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Executive Summary

The purpose of the Wyee Structure Plan is to direct the detailed planning and future development of Wyee. The Structure Plan is the outcome of the planning investigation and analysis that is summarised in the Wyee Strategic Overview Background Paper.

The Structure Plan was finalised following public exhibition of the Background Paper and the draft Structure Plan. As part of the community consultation process, a public meeting and a "drop in" information day was held at the Wyee Community Hall. Public submissions were invited on the draft Plan. The comments made at the consultation sessions and in submissions were considered in finalising the Structure Plan.

Wyee is a small village around 1515 residents living in just over 500 mainly detached dwellings. It has a small commercial centre providing day-to-day goods and services; however, most shopping and services are obtained from nearby larger centres, such as Lake Haven and Morisset. Employment areas exist or are planned nearby at Morisset, Warnervale and Tuggerah. Bethshan Ministries operates a conference centre and a substantial aged persons complex to the north of the existing village. This complex is likely to continue to expand.

Urban growth to the east of Wyee is constrained by the presence of a subregional habitat corridor running north south and a power station buffer, and to the west by the F3 freeway. The Lower Hunter Conservation Plan identifies that the Wyee area is part of an important link between the Watagans and West Lake Macquarie, as well as containing several important north south conservation corridors.

The absence of reticulated sewer is a major constraint to the growth of Wyee. No urban expansion should occur until the sewer is available.

The Background Paper found that Wyee can accommodate the additional 2000 dwellings projected by the Lower Hunter Regional Strategy (LHRS) by 2031. They are likely to be mostly detached dwellings, with an average of 2.5 people per dwelling (Lake Macquarie Section 94 Plan – City Wide 2004). This would result in an estimated population for Wyee of around 8000 residents in 2031.

Wyee is located just north of the boundary of Lake Macquarie Local Government Area (LGA) with Wyong LGA, as shown in Figure 1. Substantial new residential and employment growth will take place in northern Wyong over the next few decades, including the development of a new regional centre at Warnervale. This will increase the demand for land at Wyee. The Central Coast Regional Strategy provides information about how that area will develop, and more detail will be provided in the North Wyong Structure Plan that is currently under development.

Three urban expansion areas have been identified at Wyee. Riparian habitat corridors or ridges that run in an east-west direction generally separate these growth areas. The growth areas are:

1. To the west of the railway station, between Hue Hue and Bushells Ridge Roads.
2. To the north of Hue Hue Road between the riparian habitat area adjacent to Swampy Creek.
3. In the vicinity of the Bethshan retirement and conference centre complex.

The Background Paper recommends that these growth areas be developed in the above sequence, reflecting their availability for development and proximity to the existing settlement.

Careful urban and streetscape design will be necessary to ensure Wyee’s village character is maintained.
To cater for the additional population, the Background Paper proposes an expansion of the Wyee commercial centre to incorporate, amongst other things, a supermarket and more specialist shops. It is proposed that the increased commercial floorspace be located close to the existing commercial area and create a “main street” style town centre.

The need for an additional school will be dependent on the future demographics of Wyee and its rate of growth. It is most likely that the school will expand on its existing site; however, a new school may be required.

The compact nature of Wyee provides good potential for walking and cycling. The provision of adequate pedestrian and cycle paths will be important to ensuring a liveable community and to reduce dependence on motor vehicles. At the same time, the village should capitalise on its railway station by developing townhouse and villa style housing nearby. Similarly, medium density housing should also be developed close to the town centre in order to take advantage of local shops and services.

More recreation and community facilities will be needed to meet the needs of Wyee’s residents. These facilities will need to be provided at a local and district level. Because of Wyee’s relatively small population and the proximity of larger centres, such as Morisset, only local level community and recreation services are likely to be available at Wyee, with district level services, such as a library and swimming pool, available at the larger centres. Adequate public transport to these centres is important. Currently, the bus service provides routes to the south and does not connect Wyee and Morisset. In addition, it does not operate at weekends. The passenger rail service is more comprehensive but offers less flexibility in destinations and in pick up/drop down points than does a bus service.

There are a number of conservation matters that need to be considered and resolved in the detailed planning of Wyee. An important issue is the resolution of the conservation status of land immediately to the west of Wyee railway station. This land is ideally located to support higher density development, which would capitalise on the high transport accessibility of the railway station, and the village centre within walking distance. A number of State policies have been developed to support development around existing public transport infrastructure. As a result, this area has been earmarked for urban development, unless there are overwhelming reasons to the contrary.

Recent amendments to the Environmental Planning and Assessment Act 1979, provide an opportunity for the unserviced “paper subdivision” to be subject to a “scheme of arrangement” which would enable the landowners to contribute to the provision of urban services and infrastructure, if the land was to be rezoned to permit residential development.

The Structure Plan seeks to direct the future development of Wyee in order to address the issues and opportunities identified in the Background Paper. The Structure Plan will provide the basis of a Local Area Plan, which will form part of the Lake Macquarie Development Control Plan, and provide detailed development guidelines.

When interpreting the Wyee Structure Plan it is important to refer to other Council policies that may be of relevance, particularly the Lake Macquarie Local Environmental Plan 2004 and the Lake Macquarie Development Control Plan No.1.
Figure 1 - Location of Wyee
The Precincts

For the purposes of this plan, Wyee has been subdivided into four “Township Precincts,” as shown in Figure 2.

The concept of the Precincts has been developed to assist in the planning analysis of the Study Area. The Precincts were determined by identifying localities with strong spatial boundaries, often bounded by dominant physical features such as railway lines or watercourses. Wyee South (Precinct 1) is bounded by the railway line, Mannering Creek and the Delta Electricity land. Wyee Central (Precinct 2) flanks the Hue Hue Road - Wyee Road - Summerhayes Road ridge, with Swampy Creek as its northern boundary. Bethshan (Precinct 3) is the largely cleared area either side of Wyee Road, north of Swampy Creek, and is centred on Bethshan Mission; and Wyee West (Precinct 4) forms a “basin” generally between Hue Hue Road, the railway line, Bushells Ridge Road and the Freeway.

Figure 2 - Wyee "Precincts"
Principles

A number of Structure Plan Principles have been developed and are shown below. These Principles are expressed in the same form as the Morisset Structure Plan (Connell Wagner 2008) for consistency. The Principles are:

- **P1** Desired Future Character and Urban Form
- **P2** Biodiversity, Environment, and Conservation
- **P3** Community Facilities
- **P4** Village Centre/Commercial Development
- **P5** Employment Lands
- **P6** Infrastructure, Roads, and Circulation
- **P7** Open Space and Recreation
- **P8** Heritage Conservation
- **P9** Physical Constraints and Environmental risks
- **P10** Funding through Contributions
- **P11** Development Staging
- **P12** “Paper” Subdivision

**P1 - Desired Future Character and Urban Form**

**P1** Wyee will continue to exhibit the visual and aesthetic character of a rural village. It will achieve this through:

- rural vistas and timbered areas providing an entry into the village;
- the separation of the village from other settlements;
- distinct entries into and out of the village (i.e. no dispersed strip development on the village outskirts);
- distant views of the wooded ridgelines of the Watagan Mountains;
- taller tree coverage within the village, along the roads, in public spaces, along watercourses and at the rear of larger house lots;
- a generally low intensity of development; and,
- the vegetated watercourses that cross Wyee Road, breaking up the village into several areas of development.

**Considerations**

**C1.1** An Area Plan should be produced for Wyee (to be incorporated into the Lake Macquarie Development Control Plan No.1) in order to maintain and enhance the village character, including an overall landscape and streetscape plan for the village.

**C1.2** Area Plans (to be incorporated into the Lake Macquarie development Control Plan No.1) should be produced to provide detailed development guidelines for each development precinct at their rezoning stage.

**C1.3** Wyee is likely to continue to serve a market niche for larger suburban lots, but there will also be smaller lots and medium density housing in locations adjacent to the railway station, the village centre, and neighbourhood parks.
C1.4 The development strategy and Area Plan for any Precinct should embrace the entire development area, not just individual parcels, to ensure a consistent and efficient approach to development.

C1.5 More intensive urban development, including mixed-use, is desirable near the village centre and the railway station, with the land near railway station mainly being residential land uses with only a small amount of floorspace available for other uses. Development of these areas should be guided by an Area Plan (within the Lake Macquarie Development Control Plan No.1), possibly complemented by controls for minimum densities in the Lake Macquarie LEP. A limit on the maximum floorspace of individual retail premises near the railway station may be necessary to ensure that the village centre contains the majority of retail and commercial floorspace.

C1.6 The Area Plan for Precinct 2 should particularly aim to ensure an efficient subdivision pattern can evolve as individual parcels are developed and to facilitate a collective approach by the owners. The Area Plan should state the principles of development and the basis of a subdivision layout to assist the co-ordination of individual developments.

P2 - Biodiversity, Environment and Conservation

A number of significant habitat corridors run through Wyee village and along its eastern and northern edges. The habitat corridors and the freeway to the west will assist in containing the spatial spread of the village and in maintaining its compact nature.

The habitat corridors extend beyond the village, and particular care needs to be taken to ensure that linkages to significant habitat areas and corridors in Wyong Shire to the south are maintained and enhanced. In addition, the areas of conservation significance within the Delta Electricity land to the east of the town need to be formally protected from inappropriate clearing and development, and managed according to their conservation significance.

Where practicable urban development should be restricted to primarily cleared land. Where the loss of vegetation is unavoidable, a suitable offset strategy should be applied.

P2.1 Development in Wyee should be consistent with the maintenance of significant habitat corridors that form either part of the subregional corridor network or which provide important links between smaller pockets of native vegetation and large areas of bushland, as shown in Figure 3.

P2.2 Notwithstanding P2, decision making in relation to the conservation of areas of environmental significance should occur in the context of Wyee’s designation as an urban growth area under Lifestyle 2020 and the Lower Hunter Regional Strategy.

Considerations

C2.1 The boundaries of Endangered Ecological Communities (EECs) should be more accurately defined on a site-by-site basis as part of development investigations, in conjunction with detailed flora and fauna surveys.

C2.2 Detailed surveys of the riparian areas on a site-by-site basis in conjunction with the Department of Water and Energy are required to refine the widths of riparian buffers.

C2.3 Development in Wyee should consider any impacts on habitat corridors to the south, in Wyong Shire. The corridor network around Wyee should be linked to the network in the Spring Creek area to the south, in Wyong Shire.

C2.4 Three riparian corridors: Wyee Creek, Swampy Creek, and Mannering Creek, should be conserved and rehabilitated in recognition of their habitat and landscape value. Development should seek to mimic natural wetting and drying cycles.
C2.5 Buffer areas of 20m minimum width should be provided to EECs. Asset protection areas for bushfire management, stormwater devices, and road infrastructure should be outside of these buffers. Site-specific studies will be necessary to determine the location and nature of buffers.

C2.6 Where possible, low traffic roads rather than private properties should form the boundary to the buffer of sensitive ecological areas.

C2.7 Preliminary studies have been undertaken on the land to the west of the railway station (Precinct 4), and it is apparent to have high conservation significance in its role within the habitat corridor network. Because this land is adjacent to the railway station, it has an important strategic role to support intensive urban development providing positive economic and social outcomes. It is believed the economic and social values of the land would outweigh its environmental value in this instance.

C2.8 Any road link proceeding westwards into Precinct 4 should provide a relatively direct link from that area to Wyee Rd and the railway station.

C2.9 Further investigations of habitat link corridors and animal crossing devices should be undertaken to improve the effectiveness of regional and subregional habitat corridors, focusing on the ease of crossing the freeway and the railway line by fauna. Such work should identify the locations where crossing these barriers is possible, or more likely, and where rehabilitation and works are possible to enhance safe crossing for a range of fauna, including Squirrel Gliders.

C2.10 More detailed flora surveys and analysis of the wet heath vegetation community to the east of the railway station is required to determine whether it is an EEC and its significance (see the Ecological Attributes Review for further detail).

C2.11 Future development in Wyee should not impact on water quality or existing aquatic habitat.
Figure 3 - Wyee Vegetation and Corridors
C2.11 More detailed, site-specific flora and fauna surveys are required, particularly in the areas where development potential has been identified. Such surveys should include but not necessarily be limited to the following:

- targeting a range of species that could potentially occur (but have not been recorded);
- targeting threatened species;
- the size and extent of the *Tetratheca juncea* population (particularly in the Wyee West area off Pirama Road and others) in the Wyee area;
- the size, extent and age structure of the *Angophora inopina* population;
- whether areas of the floodplain (including the wetland areas) north of Bethshan Village meet the criteria of Freshwater Wetlands on Coastal Floodplain, which is an endangered ecological community (EEC).
- the floristic composition and the conservation significance of remaining native vegetation on Lot 199 DP 755242, 12 Carawan Road Wyee;
- the boundaries and condition of the EECs that occur:
  - in small patches within potential development areas, and
  - on the edges of potential development areas;
- the size and extent of the *Hakea bakeriana* population;
- species composition of amphibian populations in wetland areas;
- mapping habitat trees including the size and number of hollows; and,
- terrestrial orchids.
P3 - Community Facilities

It is proposed to provide local level community facilities at Wyee. District and regional level facilities will be located at nearby larger centres, such as Morisset. Wyee residents will also use facilities located in Wyong Shire. Accordingly, the planning of these facilities needs to consider any demand arising from Wyee, and ensure adequate access by Wyee residents. A joint approach by Lake Macquarie City Council and Wyong Shire Council should be pursued.

P3 Community facilities should be provided to meet the needs of the growing population of Wyee. Local level facilities should be provided at Wyee, with district level facilities provided at nearby larger centres, such as Morisset. These facilities should be provided consistent with the standards adopted by Lake Macquarie City Council.

Considerations

C3.1 The provision of community facilities should be generally in accordance with the service standards adopted by LMCC.

C3.2 Provision for the funding of local facilities and district level community facilities will need to be made in the Lake Macquarie Section 94 Contributions Plan Citywide- Morisset Catchment (2004 as amended).

C3.3 The provision of district level facilities in Morisset, such as the library and multipurpose centre, should take into account likely demand arising from Wyee.

C3.4 A joint approach involving Lake Macquarie and Wyong Councils is required to ensure the service demand experienced across the Local Government Area (LGA) boundaries are met through the appropriate provision of community services by both Councils.

C3.5 The existing Wyee recreation hall will need to be expanded as a multipurpose community facility, or another form of facility provided.

C3.6 Adequate public transport to larger centres should be provided because of the dependence of Wyee residents on district level services in these centres.

P4 - Village Centre/Commercial Development

P4 New development should build on the strengths of the existing village, including reinforcing the existing activity centre on Wyee Road as a place of more intensive residential, retail, commercial, and community uses. The commercial centre is shown in Figure 5 of this Plan.

Considerations

C4.1 The village centre (which is located in Precinct 2) should take the form of a traditional main street along Wyee Road, between its intersection with Hue Hue Road and the railway overbridge.

C4.2 Expanded commercial activities, a new or expanded school, and an enlarged community hall/centre should be located in the village centre. More intensive housing and mixed-use development would also be found in this area.

C4.3 Morisset, Lake Haven and Warnervale should provide most of Wyee’s higher order retail (specialist retail and larger supermarkets), and community services (health and government service outlets). Because of its smaller size and the close proximity of the two larger centres, Wyee will tend to host only local level retail, services, and facilities.

C4.4 Provision should be made for approximately 5,000 square metres of retail and commercial floorspace at the village centre in Precinct 2. This would require additional commercially zoned land of some 1.5-2 ha. Note: these figures are subject to detailed market assessment and design.
C4.5 A “town park” should be developed near the existing community centre, and linked by a shared cycleway/pedestrian route to the potential sporting facilities to the south (see P7 for additional information).

P5 - Employment Lands

Employment will increase within the town as a result of the jobs involved in providing the additional services and retail facilities required to meet the needs of the increased population. The expansion of Morisset town centre (which is designated as an emerging regional centre by the LHRS) and the Morisset industrial area will provide a nearby source of jobs to the north. To the south, the Warnervale Town Centre, Tuggerah, and the Wyong Employment Zone will also provide a source of jobs.

P5 Employment for the residents of Wyee will be located within the village and in employment and commercial centres nearby, such as Morisset, Warnervale, and Tuggerah.

Considerations

C5.1 Staged expansion of the Bethshan Aged Complex will create a variety of additional jobs within the town. Bethshan may also have the potential to expand its convention/retreat business and provide a small-scale neighbourhood level retail centre, and accordingly provide further jobs.

C5.2 Horticulture provides an area of specialisation for the locality and potential expansion of this industry should be fostered.

C5.2.1 Investigations should be undertaken to determine the employment potential of the horticultural enterprises in close proximity to the village and to manage the impact of urban expansion on these industries, as outlined in Table 2 Implementation Plan.

C5.2.2 Investigations could be undertaken to determine the potential of a horticultural/light industry/services area to the north of the town, near the Yates factory.

P6 - Infrastructure, Roads and Circulation

Wyee Road provides an important link between Morisset, Doyalson and beyond to the Central Coast. Wyee Road links parts of Wyee, such as the southern most residential area, the central residential area, and the rural residential area adjacent to Hue Hue Road and Bethshan. The existing neighbourhoods of Wyee have a grid layout that provides good internal connectivity. New urban areas could continue this approach by developing a network of roads in a generally rectilinear pattern, albeit sensitive to the area’s topography and environmental constraints. As the new areas develop, their road system can help further improve the connectivity within the village by providing additional links between the existing neighbourhoods. Generally, the topography of the area will permit a rectilinear road pattern to be readily developed.

P6.1 Wyee Road will remain a major through route; and the development precincts should be linked by a framework of collector roads that aim to achieve connectivity within the village, particularly to the “Main Street” town centre and the railway station. Figure 4 shows the suggested conceptual transport strategy for Wyee.

P6.2 A comprehensive network of pedestrian and cycle paths should be developed to link the neighbourhoods of Wyee, to provide a recreational resource and an alternative to motor vehicle use.

Considerations

C6.1 Wyee Road should be managed to reduce traffic speeds in the village centre area between Hue Hue Road and the railway overpass.

C6.2 An alternative route to Wyee Road for through traffic may also need to be considered if the predicted volumes of through traffic are deemed excessive. The most likely route of this
bypass would appear to be to the west of the town (due to physical constraints to the east) and this should be considered as part of the planning of Precinct 4 (Wyee West) to avoid future options being curtailed.

C6.3 Safe, direct on road cycling and pedestrian routes should be provided between key destinations and between existing and proposed residential areas.

C6.4 Off road shared pedestrian cycleways should provide a direct link from the “main street,” to the railway station, and recreation areas, from residential areas.

C6.5 The collector roads shown in Figure 4 should preferably be accompanied by off road shared pedestrian cycle paths.

C6.6 The collector roads should permit ready access by public buses to the new urban areas with relatively direct routes.

C6.7 The future road system should facilitate access to the railway station.

C6.8 The potential of a direct link from Bushells Ridge Road to Warnervale, east of the Freeway, should be investigated, as indicated in Figure 4.

C6.9 A new potential access ramp to the Freeway at Bushells Ridge Road should be investigated if the North Wyong Structure Plan confirms that a large area of development is able to occur in the “constrained employment lands” south of Bushells Ridge Road.

C6.10 A detailed traffic study should be undertaken as part of the rezoning study for each development precinct to ensure that adequate provision is made for the upgrading of the road network, including intersections, and that funding provision is made, such as through Section 94 developer contributions.
Figure 4: Conceptual Transport Strategy (schematic only)
P7 - Open Space and Recreation

It is proposed to provide local and neighbourhood level open space and recreation facilities at Wyee. District and regional level facilities will be located at nearby larger centres, such as Morisset. Wyee residents will also use facilities located in Wyong Shire. Accordingly, the planning of these facilities needs to consider any demand arising from Wyee, and ensure adequate access by Wyee residents. A joint approach by Lake Macquarie City Council and Wyong Shire Council should be pursued.

P7 Open space and recreation facilities should be provided to meet the needs of the growing population of Wyee. Local level facilities should be provided at Wyee, with district level facilities provided at nearby larger centres, such as Morisset. These facilities should be provided consistent with the standards adopted by Lake Macquarie City Council.

Considerations

C7.1 Feasibility investigations should be undertaken for a sporting complex of four fields and two netball courts in Precinct 4, to the south of Mannering Creek, as part of the rezoning investigations for the Precinct, provided there are no environmental constraints to this location. An area of land of at least 10.7ha (not including the riparian zone or wetlands) would be needed for sporting facilities (four fields) in Wyee, and a possible location is located just south of Mannering Creek.

Note: If the site identified is unable to accommodate more than two fields, feasibility investigations should be undertaken for the other two needed sports fields, possibly in the southeast of the potential urban area in Precinct 3.

C7.2 Provision for the funding of local facilities and district level community facilities will need to be made in the Lake Macquarie Section 94 Contributions Plan Citywide- Morisset Catchment (2004 as amended).

C7.3 The provision of recreation and open space facilities should be in accordance with the service standards adopted by LMCC.

C7.4 A new local park (0.5ha) should be provided to serve the potential urban area in Precinct 2. This should be provided in a central location within this potential urban area.

C7.5 A new local park (0.5ha) should be provided to serve the potential urban area in Precinct 3 (Bethshan) to the north.

C7.6 A new local park (0.5ha) will be required to serve the potential urban development in Precinct 4, directly west of the railway station. Future development around the transport node may be medium density development, and in this case, the need for a local park within this area will be essential.

C7.7 A new neighbourhood park (with facilities) (1.5ha) to serve the future urban area in Precinct 4 is required. This area could be provided in the south of the potential urban area, or incorporated with the proposed sporting facilities south of Mannering Creek.

C7.8 In addition to the above, an area (1.5ha) adjoining the existing community centre and recreation facilities should be provided to allow for the future expansion of these facilities, i.e. the skate park, children's playground, tennis courts, community centre, and adequate car parking for these facilities. A BMX track could be provided here or with the new sporting facilities.

C7.9 Walking paths and cycleways are recreational resources (as well as transport infrastructure) which should be provided as a comprehensive network.

P8 - Heritage Conservation

There is little recorded information about Wyee’s indigenous heritage. Much of the area’s European heritage has disappeared over time or been demolished.
Wyee’s Indigenous and European heritage should be recognised and considered in the development of the village.

**Considerations**

C8.1 A thorough investigation of Indigenous and European heritage should be undertaken prior to the rezoning and/or the development of new urban areas, and suitable measures should be taken to conserve or recognise the cultural significance of any sites or items so identified.

C8.2 The Bahtabah Local Aboriginal Land Council and traditional owner families should be consulted as part of any indigenous heritage investigations.

C8.3 Sites of significance to the heritage of Wyee, such as the site of the original post office, should be recognised in streetscape improvements or in new development of these sites. A number of these sites are identified in the Lake Macquarie Heritage Study 1993 and the Lake Macquarie Local Environmental Plan 2004 (LMLEP).

C8.4 The heritage significance and context of the Bethshan Mission should be recognised and reflected in future development of the Mission site and in any development nearby.

**P9 - Physical Constraints and Environmental Risks**

The Wyee Structure Plan Background Report has identified a number of constraints that apply to development in the Wyee area, and these are listed in the Environmental Attributes section.

P9 To ensure rezonings and/or development proposals consider the impact of physical constraints on development, including, but not limited to, the constraints identified in the Wyee Structure Plan Background Report.

**P10 - Funding through Contributions**

The Lake Macquarie Section 94 Contributions Plan Citywide- Morisset Catchment (2004 as amended) specifies the facilities’ standards and the development contributions that apply to development in Wyee.

P10 To investigate funding opportunities to provide adequate provision of community, recreational and transport infrastructure for the existing and future population of Wyee.

**Considerations**

C10.1 The assessment of development proposals should consider the capacity of community, recreational, and transport infrastructure to meet any additional demand arising from the proposed development, and the availability of funding or other resources to undertake any necessary infrastructure upgrades.

C10.2 LMCC should consider a range of alternative means of providing facilities for the incoming population, including provision by the private sector and by developers, and the use of negotiated planning agreements, in order to achieve the most cost effective and timely provision of facilities for residents.

C10.3 Should LMCC deem the rezoning of the “paper subdivision” for urban purposes desirable, a scheme of agreement provides a mechanism for the owners of the lots to contribute to the funding of the necessary urban infrastructure, as outlined in the Wyee Structure Plan Background Report.

**P11 - Development Staging**

An assessment of the growth options for Wyee was undertaken in the Background Paper. It was identified that there were minor opportunities to expand the urban area of Wyee through incremental extensions of the existing urban area. However, significant growth of
the town requires the release of additional urban land. Assuming sufficient urban services are available (including sewer), the most logical first stage for urban release is Precinct 4, the land generally bounded by the railway line, Hue Hue and Bushells Ridge Roads and the Freeway. A large portion of the site is in single ownership. Precinct 4 is adjacent to the existing urban area and railway station.

The next closest area to the existing township is that part of Precinct 2 to the north of Hue Hue Road and west of Wyee Road. This area is subdivided into rural residential acreages and the fragmentation of land ownership will make urban development more difficult and slower than if it was in single ownership.

The third area identified for development is Precinct 3, adjacent to the Bethshan complex. This area is the most distant of any of the Precincts from the village centre. It is likely to develop last because of this and the cost of extending the reticulated sewer to the area relative to the other Precincts (Bethshan has its own sewer treatment facility). This area may be affected by noise from the proposed increase in use of the Vales Point Coal Unloader, and the time that is likely to elapse before this land is released for urban development will allow this impact to be assessed.

The final staging sequence (including two Precincts developing at the same time) will be dependent on such factors as the nature of the proposed urban development, land and housing market conditions, access to the village centre, and the availability of urban services and utilities to the site.

P11 To encourage the sequential development of the precincts to provide more efficient and timely infrastructure provisions.

Considerations

C11.1 Development of land for urban purposes in Wyee should not occur unless reticulated water and sewerage services can be made available.

C11.2 Wyee should grow through the sequential development of the Precincts identified in Figure 2 in order to achieve efficiencies in the provision of services and infrastructure. However, the concept of sequential development is not absolute—concurrent development of two Precincts can be undertaken if it is demonstrated that infrastructure, to meet additional demand, will be provided in a cost efficient and timely manner.

C11.3 Precinct 4, west of the railway station, should be the first area to be released for urban development (subject to detailed study). It may provide up to 1000 lots, which is around half of the growth target identified for Wyee under the LHRS to 2031. The location of this land, its apparent suitability for urban development, and its ability to deliver a development of sufficient magnitude to facilitate the extension of sewerage services to Wyee, make it the priority for urban investigation.

C11.4 The potential development of vacant land within the existing urban-zoned area of Wyee is not affected by development staging, other than the need to provide urban infrastructure.

C11.5 The rezoning and development of small areas of land that are not zoned urban and are adjacent to the existing urban area of Wyee should not be affected by development staging, unless they require the provision of significant additional urban infrastructure. However, C11.1 still applies.

C11.6 The further development of the Bethshan complex is not affected by development staging; however, any expansion should be consistent with an agreed “master plan” for the site and there should be sufficient capacity in services infrastructure, particularly the on-site sewerage treatment plant.
P12 - “Paper” Subdivision

Land at Wyee West was subdivided into residential size lots in the early 1900’s. This land has never been zoned residential, nor has urban infrastructure, such as sealed roads, footpaths, reticulated water, and sewer been provided. Many of the lots are individually owned and some have unapproved dwellings erected on them.

To ensure the timely and efficient provision of essential infrastructure to the “Paper” Subdivision through land owner funding arrangements.

Considerations

C12.1 The desirability of rezoning the “paper subdivision” for residential purposes should be examined as part of rezoning investigations for urban land in Precinct 4.

C12.2 The development of the “paper subdivision” should be undertaken as part of an Area Plan (in the Lake Macquarie Development Control Plan No1.) for Precinct 4, and not in isolation.

C12.3 Should part or all of the “paper subdivision” be rezoned for residential development, the benefiting landowners should contribute to the costs of providing urban infrastructure through an agreed scheme of arrangement.
Summary and Growth Strategy

The Growth Strategy for Wyee is conceptual and is shown in a schematic form in Figure 5. As investigations and studies are undertaken to assess the environmental significance of the land and its development potential, the Growth Strategy will gain detail and certainty.

Three potential new urban areas are proposed, all within close proximity of the activity centre. The existing “paper” subdivision is shown within one of these potential urban areas. Each of the potential areas will need to be further investigated to confirm their appropriateness for urban development. The conceptual dwelling and population yield for each Precinct is shown in Table 1.

<table>
<thead>
<tr>
<th>Precinct 1 – Wyee South</th>
<th>Current Zoning</th>
<th>Potential Developable Area (ha)</th>
<th>Potential Additional Dwellings/Lots (10 dw/ha)</th>
<th>Potential Additional Dwellings/Lots (12 dw/ha)</th>
<th>Potential Additional Dwellings/Lots (15 dw/ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainly 2(1) Residential</td>
<td>12</td>
<td>120</td>
<td>144</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>Precinct 2 – Wyee Central</td>
<td>Mainly part 2(1) Residential and part 1(2) Rural Living</td>
<td>71</td>
<td>710</td>
<td>852</td>
<td>1065</td>
</tr>
<tr>
<td>Precinct 3 – Bethshan</td>
<td>Mainly part 1(1) Rural Production and 1(2) Rural Living</td>
<td>66</td>
<td>660</td>
<td>792</td>
<td>990</td>
</tr>
<tr>
<td>Precinct 4 – Wyee West</td>
<td>Mainly 1(1) Rural Production</td>
<td>79</td>
<td>790</td>
<td>948</td>
<td>1185</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>228</td>
<td>2280</td>
<td>2736</td>
<td>3420</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated population (10-12-15 dw/ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5 people/dwelling</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>300-360-450</td>
</tr>
<tr>
<td>1775-2130-2662</td>
</tr>
<tr>
<td>1650-1980-2475</td>
</tr>
<tr>
<td>1975-2370-2962</td>
</tr>
<tr>
<td>5700-6840-8550</td>
</tr>
<tr>
<td>7012-8125-10064</td>
</tr>
</tbody>
</table>

Table 1 - Conceptual Population and Dwelling Yields

It is proposed to retain the low intensity nature of most of the village. However, medium density development should be encouraged near the main street activity centre and the railway station.

The provision of community and recreation facilities should provide neighbourhood and local parks within easy reach of dwellings in each Precinct, as well as centralised sporting fields and community facilities to cater for the entire town. District level facilities will be provided in the nearby centres of Morisset, Lake Haven, and Warnervale.

Medium density development should be encouraged near the railway station because it offers a unique opportunity for urban consolidation with good transport accessibility to services and places of employment. A number of State government documents such as the Integrating Land Use and Transport Guidelines discuss the importance of increasing access to public transport and reducing car dependence.

Wyee has been identified in Council’s Urban Development Program as a proposed new growth area because of its accessibility to the existing railway station. This has the potential to serve the residents with economically efficient public transport services to the emerging regional centre of Morisset to the north and the new Warnervale town centre to the south. The accessibility of these new centres can provide the opportunity for people to reduce travel needs by accommodating several purposes to be served by one trip.
As a result, the land near the railway station has important strategic development significance. The environmental significance of this land should be assessed against this need in order to determine its ultimate land capabilities.
Rehabilitate and improve creek bank areas as important east west habitat corridors to link with subregional north-south corridors running east and west of the town.

Community facilities to be expanded on the existing site.

Possible sporting fields.

Western edge subject to noise and ecological assessment.

Investigate new road link to Warnervale Town Centre.

Protect horticultural industries to the north of town.

Town entry treatment.

Bethshan Mission - strategic growth.

Town entry and streetscape strategy to be produced for Wyee, Hue Hue and Bushells Ridge Roads, as well as for each development precinct.

School expansion likely on existing site.

Town Centre with expanded commercial centre and higher residential densities.

Increase densities around railway station.

If rezoning process is successful reach funding agreement to "service" the paper subdivision.

Town entry treatment.

Development to consider the impact of the power station to the east of Wyee and associated coal loading rail loop.
**Implementation Plan**

The Implementation Plan sets out the main actions that need to be undertaken to implement the Wyee Structure Plan, who is responsible for each action, and the relative importance and urgency of each action.

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsible party</th>
<th>Importance</th>
<th>Urgency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop sewerage strategy</td>
<td>Hunter Water Corporation</td>
<td>Very high</td>
</tr>
<tr>
<td>2</td>
<td>Fund and implement the Wyee Sewerage scheme through the Priority Sewerage Program</td>
<td>State Government Hunter Water Corporation</td>
<td>Very high</td>
</tr>
<tr>
<td>3</td>
<td>Reach agreement with the owners of the “paper subdivision” area regarding a Subdivision Order under the EPA Act (note: dependent on Precinct 4 rezoning outcomes)</td>
<td>Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>4</td>
<td>Implement the subdivision order for the “paper subdivision” (note: dependent on Precinct 4 rezoning outcomes)</td>
<td>Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>5</td>
<td>Develop development and public domain guidelines for the Wyee “village centre/main street” and new urban development, including infill, to maintain village character (note: some rezoning also required)</td>
<td>Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>6</td>
<td>Complete Local Environmental Study for Precinct 4 (west of the railway station)</td>
<td>Lake Macquarie City Council in conjunction with land owners</td>
<td>Very high</td>
</tr>
<tr>
<td>7</td>
<td>Rezone suitable additional land for urban development within Precinct 4, as well as land for medium density housing in the existing urban area (subject to sewerage)</td>
<td>Lake Macquarie City Council in conjunction with the land owners</td>
<td>Very high</td>
</tr>
<tr>
<td>Action</td>
<td>Responsible party</td>
<td>Importance</td>
<td>Urgency</td>
</tr>
<tr>
<td>--------</td>
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<tr>
<td>8</td>
<td>Undertake a transport and traffic demand study, and determine a road and intersection upgrade strategy including a possible corridor for a bypass of Wyee village centre</td>
<td>Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>9</td>
<td>Upgrade railway station infrastructure including disability access and forecourt on Wyee Road and provide safety improvements to the commuter carpark at Wyee Railway Station</td>
<td>Cityrail, Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>10</td>
<td>Rehabilitate and protect identified riparian and other habitat corridors</td>
<td>Lake Macquarie City Council, landowners, and developers</td>
<td>High</td>
</tr>
<tr>
<td>11</td>
<td>Develop recreation and sporting field strategy for Wyee</td>
<td>Lake Macquarie City Council</td>
<td>Very high for s94 Medium for comprehensive strategy</td>
</tr>
<tr>
<td>12</td>
<td>Develop community services and facilities strategy for Wyee, including possible cross boundary provision</td>
<td>Lake Macquarie City Council, in consultation with Wyong Shire Council</td>
<td>Very high for s94 Medium for comprehensive strategy</td>
</tr>
<tr>
<td>13</td>
<td>Develop a revised Section 94 development contributions plan, including possible cross boundary provision</td>
<td>Lake Macquarie City Council, in consultation with Wyong Shire Council</td>
<td>Very high</td>
</tr>
<tr>
<td>14</td>
<td>Identify a preferred option for primary school expansion or an additional site</td>
<td>Department of Education and Training</td>
<td>High</td>
</tr>
<tr>
<td>15</td>
<td>Prioritise a pedestrian and cycle paths network and progressively implement, including path upgrades in the existing urban area.</td>
<td>Lake Macquarie City Council</td>
<td>High</td>
</tr>
<tr>
<td>16</td>
<td>Develop a concept masterplan for the Bethshan complex</td>
<td>Bethshan Mission</td>
<td>High</td>
</tr>
<tr>
<td>Action</td>
<td>Responsible party</td>
<td>Importance</td>
<td>Urgency</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>------------------------------------</td>
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</tr>
<tr>
<td>site to ensure compatibility with potential urban development</td>
<td></td>
<td></td>
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<tr>
<td>surrounding the site over the long term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investigate horticultural and light industrial employment areas near</td>
<td>Lake Macquarie City Council</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Wyee, particularly to the north near the Yates Factory</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 2 - Implementation Plan