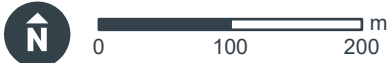
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COORDINATE SYSTEM:
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Legend

- ▲ Child Care Centre
- ▲ Community Centre
- ▲ Open Space/Rec. Facility
- ▲ Place of Worship
- ▲ School

FIGURE 11:
SOCIAL INFRASTRUCTURE
SHEET 3 OF 3

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3.7 Consultation

In July and August 2024, stakeholders and the community were informed about the proposed changes to the 2015 concept design. Between 19 July and 11 August, community members were invited to share their feedback on the refined concept design via a Have Your Say online interactive portal survey, media release, social media posts and community drop-in sessions.

Transport received 120 submissions from the community during the feedback period. From the 120 community submissions, 253 issues were raised and key issues addressed in the Submissions report raised were in relation to:

- general comments and clarifications regarding the proposed modification, specifically requests for clarification on the proposed design, support for alternative options to the overall Project and queries regarding Project timing.
- traffic and transport impacts, specifically impacts to proposed access changes and comments regarding intersection operation and design based on the proposed modifications
- public and active transport changes, specifically proposed cycleway features, bus interchange and bus stops and pedestrian impacts
- Other key issues included parking impacts, socio-economic impacts including impacts to businesses and environmental impacts .

Topics raised during the consultation are shown in Figure 12. Further information regarding the feedback received and Transport’s response to comments is provided in the Consultation Report (Transport for NSW, 2024). The issues raised during the consultation period are considered in the Addendum REF.

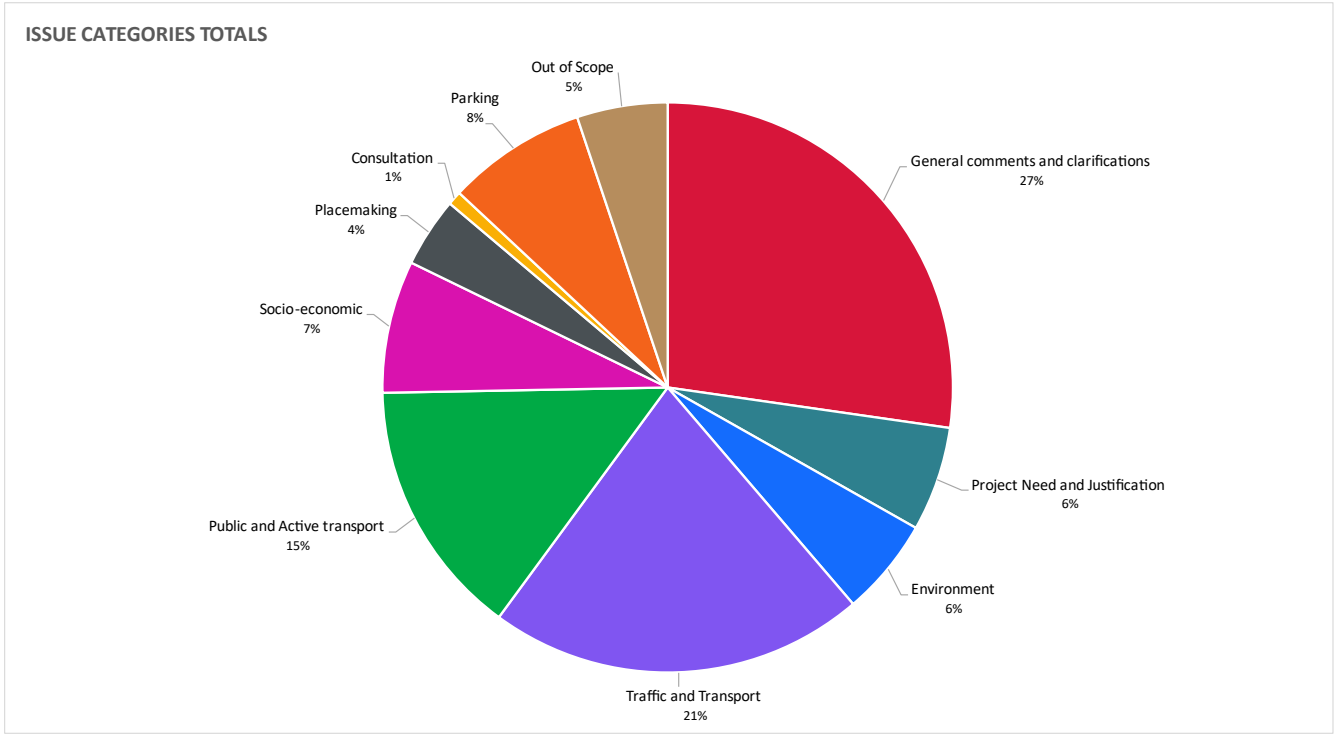


Figure 12 Total spread of responses to consultation (Transport for NSW, 2024a)

4.0 Assessment of social impacts

This section assesses the socio-economic impacts during the construction and operation of the proposed modification as outlined in Section 1.2 and where social impacts may have changed. The assessment of impacts is based on the method described in Section 2.3 and covers the impact categories and sub-categories outlined in Section 2.3.1.

Impacts identified during construction (Table 11), are considered to be temporary in duration and short-term in nature, and operational impacts (Table 12) are considered to be permanent and longer term.

Table 11 Social impacts during construction

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
Property Impacts	Property acquisitions and other property impacts	Property acquisitions required for the Project have been completed. The proposed modifications will not require any further property acquisition or property adjustments.	N/A	N/A	N/A
	Impacts on property amenity	The LCVIA (AECOM, 2025a) was undertaken for the proposed modifications and concluded that there would be no additional impact on viewpoints within the Project area during construction. On this basis, amenity impacts to property are consistent with those identified in Section 5 – <i>Local Amenity</i> of the Project SEIA (HillPDA Consulting, 2015). The NVIA (AECOM, 2025b) determined that the noise and vibration impacts will have no real change to impacted receivers compared to the Noise and Vibration Assessment conducted in 2015 (Renzo Tonin and Associates, 2015) (Project NVA). The Project NVA did reclassify some noise catchment areas which has picked up some houses further back from the Town Centre. However, it was determined that this was not expected to result in a major change in the recommendations outlined in the Project NVA conducted in 2015 (Renzo Tonin and Associates, 2015).	Low	Low	Low
Population and demography	Relocation due to property acquisition.	All property acquisitions have been completed, and no relocation is required due to the proposed modifications. Some properties owned by Transport are tenanted, some of which have been vacated with the remaining being vacated throughout 2025 as leases expire. These individual properties have received updates from Transport regarding Project timing. Given the small number of residential properties involved, ongoing conversations with Transport and notice period provided this impact is considered to be negligible.	Negligible	Negligible	Negligible
	Construction result in large influx of workers	Construction workforce impacts on the local population were not assessed in the Project SEIA (HillPDA Consulting, 2015).	Moderate	Moderate	Moderate

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		<p>It is estimated that the peak construction workforce would be 150 workers onsite per day, with the average construction workforce being 100 workers.</p> <p>Based on a worst-case scenario that all construction workers would be sourced from outside the local area, this would result in a small increase in population (3 per cent) based on the 2021 Census. This change is unlikely to result in a large influx of workers which will change the town's population or demography. However, given the high percentage of renters in the area, construction workers sourced from outside and requiring accommodation may place added pressure on the local rental market. The level of impact significance has been assessed based on this scenario and would be moderate (based on sensitivity and magnitude).</p> <p>Section 3.3 outlines that about 9 per cent of people in the suburb of Wyong work in the construction industry. Consultation with the Darkinjung Local Aboriginal Land Council indicated they have membership that could participate in local employment opportunities on this Project. Local workers from these categories would provide a good base for sourcing labour, which would reduce the need for construction workers from outside the area and would reduce the level of impact significance. Transport will investigate encouraging local work opportunities through targets and incentives in the contract for this Project.</p>			
Economy, Businesses and Industry	Local employment impacts	<p>The proposed modifications includes work that are the same broad activities as those identified in the 2015 REF (Roads and Maritime Services, 2015) including bridge work, rail work and urban design work and it is unlikely that the changes will require significant changes to the makeup of workers that was identified within Section 5 - <i>Business and Economic Impacts</i> of the Project SEIA (HillPDA Consulting, 2015).</p>	N/A	N/A	N/A

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
	Local income impacts	As identified in Section 5 - <i>Business and Economic Impacts</i> of the Project SEIA (HillPDA Consulting, 2015), retailers within the Project area would likely benefit from increased trade from construction workers and the proposed modifications would not change this impact. From desktop research and a site visit it was observed that since 2015, the business types within the Town Centre have largely remained consistent and the analysis in the Project SEIA (HillPDA Consulting, 2015) remains accurate.	N/A	N/A	N/A
	Impact on local businesses	<p>Chapter 3 of the Addendum REF (Transport for NSW, 2025) outlines there will be construction traffic impacts which may impact:</p> <ul style="list-style-type: none"> - travel times for employees getting to/from work - timely delivery of goods to businesses. <p>During construction, impacts along the Pacific Highway include the temporary removal of some car parking spaces, detours and road closures. These impacts have not changed from the original Proposal, and the assessment of impacts made in <i>Section 5 – Access and Connectivity</i> and <i>Section 5 – Business and Economic Impacts</i> of the Project SEIA (HillPDA Consulting, 2015) is still applicable.</p> <p>The proposed modification will result in diversions and parking changes at Howarth Street. This may reduce access to businesses on this street, and employees may experience inconvenience as they look for alternate parking, which may be further away. Given the small number of businesses on Howarth Street, alternate parking on side streets and parking at some of the premises within the area, this would not have a significant impact and would be temporary, as described in section 3.4. In addition, the staged approach to the construction of the Rose Street commuter car park would enable parking availability in the Project area during construction.</p> <p>The NVIA (AECOM, 2025b) determined that the noise and vibration impact on businesses during construction is consistent with the noise levels determined in the original Noise and Vibration Assessment (Renzo Tonin and Associates, 2015) and therefore, the impacts are</p>	Moderate	Low	Moderate - Low

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		consistent with <i>Section 5 – Business and Economic Impacts</i> of the Project SEIA (HillPDA Consulting, 2015).			
	Changes to access for businesses	<p>As outlined in Section 6.7 of the TTIA (Arcadis, 2024), access to existing properties along the Pacific Highway will be retained throughout the construction period. As per Chapter 6.8 of the TTIA (Arcadis, 2024), temporary disruptions to private property access may be necessary for some construction activities but it is likely that this will be staged during construction.</p> <p>The proposed modifications will require traffic to be diverted, which will impact access for a small number of businesses along Howarth Street and the Pacific Highway near the Rose Street Bridge. As per Section 6.8 of the TTIA (Arcadis, 2024), road closures will also be required in the southern portion of the Project area where industrial businesses are located which will impact access. However, it is unlikely that these detours will have a significant impact on businesses as the detours are minimal in length and traffic volumes according to the TTIA (Arcadis, 2024).</p>	Low	Low	Low
Social Infrastructure	Impacts to community services, facilities and networks	<p>As shown in Figure 10, key community social infrastructure is located within or close to the Wyong Town Centre. Diversions will be required, which may impact the time it takes residents to reach these facilities. Pick-ups and drop-offs at Wyong Preschool may be impacted due to traffic delays likely experienced during the morning and afternoon peak hours and during school pick-up and drop-off times. Additionally, the time taken to reach the Central Coast Community Women's Health Centre at 7 Rose Street may be impacted for patrons. It should be noted that access to social infrastructure throughout the Project area will always be retained during construction, as per Section 6.8 of the TTIA.</p> <p>The NVIA (AECOM, 2025b) determined that the noise and vibration impact extends further up side roads through Wyong Town Centre, which may impact additional social infrastructure. However, it was determined that this was not expected to result in a major change in</p>	Moderate	Low	Moderate - Low

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		the recommendations outlined in the Noise and Vibration Assessment conducted in 2015 (Renzo Tonin and Associates, 2015) (Project NVA).			
	Impacts on homeless shelters or socially disadvantaged	The proposed modifications would not impact any homeless shelters or social infrastructure that aims to serve the socially disadvantaged.	N/A	N/A	N/A
Community values	Heritage impacts	As identified in Chapter 6.8 of the Addendum REF (Transport for NSW, 2025), no additional known heritage items to those identified in Section 6.4 of the 2015 REF (Roads and Maritime Services, 2015) would be impacted.	N/A	N/A	N/A
	Community values and intangible items	Construction of the proposed modifications would not impact any community values or intangible items that have not been previously identified in Section 5 – <i>Community Values</i> of the Project SEIA (HillPDA Consulting, 2015).	N/A	N/A	N/A
	Environmental values and sense of place	During construction, the overall sense of place in Wyong Town Centre may be reduced due to traffic, pedestrian and access changes. However, the proposed modifications will not result in any additional construction impacts on the sense of place over and above the original Project which was assessed in Section 5 – <i>Community Values</i> of the Project SEIA (HillPDA Consulting, 2015).	N/A	N/A	N/A
Local amenity	Construction amenity	<p>The proposed modifications will not result in any additional construction amenity impacts to that of the original Proposal.</p> <p>The NVIA (AECOM, 2025b) determined that the noise and vibration impact on local amenity during construction is consistent with the noise levels determined in the original Noise and Vibration Assessment (Renzo Tonin and Associates, 2015) and therefore the impacts are consistent with Section 5 – <i>Local Amenity</i> of the Project SEIA (HillPDA Consulting, 2015).</p>	N/A	N/A	N/A
Access and connectivity	Traffic patterns	Section 6.7 of the TTIA (Arcadis, 2024) shows that construction traffic would increase traffic volumes on the Pacific Highway. This increase is, however less than two per cent and would not impact the operational performance of the Pacific Highway.	Low	Low	Low

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
	Cyclist facilities and access	Based on Section 6.11 of the TTIA (Arcadis, 2024), construction work is not expected to impact existing access routes that cyclists use. However, on-road cyclists using the Pacific Highway would be impacted by construction activities and detours.	Low	Low	Low
	Pedestrian access	Based on Section 6.11 of the TTIA (Arcadis, 2024), construction work is not expected to impact pedestrian access routes as access would be maintained at all times.	N/A	N/A	N/A
	Public transit services	Construction of the proposed modification would not impact train services through Wyong. Some bus routes would be impacted as changes are likely to be required during construction due to detours. It is also noted that changes to bus stops would likely be required during construction as per Section 7.1.2 of the TTIA (Arcadis, 2024).	Low	Low	Low
	Parking	The proposed modifications will have a direct impact on parking in the Project area. During construction, it is expected that parking spaces around some businesses along the Pacific Highway and Howarth Street would be removed. However, a staged approach to the construction of the Rose Street commuter car park would make this available and maintaining pedestrian access to car parks would enable alternative parking.	Low	Low	Low
	Property access	During construction, the proposed modifications would result in some temporary disruptions to private property access, these would predominantly be at commercial properties at the intersection of the Pacific Highway and Rose Street Bridge.	Low	Low	Low

In summary, the construction social impacts relating to the proposed modifications would be limited to the Project area. Key impacts relate to access and connectivity, population and demography, and impact to businesses in the Wyong Town Centre due to changes in access and parking availability. These impacts were assessed as moderate to low and can be managed using mitigation measures proposed. Additionally, the measures and safeguards included in the TTIA (Arcadis, 2024) would also compliment the mitigation measures to the impacts identified in this SEIA.

Table 12 Social impacts during operation

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
Property Impacts	Property acquisitions and other property impacts	No further property acquisition would occur as a result of the proposed modifications. There will be property adjustments, notably around Rose Street and Anzac Avenue, however, the impacts are consistent with Section 5 - Property Impacts of the Project SEIA (HillPDA Consulting, 2015).	N/A	N/A	N/A
	Impacts on property amenity				
Population and demography	Changes to population and demography	The proposed modifications would not result in an influx of people to the Project area or substantially change the overall population and demography of the Wyong Town Centre.	N/A	N/A	N/A
Business, Economy and Industry	Local employment impacts	The proposed modifications would not result in any changes or impact on local employment.	N/A	N/A	N/A
	Local income impacts	The proposed modifications would not cause any changes or impact incomes.	N/A	N/A	N/A
	Value addition to the economy	The proposed modifications would not alter local or regional business or industrial operations, and there would be no changes to local or regional economics.	N/A	N/A	N/A
	Impact on local businesses	<p>Although there would be a reduction of 30 on-street parking spaces due to the proposed changes in parking on the Pacific Highway (from angled parking to parallel parking), it is unlikely that business viability would be impacted. This reduction in on-street parking spaces are mainly on the approaches to the Town Centre and where possible parking has been retained in priority areas along the Pacific Highway to minimise impacts on residents and businesses. Inconvenience may be initially experienced until people become accustomed to parking changes. There are alternative parking spaces in close proximity to and around the Pacific Highway including in nearby streets that customers can use instead, they may just require more time to walk to their business of choice.</p> <p>Reconfiguration at the intersection of Howarth Street and Rose Street would result in the loss of about 14 informal car spaces in this area, as outlined in Section 5.6.4.1 of the TTIA (Arcadis, 2024). However, on-street parking at Howarth Street would still be available and given the</p>	Moderate	Low	Moderate-Low

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		<p>proximity of the Rose Street commuter car park, this loss is considered as having a negligible impact. To accommodate the cul-de-sac in Rose Street there would be loss of on-street car parking. Businesses in the vicinity (i.e. the corner of Rose and Howarth Street) have off street parking and in the event that they don't the Rose Street commuter car park is in close proximity with parking available.</p> <p>The proposed modifications would impact businesses along the Pacific Highway due to changed access conditions. The following access changes may affect businesses in proximity to:</p> <ul style="list-style-type: none"> - Alison Road: left turn only from the Pacific Highway - Robley's Lane: road to be closed - Howarth Street: changed access due to the closure of access via Rose Street from East Wyong. <p>The above changes are unlikely to impact business viability, however some inconvenience may be experienced by delivery drivers, particularly where access off the Pacific Highway would no longer be available, such as the closure of Robley's Lane. This impact is considered moderate-low as access is still maintained and would be short-term until customers and delivery drivers get accustomed to access changes.</p> <p>Overall, the proposed modifications are unlikely to result in a greater impact to the Project. Some inconvenience may be experienced initially but this is unlikely to results business impacts from an economic perspective.</p>			
Social Infrastructure	Impacts to community services, facilities and networks	The proposed modifications has been designed to minimise tree removal at Apex Park and upgrades access to the park for pedestrians and cyclists. As such there would be a positive social impact regarding access to open space and encouraging active transport use.	As this is a positive impact to the Project area, this has not been assessed.		

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		The proposed modifications would remove vehicle access to Wyong Preschool at 9-13 Rose Street, from Howarth Street. This change is unlikely to generate more traffic at preschool pick-up and drop-off times as on-street parking in Rose Street will remain and parents/guardians can still park on Howarth Street and use the footpath to the preschool.	Low	Low	Low
	Impacts on homeless shelters or socially disadvantaged	The proposed modifications would not impact any homeless shelters or other facilities for the socially disadvantaged.	N/A	N/A	N/A
Community values	Heritage impacts	The proposed modifications would not impact the heritage of the locality in a way that is different to the impacts identified in Section 5 - <i>Community Values</i> of the Project SEIA (HillPDA Consulting, 2015).	N/A	N/A	N/A
	Community values and intangible items	As noted in Chapter 6 of the REF, the Canary Island palm trees have been identified as being of substantial value to the community. The original REF (Roads and Maritime Services, 2015) noted the removal of the palm trees and their reinstatement within the Project area during construction. However, as identified in Chapter 6.8 of the Addendum REF (Transport for NSW, 2024a), arborist advice and fungal disease testing detected symptoms of Fusarium wilt on some palms. This combined with the age of the palms, current crown dieback and visible trunk damage in places, means relocation of the palms has no guarantee of success. As identified in Section 3.4 of the LCVIA (AECOM, 2025a), the planting of visually similar species would maintain the strong heritage character of the palms. The Project is still looking at several options for the updated Statement of Heritage Impact, in the next phase of development regarding the Palm trees in the town, including the relocation of some existing palms on Transport-owned land south of the river. Nonetheless, the changes to the 2015 REF means that the community values associated with the palm trees may be impacted.	Moderate	Low	Moderate - Low
	Environmental values and sense of place	The proposed modification's impact on items of environmental value are assessed in the Addendum REF. In summary the proposed modifications would not impact items of environmental value or sense of place of the locality in a way that is different to the impacts identified in Chapter 5 – <i>Community Values</i> and Chapter 5 – <i>Local Amenity</i> in the Project SEIA (HillPDA Consulting, 2015).	As this is a positive impact to the Project area, this has not been assessed.		

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		The proposed modifications include urban design changes such as wider footpaths, active transport paths forming connections between places, and additional space for landscape planting and other areas of urban amenity improvements which would positively impact the sense of place within the Wyong Town Centre.			
Local amenity	Amenity	<p>Amenity considered local changes which would impact the character and local “vibe” of the Town Centre and liveability within the Project area. This specifically considered access changes, noise, visual impact and impact on local features (as outlined in section 2.3.1).</p> <p>The proposed modifications would result in the removal of reverse angle parking and the provision of parallel parking along the Pacific Highway within the Wyong Town Centre. This would allow for wider footpaths and additional space for landscape planting. The LCVIA (AECOM, 2025a) identified that increased tree and shrub planting along the Pacific Highway would soften the view looking south-east from the Town Centre.</p> <p>The Project NVIA (Renzo Tonin and Associates, 2015) concluded that the noise impact of the proposal is considered acceptable in regard to operational noise and will likely not affect the amenity of the town. Further noise monitoring will be undertaken during the detailed design phase of the Project.</p> <p>Loss of the Canary Island Date palms may have some impact on the Town Centre but this would be minor given the additional space offered by the proposed modifications for footpaths, parking and cycle lanes and a wider paved area - all of which offers enhancement of the business area and better access in the road corridor for the community.</p>	As this is a positive impact to the Project area, this has not been assessed.		
Access and connectivity	Traffic patterns	As per the TTIA (Arcadis, 2024), the Proposal would reduce journey time on the Pacific Highway by up to 10.6 minutes and positively influence traffic patterns within the Project area.	As this is a positive impact to the Project area, this has not been assessed.		

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
	Cyclist facilities and access	The proposed modifications would enhance cyclist facilities across the Project area and beyond. A two-way cycleway would be provided along the Pacific Highway from North Road to connect to the existing facility along The Pacific Highway at Johnson Road in Tuggerah. This provides a safer route for cyclists, an improved crossing over the River and increases the connectivity to the Town Centre for cyclists.	As this is a positive impact to the Project area, this has not been assessed.		
	Pedestrian access	The proposed modifications would change pedestrian access to the Town Centre compared to what has been assessed in Section 5 – <i>Community Health and Safety</i> and Section 5 – <i>Access and Connectivity</i> of the Project SEIA (HillPDA Consulting, 2015). The proposed modifications removes the extension of the pedestrian bridge and alters crossing points. However, the proposed modifications includes a new plaza and station forecourt at Church Street and improved crossings for pedestrians at the Church Street traffic signals. Wider footpaths will also allow for safer pedestrian access along the western portion of the Pacific Highway. The modification also includes provisions for safe pedestrian access to the Town Centre. This will be facilitated through a signalised pedestrian crossing at Church Street and a designated footpath between Church Street and Alison Road for pedestrians to get to the Town Centre. A wider footpath along the highway shopfronts will also improve pedestrian access.	As this is a positive impact to the Project area, this has not been assessed.		
	Public transit services	The proposed modifications would impact bus services throughout Wyong. The widening of the Pacific Highway would result in increased walking distance of about 110 metres compared to current distances for bus stops servicing Wyong Station. An assessment of the impact on bus stops was undertaken as part of the TTIA (Arcadis, 2024) and can be found in Section 5.6.3. This section concluded that proposed relocated bus stops are within reasonable walking distance from old bus stop locations.	Low	Low	Low
	Parking	The proposed modifications would alter the parking conditions in the Project area. Section of 5.6.4 of the TTIA (Arcadis, 2024) outlined the impacts that the proposed modifications would have on parking compared to the approved REF, which in summary include: <ul style="list-style-type: none"> - The removal of approximately 30 on-street parking spaces in the Project area, primarily in unmarked shoulder areas on the 	Moderate	Low	Moderate-Low

Category	Sub-category	Impact	Sensitivity	Magnitude	Level of Significance
		<p>highway outside the main shopping strip to the north and south</p> <ul style="list-style-type: none"> - The removal of 108 commuter parking spaces in the Rose Street commuter car park due to the shift to a tiered carpark being a provisional item. However, the proposed allocation within the expanded Rose Street commuter car park meets the current demand for long term parking around Wyong station. The provision of a tiered upgrade would reduce the impact on parking as parking spaces can be increased if demand increases. 			
	Property access	<p>The following access changes as a result of the proposed modifications may affect properties in proximity to:</p> <ul style="list-style-type: none"> - Robley's Lane: access to Robley's Lane no longer accessible from the Pacific Highway - Howarth Street: due to the closure of access via Rose Street from East Wyong. <p>Some inconvenience may initially be experienced by property owners until they get accustomed to access changes and navigate alternative routes through streets where access is maintained.</p>	Low	Low	Low

In summary, social impacts that will be experienced during operation as a result of the proposed modifications will be negligible to low-moderate. Parking impacts and their flow effects to businesses were assessed as having the greatest impact. The Project will deliver to improved travel time and safety and an enhanced Town Centre which would outweigh the impacts.

5.0 Measures to mitigate impacts

While construction and operational impacts were predominantly identified as being low, the mitigation measures outlined in Table 13 would be implemented to reduce social and business impacts during construction and operation. This includes mitigation measures previously identified in the Project SEIA (HillPDA Consulting, 2015).

Table 13 Mitigation measures to reduce social and business impacts

Impact Category	Mitigation Measure	Project Phase	Responsibility
Business and Economic	<u>Transport</u> would ensure customers are still aware that local businesses are still operating through signage at appropriate locations, and ensure that businesses remain accessible to staff, deliveries and customers.	Construction	Transport
	Roads and Maritime <u>Transport</u> and its construction contractor would carry out ongoing communication through a Communication Strategy with local land owners and businesses impacted by the Proposal with specific attention given to the duration, location and timing of construction and the potential impact on business operations. It is understood that Roads and Maritime would <u>This will include Transport undertaking consultation and liaising with affected businesses to providing community updates as required. available. Consider including information about the operations of affected businesses in community updates as available</u>	Construction	Transport and Contractor
	Roads and Maritime will ensure continued communication with businesses that would be affected by acquisition to minimise uncertainty and impacts on business operation, and establish a direct contact at for businesses to consult with as required.	Construction	Transport
	Roads and Maritime <u>Transport</u> would ensure customer and service (i.e. delivery or maintenance) access is maintained for businesses during operating and delivery hours throughout construction, including parking in so far as feasible.	Construction	Transport
	Roads and Maritime shall provide compensation and appropriate support to businesses that require total or partial acquisition in accordance with Land Acquisition (Just Terms Compensation) Act 1991. Use best endeavours to negotiate the purchase of properties in accordance with the process outlined in the RMS Land Acquisition Information Guide (July 2014)	Construction	Transport
	Roads and Maritime shall <u>Transport would</u> provide signage so that the public, including local and passing patrons, can access shops, services and businesses during construction. Such measures should be considered within the Traffic Management Plan.	Construction	Transport
	Roads and Maritime shall <u>Transport would</u> implement a directional strategy in accordance with Roads and Maritime Policy <u>Transport policy</u> to explain new traffic and access arrangements to businesses.	Construction and Operation	Transport

Impact Category	Mitigation Measure	Project Phase	Responsibility
	All Ensure access is would be maintained to businesses throughout the construction period with signage to indicate any changes during this period.	Construction	Contractor
	<u>Transport</u> would clearly marked and signposted parking arrangements.	Construction	Transport
Business and Property owners	<u>The contractor would comply with mitigation measures outlined in the TTIA (Arcadis, 2024).</u>	<u>Construction</u>	<u>Contractor</u>
	<u>A strategy will be developed during detailed design to engage directly with businesses in Wyong and identify appropriate measures to minimise impacts during construction.</u>	<u>Detailed Design</u>	<u>Transport</u>
Property (Property Acquisition)	<ul style="list-style-type: none"> In all cases, to minimise negative social impact as a result of acquisition, Roads and Maritime shall continue to engage with affected parties as soon as practical, to share relevant information and to work cooperatively. Regular communication should be ongoing. Use best endeavours to negotiate the purchase of properties. Roads and Maritime shall provide compensation and appropriate support to landowners where total or partial acquisition of their property is required in accordance with Land Acquisition (Just Terms Compensation) Act 1994 <u>Endeavour to minimise stress to property owners, tenants and employees during the acquisition process by ensuring regular communication in accordance with RMS Land Acquisition information guide (July 2014).</u>	Construction	Transport
Social Infrastructure	RMS shall <u>Transport would</u> carry out ongoing communication with schools, child care centres, medical facilities and recreational facilities throughout construction about the duration, location and timing of construction and the potential impact on their activities.	Construction	Transport
	<u>The contractor would ensure safe and secure access is maintained to community facilities and open space throughout all stages of construction.</u>	Construction	Contractor
	<u>Transport would ensure that existing pedestrian, public transport and road access routes to social infrastructure are retained or where possible enhanced during operation. Implement directional signage strategy to explain new traffic and access arrangements to community facilities as necessary.</u>	Operation	Transport
Local Amenity	<u>Transport would comply with the safeguards that have been identified within Chapter 7 of the AREF.</u>	<u>Construction and Operation</u>	<u>Transport</u>
Community Health and Safety	<u>Transport would comply with the safeguards that have been identified within Chapter 7 of the AREF.</u>	<u>Construction and Operation</u>	<u>Transport</u>

Impact Category	Mitigation Measure	Project Phase	Responsibility
Access and Connectivity	Transport would develop, implement and communicate Traffic Management Plan and Construction Management Plan with the aim of minimising traffic impact and disruptions and ensuring pedestrian and cyclist safety.	Construction	Transport
	Transport would, where possible, maintain vehicle and pedestrian access to properties during construction. Provide alternate access arrangements when required.	Construction	Transport
	Transport would ensure changes to bus routes and bus stops are effectively communicated to users through signage <u>including liaising with bus operators and schools that rely on buses to transport students.</u>	Construction and Operation	Transport
	Transport would ensure a wayfinding and signage strategy will be developed during detailed design, <u>including identifying appropriate signage to advise motorists of changed access to Wyong Town Centre, parking and other facilities and points of interest. In addition to signage, the detailed design would also consider kerb adjustments and line marking for access.</u> This would be in accordance with Roads and Maritime Transport policy to explain new traffic and access arrangements to business and social infrastructure.	<u>Detailed Design</u>	<u>Transport</u>
	Transport would ensure the detailed design considers <u>additional mitigation measures to mitigate the impact of slightly longer walking distances.</u>	<u>Detailed Design</u>	<u>Transport</u>
	Transport would carry out ongoing communication with schools, child care centres, medical facilities and recreational facilities throughout construction about the duration, location and timing of construction and the potential impacts on their activities.	Construction	Transport
Community Values	Mitigation strategies set out in the Heritage Assessment should be adopted including photographic recordings of buildings and places to be demolished or altered.	Construction	Transport
	Retain or relocate affected palm trees as feasible and recommended in the Heritage Assessment and Urban Design Assessment • The Historic Heritage Assessment and Statement of Heritage Impact (Australian Museum Consulting, 2015) would be updated in the next design phase to reassess the impact of the loss of Canary Island Palms to the town centre without corresponding relocation or replacement.	Construction	Contractor
	Transport would ensure access across the Pacific Highway and rail corridor is maintained or, where possible, improved.	Detailed Design, Construction	Contractor
	Transport would ensure appropriate and sensitive design of physical barriers through adherence to urban design requirements and mitigation strategies set out in the Urban Design Assessment.	Construction	Transport

6.0 Conclusion

This Addendum SEIA has been prepared to assess the socio-economic impacts of Transport's proposed modifications to the concept design for the upgrade of the Pacific Highway through the Wyong Town Centre developed in 2015. An update of the social and demographic profile was undertaken for the Project area which identified that there was limited change in the demographic profile of the locality since the Project SEIA (HillPDA Consulting, 2015).

An assessment of the construction and operation socio-economic impacts of the proposed modifications, based on the Practice Note (Transport for NSW, 2020), concluded most impacts would occur during construction of the proposed modifications. A moderate level of impact would be experienced by locals as a result of the potential pressure that construction workers from outside the region may have on the local rental market.

A low-moderate level of impact would be experienced:

- by local businesses as a result of diversions during construction and parking changes on Howarth Street and the Pacific Highway. However, this will be mitigated through signage which ensures customers are still aware that local businesses are operating and explains where parking is to customers
- by residents using social infrastructure (particularly Wyong Preschool at 9-13 Rose Street) because of diversions and parking changes. However, this will be mitigated through the communication between Transport and social infrastructure providers throughout the construction period, particularly Wyong Preschool.

All other impacts during construction were determined to be of low significance.

Two impacts during operation of the proposed modifications were assessed as low-moderate, which would be experienced by:

- local businesses who have access conditions changed due to the changes to Alison Road, Robley's Lane and Howarth Street. However, this will be mitigated through a directional strategy to explain new traffic and access arrangements to customers and businesses.
- commuters and residents due to the changed parking conditions, namely by shifting most commuter car parking spaces away from the station to the nearby existing commuter car park which will be expanded. However, this will be mitigated through a wayfinding strategy developed in detailed design which will identify appropriate signage to advise motorists of changed access to parking throughout Wyong.

All other impacts during operation were determined to be of low significance.

Mitigation measures are proposed to avoid or reduce impacts identified.

Overall, the impacts of the proposed modifications are low and would be outweighed by the benefits of the Project which include improved travel times and safety, consistent local image, improved amenity for customers and better connections through improved pedestrian and cycleways encouraging business appeal and visitation.

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Appendix A

Project Note Checklist

Appendix A Project Note Checklist

Issue	Consideration	Scale of impact				Is the impact using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents/ special interest groups/ businesses	Sections of the community/ economy	Towns/ suburbs/		
Property impacts	Are property acquisitions likely?						No property acquisitions required due to project modification. All property acquisitions proposed in the Project REF have been completed.
	Is there a potential for displacement of residents or businesses due to property						No
	Will there be impacts on vulnerable groups (i.e. elderly, people in need of assistance, communities that demonstrate higher levels of disadvantage)?						No
	Will the project impact upon any property improvements?						No
	Does the project result in fragmentation of rural properties?						No
Changes to population	Will residents need to relocate as a result of property acquisition?						No new acquisitions required as part of the Modification.

and demography	Will the project's construction result in a large influx of workers to the study area?						No, the Modification does not trigger any change to construction workers outlined in the original REF..
Economy	Will the project impact on local employment?	X	X			Yes. Sourcing local businesses and labor. Note no businesses will be discontinued or require relocation as a result of the Modification.	The Modification impacts local businesses mainly through car parking losses and access changes during operation.
	Will the local population benefit from improvements in income as a result of the project?						
Business and industry	Does the project impact (either directly or indirectly) on businesses/ commercial enterprises, including agricultural businesses?	X	X			Yes, signage to clearly indicate nearby parking areas.	The modification will not impact agricultural businesses. There will be an indirect operational impact due to the loss of car parking spaces in the Town Centre which may reduce access to business. However, it is expected this impact would be short term until people get acquainted with alternate parking locations.

	Are impacts on businesses likely to have flow on effects for employees?	X	X				Less parking opportunities near businesses for employees during operation, however, alternate parking is available.
	Is the project likely to have direct or indirect effects on the regional economy?						The Modification will not alter effects to the economy previously addressed.
	Will the project result in changes in access to or bypass of businesses?		X	X			The Modification will impact access to business during construction. Businesses will be impacted during construction due to road changes and Howarth Street will be closed off and other businesses along Robley's Lane will be impacted during operation due to its closure.
	Does the project impact on the composition of regional industries (ie tourism, agriculture, mining and						No additional impacts experienced over those outlined in the REF.
Social infrastructure	Will the project impact (directly or indirectly) any community services or facilities such as hospitals, schools, recreational facilities, aged care, etc?			X		Clear signage and way finding.	Preschool in Rose Street will be impacted by Rose Street being a cul-de-sac and impacted by traffic diversions.
	Will the project impact on places that are used by the homeless for shelter or socially disadvantaged						No
Community values, including	Does the project impact on any places of Aboriginal or non-						No

community health and safety, and community cohesion/severance	Does the project impact on any places likely to be of importance to the local community (ie environmental areas, local parks, local monuments, etc)?	X	X				Yes – positive impacts to Apex Park.
	Do sections of the community have a strong attachment to place (e.g. large number of generations of a family have lived						No
	Is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?						Yes - positive impact is the shared path and lighting. Modification improves pedestrian safety.

Community values, including community health and safety, and community cohesion/severance	Is there the potential for severance of communities or towns?						The Modification will not create severance impacts. The Town Centre is already cut in half due to the Pacific Highway and Railway line.
	Will the project change the way people use and access community facilities?	X				Which community facilities to be looked into in SIA	Yes, routes may change.
	Will the project change the unique character of the place or community in which it is located?	X	X	X	X	Implement urban design and landscape measures.	Yes – loss of palm trees an iconic feature in the Town Centre cannot be replanted – this will be updated in LVIA Positive impacts includes design with country features and urban design changes in the Proposal.
	Will the project result in changes to places of commemoration or memorialisation or with other				X		As above regarding the Palm Trees.

Local amenity	Will the project change the amenity for residents, businesses, or community facilities? (ie through changes in air quality, visual and landscape impacts, noise and vibration)				X		The Modification to the Project will not result in any additional negative impacts. The modifications proposed will result in better Project amenity outcomes through streetscape improvements.
	During construction, will the project change the amenity of residents, businesses or community facilities? (ie through changes in air quality, visual and landscape impacts,						The Modification to the Project will not result in any additional construction impacts.

Access and connectivity	Will the project change:						
	travel patterns (eg introduce turning restrictions, traffic signals, road closures, new connections, etc)	X	X	X	X		The Modification will introduce turning restrictions on Alison Road, River Road, and access via Howarth Street to Rose Street due to introduction of a cul-de-sac on Rose Street and the closure of Robley's Lane.
	cyclist facilities or access	X	X				The Modification will introduce a stand alone bike path through the Project.
	pedestrian access (ie access to public transport, and to/ within commercial precincts, town centres, recreational locations, shops)	X	X				The Modification to the Project will provide improved pedestrian access to the Town Centre and public transport (Wyong station, bus and taxi).

public transport services or facilities	X	X				Yes, changes to bus routes and new bus stops.
parking	X	X		X		Yes there will be an increased overall amount of parking space in the proximity of the train station with the commuter carpark being expanded at-grade.
property access			X			The modification will impact property access due to changes to Robley's Lane, Rose Street and River Road.
access for people with special needs (ie people with mobility difficulties, elderly, children, etc)		X				
During construction, will the project:						Some changes to traffic during construction but these will generally be consistent with what has previously been assessed.
generate large volumes of traffic						The Modification to the Project will not result in any changes to traffic volumes during construction.
change pedestrian, cyclist or property access						The Modification to the Project will not result in any changes to pedestrian, cyclist or property access during construction.

	alter public transport services or facilities						The Modification to the Project will not result in any changes to public transit services during construction.
	alter travel patterns						The Modification to the Project will not result in any to travel patterns during construction.
	impact on traffic flow						The Modification to the Project will not result in any changes to pedestrian, cyclist or property access during

Appendix B

Detailed Census Data

Table A -14 Key demographic characteristics of the Project area and NSW

Key Demographic	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Total Resident Population (no. persons)	4,326	4,530	158,683	168,171	327,736	346,596	7,840,228	8,072,163
Median age	45	45	41	41	42	43	38	39
Population aged <15 (no. persons)	701 (16.2%)	683 (15.1%)	30,192 (19.0%)	31,162 (18.5%)	60,426 (17.4%)	62,352 (18.0%)	1,386,330 (18.5%)	1,470,006 (18.2%)
Population aged 15+ (no. persons)	3,626 (83.8%)	3,854 (85.1%)	128,499 (81.0%)	137,017 (81.5%)	267,312 (77.1%)	284,244 (82.0%)	6,093,896 (81.5%)	6,602,157 (81.8%)
Population aged 65+ (no. persons)	1,042 (24.1%)	1,055 (23.3%)	32,529 (20.5%)	36,103 (21.5%)	68,560 (19.8%)	76,940 (22.2%)	1,217,641 (16.3%)	1,424,141 (17.6%)
Population aged 85+ (no. persons)	117 (2.7%)	108 (2.4%)	4,585 (2.9%)	4,781 (2.8%)	10,278 (3.0%)	10,545 (3.0%)	167,506 (2.2%)	183,895 (2.3%)
Aboriginal and Torres Strait Islander population (no. persons)	271 (6.3%)	287 (6.3%)	7,722 (4.9%)	10,725 (6.4%)	12,485 (3.8%)	17,047 (4.9%)	216,176 (2.9%)	278,043 (3.4%)
Speaks only English at home (no. persons)	3,544 (82.3%)	3,680 (81.2%)	141,705 (89.3%)	149,094 (88.7%)	289,774 (88.4%)	304,010 (87.7%)	5,126,633 (68.5%)	5,457,982 (67.6%)
Has a need for assistance (no. persons)	365 (8.4%)	433 (9.6%)	11,301 (7.1%)	13,061 (7.8%)	21,083 (6.4%)	24,360 (7.0%)	402,048 (5.4%)	464,712 (5.8%)

Table A-15 Labour force characteristics of the Project area

Key Demographic	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Total Labour Force	1,658	1,812	70,350	74,483	149,704	158,296	3,605,872	3,874,012
Employed full time (FT)	863 (52.1%)	897 (49.5%)	38,657 (54.9%)	37,196 (49.7%)	82,786 (55.3%)	79,291 (50.1%)	2,134,521 (59.2%)	2,136,610 (55.2%)
Employed part time (PT)	530 (32.0%)	541 (29.9%)	22,849 (32.5%)	24,469 (32.7%)	39,224 (32.9%)	52,926 (33.4%)	1,071,151 (29.7%)	1,151,660 (29.7%)
Employed away from work*	93 (5.6%)	235 (13.0%)	3,636 (5.2%)	9,293 (12.4%)	7,589 (5.1%)	18,623 (11.8%)	174,654 (4.8%)	395,888 (10.2%)
Unemployed	172 (10.4%)	145 (8.0%)	5,208 (7.4%)	3,883 (5.2%)	10,105 (6.7%)	7,463 (4.7%)	225,546 (6.3%)	189,852 (4.9%)

*Employed full time or part time, but away from work at the time of the 2021 Census

Table A-16 Residential dwelling characteristics (number of dwellings)

Category	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Separate House	1,194 (70.4%)	1,356 (72.4%)	47,797 (82.6%)	52,461 (83.1%)	95,068 (78.5%)	103,225 (78.4%)	1,729,280 (66.4%)	1,902,734 (59.5%)
Semi-detached, townhouse or terrace house	262 (15.5%)	301 (16.1%)	5,915 (10.2%)	6,190 (9.8%)	15,026 (12.4%)	15,743 (12.0%)	317,453 (12.2%)	340,582 (10.6%)
Flat or apartment	185 (10.9%)	206 (11.0%)	3,424 (5.9%)	3,982 (6.3%)	9,255 (7.6%)	11,486 (8.7%)	519,390 (19.9%)	630,030 (19.7%)
Other dwelling (caravan, cabin, tent, flat attached to a shop)	42 (2.5%)	10 (0.5%)	461 (0.8%)	390 (0.6%)	1,147 (0.9%)	983 (0.7%)	23,580 (0.9%)	19,374 (0.6%)

Percentages may not add to 100 per cent due to rounding

Table A-17 Home ownership and household structure

	Category	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Home Ownership	Owned outright	587 (34.6%)	647 (34.5%)	19,648 (34.0%)	21,474 (34.0%)	42,039 (34.7%)	45,475 (34.5%)	839,665 (32.2%)	914,537 (31.5%)
	Owned with a mortgage	336 (19.8%)	416 (22.2%)	19,677 (34.0%)	21,525 (34.1%)	41,151 (34.0%)	44,753 (34.0%)	840,004 (32.3%)	942,804 (32.5%)
	Rented	713 (42.0%)	751 (40.1%)	16,177 (28.0%)	18,062 (28.6%)	32,423 (26.8%)	36,168 (27.5%)	826,922 (31.8%)	944,585 (32.6%)
	Other tenure type	4 (0.2%)	22 (1.2%)	505 (0.9%)	1,087 (1.7%)	1,748 (1.4%)	3,301 (2.5%)	23,968 (0.9%)	55,931 (1.9%)
	Tenure type not stated	57 (3.4%)	30 (1.6%)	1,843 (3.2%)	978 (1.5%)	3,684 (3.0%)	2,012 (1.5%)	73,763 (2.8%)	42,613 (1.5%)
Household Structure	Family household	1,041 (61.3%)	1,116 (59.8%)	41,071 (71.0%)	44,351 (70.3%)	85,380 (70.5%)	92,003 (69.9%)	1,874,524 (72.0%)	2,065,107 (71.2%)
	Single (or lone)	582 (34.3%)	650 (34.8%)	14,989 (25.9%)	16,890 (26.8%)	31,956 (26.4%)	35,886 (27.2%)	620,778 (23.8%)	723,716 (25.0%)
	Group household	76 (4.5%)	100 (5.4%)	1,782 (3.1%)	1,887 (3.0%)	3,712 (3.1%)	3,845 (2.9%)	109,004 (4.2%)	111,646 (3.8%)

Percentages may not add to 100 per cent due to rounding

Table A -18 Employment by industry

Employment by industry	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Agriculture, Forestry and Fishing	8 (0.5%)	8 (0.5%)	429 (0.7%)	487 (0.7%)	1,113 (0.8%)	1,245 (0.8%)	72,625 (2.1%)	74,728 (2.0%)
Mining	11 (0.7%)	3 (0.2%)	484 (0.7%)	454 (0.6%)	762 (0.5%)	760 (0.5%)	31,736 (0.9%)	35,406 (1.0%)
Manufacturing	131 (8.8%)	135 (8.1%)	4,785 (7.3%)	4,871 (6.9%)	8,733 (6.3%)	8,971 (5.9%)	197,331 (5.8%)	201,654 (5.5%)
Electricity, Gas, Water and Waste Services	20 (1.3%)	17 (1.0%)	872 (1.3%)	862 (1.2%)	1,550 (1.1%)	1,536 (1.0%)	31,881 (0.9%)	35,584 (1.0%)
Construction	140 (9.4%)	157 (9.4%)	7,903 (12.1%)	8,877 (12.5%)	15,724 (11.3%)	17,381 (11.5%)	282,491 (8.4%)	315,520 (8.6%)
Wholesale Trade	44 (3.0%)	41 (2.5%)	1,596 (2.4%)	1,539 (2.2%)	3,437 (2.5%)	3,300 (2.2%)	103,722 (3.1%)	103,466 (2.8%)
Retail Trade	172 (11.6%)	183 (11.0%)	7,852 (12.1%)	7,854 (11.1%)	15,491 (11.1%)	15,419 (10.2%)	326,396 (9.7%)	331,486 (9.0%)
Accommodation and Food Services	123 (8.3%)	132 (7.9%)	5,136 (7.9%)	5,044 (7.1%)	10,589 (7.6%)	10,559 (7.0%)	239,222 (7.1%)	227,466 (6.2%)
Transport, Postal and Warehousing	75 (5.1%)	73 (4.4%)	2,774 (4.3%)	2,942 (4.1%)	5,260 (3.8%)	5,600 (3.7%)	158,760 (4.7%)	169,608 (4.6%)
Information Media and Telecommunications	25 (1.7%)	22 (1.3%)	990 (1.5%)	912 (1.3%)	2,684 (1.9%)	2,608 (1.7%)	73,398 (2.2%)	68,068 (1.8%)
Financial and Insurance Services	44 (3.0%)	65 (3.9%)	1,836 (2.8%)	1,959 (2.8%)	4,665 (3.3%)	4,929 (3.3%)	167,259 (4.9%)	193,679 (5.3%)
Rental, Hiring and Real Estate Services	15 (1.0%)	24 (1.4%)	1,060 (1.6%)	987 (1.4%)	2,433 (1.7%)	2,353 (1.6%)	59,652 (1.8%)	62,633 (1.7%)
Professional, Scientific and Technical Services	60 (4.0%)	78 (4.7%)	2,574 (4.0%)	3,012 (4.2%)	7,520 (5.4%)	8,995 (6.0%)	274,078 (8.1%)	326,595 (8.9%)
Administrative and Support Services	54 (3.6%)	52 (3.1%)	2,322 (3.6%)	2,350 (3.3%)	4,980 (3.6%)	4,939 (3.3%)	117,482 (3.5%)	117,988 (3.2%)
Public Administration and Safety	89 (6.0%)	106 (6.3%)	4,019 (6.2%)	4,258 (6.0%)	8,703 (6.2%)	9,173 (6.1%)	204,173 (6.0%)	222,909 (6.1%)

Employment by industry	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Education and Training	75 (5.1%)	93 (5.6%)	4,433 (6.8%)	5,453 (7.7%)	10,708 (7.7%)	12,405 (8.2%)	282,568 (8.4%)	322,236 (8.7%)
Health Care and Social Assistance	229 (15.5%)	303 (8.1%)	9,498 (14.6%)	12,418 (17.5%)	21,413 (15.3%)	26,789 (17.8%)	422,195 (12.5%)	529,176 (14.4%)
Arts and Recreation Services	33 (2.2%)	37 (2.2%)	899 (1.4%)	822 (1.2%)	2,126 (1.5%)	2,000 (1.3%)	51,775 (1.5%)	51,789 (1.4%)
Other Services	68 (4.6%)	70 (4.2%)	2,827 (4.3%)	2,918 (4.1%)	5,868 (4.2%)	5,803 (3.8%)	124,477 (3.7%)	125,380 (3.4%)
Inadequately described/Not stated	70 (4.7%)	79 (4.7%)	2,852 (4.4%)	2,947 (4.2%)	5,841 (4.2%)	6,083 (4.0%)	159,108 (4.7%)	168,787 (4.6%)
Total (no. of persons)	1,482	1,671	65,144	70,958	139,593	150,834	3,380,332	3,684,158

Percentages may not add to 100 per cent due to rounding

Table A-19 Occupation data

Occupation	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Managers	143 (9.6%)	186 (11.1%)	6,504 (10.0%)	7,567 (10.7%)	15,643 (11.2%)	18,585 (12.3%)	456,084 (13.5%)	536,820 (14.6%)
Professionals	203 (13.7%)	249 (14.9%)	9,529 (14.6%)	11,411 (16.1%)	25,902 (18.6%)	30,741 (20.4%)	798,126 (23.6%)	952,131 (25.8%)
Technicians and Trade Workers	206 (13.9%)	211 (12.6%)	10,832 (16.6%)	11,198 (15.8%)	21,602 (15.5%)	22,054 (14.6%)	429,239 (12.7%)	436,589 (11.9%)
Community and Personal Service Workers	185 (12.5%)	240 (14.4%)	8,472 (13.0%)	10,163 (14.3%)	17,315 (12.4%)	19,613 (13.0%)	350,261 (10.4%)	390,779 (10.6%)
Clerical and Administrative Workers	225 (12.5%)	224 (13.4%)	8,532 (13.1%)	9,102 (12.8%)	19,083 (13.7%)	19,738 (13.1%)	467,977 (13.8%)	480,612 (13.0%)
Sales Workers	141 (9.5%)	152 (9.1%)	7,403 (11.4%)	6,910 (9.7%)	14,852 (10.6%)	13,860 (9.2%)	311,414 (9.2%)	294,889 (8.0%)
Machinery operators and drivers	115 (7.8%)	137 (8.2%)	4,985 (7.7%)	5,382 (7.6%)	8,354 (6.0%)	9,014 (6.0%)	206,839 (6.1%)	222,186 (6.0%)
Labourers	216 (14.6%)	228 (13.6%)	7,755 (11.9%)	7,988 (11.3%)	14,463 (10.4%)	14,666 (9.7%)	297,887 (8.8%)	300,966 (8.2%)
Inadequately described/Not stated	41 (2.8%)	31 (1.9%)	1,137 (1.7%)	1,230 (1.7%)	2,383 (1.7%)	2,564 (1.7%)	62,505 (1.8%)	69,202 (1.9%)
Total (no. of persons)	1,482	1,671	65,144	70,958	139,593	150,834	3,380,332	3,684,158

Table A-20 Journey to work (Single Method only)

Transport method	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
Train	94 (7.9%)	33 (3.3%)	1,190 (2.2%)	285 (0.7%)	5,346 (4.9%)	1,126 (1.3%)	252,786 (9.3%)	62,460 (3.2%)
Bus	14 (1.2%)	21 (2.1%)	667 (1.3%)	369 (0.8%)	1,437 (1.3%)	849 (1.0%)	133,903 (4.9%)	34,408 (1.7%)
Ferry	0	0	7 (0%)	5 (0%)	39 (0%)	24 (0%)	7,752 (0.3%)	1,189 (0.1%)
Tram (includes light rail)	0	0	4 (0%)	5 (0%)	12 (0%)	9 (0%)	2,732 (0.1%)	1,351 (0.1%)
Taxi/ ride-share services	0	0	31 (0.1%)	15 (0%)	95 (0.1%)	75 (0.1%)	6,694 (0.2%)	4,775 (0.2%)
Car, as driver	911 (77.0%)	817 (81.9%)	45,410 (85.7%)	38,537 (88.1%)	91,077 (82.9%)	74,408 (86.7%)	1,953,399 (71.6%)	1,587,613 (80.4%)
Car, as passenger	91 (7.7%)	63 (6.3%)	3,226 (6.1%)	2,516 (5.8%)	6,388 (5.8%)	4,924 (5.7%)	144,820 (5.3%)	117,143 (5.9%)
Truck	18 (1.5%)	17 (1.7%)	816 (1.5%)	671 (1.5%)	1,506 (1.4%)	1,192 (1.4%)	32,908 (1.2%)	26,390 (1.3%)
Motorbike/ scooter	0	5 (0.5%)	242 (0.5%)	214 (0.5%)	567 (0.5%)	451 (0.5%)	21,159 (0.8%)	14,917 (0.8%)
Bicycle	3 (0.3%)	3 (0.3%)	168 (0.3%)	107 (0.2%)	390 (0.4%)	273 (0.3%)	23,332 (0.9%)	14,466 (0.7%)
Other	4 (0.3%)	11 (1.1%)	308 (1.6%)	257 (0.6%)	650 (0.6%)	580 (0.7)	18,811 (0.7%)	17,233 (0.9%)
Walked only	46 (3.9%)	34 (3.4%)	928 (1.8%)	749 (1.7%)	1,171 (2.1%)	1,934 (2.3%)	130,957 (4.8%)	92,368 (4.7%)
Total one method (no.)	1,183	998	52,994	43,725	109,846	85,838	2,729,260	1,974,324

Percentages may not add to 100 per cent due to rounding

Table A-21 Vehicle ownership count of private occupied dwellings

Vehicle ownership	Wyong suburb 2016	Wyong suburb 2021	Wyong SA3 2016	Wyong SA3 2021	Central Coast LGA 2016	Central Coast LGA 2021	NSW 2016	NSW 2021
No motor vehicles	245 (14.4%)	250 (13.3%)	3,645 (6.3%)	3,617 (5.7%)	8,388 (6.9%)	8,428 (6.4%)	239,625 (9.2%)	262,031 (9.0%)
One motor vehicle	675 (39.8%)	809 (43.1%)	21,022 (36.3%)	23,524 (36.8%)	44,315 (36.6%)	49,354 (37.5%)	946,159 (36.3%)	1,096,761 (37.8%)
Two motor vehicles	424 (25.0%)	508 (27.0%)	20,221 (35.0%)	22,873 (36.2%)	42,414 (35.0%)	37,282 (35.9%)	887,849 (34.1%)	989,258 (24.1%)
Three or more motor vehicles	236 (13.9%)	277 (14.7%)	10,424 (18.0%)	12,442 (19.7%)	21,125 (17.5%)	24,759 (18.8%)	435,053 (16.7%)	508,694 (17.5%)
Not stated	117 (6.9%)	35 (1.9%)	2,536 (4.4%)	942 (1.5%)	4,810 (4.5%)	1,884 (1.4%)	95,623 (3.7%)	43,732 (1.5%)

Note on data quality: Tables of Census data are subject to perturbation to protect the confidentiality of individuals, in accordance with the *Census and Statistics Act 1905* (ABS, 2017). Perturbation is a technique which has been developed to randomly adjust count values. When the technique is applied, counts and totals are slightly adjusted to prevent any identifiable data being exposed. These adjustments result in small introduced random errors. However, the information value of the table as a whole is not impaired. Due to this process, percentage calculations for statistics may not total to 100 per cent in some instances. Notwithstanding, the quality of the data is considered suitable for this assessment.