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# OURIMBAH

Area Strategy  
and Centre Masterplan

2022

Ourimbah Area Strategy and Centre Masterplan

CERTIFICATION

This report has been authorised by City Plan Strategy & Development trading as GYDE Consulting, with input from a number of other expert consultants, on behalf of Central Coast Council. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report. Copyright © City Plan Strategy & Development P/L

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## **1.0 At a Glance**

# 1.1 AT A GLANCE

This report collectively represents the Ourimbah Area Strategy (the Strategy) and Centre Masterplan (the Masterplan). It reflects the culmination of work undertaken in consultation with key stakeholders, including the local community, between 2014 and 2017. It has been prepared to assist with managing the long-term growth and change expected within the Strategy area in a manner that strengthens the broader economic future, provides people with greater housing choice, and enhances the local area's identity as a place that is safe, attractive, busy, and well-connected. The Strategy and Masterplan provided directions to guide long-term planning for Ourimbah, to support the following vision:

## OURIMBAH VISION:

*Ourimbah is a place firmly planted in its rich history and natural environment and offers a welcoming experience for residents, students, visitors and commuters to meet, rest and interact. The Centre, Train Station, University Campus and Bill Sohler Park are focal points of activity. These areas provide opportunities for the community to connect to each other and to wider local and regional networks. The University, Train Station and Motorway accessibility are regionally significant assets creating opportunities for future growth that will set Ourimbah apart from other locations across the Central Coast.*

Ourimbah is defined by its beautiful natural setting and a set of major transport corridors. The north-south transport corridors of the railway, motorway and highway follow the valleys of Ourimbah and Bangalow Creeks. Urban development is mostly limited to the moderately sloping ground between the steeply forested slopes and "Blue Corridor" of the creeks and their floodways.

Three distinct nodes are:

- Ourimbah Train Station and Ourimbah Centre.
- The University of Newcastle campus and
- M1 motorway / highway interchange and associated employment lands

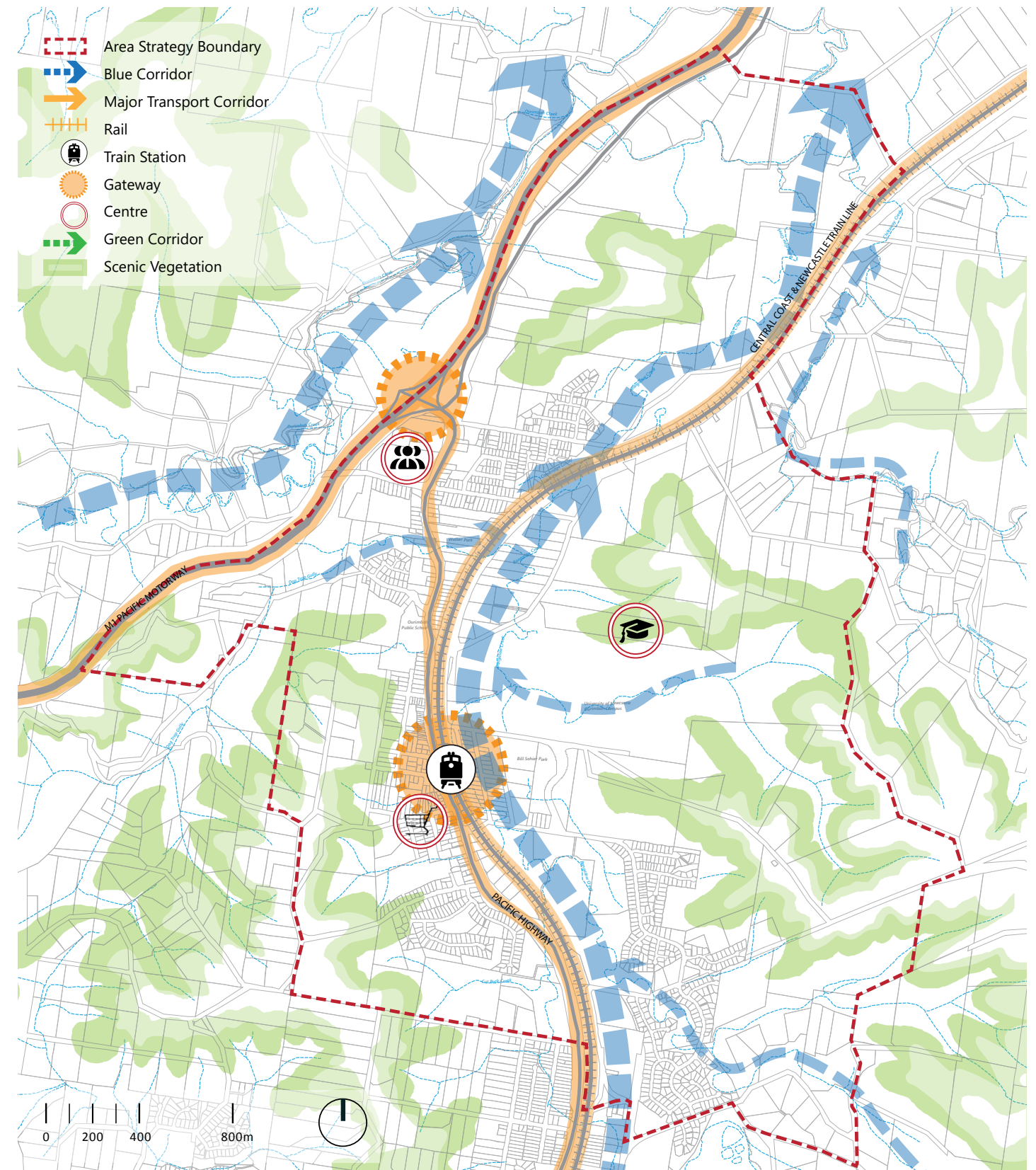
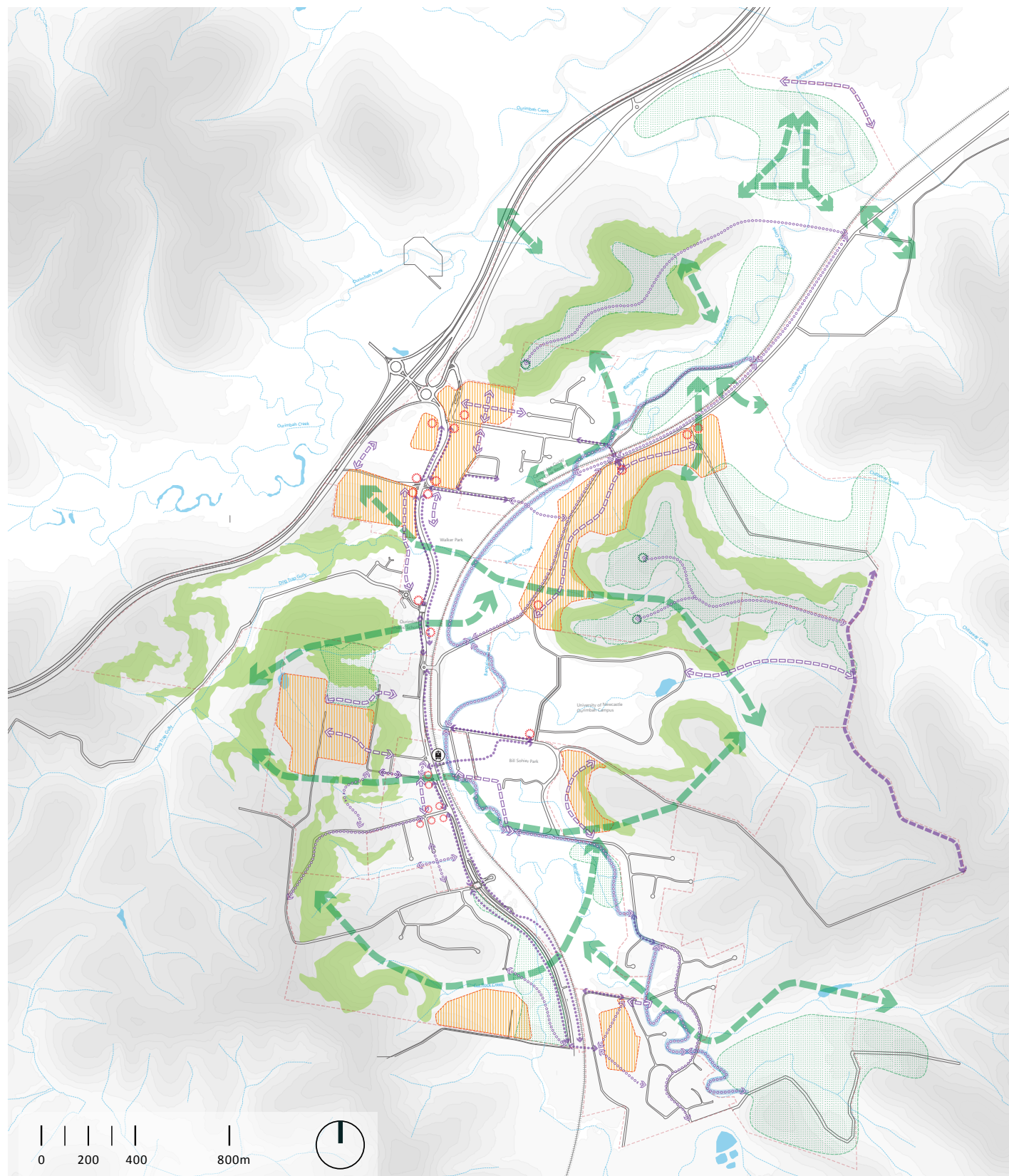


Fig 1.1: Area-wide Framework Map



The strategies all relate to movement and place. They respond to the constraints and opportunities of the area and are formulated to solve a set of existing problems, to build resilience and to improve amenity and improve ecological values. Biodiversity corridors represent improvements to the connections of natural systems. Movement strategies include new and improved pedestrian and vehicular connections. Place strategies relate to prominent natural and urban sites. Also, a set of investigation areas, which may be capable of growth and change.



-  **15** VEHICLE AND PEDESTRIAN LINK - NEW
-  **1** VEHICLE AND PEDESTRIAN LINK - IMPROVED
-  **14** PEDESTRIAN LINK - NEW
-  **15** PEDESTRIAN LINK - IMPROVED
-  **8** INVESTIGATION AREA
-  **9** POTENTIAL FOR IMPROVED PUBLIC ACCESS
-  **7** MAINTAIN SCENIC QUALITIES/MINIMISE VISUAL IMPACTS
-  **13** BIODIVERSITY CORRIDOR INVESTIGATION
-  **3** PROMINENT SITE - NATURAL
-  **21** PROMINENT SITE - URBAN

Fig 1.2: Integrated Strategies Map

The existing centre is dominated by the Pacific Highway. Some active frontages exist, however they are fragmented and lack amenity. A small node exists between the Post Office and the Train Station. The shop fronts North of Glenn Road and the Tall Timbers Hotel all suffer from the traffic impact of the Pacific Highway. Furthermore, the street pattern lacks permeability, so circulation within the centre requires using the Highway whether walking or driving.

The Masterplan seeks to establish a new high-amenity environment which is separated from the highway. A new 'main street' is proposed by extending Jaques Street northward to create an active and attractive environment which is away from the highway and connected to the station. The masterplan also identifies a set of strategies relating to car parking and public domain improvements, footpaths and street trees.

CENTRE VISION:

*Ourimbah Centre has an urban village feel, and serves as the heart of community life.*

*Its distinct “timber town” character is preserved in heritage buildings and historic facades, and reflected in the design of new buildings. It has developed a new Main Street that offers convenient opportunities for people to socialise, shop and meet their day-to-day needs. Walking through the Centre is part of people’s regular routine, whether they be pushing a stroller, walking the dog, or catching the train. The convergence of local commercial, community, and residential uses, combined with a pleasant street environment, invites people to visit, and encourages them to stay longer. It is a local place of recreation, history, convenience, and community.*



Fig 1.3: Ourimbah Centre existing context

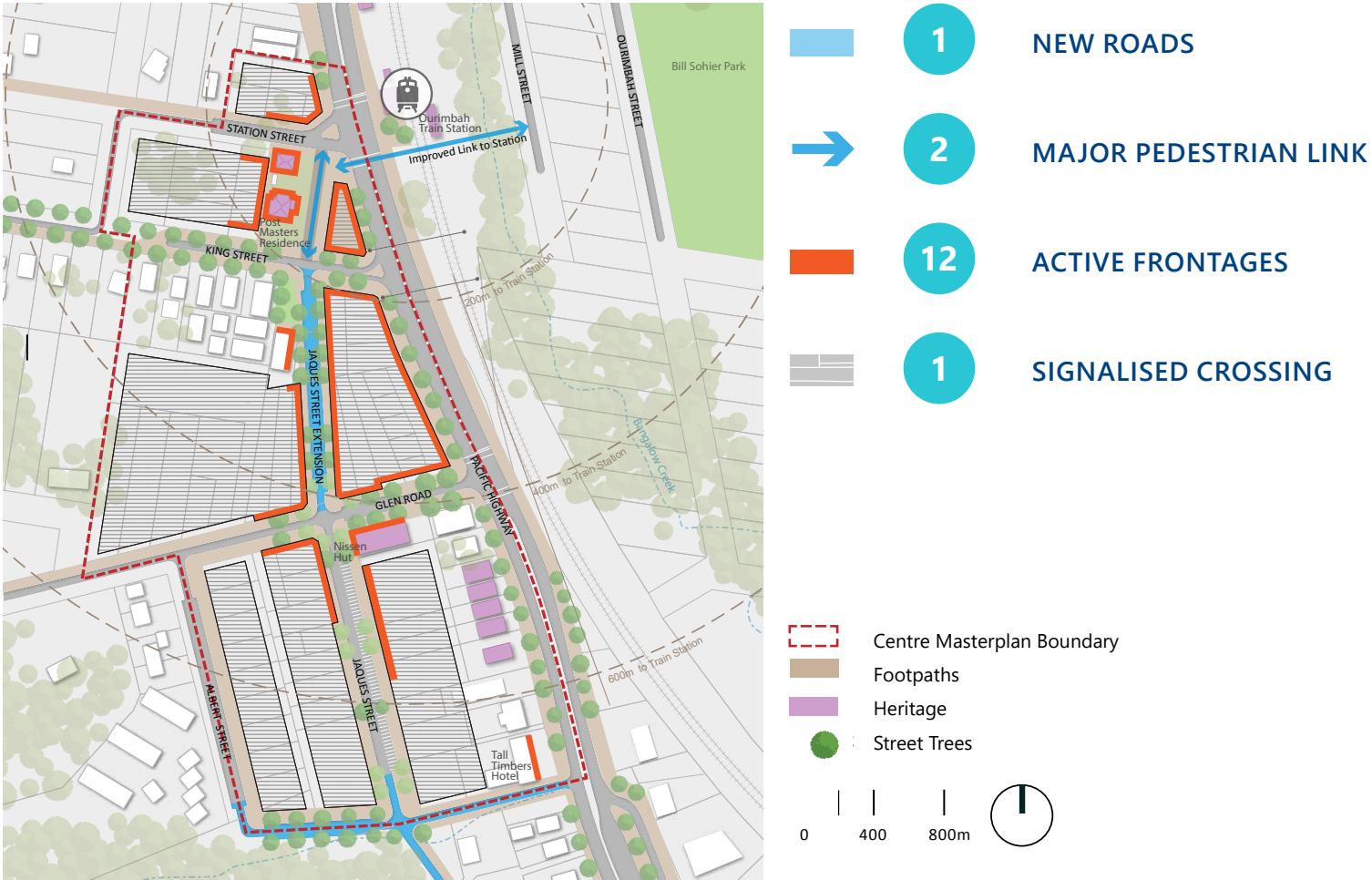


Fig 1.4: Indicative Masterplan Layout



**Section 2 Setting the Scene** provides a high-level summary of the steps taken, and information used to prepare the Strategy and Masterplan, including their alignment to State, Regional and Local Government Area planning considerations. This provides the broadest context for the thematic or area-specific directions presented throughout the remainder of the report.

**Section 3 Area-wide Framework and Strategies** sets the directive framework for the whole of the Strategy area. It describes the long-term vision, themes and principles that have been formulated to guide overall planning for the area. These are supported by seven area-wide strategies to specifically address planning for: movement & connectivity; housing; economic development and employment; character and heritage; biodiversity; hazards; and community infrastructure and public domain. This framework forms the basis for area-specific considerations presented later in the report.

**Section 4 Precinct Plans** recognises that growth and change will occur differently across the Strategy area, and provides specific considerations for twelve separate precincts (including Ourimbah Centre). Each precinct's plan describes the general objectives and desired future outcomes, based on an analysis of current information. These have been formulated to collectively support the long-term vision and strategies applying to the whole of the area.

**Section 5 Ourimbah Centre Masterplan** expands on the Plan for Precinct 1 to provide a long-term vision and more detailed planning considerations for Ourimbah Centre. This recognises the importance of the Centre in supporting growth and change across the whole of the Strategy area, responding to the opportunities and challenges identified through extensive research and consultation. The Masterplan presented forms a basis for coordinating public and private-sector initiatives with respect to land use and development in the coming decades.

**Section 6 Implementing Change** describes the actions that may be undertaken by Council, or others, to support the directions set out in the overall Strategy and Ourimbah Centre Masterplan. This includes strategic planning research or initiatives (e.g. developing guidelines), updating planning rules, including Council's LEP and DCP, coordinating the delivery of infrastructure to support the growth and change anticipated. This section also describes how the Strategy and Masterplan will be monitored and reviewed in coming years to ensure they remain relevant to the community's needs.





## **2.0 Setting the Scene**

# 2.1 INTRODUCTION

## PURPOSE OF THIS REPORT

This report was developed in response to a Council commitment to strategically review the land use framework and prepare a masterplan for Ourimbah, to support the expansion of tertiary education facilities in the region and guide sustainable land use planning outcomes for the area.

This commitment was reflected through a 2011 Memorandum of Understanding (MOU) between the (then) Wyong Shire Council, the University of Newcastle and TAFE NSW to prepare a masterplan for the development of Ourimbah Centre into an education, training, research and recreational precinct in order to deliver significant economic and social benefits to the region. It was expanded through several key actions identified in the local strategic planning frameworks adopted for the Wyong Shire Local Government Area in 2013.

This report responds to that commitment by recognising the importance of Ourimbah within the context of the Central Coast Region: poised to see increased growth pressures arising from its centrality between and convenient connections to Sydney and Newcastle, its proximity to Gosford, its capacity to attract new businesses offering increasing employment opportunities, and its popularity as a place to live and study. It sets the land use and development planning framework to enable Ourimbah to contribute positively to the sustainable growth of the Central Coast.

This report provides for Ourimbah:

- An AREA Strategy, made up of an area-wide framework emerging from a series of thematic strategies (Section 3), along with high-level plans for individual precincts (Section 4), and
- A CENTRE Masterplan (Section 5), providing more detailed directions for land use, development, and public domain considerations focused within Ourimbah’s Centre.



Fig 2.1: Ourimbah State Context

## ROLE AND OBJECTIVES OF THE AREA STRATEGY

The Area Strategy presented in this report reflects the outcomes of the Strategic Land Use Review. The aim of the review was to assert the role of Ourimbah's centre and enable the area to contribute towards the sustainable growth of the Central Coast. Its study area (shown in Figure 2.2) was established to broadly capture the catchment of Ourimbah's historic commercial centre and key employment areas.

The objectives of the Strategic Land Use Review for Ourimbah were to:

- Determine the suitability and feasibility of alternative land uses to support the growth and development of Ourimbah's centre,
- Address the physical barriers, such as the Northern Railway and Pacific Highway corridors, to create a more unified urban environment, and
- Set the parameters for future growth to occur within Ourimbah in a manner that does not compromise the attributes that make the area such a unique and desirable place.

The role of the Area Strategy is to identify the long-term vision and principles that will guide land use and development planning in the area, responding to the objectives above and the anticipated levels of growth and change that are expected to occur across the Central Coast in the coming decades.

The Area Strategy forms the basis for future local planning and plan-making. This may lead to the formulation of new planning rules, such as amendments to Council's Local Environmental Plan (LEP), or the preparation of Development Control Plans (DCP), Public Domain Plans, or local contributions plans (e.g., plans made under s7.11 or 7.12 of the Environmental Planning & Assessment Act or under s64 of the Local Government Act).

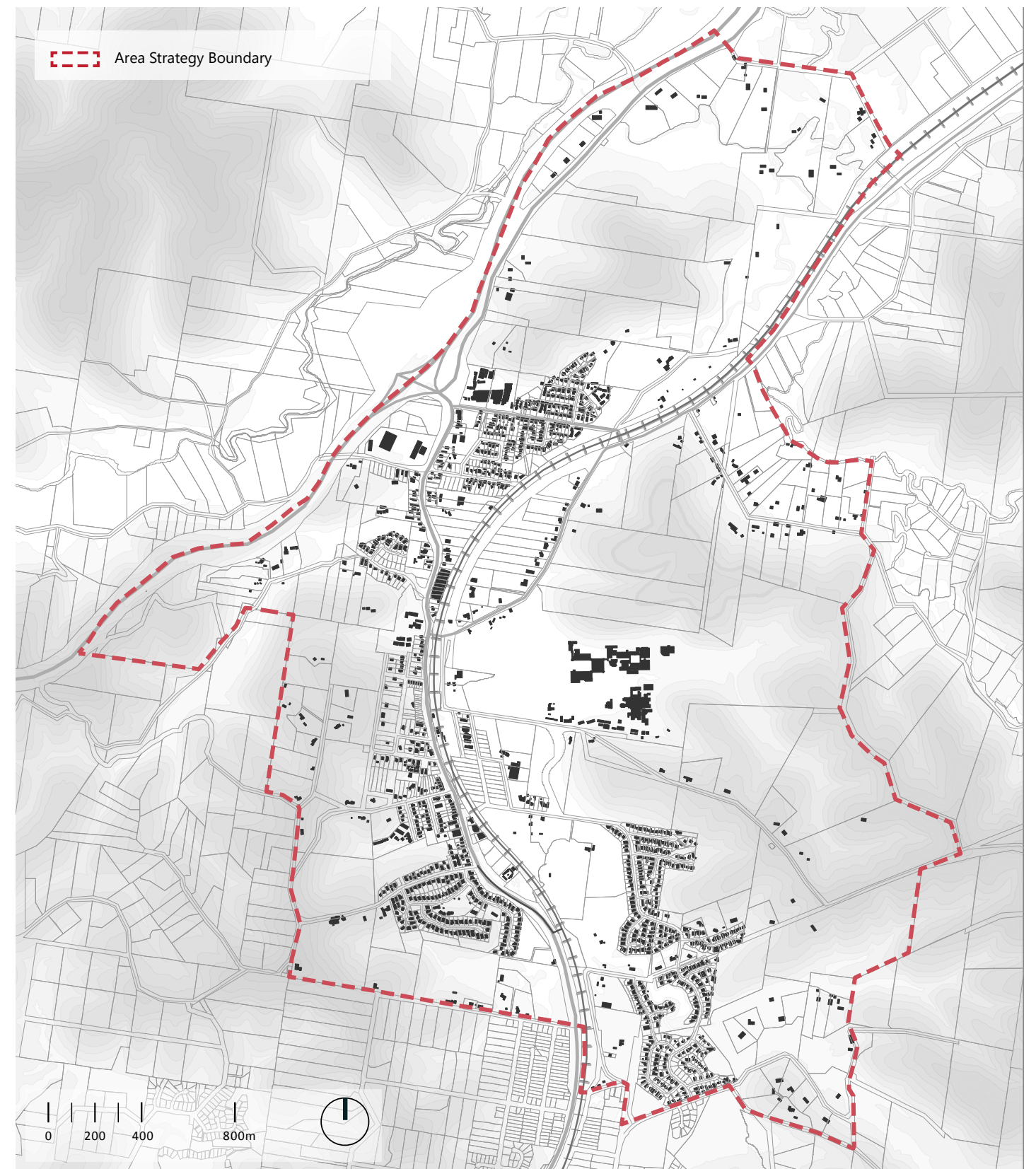


Fig 2.2: Area Strategy Boundaries



ROLE AND OBJECTIVES OF THE CENTRE MASTERPLAN

The Masterplan study area (shown in Figure 2.3) was set to focus specifically on Ourimbah’s Centre. The masterplanning objectives were to:

- Develop attractive, accessible and active spaces,
- Promote community, sporting and recreation facilities,
- Identify linkages between these areas and the centres,
- Identify special precincts that complement the role and function of the centre,
- Encourage activity and connectivity and improve the viability of the centre,
- Enhance social interaction, and
- Review the road hierarchy and traffic flow within and around the centre, including the location and operation of car parking areas, transport interchange, and vehicle loading and unloading areas.

The Centre Masterplan presented in this report provides more detail for the Centre than is provided for the rest of the Area Strategy study area. It responds to the above objectives by establishing a preferred long-term urban structure and form to guide development as it occurs within the Centre. It also includes a Public Domain Strategy that provides a framework for creating safe, engaging, and comfortable streets and public spaces in line with more structural changes.

The Centre Masterplan reflects the importance of the Centre as a focus for the broader area’s communities and economy and responds to the influence of relatively recent Pacific Highway upgrades. It recognises that change will occur incrementally and is intended to offer a level of flexibility to respond to new opportunities without compromising the ability to deliver desired outcomes over the long-term.

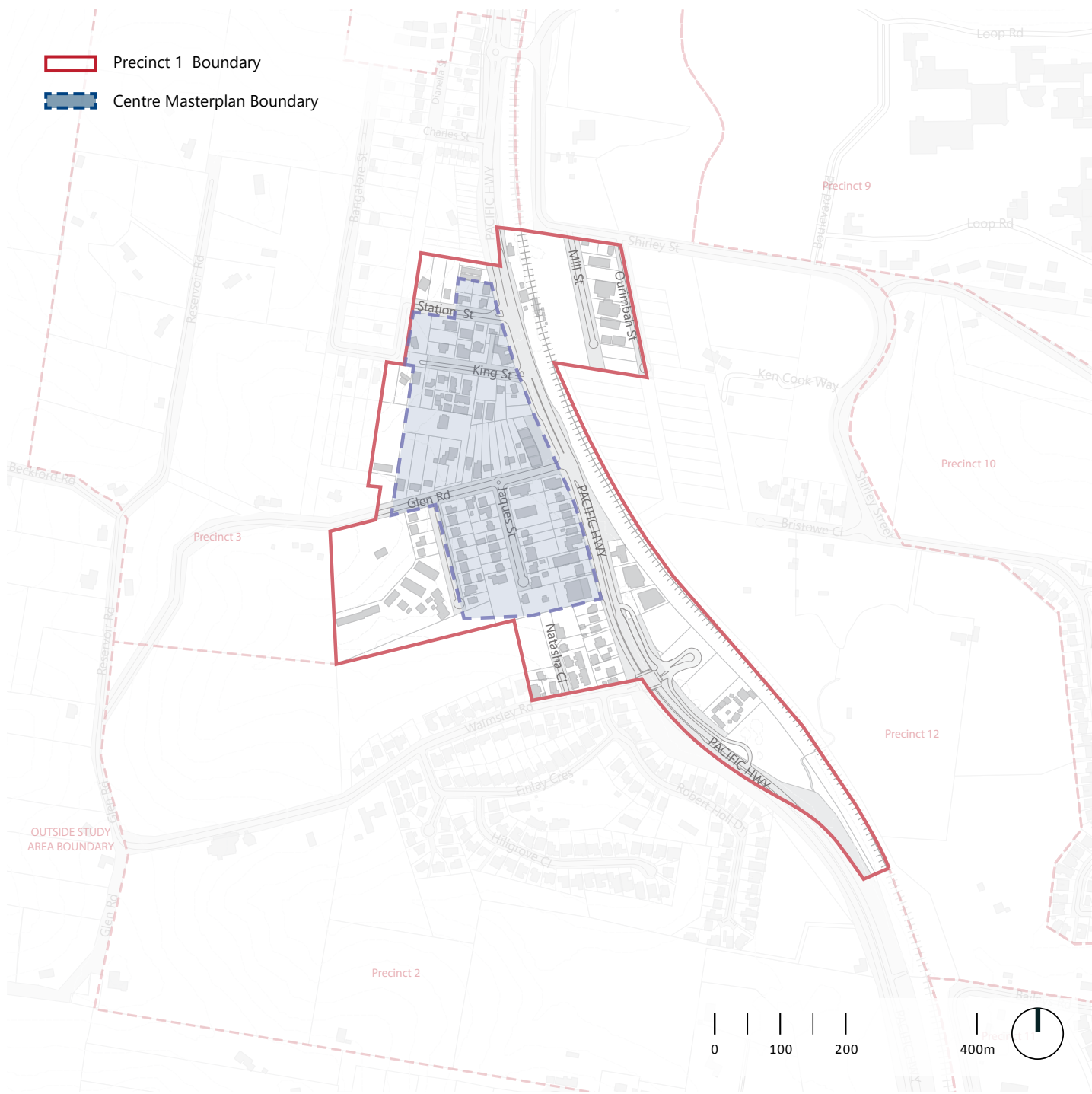


Fig 2.3: Centre Masterplan Boundaries

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# 2.2 STRATEGIC PLANNING CONTEXT

## EXISTING PLANNING FRAMEWORK

State and Local Governments are responsible for preparing strategies to facilitate growth and change within their jurisdictions. These strategies relate to a long-term vision and assist in clarifying specific objectives that are relevant to a particular area or community. Strategic planning documents aim to deliver a range of outcomes relevant to, for example, community and economic development, environmental protection or specific assets.

Strategic plans prepared by State and Local Governments are used as a basis for preparing planning rules, implemented through the application of Local Environmental Plans (LEPs), Development Control Plans (DCPs) and Local Contributions Plans (e.g., s7.11 Plans). The intent is for these planning rules to support the delivery of long-term priorities by informing decisions made by a range of stakeholders, which incrementally influence how land is used and developed over time.

The planning rules, including the land use zones, that currently apply within Ourimbah reflect a vision for the area that was established over 15 years ago. One of the aims of this project was to consider whether the planning rules that currently apply to Ourimbah reflect the contemporary vision and strategic planning policy for the area.

At the time this project was completed, the strategic planning policy for Ourimbah is set out in a range of State and Local Government level documents including, but not limited to:

- Central Coast Regional Plan 2036 (NSW Government, 2016);
- Wyong Shire Settlement Strategy (Council, 2013);
- Wyong Shire Retail Centres Strategy (Council, 2013); and
- Wyong Employment Land Study and Industrial Land Audit (Council, 2013).

The NSW Government, at that time, was in the process of elevating the role of strategic planning across the State by aligning strategic planning objectives at State and Local levels. The Central Coast Regional Plan 2036, released in 2016, whilst the project was ongoing, updated the State Government’s priorities for land use and development for the region in which Ourimbah is situated. The Central Coast Regional Plan is currently the subject of its 5-yearly review.

Central Coast Council was also formed in 2016 through the amalgamation of the former Wyong and Gosford Local Government areas. As part of its ongoing strategic planning program, Central Coast Council has already completed a range of initiatives to review and update its strategic planning policies and planning rules to reflect Regional goals and directions through local level plan-making. This has led to the development of the Central Coast Local Strategic Planning Statement and Central Coast Economic Development Strategy in 2020, amongst others.

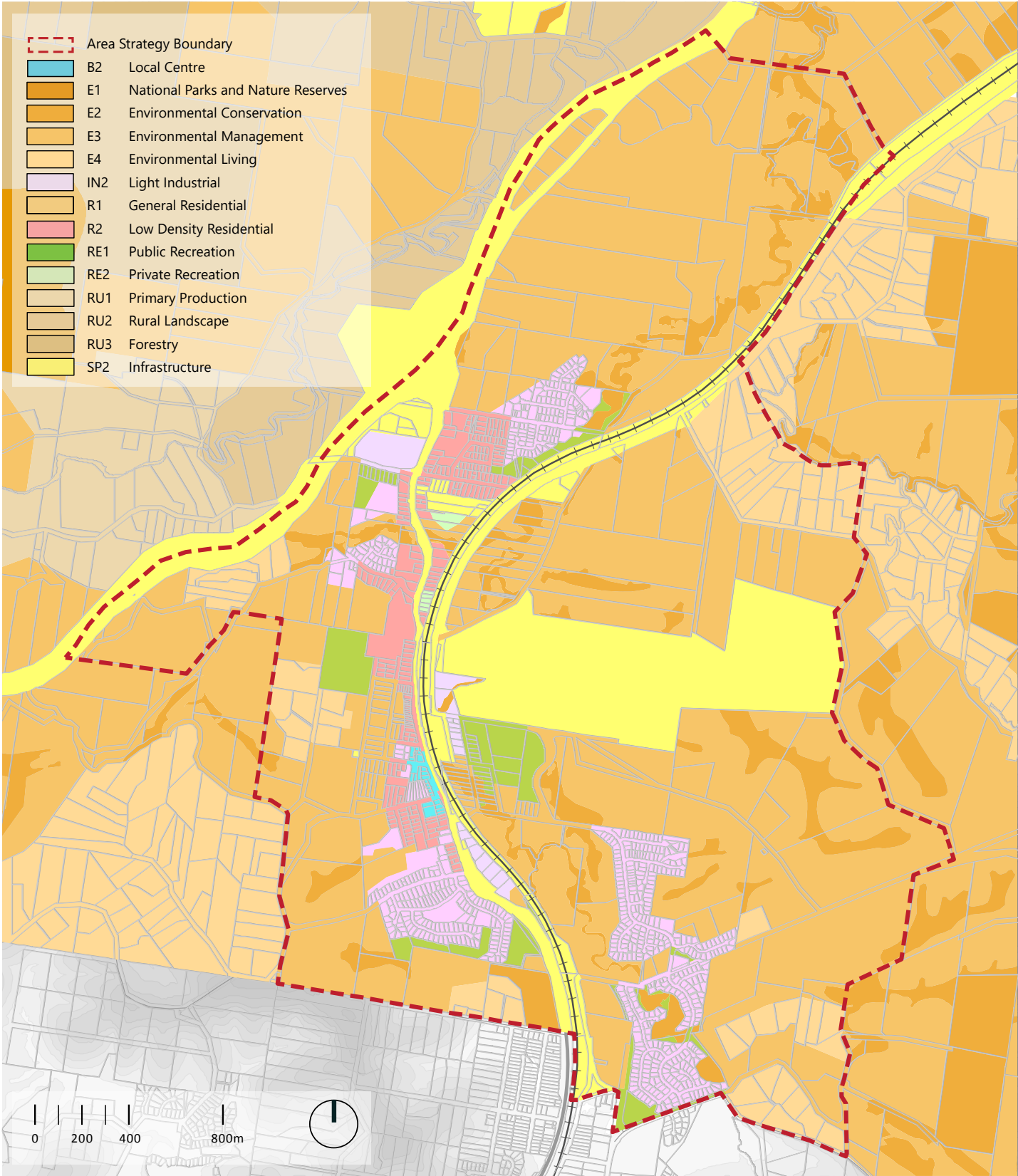


Fig 2.4: Current Zoning

### COMPLETING THE LINE OF SIGHT

Collectively, the Area Strategy and Centre Masterplan for Ourimbah complement the strategic planning framework, providing a line of sight to guide strategic land use planning and decision making for the area.

### RELATIONSHIP WITH OTHER PLANS

Preparing this Land Use Planning Strategy for Ourimbah is an important first step towards aligning State and Regional priorities for the area. The Strategy aligns with the key direction and actions of the Central Coast Regional Plan 2036 and has been informed by an array of other regional and local strategies/studies that have been developed over the last decade.

The objectives, goals, actions and recommendations of the several documents have played a key role in the development of this strategy or are otherwise relevant to its implementation. These are outlined over the following pages.

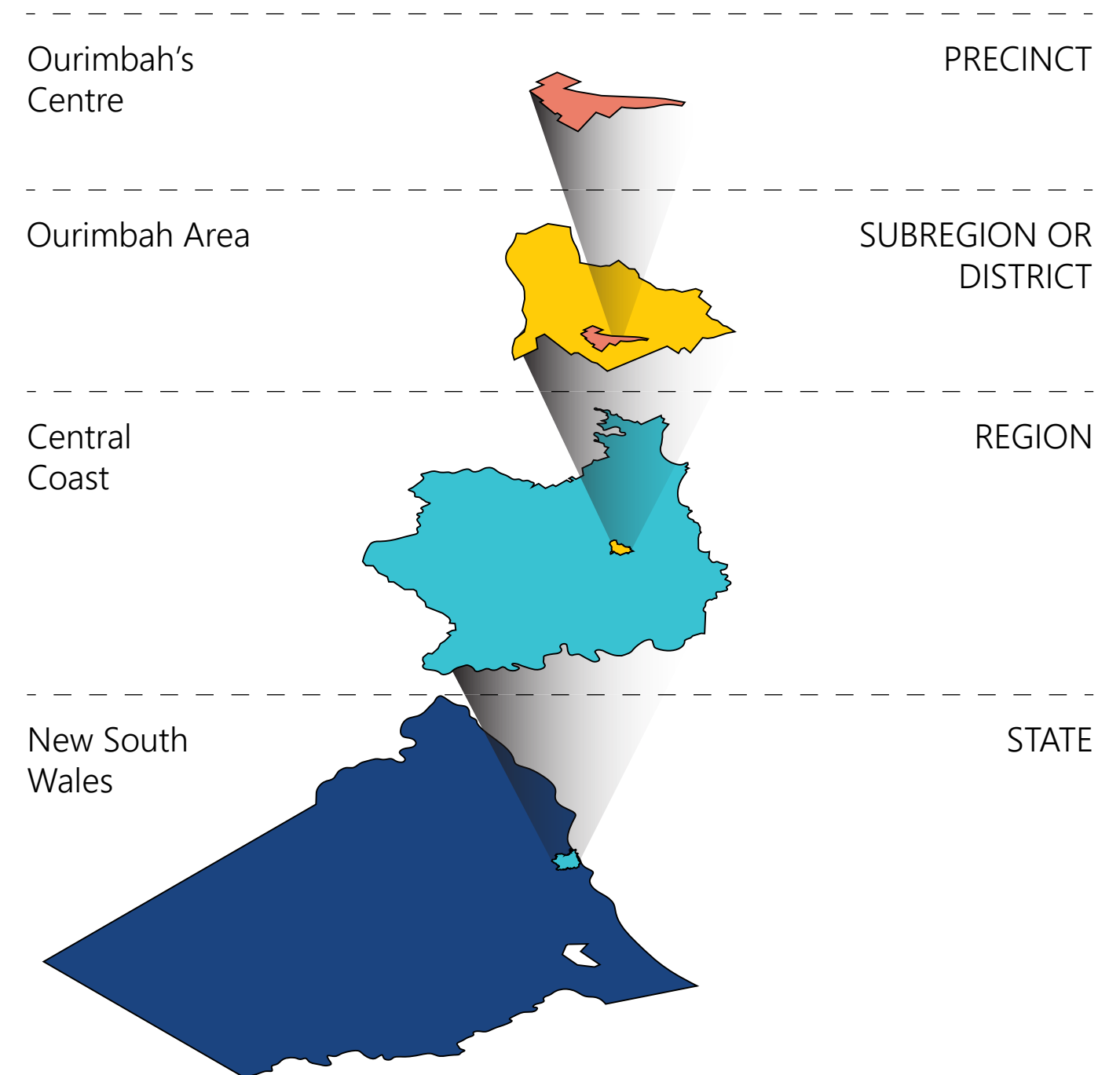


Fig 2.5: Planning Context



# 2.2 STRATEGIC PLANNING CONTEXT (CONTINUED)

## CENTRAL COAST REGIONAL PLAN 2036

The Central Coast Regional Plan 2036 sets the strategic planning framework for the Central Coast for the next 20 years. Four goals form the basis for this framework:

- Goal 1 - A prosperous Central Coast with more jobs close to home
- Goal 2 - Protect the natural environment and manage the use of agricultural and resource lands
- Goal 3 - Well-connected communities and attractive lifestyles
- Goal 4 - A variety of housing choice to suit needs and lifestyles

Each Goal is underpinned by a series of Directions, intended to guide planning and investment in the region. This Ourimbah Area Strategy and Centre Masterplan can assist with implementing several of these Directions, most notably including:

- Direction 3: Support priority economic sectors
- Direction 7: Increase job containment in the region
- Direction 15: Create a well-planned, compact settlement pattern
- Direction 16: Grow investment opportunities in the region’s centres
- Direction 17: Align land use and infrastructure planning

This Strategy also directly progresses or will assist in delivering some of the Central Coast Regional Plan’s specific actions, including by:

- Providing a basis to leverage the existing University of Newcastle campus at Ourimbah within the surrounding area to drive innovation and specialisation in the region (in line with Regional Plan action 3.4),
- Establishing a context to strengthen Ourimbah’s employment lands and centre in conjunction with broader economic development initiatives (in line with actions 7.1 and 7.2),
- Identifying where new development would be unsuitable based on region-wide settlement planning principles (in line with action 15.2)
- Directing opportunities for more housing and new typologies to suitable locations within and close to the Centre, allowing it to sustain an adequate level of services and jobs for the surrounding community and in keeping with the Ourimbah’s unique character (in line with actions 16.1 and 16.2), and
- Providing a framework to align land use and infrastructure planning to maximise the use and capacity of existing infrastructure, and the efficiency of new infrastructure (in line with action 17.1).



## ALIGNING LOCAL AND REGIONAL PLANNING IN OURIMBAH

Ourimbah’s future growth and change can support several Central Coast Regional Plan 2036 directions;

### Goal 1: A prosperous Central Coast with more jobs close to home.

Direction 3: Support priority economic sectors.

- 3.4 Leverage the existing University of Newcastle and the Central Coast Campus at Ourimbah to drive innovation and specialisation in the region.
- 3.7 Create a centre of innovation through plans that build on the specialisation in food manufacturing.

### Goal 2: Protect the natural environment and manage the use of agricultural and resource lands.

Direction 12: Protect and manage environmental values.

- 12.2 Identify and strengthen biodiversity corridors as places for priority biodiversity offsets - *Ourimbah is part of proposed Biodiversity Corridor 3, linking coastal hills with valleys and foreshores.*

### Goal 3: Well-connected communities and attractive lifestyles.

Direction 18: Create places that are inclusive, well-designed and offer attractive lifestyles.

- 18.1 Facilitate Council-led revitalisation of centres to integrate land use and transport planning, improve the quality of the public domain and encourage ecologically sustainable development.
- 18.2 Undertake planning and place-making for main streets and centres.
- 18.3 Enhance the amenity and attractiveness of existing places.

### Goal 4: A variety of housing choice to suit needs and lifestyles.

Direction 20: Grow housing choice in and around local centres.

- 20.2 Promote renewal opportunities in other local centres that have good accessibility and can support small-scale renewal.
- 20.3 Implement policies, plans and investment options that will support greater housing diversity in centres.



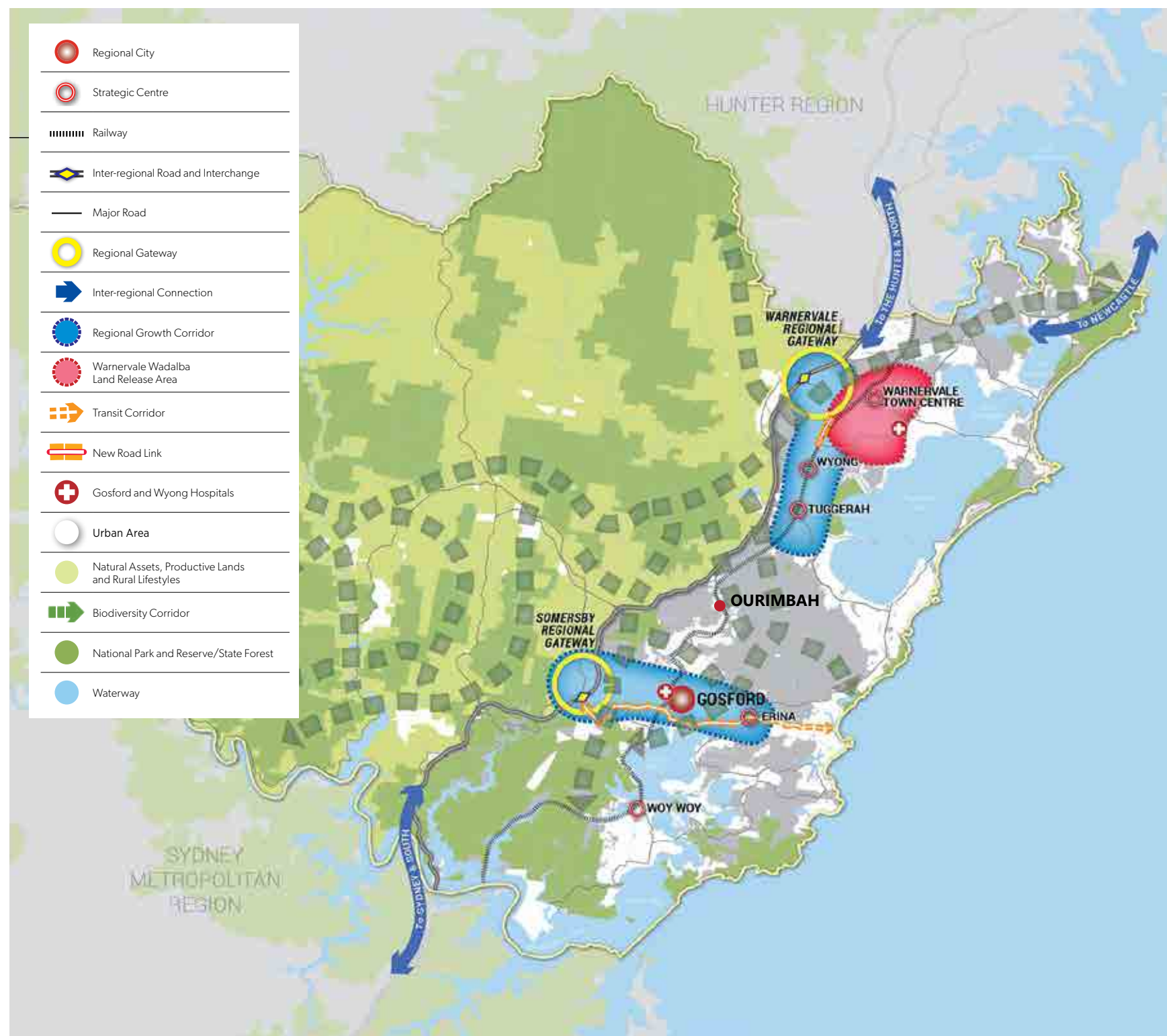


Fig 2.6: Excerpts from Central Coast Regional Plan ( Figures 3 and 5)

## 2.2 STRATEGIC PLANNING CONTEXT (CONTINUED)

### COMMUNITY STRATEGIC PLAN 2018

One – Central Coast, Community Strategic Plan 2018-2028 is a 10-year plan developed by Council through engagement with the community. It helps to set the priorities and confirm strategies and activities that best achieve the community's desired outcomes for the future.



BELONGING	<b>OUR COMMUNITY SPIRIT IS STRENGTHENED</b> A4 – Enhance community safety within neighbourhoods, public spaces and places	The Ourimbah Centre Masterplan sets a framework to provide more services and jobs locally, within walking distance to home. This involves improving pedestrian safety and amenity in Ourimbah's Centre, leading to greater activation and stronger sense of welcome and belonging.
	<b>CREATIVITY, CONNECTION AND LOCAL IDENTITY</b> B2 – Promote and provide more sporting, community and cultural events and festivals, day and night, throughout the year.	
	B4 – Activate spaces and places to complement activity around town centres, foreshores, lakes and green spaces for families, community and visitors.	
SMART	<b>A GROWING AND COMPETITIVE REGION</b> C3 – Facilitate economic development to increase local employment opportunities and provide a range of jobs for all residents	The Ourimbah Land Use Strategy sets the context for strengthening physical and socioeconomic ties to the University and TAFE campuses as an education hotspot and attract new business investment to transition and grow existing industrial and business parks in an area with unrivalled transport connections.
	<b>A PLACE OF OPPORTUNITY FOR PEOPLE</b> D3 – Invest in broadening local education and learning pathways linking industry with Universities, TAFE and other training providers	

GREEN	<b>CHERISHED AND PROTECTED NATURAL BEAUTY</b> F1 – Protect our rich environmental heritage by conserving beaches, waterways, bushland, wildlife corridors and inland areas and the diversity of local native species	The Ourimbah Land Use Strategy identifies areas where environmental protection or management outcomes will lead planning decision making over generations.
	<b>DELIVERING ESSENTIAL INFRASTRUCTURE</b> H2 Improve pedestrian movement safety, speed and vehicle congestion around schools, town centres, neighbourhoods, and community facilities  H3 Create parking options and solutions that address the needs of residents, visitors and businesses whilst keeping in mind near future technologies including fully autonomous vehicles	The Ourimbah Land Use Strategy and Centre Masterplan collectively set the framework to align the delivery of new and improved infrastructure through new development.  The Ourimbah Centre Masterplan sets the long-term urban structure in the context of current and future desired character. This will guide public and private investment, recognising that change will occur incrementally.
RESPONSIBLE	<b>BALANCED AND SUSTAINABLE DEVELOPMENT</b> I1 Preserve local character and protect our drinking water catchments, heritage and rural areas by concentrating development along transport corridors and town centres east of the M1	The Ourimbah Land Use Strategy identifies the preferred locations for housing growth through intensification and expansion of the existing urban footprint. This will be implemented through future detailed investigations to release further potential and guide the mix of new homes to meet the changing needs of the community.
	I2 Ensure all new developments are well planned with good access to public transport, green space and community facilities and support active transport	
	I3 Ensure land use planning and development is sustainable and environmentally sound and considers the importance of local habitat, green corridors, energy efficiency and stormwater management	
	I4 Provide a range of housing options to meet the diverse and changing needs of the community including adequate affordable housing	



## LOCAL STRATEGIC PLANNING STATEMENT 2020

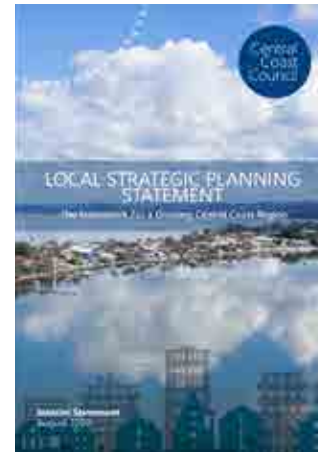
In March 2018, amendments to the Environmental Planning and Assessment Act 1979 (EP&A Act) introduced new requirements for Councils to prepare and make Local Strategic Planning Statements (LSPS).

The Central Coast LSPS was adopted in June 2020 and is a 20-year land use planning vision for the Central Coast Region and is a land use response to Council's Community Strategic Plan (CSP). It sets the framework for spatially based decision making in the future and outlines the actions needed to achieve the strategic direction for the Central Coast over the next 20 years.

The LSPS guides how land is used and managed, balancing the competing demands for land use to ensure that the region can achieve a more sustainable, prosperous and equitable future. In summary, it:

- Provides a strategic reference for the development of a comprehensive Local Environmental Plan and Development Control Plan.
- Provides strategic guidance and coordination around Council functions related to service provision, advocacy and leadership.
- Incorporates the community goals and aspirations from the Community Strategic Plan, and inform Council's priorities in the Delivery Program.
- Takes the Central Coast Regional Plan 2036 objectives and outcomes down to a more local strategic level.
- Consolidates the region-wide planning principles within existing Council strategies into one strategic document.
- Communicates to the community the expected future urban development in the Region and how this development will occur up to 2036.

*The Ourimbah Strategy study area is situated within the Wyong Ward. The LSPS intentions for local planning here are focused on having a mixture of the old and the new, retaining the historical, semi-rural character of Ourimbah while providing housing, employment, educational and recreational opportunities.*



## CENTRAL COAST ECONOMIC DEVELOPMENT STRATEGY 2020

In 2020, Council adopted the first ever Economic Development Strategy for the whole of the Central Coast, positioning the region as the place to do business, creating jobs and prosperity for the region. It sets a 20-year vision to guide Council's decision making around sustainable economic development initiatives that assist in creating jobs and stimulating the Central Coast economy.

Initiatives focus on strengthening the economy through targeted investment, improved partnerships between the community, business and education sectors and all levels of government. These are focused around the six themes of:

- Economic Coordination
- Economic Partnerships
- Economic Infrastructure
- Economic Innovation & Enterprise
- Economic Futures
- Economic Transformation

Ourimbah's relevance to contributing to regional economic development outcomes is reflected in its transport accessibility and existing strengths in education, skills-based, and innovation-oriented uses.

The Ourimbah Land Use Strategy provides a framework to inform decisions to activate or expand the area's existing employment land supply as opportunities emerge and to provide more opportunities for people to live closer to where the work or study.



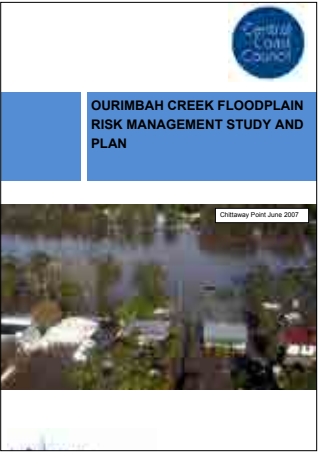
## 2.2 STRATEGIC PLANNING CONTEXT (CONTINUED)

### OURIMBAH CREEK FLOODPLAIN RISK MANAGEMENT STUDY AND PLAN 2019

Adopted by Council in 2019, this document is the culmination of flood planning investigations in line with the NSW Government’s Flood Policy framework. It sets out the agreed approach to managing flood risk in the Ourimbah Creek catchment, covering 160km2 of land and including several tributaries, like Cut Rock Creek, Chittaway Creek, and Dog Trap Gully which all converge with Bangalow Creek within the project study area.

This Plan recognises that land use zoning is a powerful tool in reducing flood damages, particularly where zoning facilitates redevelopment that is more flood-compatible leading to improvements over time. The Study concluded that the current land use zones for Ourimbah Creek catchment comply with the current NSW standards. While it doesn’t make any specific recommendations for changes to the current land use zoning from a flood mitigation perspective, it does support the use of progressive zoning to build long term change in flood resilience.

Floodplain Risk Management investigations were underway as the Land Use Review forming part of this project were concluding. The risk management actions adopted by Council in 2019 will serve to progressively improve flood resilience for the Ourimbah community. Any future investigations resulting in land use changes recommended in this Land Use Planning Strategy and Centre Masterplan will involve flood risk planning measures to identify any impacts and additional management actions arising.



### CENTRAL COAST CARPARKING STUDY AND IMPLEMENTATION PLAN 2021

This document was the result of an action set out in the Central Coast Regional Plan 2036 to deliver a Traffic and Parking Report. It provides a framework for delivering car parking strategies based on the needs identified specifically for local areas, focusing on nine key centres and several coastal areas.

Ourimbah was selected as a key centre due to its proximity to Gosford, and its convenient access to the Pacific Highway and Central Coast and Newcastle Rail Line. The study found there were currently no major concerns in relation to parking availability within the Centre. However, parking demands were noted as likely to increase around the train station in line with the increasing trend for rail travel as a preferred transport mode.

This Plan’s recommendations for Ourimbah drew directly upon the previously exhibited Centre Masterplan, prioritising the delivery of large, consolidated parking areas close to the train station to support population growth, new development, and increased commuter parking demands.



### WYONG SHIRE SETTLEMENT STRATEGY 2013

The Wyong Shire Settlement Strategy provided the framework to guide land use planning and plan making for the former Wyong Local Government Area. This was founded upon a series of thematic planning considerations for:

- Community
- Utilities Infrastructure
- Transport
- Environment
- Natural Hazards
- Economy and Employment
- Settlements and Housing

These were consolidated into a Land Use Strategy, describing how Council’s planning controls would be reviewed and maintained.

The Wyong Shire Settlement Strategy recognised that the capacity of land already zoned for urban development was not enough to deliver the anticipated levels of housing growth. It established a basis for nominating and investigating new areas to be rezoned for housing. A priority investigation area was identified at Baileys Road, within the Ourimbah Area Strategy study area, which has not yet been rezoned. Further directions were provided for future studies to identify additional suitable land supplies for housing close to local centres such as Ourimbah.

This Ourimbah Area Strategy and Centre Masterplan results from an action set by Council in the Wyong Shire Settlement Strategy, adopted in 2013. This approach recognised a need to manage and direct development pressures in Ourimbah that were expected increase through growth in the educational and training hotspot centred around the University and TAFE campuses, planned initiatives to improve the area’s regional connectivity by road and rail’ networks, and efforts to attract investment in emerging employment sector uses.





### WYONG SHIRE RETAIL CENTRES STRATEGY 2013

The Wyong Shire Retail Centres Strategy was prepared to inform the Wyong Shire Settlement Strategy. It set directions relating to the retail network, the role and function of centres within that network, and strategies to encourage investment while maintaining the viability of existing centres.

The Retail Centres Strategy categorised Ourimbah as a 'Local Centre'. At the time the Centre's Strategy was prepared, the Ourimbah Centre was catering to the local community, with the potential to attract passing trade from the Pacific Highway. The assessment provided in the Centres Strategy noted that Ourimbah's centre includes a reasonable variety of core and specialty retail services but recognised some retail expenditure leakage to nearby centres at Lisarow and Wyoming. It anticipated Ourimbah would have enough available expenditure by 2016 to justify this expansion, including the establishment of a medium-sized supermarket.

This Ourimbah Centre Masterplan is a direct result of the Centres Strategy recommendation to develop detailed guidance for future development in Ourimbah's Centre. It sets out directions to revitalise the Centre through strengthen connections to the rail station, consolidation of public parking, enhanced pedestrian safety and amenity, and increased commercial floorspace.



### WYONG EMPLOYMENT LAND STUDY AND INDUSTRIAL LAND AUDIT 2013

The Wyong Employment Land Study and Industrial Land Audit also informed the Wyong Shire Settlement Strategy. This document was adopted in 2013, documenting investigations into employment trends and capacity within the former Wyong Shire Local Government Area and providing recommendations to promote economic activity and employment growth.

A key objective of this document was to identify how the Central Coast could increase job containment, which resulting in a series of recommendations to activate and expand the existing employment land supply.

The Employment Land Study anticipated the Ourimbah Industrial Area to have capacity for further development until 2025. It recommended as an area for transition with intensification (e.g., through tailored upzoning) where appropriate. This recognised the potential to build a 'critical mass' from the existing employment base, leveraging the areas strong transport (including public transport) connections.

This Ourimbah Area Strategy progresses the Employment Land Study recommendation that the future role of the industrial area was considered in conjunction with the University and Centre. It sets out the preferred location and nature of new employment uses to guide investment.



## 2.3 PROJECT DRIVERS

### MANAGING CHANGES IN OURIMBAH'S POPULATION

In recent years, the Central Coast region has experienced some of the highest levels of population growth in Australia. This is expected to continue in the coming decades, with more people moving into the region from Sydney and further afield.

The NSW Government and Council are working together to facilitate growth across the Central Coast region, recognising that some places have the capacity to grow faster than others. While Ourimbah is not currently expected to grow as quickly as Gosford or Warrervale, for example, it will be an important area for accommodating local population growth and

responding to the changing needs of its population in future.

Ourimbah last catered for high levels of growth in the early 1990s. Between 1991-1996, around 450 new dwellings (on average 90 a year) were built in the area, representing growth rates of around 50%. In the 10 years between 2006 and 2016 census periods, residential growth was around 61 new dwellings (on average around 6 per year). This suggests that lands currently zoned for residential development have limited capacity to feasibly supply new homes to the market, which is influenced by a range of factors such as planning rules, market demand, and cost of construction.

On average, Ourimbah's population has grown by 0.6% each year between 2001 and 2020, from 4,150 in 2001 to an estimated 4,575 in 2020. With the services offered within the University campus, Train Station and local centre, the area caters for a service population that is far greater. Changes in lifestyle trends across Australia may lead to more people wanting to live in Ourimbah in the coming decades.

A number of national, regional and local trends provide relevant insights to inform planning for future housing in Ourimbah. These trends highlight the rapidly changing nature of housing demands in Australia in general, as well as some of the unique characteristics of Ourimbah, compared with the rest of the Central Coast. They indicate that demands for new housing in Ourimbah may grow or change faster than current forecasts suggest, and set the scene for this Strategy to accelerate planning to identify appropriate locations for housing within the area.

- The Central Coast, generally, is a popular location for people seeking more affordable types of housing than Sydney has to offer. People choosing to move to the Central Coast from Sydney are predominantly looking for houses that suit younger family and ageing (pre-retirement and retired) households.
- Although Ourimbah's resident population is aging, the proportion of residents over the age of 60 has remained significantly lower in Ourimbah than in the rest of the Central Coast. This suggests people tend to move out of the area as they approach retirement. Providing more opportunities for seniors housing and aged care facilities in the area would enable existing residents to age closer to home.
- Household sizes in Ourimbah have declined in recent years, but are still higher than average, compared with the rest of the Central Coast. While around half of all households in the area include children, there is an increasing proportion of lone person households. Recent trends reflect this change in household structures, with the market delivering more dwellings offering either 2 bedrooms or 4+ bedrooms.
- There has been an increasing proportion of single-income households, with a growing representation of lone person households in Ourimbah. However, the proportion of single parents has shown a slight decline since 2011. This reflects a national trend, and will continue to be an important consideration in relation to housing affordability. Recent trends indicate medium-density housing represents an increasing proportion of new housing built in the area. This preference for smaller and more affordable types of housing in the area is likely to continue.
- Although Australia is still a very car-dependent nation, more people are expected to choose to live within walking distance of good public transport links. This is motivated by the increasing cost of transport, both through rising oil prices

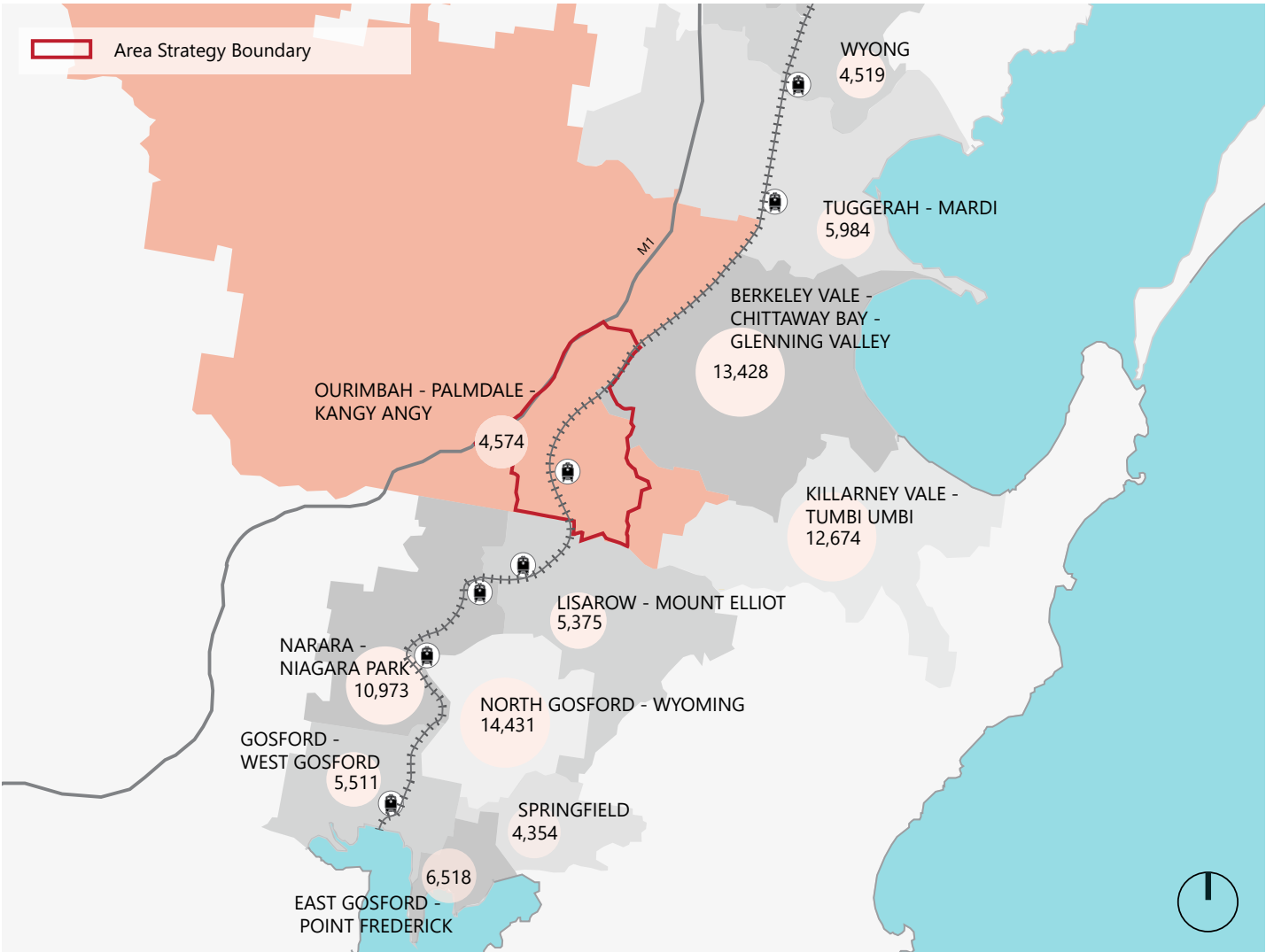
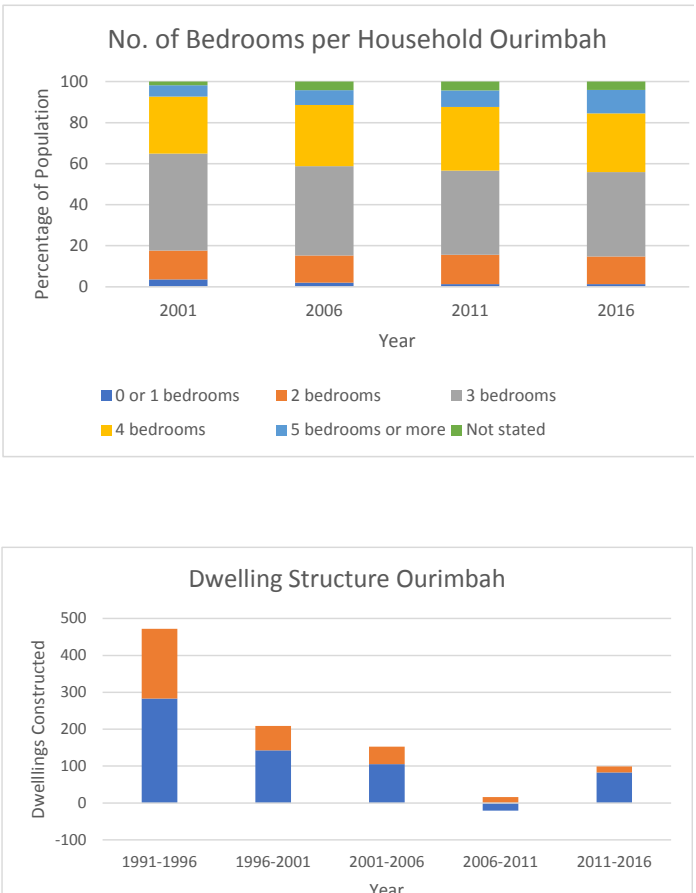


Fig 2.7 Population Distribution



[Disclaimer] Demographic information presented in this report has been sourced from the publicly available Central Coast Council's profile.id community profile and forecast.id population forecasts for the Ourimbah-Palmdale-Kangy Angy and Central Coast geographies. Information was correct at October 2021.

and through road congestion. Governments at all levels are investing in initiatives to make public transport, particularly rail, a more attractive choice at the regional level. These initiatives, including the potential for a national high speed rail network, have the potential to influence demand for more housing in Ourimbah in future.

- The number of Ourimbah residents of who drive to work has steadily increased, while public transport use declined significantly over the last 15 years. This implies that residents either find it difficult to use public transport due to poor pedestrian access or that the connectivity of these services is wanting. Only 1% of locals walk or bicycle on their daily commute, suggesting these options aren't currently attractive, or practical, options.
- Australia is transitioning toward a more service-based and virtually connected economy. This is expected to see more people working in health, education, research and advanced manufacturing. These types of jobs are already on offer in Ourimbah, particularly within the University. They are also relevant industries for Ourimbah's resident population. Making more housing available in the area would allow more people to live closer to where they work or study, and experience the high quality lifestyle the area affords.
- When compared to the rest of the Australia, the Central Coast region is relatively disadvantaged according. Conversely, Ourimbah is less disadvantaged than 63% of all Australian suburbs. The number of individuals employed as labourers and clerical workers has dropped since 2006 while the number of professionals, technicians and tradespeople have increased significantly.
- In the coming decades, more people are also expected to work and access tertiary education from home. Understanding the influence of this relatively new global trend on where people choose to live relative to where they work or study will be an important challenge for planning across Australia.

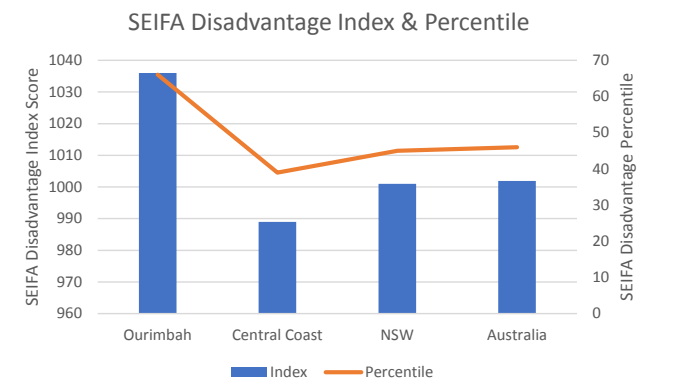
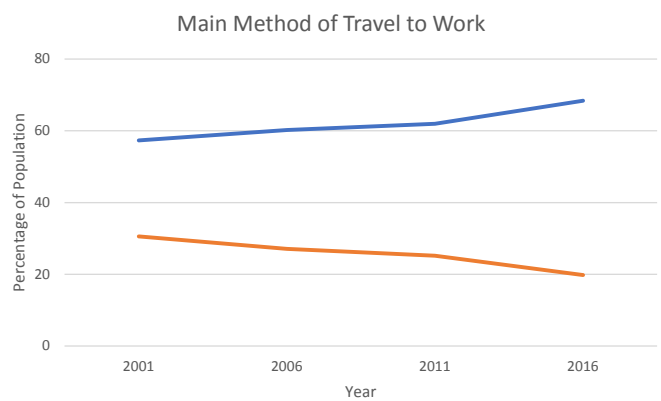
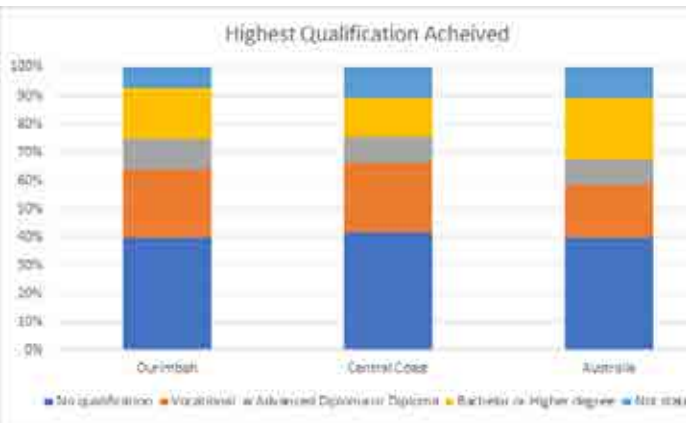
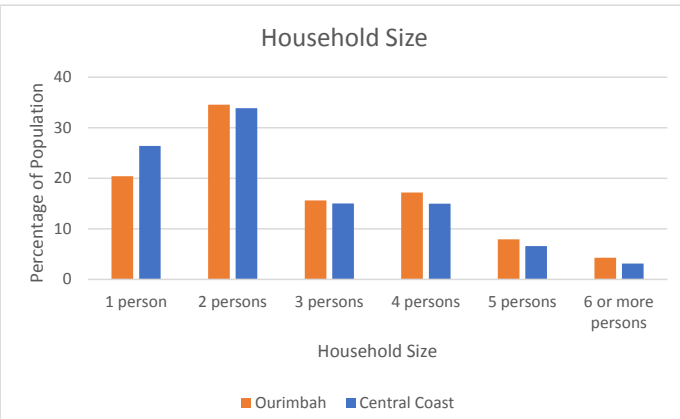
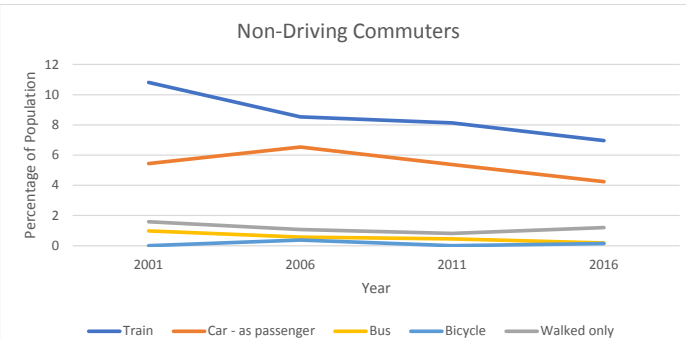
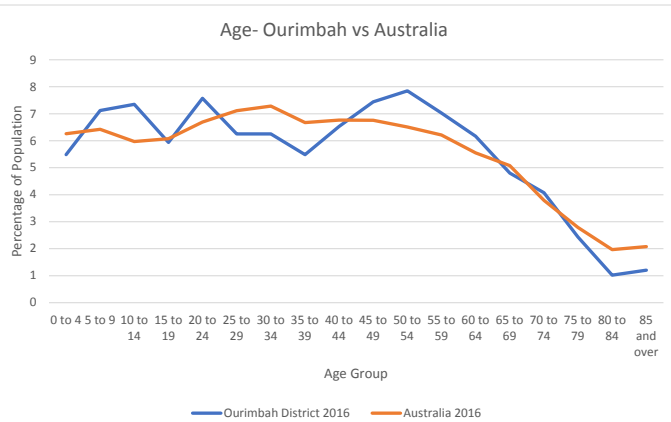
In 2016, Ourimbah's residential population was 4,454 people. This is currently forecasted to grow by around 11% to 5,100 people by 2036 based on past trends and existing planning controls. Accelerating planning to identify where new housing should occur and how urban areas should be designed, will support this change to occur in a positive way.

It is reasonable to anticipate faster-than-forecasted population growth rates in Ourimbah may occur, recognising the major lifestyle attractors that the area offers, such as easy access to public transport, the University campus, hilltop views, and an abundance of open space and recreational facilities.

The level of housing growth in Ourimbah is limited, in part, due to the lack of land that is available for residential development, either through the re-development of existing sites (infill) or through the development of greenfield sites, under current planning controls. Housing growth rates are also influenced by broader market considerations.

The area's natural environment will continue to influence the location and design of new housing. This includes avoiding new development in areas where risks associated with flooding, bushfire or landslip cannot be appropriately managed. It also includes minimising the unavoidable impacts to biodiversity, heritage and landscape amenity wherever possible.

The most effective way to balance considerations for residential yields and environmental outcomes is to plan for a diverse range of house types in a more compact settlement form. This will involve encouraging more medium and higher density forms of housing in new and existing urban areas through coordinated designed initiatives that respond to the area's surrounding context.



NOTE: 'Medium density' includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.

NOTE: Socio-Economic Indexes for Areas: Index of Relative Socio-Economic Disadvantage (SEIFA:IRSD). is calculated by combining and proportionally weighting attributes that are usually associated with disadvantage, such as low education, low income, unemployment, disability etc. so that a low score or percentile is indicative of comparative disadvantage within the given area.



## MANAGING LAND USE AND DEVELOPMENT

The Land Use Planning Strategy for Ourimbah reflects the contemporary strategic planning policy framework, which may form the basis for future changes to Council's planning rules for the area.

- Protecting and reinforcing Ourimbah's iconic bushland setting will continue to be an important consideration for planning. This recognises the role the area's natural environment plays in supporting regional-level biodiversity corridors, as well as local considerations in relation to environmental hazards such as bushfire and flooding. These factors will continue to limit where, and how, new urban development occurs.
- The University Campus is recognised as an economic asset for the region. This will continue to generate a high level of employment and other traffic into the area each day. This asset can support local businesses and services to grow. The Strategy identifies opportunities for improved physical links, including walking and cycling routes between the University Campus and Ourimbah Centre, as well as facilitating more opportunities for staff and students to live in the local area, to improve the area's level of self-containment.
- The area is not currently identified as a regional economic gateway, but has longer-term potential for economic development in line with the Australian Government's ongoing investigations for a high-speed railway network. A site west of Ourimbah's Motorway Interchange is currently the preferred location for the only stop proposed to occur within the Central Coast.
- Ourimbah is on the fringe of the Central Coast's Southern Growth Corridor (Figure 2.5), and will likely experience greater pressures for residential growth over time. Compared with other nearby population centres, including Gosford, Tuggerah, and Warnervale, it is expected to have more limited opportunities for residential and commercial growth, remaining a locally significant centre. Most of this growth is encouraged to occur through the take-up or re-development of lands that are already zoned for development.
- Ourimbah's Centre will continue providing convenient shopping and services for the surrounding community, and to capitalise on its location along the Pacific Highway and close to the Train Station and University Campus to attract passing trade. The Centre Masterplan sets out a series of recommendations to improve the Centre's urban structure and public domain, enabling it to continue accommodating local shops and services, and to attract a small supermarket.
- The greatest level of residential growth will be encouraged in locations with easy access to Ourimbah's Centre and Train Station. This includes through re-development in the Centre to provide more housing alongside a mix of other uses, and the re-development existing residential lots in surrounding neighbourhoods to provide medium-density housing development. A high-level analysis has identified several investigation areas that may provide opportunities to develop land at the urban fringe (subject to detailed planning assessments). This includes the investigation area at Baileys Road, which was first identified in Council's 2013 Settlement Strategy, but has not yet been re-zoned.

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# 2.4 PREPARING THIS REPORT

## PROJECT TIMELINE

The review and analysis forming the basis for this The Ourimbah Area Strategy and Centre Masterplan was completed between 2014 and 2019. It was undertaken in close consultation with several key stakeholders, including the local community. The consultation milestones illustrated in the infographic to the right allowed for key issues of interest to be identified early and investigated collaboratively as the project progressed.

The scope of this project was informed by early consultation with the community, including through online forums and an open-invitation public meeting, attended by around 80 people. A Stakeholder Liaison Group was established, with members representing State Government agencies, and locally based institutions, business and residents. This group met three times early in the strategy formulation process to identify the main issues of interest and consider how the strategy could address each.

A draft Land Use Strategy and Town Centre Masterplan for Ourimbah (Version 1) was publicly exhibited during April and May 2016. Feedback from stakeholders and the general public was provided directly to the project team during an open invitation meeting held during the exhibition period.

In response to the public submissions received during 2016 exhibition, Version 1 was substantially revised to include:

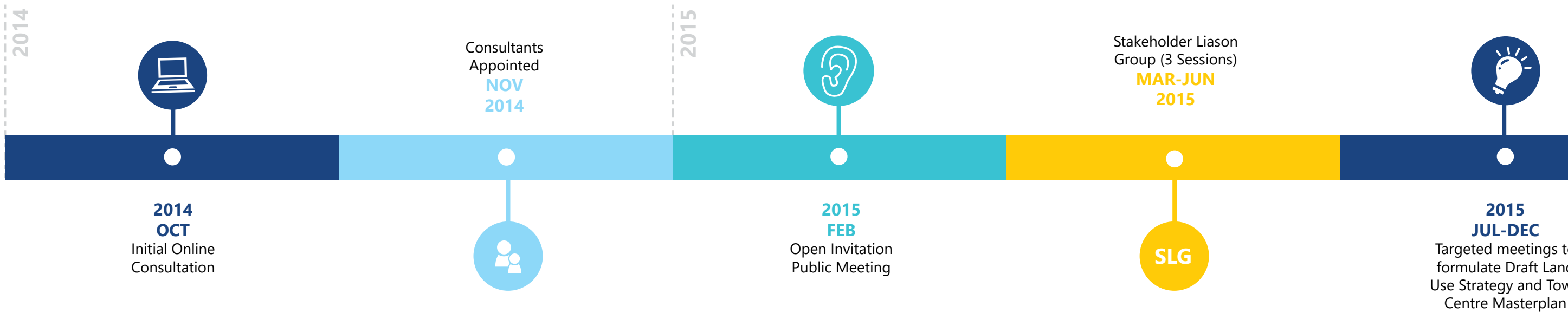
- More detailed contextual information in response to key issues raised;
- A study area wide Framework Plan;
- Further detail in relation to the Town Centre Masterplan;
- Precinct-level strategic land use plans,
- Revision of land use investigation areas to reflect a Low Growth model;
- Greater detail about how the plan will be implemented.

An Ourimbah Land Use Strategy and Town Centre Masterplan (Version 2) was publicly exhibited between January and March 2019. Feedback from stakeholders and the general public was again provided directly to the project team during two open sessions.

This report was substantially finalised in July 2019 in response to the issues raised following the public exhibition of Version 2, and the project was placed on hold to allow for the advancement of other Council strategic planning initiatives, including the preparation of a Local Strategic Planning Statement. The report was updated again in October 2021 to provide contemporary commentary in relation to the strategic planning, legislative, and implementation framework.

The main issues of interest identified through consultation initiatives throughout the process form the basis for the Area Strategy's vision and guiding principles. These are described in Section 3.2. The specific challenges and opportunities that were raised by stakeholders, including the local community, have helped to shape the more detailed recommendations presented in this Report to support growth and change across the area, and particularly the Centre.

## PROJECT TIMELINE



2015 STAKEHOLDER LIAISON GROUP (SLG) | TOP FIVE ISSUES OF INTEREST



RAIL UPGRADE  
AND EXISTING  
USES




HOUSING TYPE  
AND LOCATION



FLOODING



ECONOMIC  
GROWTH AND  
EMPLOYMENT  
OPPORTUNITIES



TRAFFIC, ACCESS  
AND PARKING

2016 WRITTEN SUBMISSIONS | TOP FIVE ISSUES OF INTEREST



FLOODING



BIODIVERSITY



HERITAGE



BUILDING HEIGHTS  
AND FORM



NEW MAIN STREET

2019 WRITTEN SUBMISSIONS | TOP FIVE ISSUES OF INTEREST



TOWN CENTRE  
CHARACTER



FLOOD



BIODIVERSITY



MAIN STREET



PRECINCTS







## **3.0 Area-wide Strategy**

# 3.1 ABOUT THIS SECTION

This section sets out the Strategy elements applying to the whole Area.

- The long-term **Vision Statement**, which was developed in consultation with the local community, establishes a clear and collective description of the kind of place we are planning for.
- Four **Vision Themes** support this statement, describing in more detail the planning outcomes that are appropriate and unique to the whole area. These serve to align the Ourimbah Area Strategy with Council's Local Strategic Planning Statement and Community Strategic Plan.
- Six **Keystone Principles**, which emerged from the Vision Themes, recognise the connection between land use planning and other policy initiatives, such as economic, or community development, or environmental protection. These are intended endure as the underlying basis for planning and decision-making well into the future.
- The **Area-wide Directions**, which respond to the seven main topics of interest raised by the local community. These collectively give context and effect to regional and local level planning directions and address priority considerations for planning and development within this part of the Central Coast
- The **Overall Planning Framework**, which works in conjunction with the Area-wide Directions, highlights elements that unify the Area.

The Area Strategy is then applied to set out more detailed place-specific guidance for the twelve distinct precincts that make up the Ourimbah area in Section 4.

# 3.2 LONG-TERM VISION

**VISION STATEMENT**  
describing the kind of place we are planning for

Ourimbah is a place firmly planted in its rich history and natural environment and offers a welcoming experience for residents, students, visitors and commuters to meet, rest and interact. The Centre, Train Station, University Campus and Bill Sohler Park are focal points of activity. These areas provide opportunities for the community to connect to each other and to wider local and regional networks. The University, Train Station and Motorway accessibility are regionally significant assets creating opportunities for future growth that will set Ourimbah apart from other locations across the Central Coast.



Fig 3.1: Area Strategy Boundaries



# 3.3 OURIMBAH AREA VISION THEMES

## LOCAL STRATEGIC PLANNING STATEMENT 2020 PILLARS



### WELCOMING

Ourimbah offers a welcoming experience for residents, students, visitors and commuters as well as travelers needing a rest and a place to stretch their legs. Welcoming is about experience – providing comfort and convenience to all through a variety of land uses and activities in safe, attractive and legible urban and natural spaces.

Strategies to support this theme relate to public domain design and new buildings that face towards the streets. The strategies combined with a growing residential community, as well as recreational and commercial activity in Ourimbah, will encourage a thriving centre in a setting where people are comfortable to stay and to interact.

The Centre, Train Station, University Campus and Bill Sohler Park will continue to be the main focal points of activity. These areas provide opportunities for the community to connect to each other and to wider local and regional networks. The University, Train Station and Motorway accessibility are regionally significant assets that will continue to create opportunities for future growth, setting Ourimbah apart from other locations across the Central Coast.

### Growing

Ourimbah’s strategic location, connectivity and regional assets make it an attractive place in which to invest. It offers a quality setting for people to grow their business, develop new knowledge and skills, raise a family and grow older.

Growing is about the intensity of uses and activities as much as the physical expansion of development. Greater levels of change will see the Motorway interchange, Ourimbah Centre, Train Station and University Campus become busier places over time. The broader area will facilitate the long-term delivery of new housing that is easily accessible to jobs and the services people use most.

Effective partnerships between Council, education providers and industry will strengthen Ourimbah’s role as a regional destination for education, training, research and creative ventures. The investment this generates will benefit residents, businesses, students and visitors.

### Natural

Ourimbah’s bushland setting is highly respected by its community. Its imposing natural features provide a welcome relief from the visual extent of converging road and rail infrastructure. The area’s history and its future are strongly connected to its natural environment.

Natural is about respecting and reflecting the area’s natural environment in the location, design, materiality and landscaping of built areas and offering people safe opportunities to move through and spend time in natural spaces. This will include utilising the area’s creeklines and surrounding forest, fostering greater community awareness and sense of place.

Protecting and ensuring the ongoing management of the area’s natural environment will continue to be a priority for planning. Council will take steps to consider issues such as the area’s biodiversity, topography, and environmental hazards (e.g. flooding and bushfire) when considering opportunities for new development to support growth and change.

### Connected

Ourimbah is one of the few places where Motorway, Highway and Railway converge, connecting it to regional destinations and national markets. The area’s communities also have close connections to each other, their surrounding environment, local stories and history.

Connected is about using physical infrastructure, such as roads, footpaths and cycle routes, to enhance social connections. It means recognising and strengthening the links between places that people who live in or visit the area use most often, such as Ourimbah Centre, Train Station, Bill Sohler Park and University Campus.

Planning will continue to support the area’s existing activity hubs to diversify and grow, meeting the needs of surrounding communities or broader service markets. Focusing on improving the experience offered in the Centre, for shopping, recreation and social interaction will help to make Ourimbah a more engaging and desirable place to live and visit. Increasing the availability, attractiveness and safety of links between the two sides of Ourimbah – east and west – will make it a more cohesive place.

# 3.4 KEYSTONE PRINCIPLES

These keystone principles were developed to link the vision themes to the Ourimbah Area-wide directions. They should serve as the starting point to guiding planning and plan making for the area as new changes or information emerge over time.

	Keystone Principle	Meaning	Most relevant Directions			
ATTRACTIVE CHARACTER	Strengthen Ourimbah's <b>attractive character</b>	<ul style="list-style-type: none"><li>Local centre</li><li>Design-led change</li><li>Recognisable environments</li></ul>	<ul style="list-style-type: none"><li>Character &amp; Heritage</li><li>Community Infrastructure &amp; Public Domain</li><li>Housing</li></ul>	ACCESS AND CIRCULATION	Make it <b>safer and easier</b> to move around the area (access and circulation)	<ul style="list-style-type: none"><li>Permeable networks</li><li>Reduced barriers</li><li>Prepared for emergencies</li></ul> <ul style="list-style-type: none"><li>Movement &amp; Connectivity</li><li>Community Infrastructure &amp; Public Domain</li><li>Planning for hazards</li></ul>
SCENERY AND HISTORY	Protect and enjoy Ourimbah's <b>natural scenery and history</b>	<ul style="list-style-type: none"><li>Protected &amp; well-managed</li><li>Diversity recognised &amp; preserved</li><li>Accessible &amp; understood</li><li>Compact built footprint</li></ul>	<ul style="list-style-type: none"><li>Character &amp; Heritage</li><li>Biodiversity</li></ul>	SUSTAINABLE TRANSPORT	Encourage more <b>sustainable forms of transport</b>	<ul style="list-style-type: none"><li>Regionally significant &amp; accessible</li><li>Locally connected</li><li>More active</li></ul> <ul style="list-style-type: none"><li>Movement &amp; Connectivity</li><li>Community Infrastructure &amp; Public Domain</li></ul>
HOUSING CHOICE AND SUPPLY	<b>Increase housing choice and supply</b> to meet the changing needs of Ourimbah's community	<ul style="list-style-type: none"><li>Smart and sensible growth</li><li>Greater variety of housing types</li><li>Changes monitored &amp; understood</li></ul>	<ul style="list-style-type: none"><li>Housing</li></ul>			
EXPAND EMPLOYMENT LAND USE	Facilitate long-term opportunities to <b>expand and diversify employment</b>	<ul style="list-style-type: none"><li>Jobs available locally</li><li>Leveraging industry clusters</li></ul>	<ul style="list-style-type: none"><li>Economic Development and Employment</li></ul>			

# 3.5 AREA-WIDE DIRECTIONS

The area-wide directions are intended to provide the strategic basis and guidelines for future decision-making. These support changes that are relevant at an LGA-wide or regional level and identify considerations that relate to the whole area or multiple precincts.

Directions are provided for seven topics

- 1. Movement and connectivity
- 2. Housing
- 3. Economic development and employment
- 4. Character and heritage
- 5. Biodiversity
- 6. Planning for hazards
- 7. Community infrastructure

Each direction section provides information on:

- **Desired future outcomes:** to describe what type of change is being sought within Ourimbah. These outcomes align with the long-term vision, themes and principles for the area, and will provide an ongoing basis for future decision-making.
- **Setting the scene:** providing a context for planning within Ourimbah, recognising challenges arising from the current and likely future situation.
- **Strategy Principles:** Describes the everlasting priorities that will be adhered to, directly drawing on the keystone principles
- **Area-wide policy objectives:** Describes how the desired future outcomes will be pursued, building on the keystone principles.
- **Key Initiatives:** Indicate the key initiatives Council can take to influence and encourage progress towards delivering the desired future outcomes. Detailed actions are provided in Section 6 (Implementing Change).

Initiatives to support change, which indicate specific actions Council may take to influence and encourage progress towards delivering the desired future outcomes, are discussed in more detail in Section 6 (Implementing Change).

## DESIRED FUTURE OUTCOMES

What do we want to achieve over the long-term?

## SETTING THE SCENE

What do we need to consider or overcome to achieve the desired future outcomes?

## STRATEGY PRINCIPLES

What are our priorities as we influence and deliver change?

## AREA-WIDE POLICY OBJECTIVES

How will we pursue the changes we want to see?

## KEY INITIATIVES

What, specifically, can we do to facilitate change?



MOVEMENT AND  
CONNECTIVITY



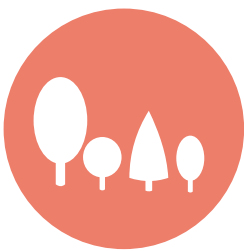
HOUSING



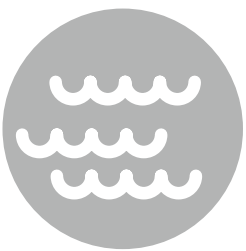
ECONOMIC  
DEVELOPMENT AND  
EMPLOYMENT



CHARACTER AND  
HERITAGE



BIODIVERSITY



HAZARDS



COMMUNITY  
INFRASTRUCTURE  
AND PUBLIC  
DOMAIN



# DIRECTION 1: Movement and Connectivity

## DESIRED FUTURE OUTCOMES

- The corridors and ancillary networks associated with the Pacific Highway, Pacific Motorway and heavy railway are protected and managed to sustain efficient traffic movements through Ourimbah.
- New local street connections reduce vehicle reliance on the Pacific Highway for local trips (e.g. from home to the Centre).
- People have access to safe evacuation routes to escape during natural hazard events.
- Physical links across the heavy rail line are improved to provide safer and more convenient connections between major destinations within the area.
- Local streets and paths provide an attractive environment for people, and encourage more people to walk, cycle or catch the bus for local trips made within the area (e.g. from home to the Centre or Uni).
- Convenient public transport networks encourage more people to catch the bus or train to commute to other areas (e.g. Gosford, Sydney or Newcastle).
- The potential transport and economic development benefits associated with high-speed rail are safeguarded, in line with ongoing national-level planning.

## SETTING THE SCENE

Ourimbah is one of the few places in New South Wales where Motorway, Highway and heavy rail lines converge, providing convenient and efficient access to inter-regional destinations and markets. These routes bring a steady volume of traffic through Ourimbah every day, and provide access to regional and local services including the University and Ourimbah Centre.

Several National and State-level transport assets and initiatives are relevant to, and within, Ourimbah.

The Motorway interchange presents potential business development opportunities for Ourimbah, and may be attractive to:

- Transport-related uses/businesses, with opportunities to locate within existing vacant industrial land on the western side of the Highway;
- Businesses catering to ‘grey nomads’ and other self-contained campervans, with opportunities to provide more parking, visitor information and facilities such as a dump points;
- Retail, recognising opportunities to complement existing shopping destinations along the Motorway; or
- Other industries that may benefit from or support existing businesses, such as the regional Palmdale Lawn Cemetery and Memorial Park situated to the eastern side of the Motorway.

The Highway Corridor is currently being upgraded between Narara and the Motorway, which may attract more traffic currently using the Motorway to access Gosford to travel through Ourimbah. This provides an opportunity for local businesses to continue benefiting from passing trade.

The proposed Highway upgrades are also intended to improve safety, but in doing so may lead to more restricted pedestrian and vehicular access to properties and businesses on each side of the Highway. Widening the Highway will reduce the amount of car parking available in front of businesses, particularly along the western frontage. Standard road design requirements will also result in a ‘harder’ landscape, with a wider road surface, few adjoining

street trees and no street trees in the central median. This is already changing the character of the Centre, which currently fronts onto the Highway.

The heavy rail line also provides a focus and opportunities for development. The existing Train Station is already an important gateway to the Study Area and hub of commuter-related activity that brings people into the Centre and University Campus every day. There may be opportunities to work with the State Government to increase rail patronage, including by enhancing existing services (e.g. express trains stopping at Ourimbah Train Station) or improving station infrastructure.

The Australian Government’s longer term aspirations to deliver high speed rail connections along Australia’s Eastern Seaboard may offer opportunities to enhance Ourimbah’s ability to connect people and businesses with National and State destinations and markets. The only high speed station currently identified in the Central Coast is proposed to be located to the west of Ourimbah’s Motorway Interchange. Although this is located outside the Strategy Area boundary, it will influence demand for development within the Strategy Area.

Ourimbah already offers several destinations that attract high volumes of traffic, including local residents and regional visitors. Making public transport, walking and cycling more convenient and attractive will be important to improving accessibility to, and supporting the growth of these services in future. This will include offering more opportunities for people to live closer to where they work, study, shop or play. It will also benefit from improvements to key ‘desire lines’ where people regularly travel between destinations, such as:

- The University Campus and the Centre, via the Train Station;
- Bill Sohler Park and residential areas on the western side of the Highway;
- The RSL and car parking, situated on opposite sides of Highway; and
- The Highway and existing businesses and vacant employment lands situated near the Motorway Interchange.

The ongoing challenges presented by Ourimbah’s steep terrain, waterways, and major road and rail infrastructure will need to be addressed to establish safe and integrated local movement networks for pedestrians/cyclists and vehicles. This recognises:

- Local vehicular traffic movements are predominantly reliant on the Pacific Highway, which operates as the local spine road as well as servicing high volumes of regional traffic.
- East-west movements are currently limited to five controlled Highway crossings and four rail crossings (2 vehicular and 2 pedestrian).
- Flooding regularly cuts off local roads and can isolate parts of the area for significant time periods.
- Many local roads and pathways do not provide an experience that is conducive to cycling or walking. This is particularly relevant where walking and cycle routes are not contiguous, provide little shelter, or present personal safety issues (e.g. are poorly lit or poorly surveilled).

The ongoing management of major transport infrastructure, and how these integrate with local road networks, will continue to influence how the area grows and functions over time. Funding and delivering transport improvements within Ourimbah will rely on coordination and alignment of National, State and Local government initiatives.

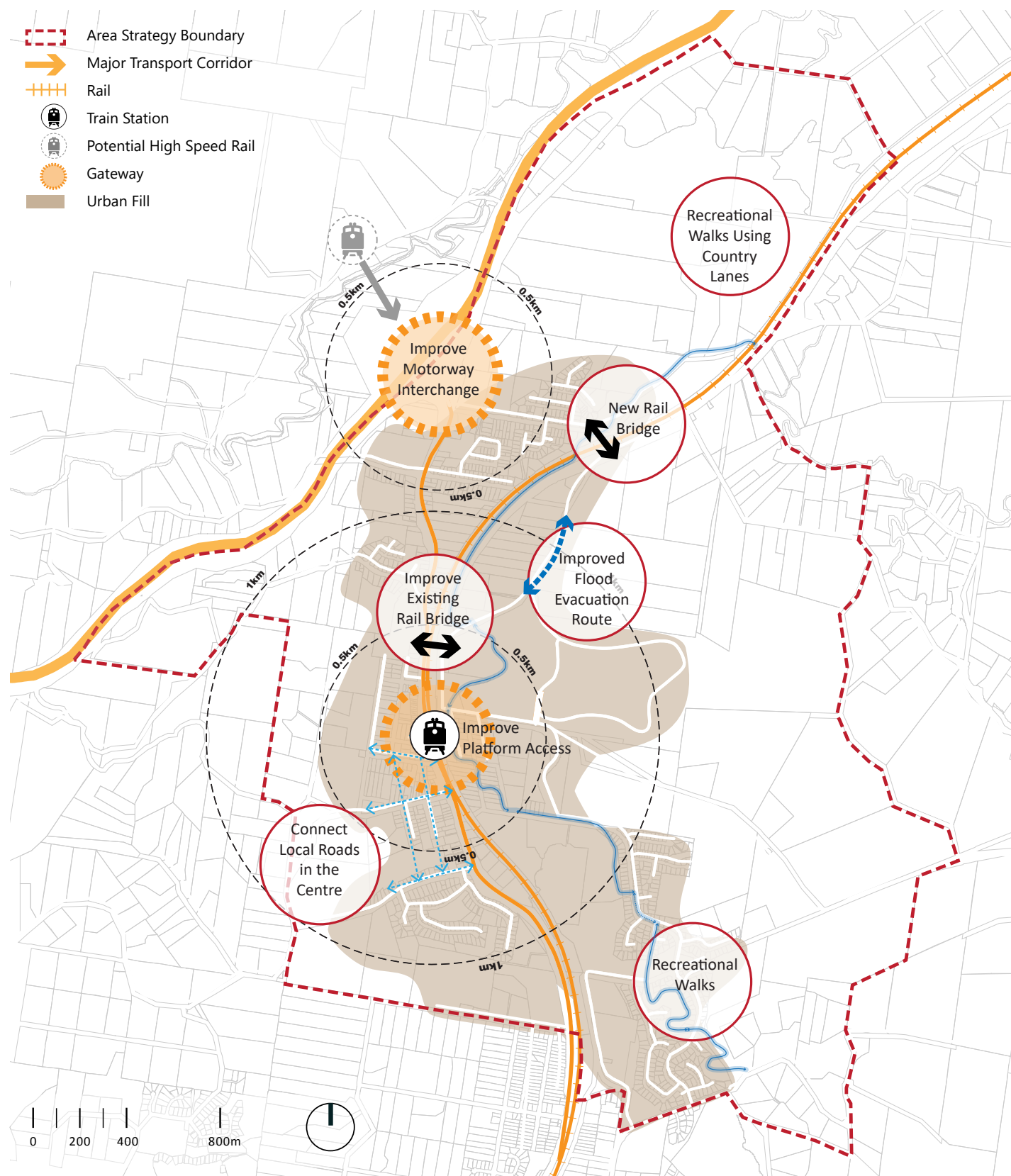


Fig 3.2: Area-wide Movement and Connectivity Strategy Map

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for movement and connectivity are to:

- Support a scale and quality that continues to draw people from outside of Ourimbah
- Increase the attractiveness of public transport.
- Provide the physical links to enhance social and industrial connections.
- Reinforce walking and cycling connections to and between the Centre, Station, Bill Sohler Park and University Campus.
- Improve circulation for pedestrians, cyclists, buses and cars.
- Reduce barriers to movement by providing more usable and flood resilient connections.

## AREA-WIDE POLICY OBJECTIVES

- Land uses and activities on land adjoining major transport corridors (Motorway, Highway and heavy rail) must be planned and designed to prioritise safe and efficient vehicle movements along these corridors, and minimise conflicts such as noise, traffic impacts, crossings, etc.
- Commuter parking will be accommodated in and around major transport gateways at the Train Station and near the Motorway interchange to encourage public transport use and ridesharing initiatives.
- Land supply near the Motorway interchange will be managed to enable the area to support the economic development and accommodate employment-generating uses in the long term (see Direction 3. Economic Development and Employment).
- New urban development around the Centre and Train Station will be expected to achieve higher residential densities, and mixed uses will be encouraged (see Direction 2. Housing).
- New urban development will be expected to contribute towards the creation of new local street connections and paths to reduce vehicle reliance on the Highway for local trips and to provide attractive walking and cycling routes (see Direction 7. Community Infrastructure).
- New off-road walking and cycling routes will be considered where suitable along, for example, country lanes, fire access tracks, or creeklines. Where provided, these will be designed to minimise the threat of hazardous events to people and infrastructure (see Direction 7. Community Infrastructure).
- New development proposed in hazard-prone areas must demonstrate evacuation routes are available, or can be made available, prior to occupation.

## KEY INITIATIVES

To deliver the Movement and Place Strategy, Council will pursue key initiatives to:

- Advocate to NSW Government to improve State Road and Rail infrastructure and networks within Ourimbah.
- Address the missing links within the shared path network to improve conditions for pedestrians and cyclists.
- Fund and deliver improvements to the local road network, to address any immediate safety issues and progressively cater for higher traffic volumes in line with growth.

# DIRECTION 2: Housing

## DESIRED FUTURE OUTCOMES

- Planning supports a design-led approach to facilitate residential growth and provide a greater choice of housing to suit a range of household types.
- New housing development supports a compact settlement pattern.
- Greater residential densities are provided around the Centre and Train station.
- Specific consideration is given to the need for new housing in the area to accommodate students and seniors.



Fig 3.3: Housing densities infographic (SOURCE: NSW Department of Planning and Environment, <http://www.planning.nsw.gov.au/Policy-and-Legislation/Housing/Medium-Density-Housing>).

## SETTING THE SCENE

New residential development will be required in Ourimbah to cater for the anticipated housing needs of a growing and changing population. This recognises the quality of life, relatively affordable cost of living (compared with Sydney) and high level of accessibility that the area offers is expected to make it a popular choice within the Central Coast.

Current projections anticipate the area will need to accommodate around 1,950 dwellings by 2036 to meet the demands of predicted population growth and change population. This would require at least another 280 dwellings beyond what was available in 2016. (Population and household forecasts, 2016 to 2036 for Ourimbah-Palmdale-Kangy Angy, prepared by .id, March 2018)

The area may require more dwellings than have been forecasted if some of the current housing supply is converted to short term rental accommodation or to unlock opportunities for more people to live closer to where they work or study.

New housing in Ourimbah is expected to predominantly comprise a range of dwelling types, from detached dwellings to low-rise apartments, as illustrated in Figure 3.6. Encouraging diversity within this range will allow the area to cater for a broad range of household types, and lifestyles.

- The greatest demand is expected to continue to be for households with children, recognising this will include a growing proportion of single parent households. However, a growing proportion of couple-only or lone person households is also expected.
- Education and employment opportunities within the University may generate demands for housing within the area, as people look to live closer to where the work or study. Student accommodation may be provided within

the University campus, but demand for student housing in other areas within Ourimbah will be influenced by the types of programs and delivery models offered by tertiary education providers within the University Campus. Student housing should be encouraged in the Centre and around the Train Station, or in areas with convenient physical links to the University Campus, to encourage walking and cycling.

- Demands for seniors living and aged care facilities may increase as the resident population ages, and older people move to the Central Coast from other regions. Special consideration will need to be given to locate these in areas where residents can conveniently access services, and can be protected from natural hazards, such as floods and bushfires.

Promoting more medium density housing and apartments in appropriate locations will benefit the area in several ways. A more compact settlement form will minimise the need to clear vegetation, helping to protect important ecological values, as well as the area’s bushland setting. This type of housing also supports a more affordable cost of living. Focusing greater residential densities within 1km of the Centre and the Train Station will enable more people to live closer to where they work, and provide them with convenient access to local services including shops and parks, as well as public transport.

The quality of design for medium density housing will be particularly important in Ourimbah, because of the area’s scenic beauty. Very little medium density presently exists, so there is an opportunity for the area to showcase a universally well-designed approach. Design quality will be achieved by adopting the principles set out in State-level policies, such as the Apartment Design Guide (ADG) and the Design Guides for Low Rise Housing Diversity. Policies like these give clear guidance to achieve higher quality urban environments.

In addition to state-wide policy principles and guidelines, local designs will also need to respond to the Ourimbah’s specific circumstance. Key design considerations for new residential development, and other developments, relate to the area’s sloping sites, bushland setting and food-prone environment. These are discussed in more detail in Direction 4: Character and heritage.

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide strategy for housing are to:

- Make more housing available where it connects people to and supports the viability of local services and facilities (shops, parks, public transport).
- Facilitate the delivery of a range of house types, including types that cater for students, the elderly and commuters.
- Monitor development activity to inform planning controls adjustments and servicing in response to the demographic changes in age, household size and income.



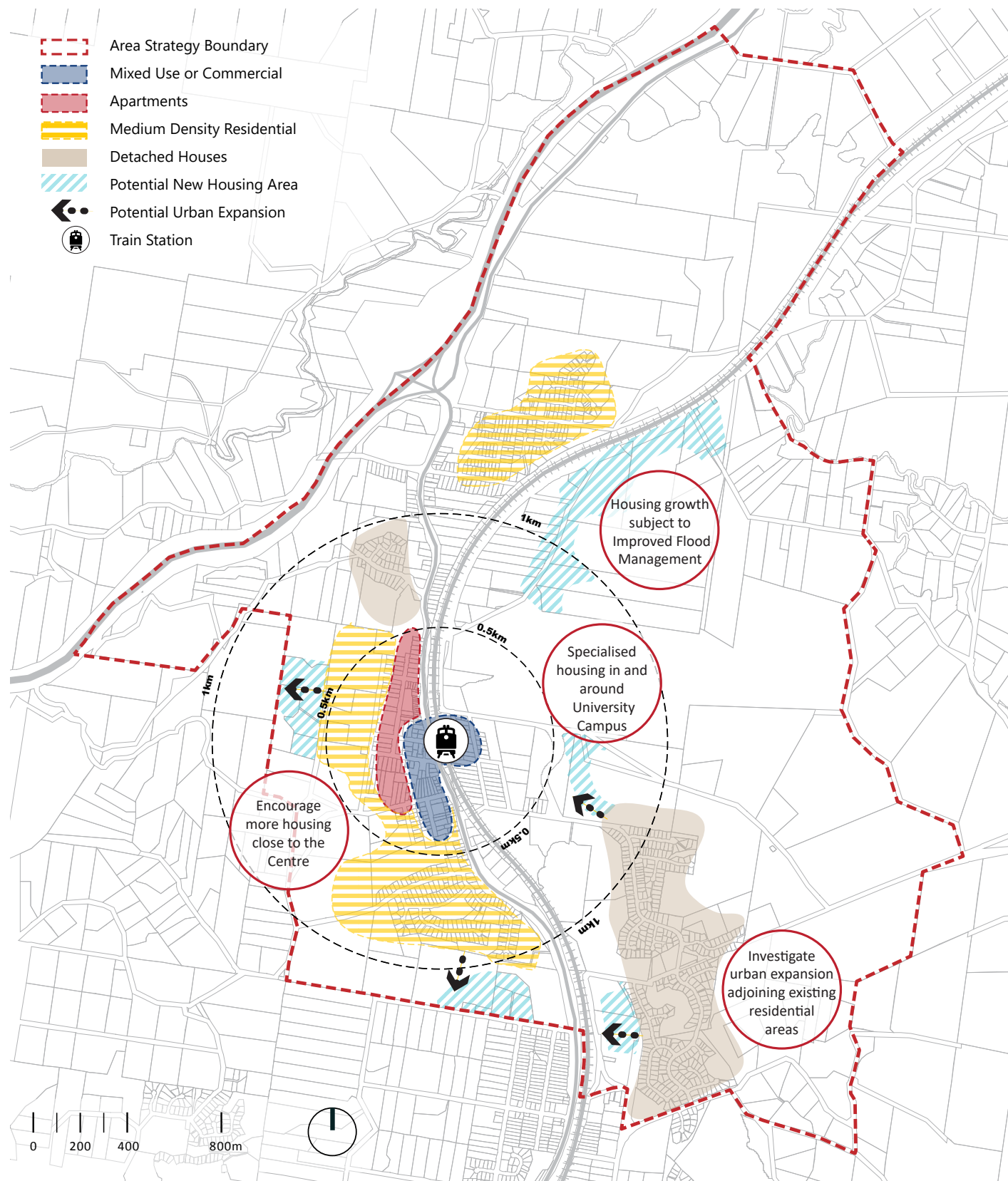


Fig 3.4: Area-wide Housing Strategy Map

## AREA-WIDE POLICY OBJECTIVES

- Encourage the greatest level of housing growth to occur close to local services, particularly in and around the Centre.
- Facilitate diverse housing outcomes, including by increasing the proportional level of housing available to accommodate students and seniors.
- Discourage housing growth in locations that are regularly isolated by flood events.
- Identify and implement design principles to encourage the delivery of quality medium density housing and apartments.
- Encourage the design of new residential development to respond to Ourimbah's specific circumstance, particularly the area's sloping sites, bushland setting and flood-prone environment (see Direction 4: Character and heritage).

## KEY INITIATIVES

To deliver the Housing Strategy, Council will pursue key initiatives to:

- Support the investigation of areas in select precincts (see Section 4 Precinct Plans) for rezoning to enable more housing and different housing types in suitable locations.



Fig 3.4: Medium Density Housing Examples

# DIRECTION 3: Economic Development and Employment

## DESIRED FUTURE OUTCOMES

- Ourimbah is recognised as an area important for regional economic development and innovation, and can suitably accommodate opportunistic regional economic development initiatives
- Businesses across Ourimbah benefit from the accessibility afforded by the Motorway, Highway and Train Station.
- Ourimbah Centre remains relevant to meeting the day to day needs of its local community, including residents and regular visitors.
- Ourimbah’s semi-rural character supports local businesses, providing an attractive setting and degree of separation between uses in a highly accessible location.
- Planning for and development of land and infrastructure anticipate the rapidly changing nature of how people access employment and services, enabling more people to work from home.
- The potential transport and economic development benefits associated with high-speed rail are safeguarded, in line with ongoing national-level planning.

## SETTING THE SCENE

Despite its semi-rural character, Ourimbah offers economic development assets that are important to the livelihoods and quality of life of communities across the Central Coast. Industries across the region benefit from the skills development and research initiatives offered through Ourimbah’s University Campus. The quality and accessibility of the area’s parklands, and its recreational and sporting facilities also are important social drivers.

Ourimbah already has several established market strengths and identifiable business clusters. Recognising and supporting these assets to grow, and leveraging the opportunities they offer, will be important to the ongoing economic development of the Central Coast. Providing the right regulatory environment for businesses involves working with industries to establish appropriate planning controls and coordinate the delivery of infrastructure to improve access to, and between, businesses.

Ourimbah’s University Campus hosts a range of specialised occupiers, with a strong focus on education and research. Services located within the Campus, currently including the University of Newcastle, NSW TAFE, and the Central Coast Primary Industries Centre, are expected to continue attracting a high-volume of traffic (including staff and students) into the area every day. The campus is privately owned and managed subject to a long-term strategic plan. Current planning controls allow a degree of flexibility for the Campus to continue providing a broad mix of uses that support the growth of tertiary education infrastructure.

Situated along the Pacific Highway, Ourimbah Centre already offers a range of businesses and services that benefit from local and passing trade. It is not expected to compete with larger centres such as Erina or Tuggerah. However, it will need to grow and change to remain relevant to its surrounding population, and respond to the changes associated with Pacific Highway upgrades. This will involve incremental renewal and redevelopment within a well-established urban area. A coordinated approach will be required to support existing residents and businesses through this change, and attract new investment into the area.

Despite the convergence of major transport networks at Ourimbah, Somersby and Warnervale have been identified as the preferred locations for developing Regional (economic) Gateways. Ourimbah may offer longer-term opportunities to accommodate larger-footprint and transport-oriented industries near the Motorway interchange. This could have potential synergies with the Australian Government’s aspirations to deliver high speed rail connections along Australia’s Eastern Seaboard, should the proposed Central Coast stop at Ourimbah proceed. Safeguarding land in and around the Motorway interchange for economic development in the long-term will support Regional economic growth and diversification.

The area’s natural features and high level of accessibility also give rise to an economically vibrant semi-rural fringe. The area already support a range of predominantly home-based businesses associated with agriculture (e.g. nursery, horticulture, and hobby farms), wholesale (e.g. gardening and landscape supply centres), and funeral (e.g. funeral homes and crematoria) industries. These businesses rely on the rural character of the area to operate, and challenge will need to manage land use conflict, particularly residential encroachment, in Ourimbah’s rural areas to facilitate their ongoing success.

An ongoing challenge for planning in the coming decades will be to respond to the rapidly changing needs of Ourimbah’s various industries as Australia transitions toward a more service-based economy. Technological advancements are already transforming how people access employment and services, and how goods are transported. These changes are expected to change where businesses choose to locate, and where people choose to live in relation to where they work.



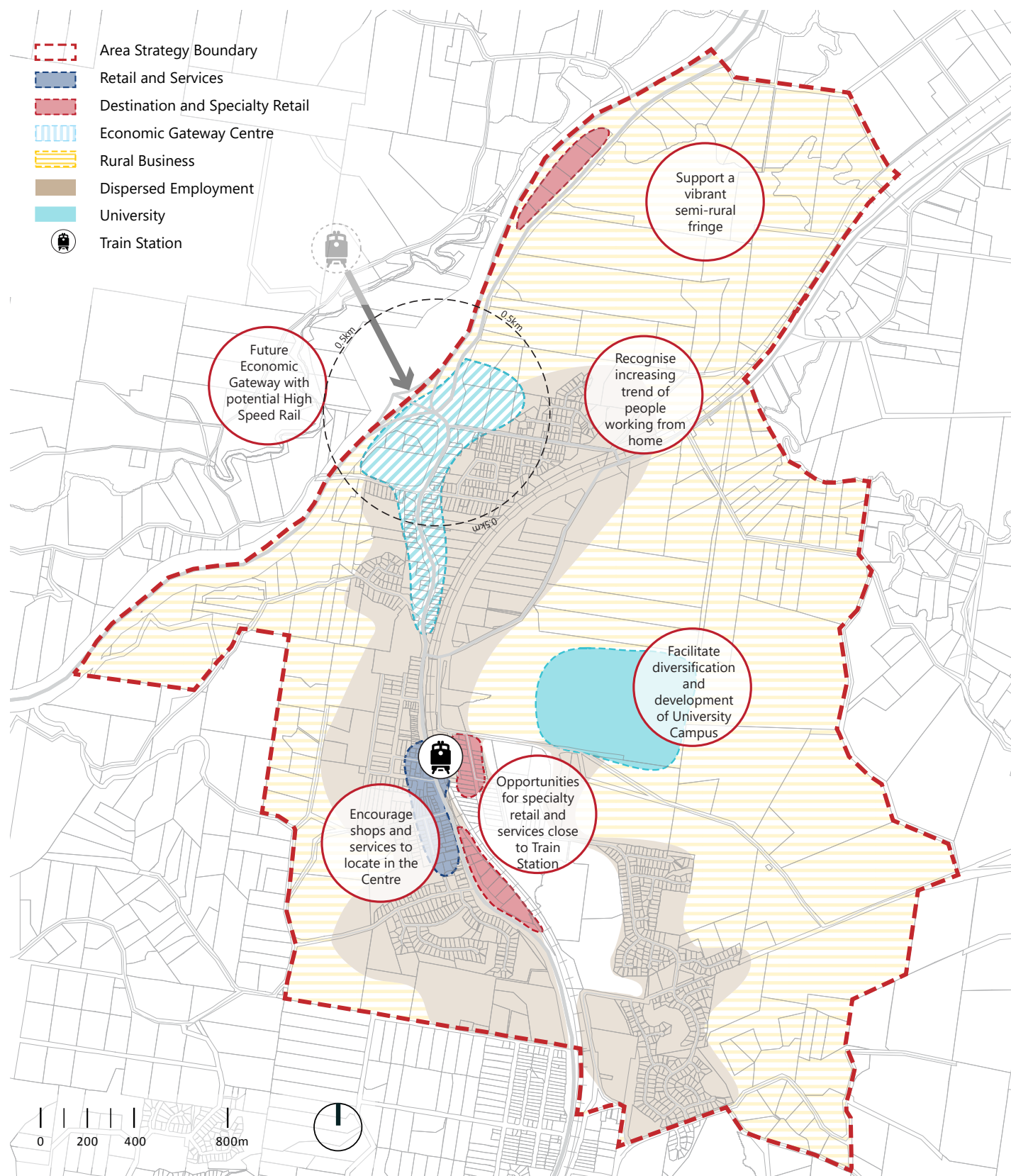


Fig 3.5: Area-wide Economic Development and Employment Strategy Map

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for Economic Development and Employment are to:

- Recognise that the greatest opportunities leverage off what already exists, with established markets/ business clusters (e.g., education, research, transport, and recreation) enhanced by economic development programs.
- Take advantage of the regional transport accessibility afforded by the Motorway, Highway and Train Station to attract new businesses.
- Provide opportunities for more people to work close to where they live or work from home.

## AREA-WIDE POLICY OBJECTIVES

- Provide more commercial space in the Centre and around the railway station to accommodate local businesses and services.
- Attract a medium-sized supermarket to the Centre.
- Facilitate development and diversification of employment-generating uses within the University Campus, focusing on tertiary education and research sectors.
- Safeguard the long-term potential for business and industrial development close to the Motorway interchange, recognising the potential for this area to benefit from the national initiative to develop high-speed rail connections.
- Support semi-rural businesses in non-urban areas across Ourimbah to continue operating successfully.

## KEY INITIATIVES

To deliver the Economic Development and Employment Strategy, Council will pursue key initiatives to:

- Facilitate the delivery of the University of Newcastle's Masterplan.
- Support the investigation of areas in select precincts (see Section 4 Precinct Plans) for rezoning to activate existing or provide additional employment land in suitable locations.

# DIRECTION 4: Character and Heritage

## DESIRED FUTURE OUTCOMES

- Ourimbah’s local heritage and character is reflected in new development.
- Interpretive signage throughout the public domain provides people with easy access to information about the area’s settlement history and natural features.
- Visual connectivity to forested ridges and hilltops are retained.
- Aboriginal people retain cultural connections to the land, and are involved in the process of identifying, protected and managing cultural heritage places and landscapes.

## SETTING THE SCENE

Ourimbah has a long history of human settlement, closely connected to the advantages afforded by its natural environment. The area is thought to be named from an Aboriginal word, signifying its relevance as a ceremonial ground for conferring the “belt of manhood,” which relates to hunting. Several sites provide evidence of the importance of this place as an important cultural meeting place. Collaborating with local Aboriginal communities to identify and protect connections to areas important to their cultural heritage and identity will continue to be an important consideration for planning as the area grows.

In the mid-1800s, the area grew as a timber town supplying Sydney’s construction market and driving early investment in road and rail infrastructure. Further growth has continued to capitalise on the strategic advantages afforded by its location, mid-way between Sydney and Newcastle and the convergence of major inter-regional transport routes, including the Pacific Motorway, Pacific Highway and Great Northern Railway.

Many features scattered around Ourimbah are already recognised for their significance to local heritage, and rarity. Rural residential properties, particularly to the north of the area, contain homesteads and gardens reflecting the settlement pattern that occurred after the timber-getting period. The group of Araucaria trees on Chittaway Road are scientifically important, and are also an important local visual landmark.

Urban areas around the Train Station and Centre form an identifiable heritage precinct, reflecting the area’s historic significance as an important service centre. Several items are already identified for their heritage significance. These include institutional buildings such as the Public School, Post Office and Nissen Hut. The row of cottages and bungalows fronting the Pacific Highway are some of the earliest examples of dwellings in the locality. As a group, the historic railway buildings, including the Train Station and Station Master’s Residence represent one of the rarest and most intact examples of railway architecture in NSW.

Development within the Centre can support opportunities to protect these heritage features, including by maintaining original heritage fabric during renewal and restoration, supporting upkeep and adaptive re-use of existing heritage items, and providing interpretation of heritage items within the public domain.

A set of identifiable character areas have emerged from Ourimbah’s settlement pattern. These are unified by the area’s defining valley landform and major transport routes. The Motorway runs along a ridgeline that forms the eastern boundary of the area. The heavy rail line and Bangalow Creek generally bisect the area in a north-south direction. Valley walls rise steeply into forested ridges, giving Ourimbah a distinctive bushland setting.

Along the valley floor, the Highway and Railway form the main spine and focus of local residential, commercial and industrial activities within Ourimbah. To the west of the Creek and Railway, floodplains and gullies provide natural breaks between clusters of development around the larger-footprint uses around the Motorway Interchange and the finer grain historic Centre.

To the east of the Creek and Railway, low-lying areas within the central valley form a green spine of regional

parklands, including Bill Sohler Park. The University Campus and local residential neighbourhoods extending southward towards Lisarow are nestled between the floodplain and valley walls.

Chittaway Road and the Pacific Highway to the north of the Motorway Interchange form secondary spines of activity in the area, and provide local connections towards Tuggerah and Chittaway Bay. These provide a focus for rural residential and semi-rural activities, and reflect Ourimbah’s settlement pattern.

Responding to Ourimbah’s specific context in the location and design of new development will help to reinforce the area’s character, and contribute towards a more resilient built environment. This should particularly respond to the area’s sloping sites, bushland setting and flood-prone environment, with key considerations summarised below.

**Bushland setting:** The tall forests around Ourimbah are a distinctive characteristic of the area, noting the scenic qualities, birdsong, wildlife and seasonal flowering trees are highly valued by the community. Visual connections to Ourimbah’s forested hills and ridges, particularly from the valley floor, are an iconic feature. Long views are possible from several locations including upon entry to the area from the Motorway. Preserving these views will be an important consideration in identifying new development locations or considering taller building forms throughout the area.

Careful planning will also be required to manage site-specific risks associate with development in bushland setting such as bushfire, tree and limb fall, tree roots and underground utilities need to be balanced with environmental consideration. Key design considerations follow:

- Building form should be broken down, avoiding large shapes and planes.
- Material and colour selection tend to darker colour pallet and natural materials
- Predominance of vegetation by protecting existing trees and introducing new planting
- Preserve views between and beyond buildings

**Flood-prone environment:** Ourimbah’s valleys are each flood-affected to varying degrees. Planning to avoid personal risk and damage to property has already preserved a well-connected network of open spaces along creek lines and flood ways throughout the area. Development may be considered suitable in locations with low to moderate flood risk, subject to site-specific assessment. General site planning considerations in such locations are as follows:

- Buildings should be designed, and materials selected, to minimise property damage in the event of inundation.
- Where elevated floor levels are required, buildings should be designed in a manner that still provides a strong street-level connection (e.g. building access and windows).
- Maintaining views to, and embellishing portions of sites that are unsuitable for development due to flooding can maximise overall amenity. This should be considered, where feasible.
- Utilising flood-prone land to provide pathways and recreational space can assist in creating an integrated and multi-functional green network. This should be considered, where feasible.

**Sloping sites and hillsides:** Ourimbah is defined by its valley and hillsides, offering a unique bushland setting. Developing sloping sites often involves enhanced engineering, and may require large earth cuttings or undercrofts to support development. If not carefully designed, development on sloping sites can adversely affect neighbouring properties, notably through impacts to land stability, drainage and views. Over time, cumulative development along hillsides can also affect broader scenic qualities of the area.

Steep terrain can also discourage people from walking or cycling short distances, particularly where path infrastructure is not provided, or is not attractive. Key considerations for sloping sites and hillsides include:

- Designing building form to follow contours, with a preference for stepping rather than large cut and fill.
- Consider view sharing, taking advantage of landfall and landscaping to protect important views.
- Consider grading in the location and design of pedestrian routes in steeply sloping and hillside areas.



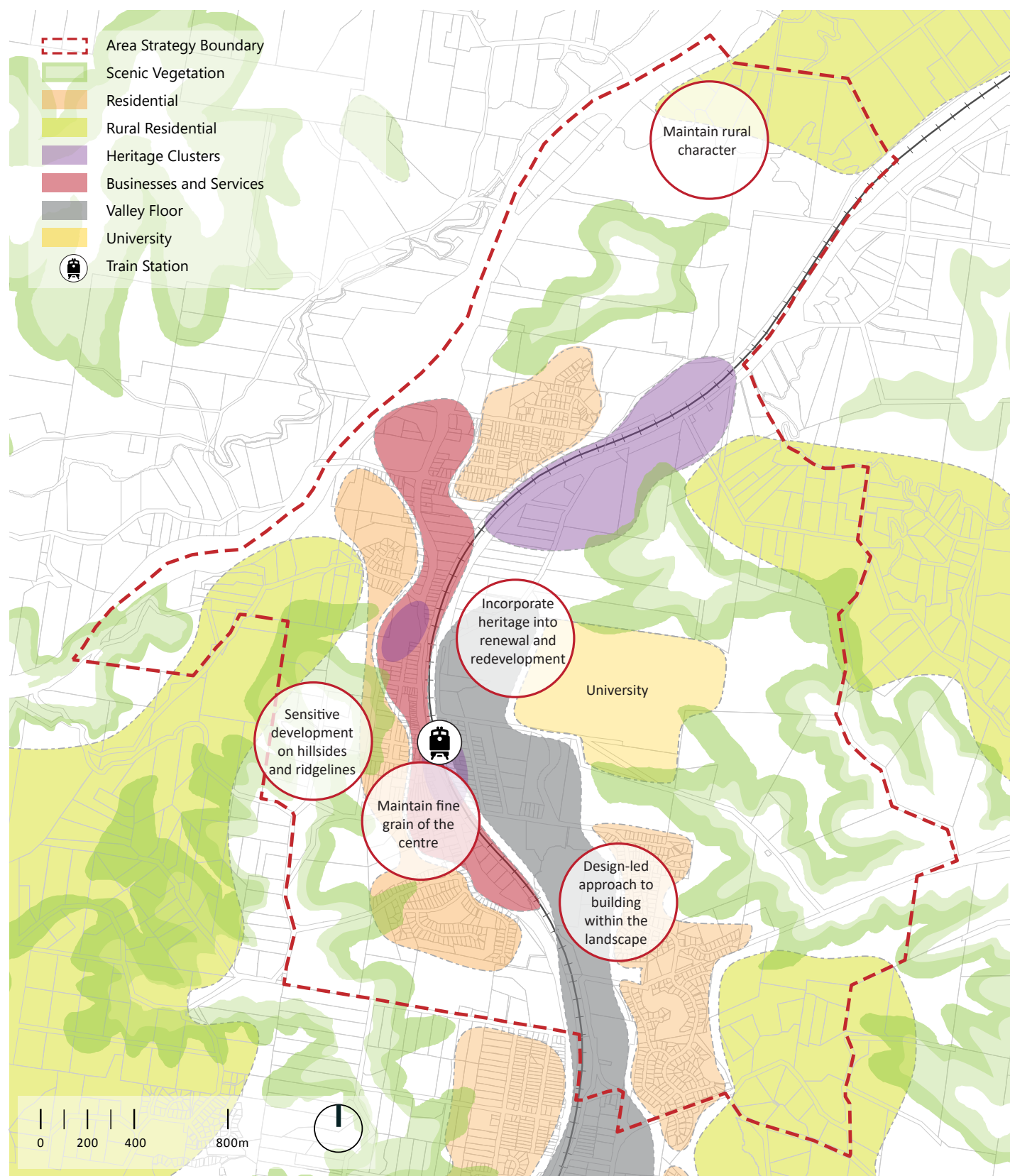


Fig 3.6: Area-wide Character and Heritage Strategy Map



SMALLER BUILDING  
FOOTPRINTS WITH  
HEIGHT



BUILDINGS IN  
LANDSCAPE



DENSITY CLOSE TO  
CENTRES & SUSTAINABLE  
TRANSPORT



HEIGHT CLOSE TO  
TRANSPORT & CENTRES



RURAL CHARACTER  
PRESERVED BY  
CONSOLIDATING  
DEVELOPMENT

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for Character and Heritage are to:

- Maintain Ourimbah's centre as a local centre, offering a variety of smaller shops that cater to the immediate community.
- Preserve the area's semi-rural appeal with appropriate land uses.
- Encourage new design and building approaches, technologies and materials that respond to the surrounding context.
- Encourage greater densities in a manner that minimises impacts to heritage items
- Present a common theme for the built form and public domain.
- Highlight hilltop views and vistas.
- Preserve historic references in the built and natural landscapes.
- Providing opportunities for people to connect with and understand natural areas, historic buildings and cultural places

## AREA-WIDE POLICY OBJECTIVES

- Take a design-led approach to new development and renewal to reinforce Ourimbah's existing character.
- Require development proposed along ridge lines and hilltops to demonstrate vegetation can be maintained to preserve long-views and visual connectivity from other areas, particularly gateway locations.
- Support adaptive re-use of listed heritage buildings, wherever possible.
- Provide heritage and environmental interpretation and signage within the public domain.
- Collaborate with local Aboriginal communities to identify, protect and manage cultural heritage sites and landscapes.

## KEY INITIATIVES

To deliver the Character and Heritage Strategy, Council will pursue key initiatives to:

- Improve the evidence base available to assist with understanding the area's history and character.
- Deliver the masterplan for Ourimbah's Centre.
- Provide more interpretation and connection to place through walking/ cycling (on-road/ of-road) paths and bridle trails, and associated information (signage, apps).
- Review and update Planning Rules, including through amendments to the LEP and DCP, to encourage more sustainable and sympathetic design and building outcomes.

# DIRECTION 5: Biodiversity

## DESIRED FUTURE OUTCOMES

- Ourimbah’s iconic bushland setting sustains a biologically and ecologically diverse natural environment.
- Planning processes assist in identifying rare and vulnerable species, which are afforded enhanced measures of protection.
- Biodiversity corridors are identified and sustained through the conservation and enhancement of habitat connectivity, particularly in urban and riparian areas.

## SETTING THE SCENE

Ourimbah has a biologically and ecologically diverse natural environment, reflected in its iconic bushland setting. Protecting native vegetation and sustaining healthy wildlife populations will continue to be a general objective for planning. The State-level approach to protecting biodiversity is to avoid adverse impacts wherever possible, and to offset unavoidable impacts.

Protecting rare or vulnerable flora and fauna will be of particular importance across Ourimbah. Recent vegetation mapping undertaken by Council indicates areas that are currently considered likely to contain endangered ecological communities (EECs), providing an important signpost for future development proposals within Ourimbah. This information is illustrated, for context, in Figure 3.8. Several threatened species have also been recorded in the area. Any development that has the potential to impact on threatened species, populations or ecological communities will continue be subject to enhanced planning considerations in line with current statutory requirements (including State legislation and policy).

More broadly, the area’s remnant vegetation forms part of a regional-level biodiversity corridor network, linking coastal hills with valleys and foreshores (Figure 3.7). These biodiversity corridors perform several functions, including supporting ecological processes and wildlife movement, providing scenic qualities and offering opportunities for recreation.

Recent research undertaken by Council suggests that the current condition of existing vegetation across Ourimbah is variable and, in some places, fragmented. Specific challenges occur within floodplains and around major road and rail infrastructure, which can present limitations or barriers to wildlife movements across the area.

Future planning initiatives to identify local-level biodiversity corridors, and sensitively managing development within these to conserve or enhance habitat connectivity, will be important to sustaining a healthy natural environment.

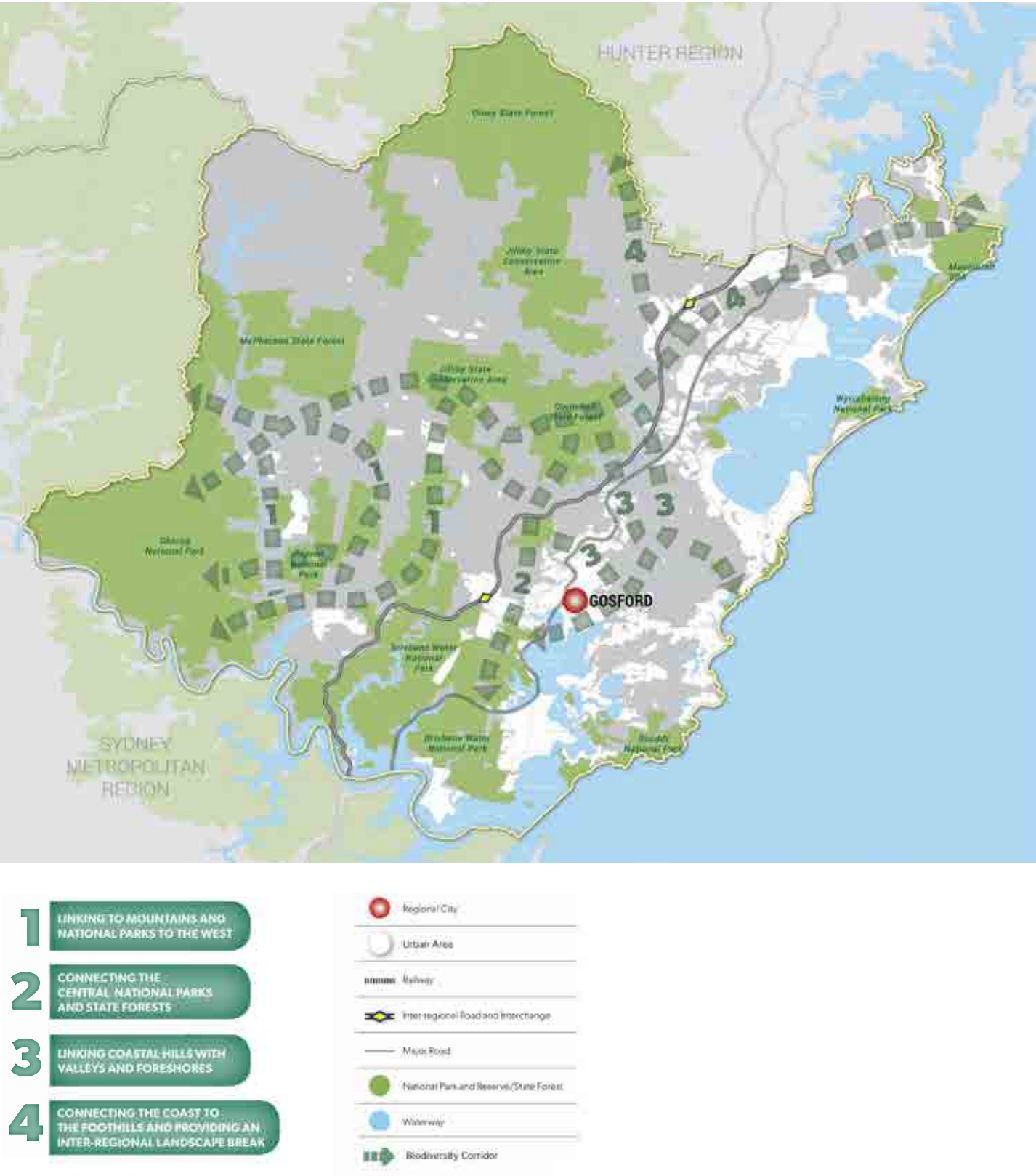


Fig 3.7: Excerpt from Central Coast Regional Plan 2036 (Figure 9)



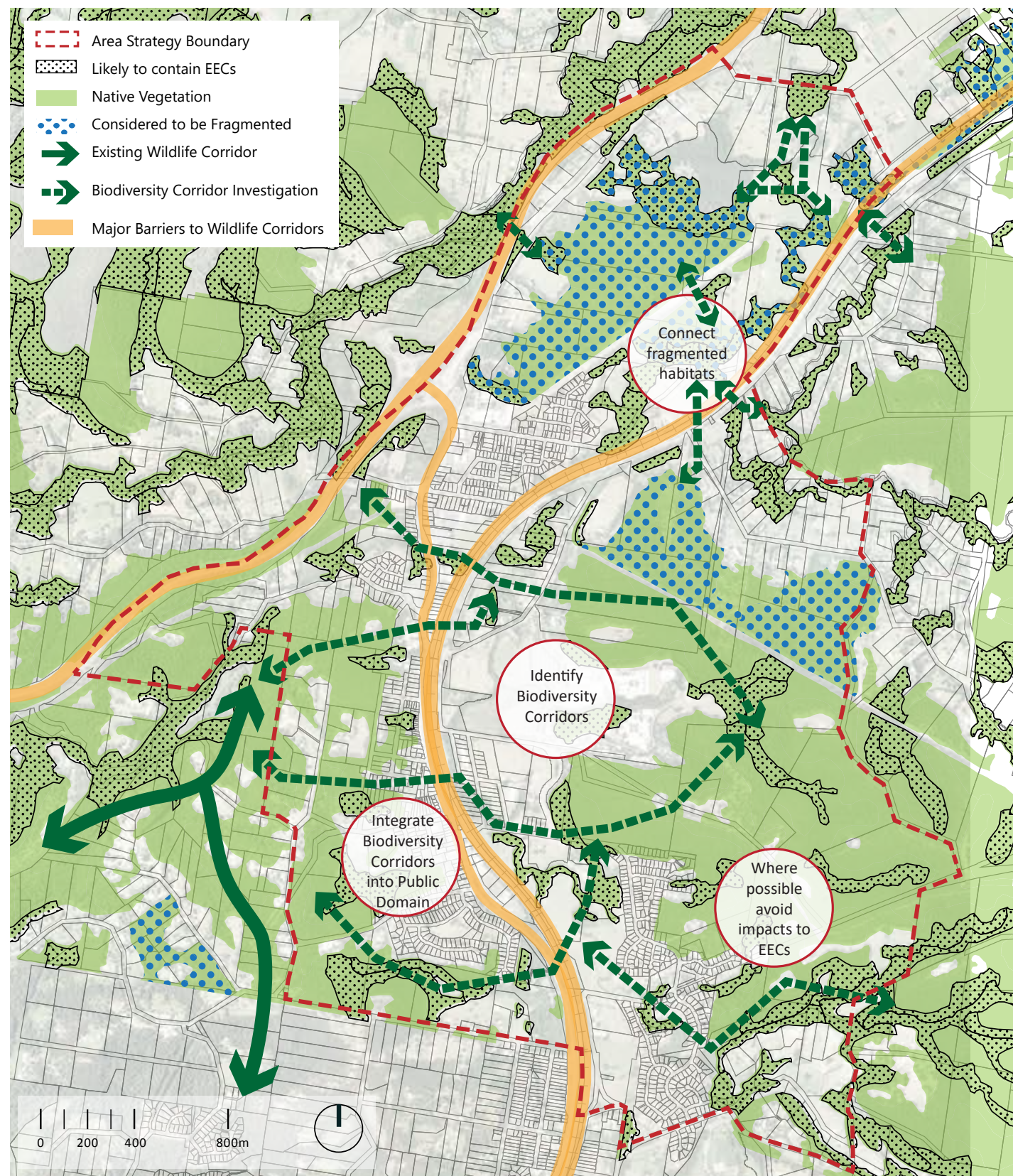


Fig 3.8: Area-wide Biodiversity Strategy Map

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for Biodiversity are to:

- Identify, protect, and manage any listed vegetation communities and habitats.
- Carefully manage development encroaching into environmentally sensitive areas.
- Maintain natural areas within the urban environment.
- Encourage a compact development footprint to minimise displacement of local ecology.

## AREA-WIDE POLICY OBJECTIVES

- Encourage a more compact urban footprint, to limit the extent of vegetation clearing generally.
- Avoid adverse impacts to threatened species, populations, or ecological communities to ensure their continued existence.
- Maintain and, where possible, enhance the ecological value of riparian areas and creeklines to support wildlife connectivity.
- Identify wildlife corridors across existing and proposed urban areas, and minimise the fragmentation or isolation of habitat that occurs within these.
- Integrate wildlife corridor considerations into public domain and open space planning and design initiatives (e.g. identifying public reserves to protect critical habitat in situ, or selecting species , etc.).

## KEY INITIATIVES

To deliver the Biodiversity Strategy, Council will pursue key initiatives to:

- Improve the evidence base, understanding and availability of biodiversity data to inform decision-making.
- Prioritise planning for biodiversity conservation whenever planning rules are reviewed and updated.

*Disclaimer:*

*The biodiversity values mapped here are indicative and provided for context only. This information is not suitable for site-specific assessment. Any information relating to biodiversity must be verified by the proponent in relation to any site-specific land use or development proposal. Proponents should seek advice from Council to obtain relevant planning guidelines and data.*



# DIRECTION 6: Planning for Hazards

## DESIRED FUTURE OUTCOMES

- Planning recognises potential for hazards to occur and allows for new development where it can be afforded appropriate safety and protection measures.
- New development does not increase the risk of hazards to other areas.
- People have access to safe evacuation routes to escape during natural hazard events.
- Requirements for asset protection measures (e.g. clearing vegetation, filling land, flood storage, etc.), whether for a single site or at a landscape-level, do not unduly compromise ecological systems or local conservation priorities.

## SETTING THE SCENE

The natural environment of Ourimbah can give rise to hazardous situations, which may threaten people or property. Hazards include flooding, bushfire, storms and landslip. It is anticipated that the frequency and severity of extreme weather events is likely to increase the potential for hazardous situations in future. Planning for these hazards will continue to be an important priority in Ourimbah, to keep its community safe from harm and protect the area’s important built and natural assets.

Ourimbah is a water-rich environment, which means many parts of the area are heavily flood prone. While this hazard does not preclude further growth, flood constraints will be a major consideration in the location and design of new development. Council has already established planning controls for floodplain management to assist with decision-making in this regard. Subsequent investigations and plan-making will further consider:

- Appropriate land uses, scale and density of development, and design of building and infrastructure within flood prone areas to protect people and property and appropriately manage flow and storage of flood water;
- Road upgrades, potentially including new bridges, to provide safe and effective evacuation routes from all established and new development areas; and
- Floor levels, according to the potential extent of flood waters affecting the site.

The area is heavily vegetated, which means it is prone to bushfire. Existing vegetation types across Ourimbah present a range from ‘extreme’ to ‘low’ fire risk. Development within bushfire prone land is possible with the right mechanisms for risk reduction, including:

- Establishing appropriate setbacks to habitable developments according to surrounding vegetation and slope;
- Using the appropriate construction methods and materials for highly affected sites;
- Ensuring the ongoing managed clearing and maintenance of vegetation, fire service access trails and evacuation points; and
- The combined use of fire trails and leisure paths for bushwalking and bike riding.

Ourimbah’s steep land and ridgelines are important landscape features, contributing to the area’s uniqueness and identity. These features can also pose a hazard, including through the potential for landslip or subsidence, or by limiting safe evacuation or emergency response during extreme weather events. Development proposed on steep land will need to:

- Consider and appropriately manage the visual impacts of development, including as a result of land clearing, the location of roads and building heights, to preserve the scenic values of ridgelines; and
- Ensure building and construction types and driveway access are appropriate.

Hazardous events arise from naturally-occurring processes, which are important for maintaining healthy ecosystems. Acute and ongoing management requirements to protect people and property, such as clearing vegetation, filling land or establishing new flood storage areas, can have irreversible impacts on local ecological systems. These impacts can occur at a single-site level, or cumulatively as a neighbourhood or precinct develops over time. This will be an ongoing consideration for planning as Ourimbah grows, and development expands within the landscape.

Signposting where hazards are likely to occur will assist all stakeholders with decision-making. The mapping presented in this report for flood risk and slope identify areas that:

- Are relatively unconstrained, meaning the land has less than a 15% slope, and either does not have a flood hazard rating, or has a low flood hazard rating.
- Will be subject to additional management considerations, in line with Council policy and development control plans. This generally refers to land with a slope between 15% and 35%, and/or is categorised as flood storage. More detailed hazard assessments will be required for development in these areas.
- Are highly constrained, referring to land with a slope of over 35% and/or have a high flood hazard rating or are categorised as a floodway. Development in these areas is not probable, but may be considered subject to detailed hazard assessments.

## Flooding

Cut Rock Creek, Chittaway Creek, and Dog Trap Gully all converge with Bangalow Creek within the Strategy area. Collectively, these waterways form sub-catchment areas to the broader Ourimbah Creek catchment. Frequent and hazardous flooding, particularly from Cut Rock and Bangalow Creeks, affect key access routes to and through Ourimbah, and pose some of the highest levels of risk to life within the broader catchment. This was identified by stakeholders and the broader community as a priority concern when considering future growth and change throughout the Strategy area.

Flooding will always be an important consideration for planning at Ourimbah. To support this, Council will continue to review and update relevant flood hazard information, including mapping, and implement managed responses to flood risk. These responses will include the use of planning controls (e.g. LEP and DCP) to influence where new development is located, designed and managed, coordinate improvements to existing infrastructure (e.g. raising key access roads), or otherwise support improved emergency response (e.g. flood education, flood prediction and warning systems).



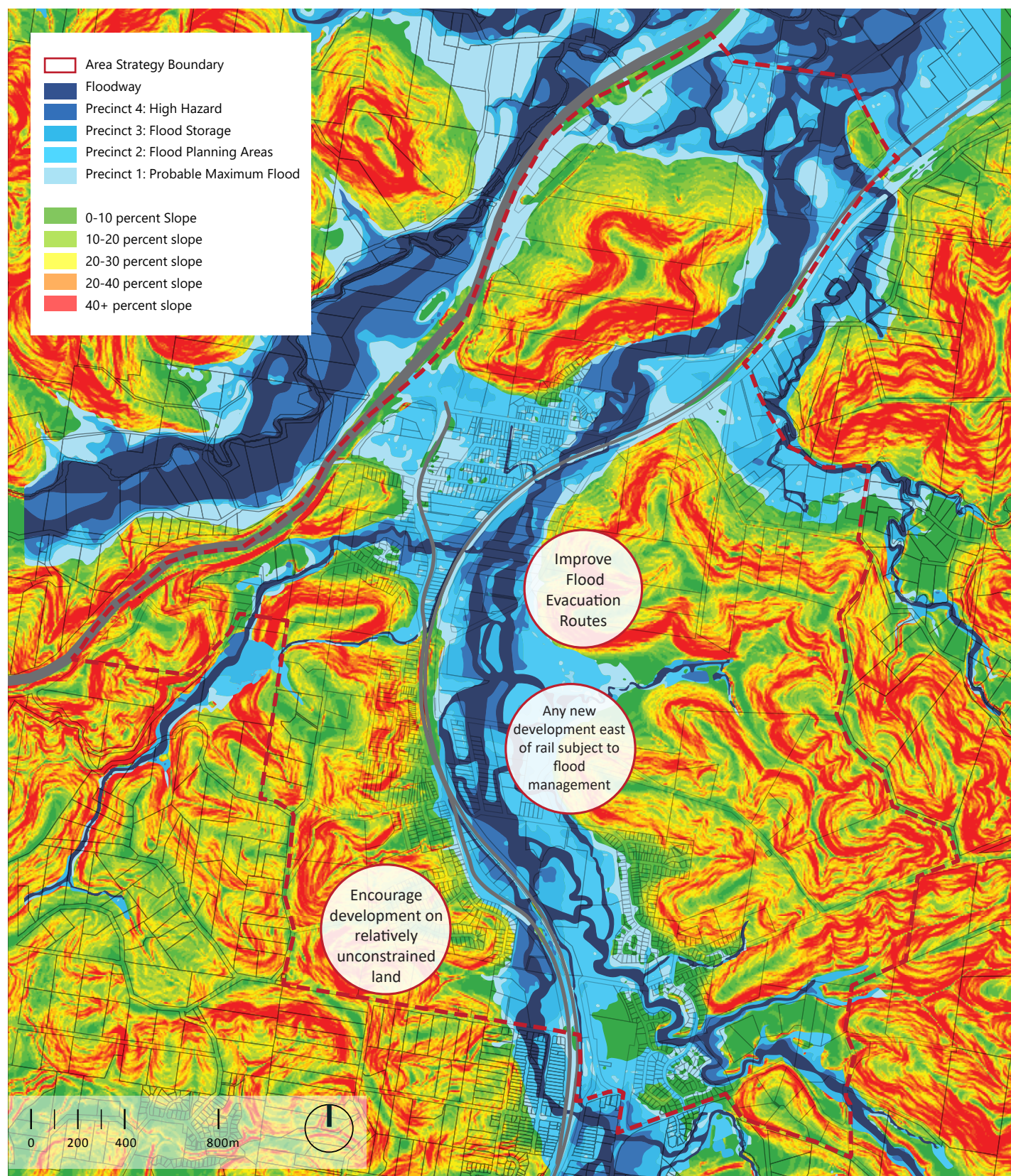


Fig 3.9: Area-wide Planning for Hazards Strategy Map

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for Planning for Hazards are to:

- Provide safe evacuation options and appropriate facilities for responding to hazards such as flooding and bushfire, including in line with new development (where required).
- Encourage land use zoning where it facilitates development that is more flood-compatible leading to improvements over time
- Carefully site and manage development in hazard-prone areas.

## AREA-WIDE POLICY OBJECTIVES

- Align strategic hazard management initiatives with environmental and infrastructure initiatives, such as conservation planning or transport improvements.
- Maintain up-to-date and publicly available information relating to hazards, including flooding and fire, to signpost risk and inform decision making.
- Appropriately identify hazard protection and emergency management requirements in planning controls and guidelines (e.g. Council's LEP and DCP).
- Consider the implications of changing climate conditions on future hazard mapping and modelling.
- Require new development proposals to demonstrate that appropriate protection measures can be implemented and required these to be delivered prior to occupation.

## KEY INITIATIVES

To deliver the Planning for Hazards Strategy, Council will pursue key initiatives to:

- Continue implementing the Ourimbah Creek Floodplain Risk Management Study and Plan (adopted in 2019) to improve conditions, including flood evacuation routes, for the existing community.
- Continue requiring further investigations and incorporate best-practice guidelines as relevant into assessment processes for rezonings and detailed development applications to ensure adequate mitigation measures minimise the risk of hazards to people and property.

*Disclaimer:*

*Flood mapping and slope analysis provided by Council was correct at the time of analysis in 2019 but will continue to be updated. This information is provided for context only, and is not suitable for site-specific assessment. Any information relating to hazards, including bushfire, landslip and flooding, must be verified by the proponent in relation to any site-specific land use or development proposal. Proponents should seek advice from Council to obtain relevant planning guidelines and data.*



# DIRECTION 7: Community Infrastructure and Public Domain

## DESIRED FUTURE OUTCOMES

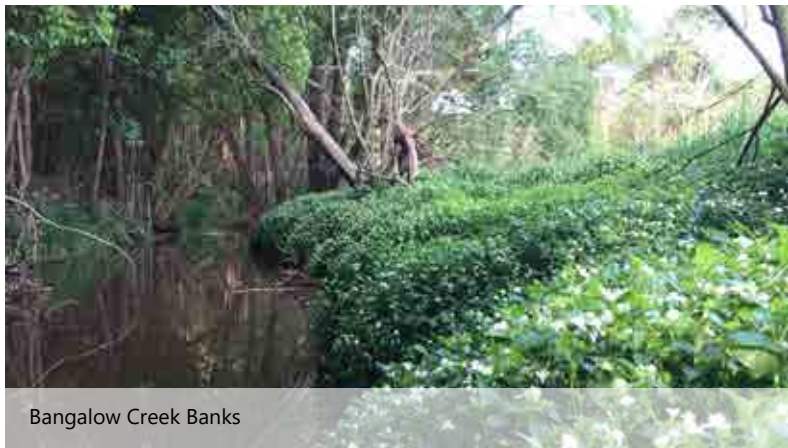
- The level of community infrastructure in Ourimbah is planned to exceed the demands of its resident population, recognising its relevance as an easily accessible and popular regional destination that attracts a high volume of visitors every day.
- Local streets and paths provide an attractive environment for people, and encourage more people to walk or cycle for local trips made within the area (e.g. from home or the Train Station to the Centre or Uni).
- Ourimbah's network of open space protects and connects natural areas, supporting a semi-rural lifestyle that makes the area a popular location to live and visit.
- People can easily find their way between major destinations, including the Centre, Train Station, University and RSL, etc.
- The built environment around the Motorway Interchange and the Train Station are designed to present a welcoming gateway to Ourimbah, reflecting its local character and facilitating people to safely and easily move through and around the area.



Bill Sohler Park (SOURCE: Google Street View)



Edye Road



Bangalow Creek Banks

Fig 3.10: Ourimbah in Photos

## SETTING THE SCENE

Ourimbah already offers a distinctive mixture of community infrastructure. Some elements are principally intended to serve the local community, while others attract users from further afield. The areas low-lying and heavily floodprone areas are used efficiently to accommodate extensive playing fields and recreational facilities serving wide-ranging user groups. Bill Sohler Park, for example, has a variety of facilities including the Community Hall. It serves as a centre of recreation and sports in Ourimbah with six tennis courts, cricket and rugby fields, skate ramp, change rooms and a variety of other sports facilities. It also has a large new playground with swings, climbing structures and picnic facilities.

Smaller local parks with play equipment are also well-distributed throughout Ourimbah, including Cambridge Circle/Lara Close Reserve in the north, Lions Park in the centre, and Cutrock Park in the south. Public toilets are currently available in the Centre (Glen Street), at a Bill Sohler Park and Ourimbah Rugby Park.

The area already has a range of childcare and educational facilities, catering to students from pre-school through to University. An important focus of this is the University Campus, which accommodates Hunter TAFE, the University of Newcastle and Central Coast Community College. The area, more broadly, is well-served by a range of pre-schools and childcare centres, and a public school (K-6).

Direction 2. Housing: identifies opportunities to support housing growth and provide increased residential densities in appropriate locations throughout Ourimbah. This may lead to population growth occurring faster than currently projected. It will assist in supporting investment to retain existing facilities and attract new services. It may also generate greater demand for community infrastructure than is currently anticipated. This will be an important consideration for Council when identifying and investing in improved or new community infrastructure in Ourimbah.

Direction 1. Movement and connectivity: highlights the ongoing challenge of physically linking natural places, residential areas and community facilities throughout the area. While access from outside Ourimbah is made relatively easy by the proximity to the Motorway, Highway and Train station, existing barriers to local access, including safety and management considerations, makes walking or cycling between places difficult. Leveraging new development to better utilise and enhance the area's existing networks of roads, pathway and fire trails will improve wayfinding and people's ability to move through the area.

Marking entry points to Ourimbah, and important destinations within the area, will provide opportunities to reflect the area's character, assist people finding their way, and support local services and businesses to grow. This can be achieved through incorporating appropriate design responses at gateways, particularly around the Motorway Interchange and within the Center. Design responses could relate to landscaping, architecture or signage, with preliminary considerations provided below.

- **Motorway Interchange:** This entry point welcomes traffic exiting the Motorway to Ourimbah, and will increasingly accommodate onward traffic to Gosford. In the long-term vacant land around the interchange will offer larger-scale economic development potential. This could provide further opportunities for landmark buildings, landscaped setbacks and/or public art.
- **Centre Gateways:** The northern and southern approaches to the Centre along the Highway and the Train Station are important gateways for directing people towards the Centre, as well as surrounding facilities at Bill Sohler Park and the University Campus. Along the Highway, there are opportunities utilise the central median, space within Lions Park, and at Station Street to incorporate signage, sculptural features and public art.



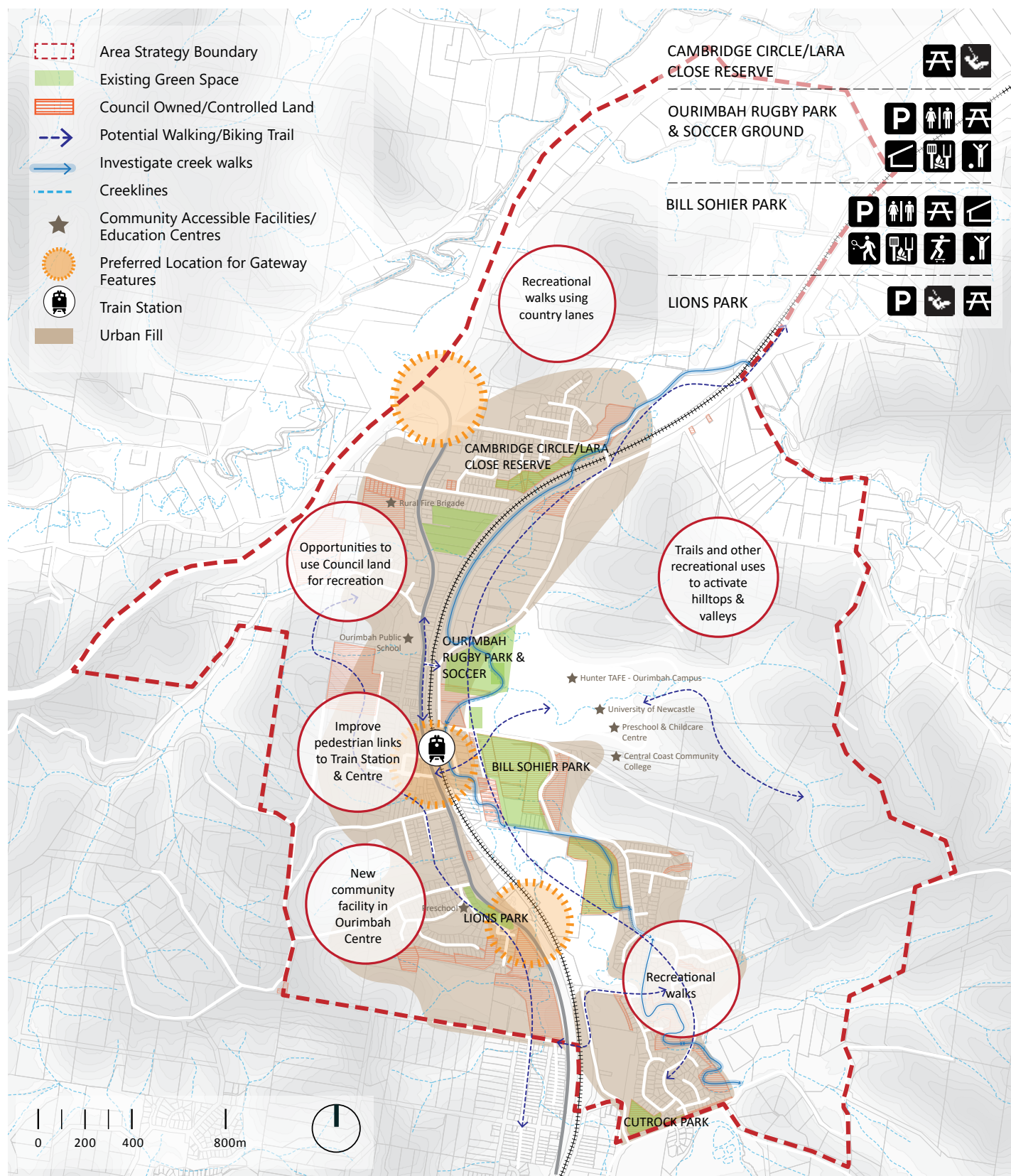


Fig 3.11: Area-wide Community Infrastructure and Public Domain Strategy Map

## STRATEGY PRINCIPLES

The main elements of the Keystone principles guiding the Area-wide direction for Community Infrastructure and Public Domain are to:

- Establish a common theme for the built form and public domain.
- Reinforce walking and cycling connections to and between higher activity places, such as Ourimbah's Centre, the Rail Station, Bill Sohler Park, and the University Campus.
- Provide convenient access and parking within Ourimbah's centre.

## AREA-WIDE POLICY OBJECTIVES

- Provide a new multi-purpose community centre within, or in close proximity to, the Centre.
- Deliver a connected and attractive network of walking and cycling pathways, supported by wayfinding signage.
- Encourage greater public access to and utilisation of natural areas, including through expanding and embellishing public open space areas.
- Encourage an enhanced level of design around gateways.
- Incorporate street tree planting.

## KEY INITIATIVES

To deliver the Community Infrastructure and Public Domain Strategy, Council will pursue key initiatives to:

- Prepare a public domain plan for Ourimbah's Centre.
- Encourage more street tree planting in prominent areas and where a higher level of pedestrian activity is expected, such as along the western edge of the Pacific Highway near Ourimbah's Centre and at Shirley Street.
- Rehabilitate creeklines and provide opportunities for increased public access where this can be safely accommodated.
- Continue to regularly review and update other Council-wide planning documents, Wyong's Community Facilities Strategy (2012), Wyong's On-road bicycle and Shared Pathway Strategy (2010), Central Coast's Pedestrian Access and Mobility Plan and Bike Plan (2019), and Central Coast's Active Lifestyles Strategy (draft exhibited 2021), to ensure community facilities and infrastructure are funded and delivered in line with growth.



## 3.6 OVERALL PLANNING FRAMEWORK

The overall planning framework has been established to indicate the different locations within Ourimbah that are expected to require enhanced levels of coordination or management to facilitate change. This includes areas that may experience changes in land use (i.e. rezoning), infrastructure, or environmental protection and management. These area-wide considerations will assist in prioritising future investments in planning and development across the area.

The area-wide framework is intended to signpost the highest-level considerations for planning in Ourimbah. These considerations are further supported by individual strategies for specific issues (e.g. hazards, biodiversity, heritage, housing, etc.) and specific locations (precincts) later in this Report.

Figure 3.12 illustrates three main planning elements that unify Ourimbah, and connect it to inter-regional networks.

- **Major transport corridors and gateways:** The heavy rail, Pacific Highway and Pacific Motorway will continue to be managed as part of the national and state-wide networks to provide efficient transport connections to and through Ourimbah. This will influence how adjoining lands are used and developed, to mitigate conflicts between these busy regional networks and surrounding local areas.
- **Blue corridors:** Enhanced planning or management to address the risks associated with flooding will be an ongoing planning consideration. Blue corridors indicate broad areas that generally correspond to lands identified as 'Flood Storage', 'High Risk' or 'Floodway' areas under Council's current flood mapping, signposting where flood planning may be a limiting factor for specific types of development, particularly urban development.
- **Green corridors:** Green corridors can provide a focus for a range of interests that enhance the natural environment and residents' quality of life. These include, but are not limited to, biodiversity, habitat connectivity, cultural heritage, open space and recreation. The corridors identified on this framework plan indicate broad locations where enhanced planning or management will be required to integrate considerations for these interests into the design of new developments.

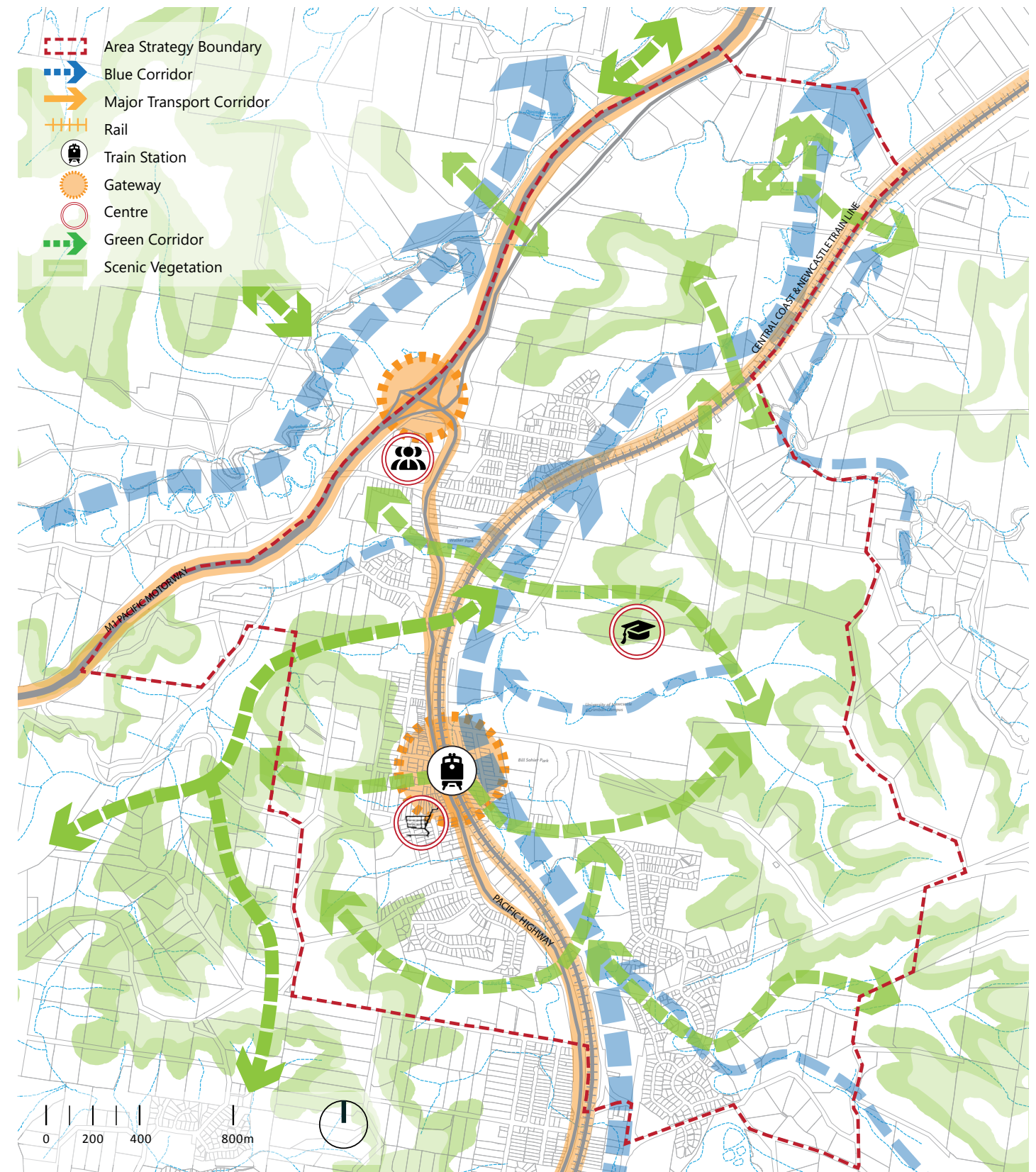


Fig 3.12: Area-wide Framework Map



## 3.7 PRECINCTS

**Precincts.** Twelve Precincts have been identified to consider distinct planning considerations in greater detail. Defining these precincts provides the basis for coordinated planning in relation to potential land use changes, and the provision of local infrastructure. Future planning objectives and strategies for each precinct are provided in Section 4, including more detailed (precinct-level) infrastructure and environmental protection considerations.

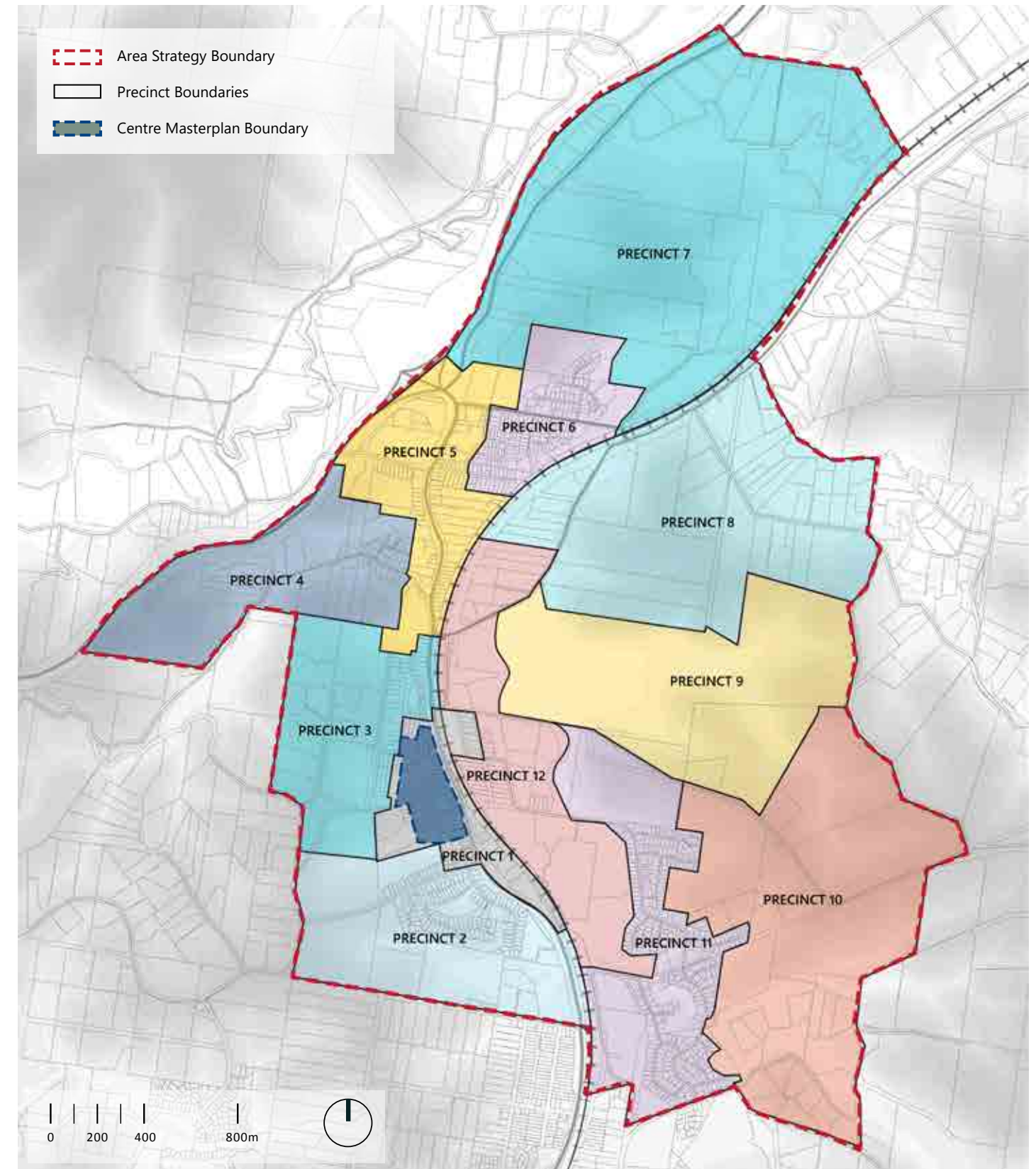


Fig 3.13: Precincts Map



**4.0 Precinct Plans**

# 4.1 INTRODUCTION

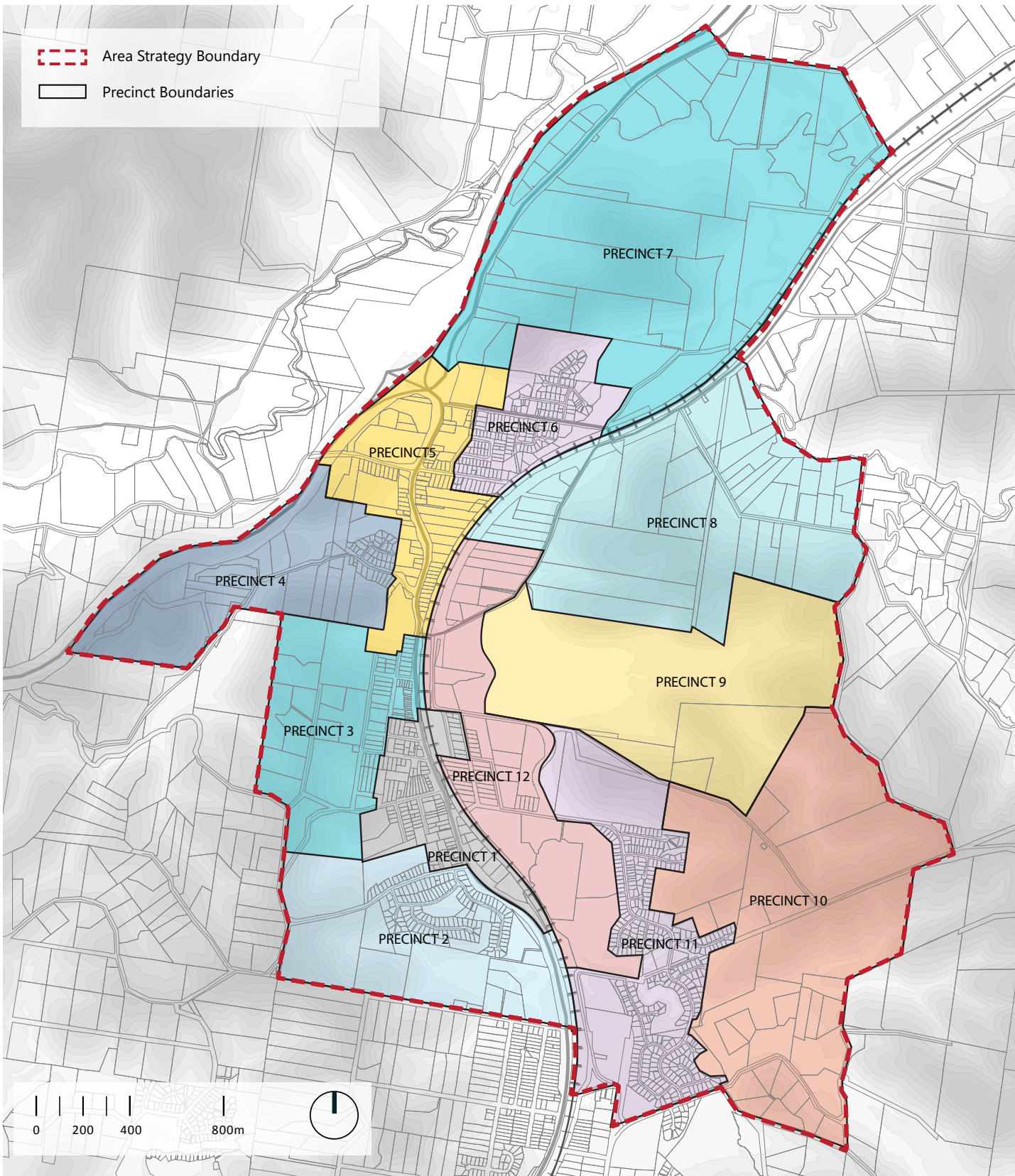


Fig 4.1.1: Ourimbah Precincts Map

There are twelve precincts identified that cover the Strategy Area. It is expected that some of them will see great growth and change in the next 20 years, whereas some will experience modest growth. The precinct areas generally group similar existing and/or desired future uses in the same geographical area, and are a tool to allow more in-depth consideration of planning-related matters.

Precinct 1 includes Ourimbah Centre, which is an important local service delivery point and social meeting place for surrounding communities. Its traditional role and configuration is expected to change as a result of Highway upgrades, and growth planned in other centres across the Central Coast. Future development within the Centre will be guided by the masterplan provided in Precinct 1. This outlines opportunities to reconfigure the Main Street away from the Highway, enhancing the local character and heritage features, and improving the public domain to create an environment that is safer and more enjoyable for people. This will attract more people into the Centre, and encourage them to stay longer.

This section sets out planning considerations and concepts for twelve Precincts (Precinct Plan), which cover the entirety of the Strategy Area. Some of these Precincts are anticipated to see substantial growth or transformation in the coming decades, while others will experience more modest change. The Precinct boundaries are intended to identify locations that share similar characteristics and desired future outcomes, allowing for a more in-depth consideration of planning-related matters.

Each Precinct Plan provides a high-level overview of planning considerations, including:

Recommended typologies, based on a Rural-Urban Transect (described in more detail below);

- A Setting the Scene narrative, describing the contextual basis for planning;
- General Objectives, identifying Area-wide strategies that are particularly relevant within the Precinct;
- Desired Future Outcomes, describing how the General Objectives will be applied within the Precinct; and
- Implementing Change, relating to strategies or actions that will be delivered by Council to achieve the Desired Future Outcomes described.

Each Precinct Plan includes a series of maps to illustrate key points. Information presented on each map is based on a high-level analysis of currently available data. Subsequent planning investigations and assessments will be required to support detailed planning proposals, including to rezone land.

## RELATIVELY UNCONSTRAINED LAND (CATEGORY 1 AND CATEGORY 2)

Precinct plans maps identify ‘relatively unconstrained lands’ that may be suitable for development, based on a limited range of constraint factors:

- **Category 1** lands identify areas with no current flood rating and a slope of less than 15%.
- **Category 2** lands identifying areas known to be flood liable (including lands identified as flood-prone, 1% AEP + freeboard, and flood storage), and a slope of between 15-20%.

Flood ratings have been derived from Council’s current flood maps, and must be verified through subsequent planning investigations.



## RURAL-URBAN TRANSECT (LANDSCAPE TYPOLOGIES)

Ourimbah's urban and non-urban areas contribute to its character and community. The Rural-Urban transect, summarised in Figure 4.1.2, describes eight typologies that generally apply to Ourimbah's context. Descriptions of general planning considerations that apply to each typology are intended to guide the placement and form of buildings within the landscape.

A precinct may contain more than one typology, and an area may, in time, transition from one typology to another.

## INVESTIGATION AREAS

Investigation Areas are identified in some Precincts, particularly where higher levels of growth are encouraged, to indicate the preferred locations for urban expansion. Investigation Area tables outline preferred landscape typologies and other considerations as a basis for future planning.

Investigation Area boundaries are indicative, and all areas will be subject to further assessment to establish new planning controls, including rezonings. It is possible that lands within identified Investigation Areas may be determined unsuitable for some types of development.

Any proposed changes to planning controls will be publicly exhibited, as per Council's policy, to allow for community feedback on more detailed assessments.

## PATHWAY NETWORK

Recommendations are provided for establishing a well-connected pathway network. This aims to utilise roadways, country lanes, fire access tracks and creek lines, where suitable, to provide safe, attractive and convenient walking and cycling routes. The ultimate alignment, design specifications and management requirements for any length of pathway will be determined through sequential levels of planning. This will allow for site-specific impacts such as flooding or privacy, to be considered in more detail.

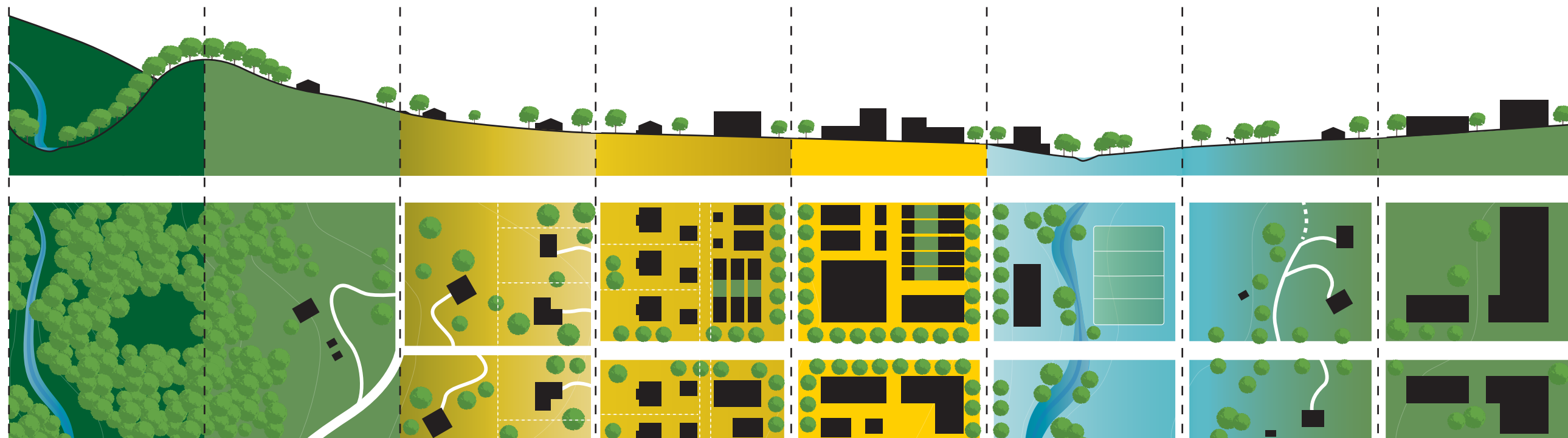
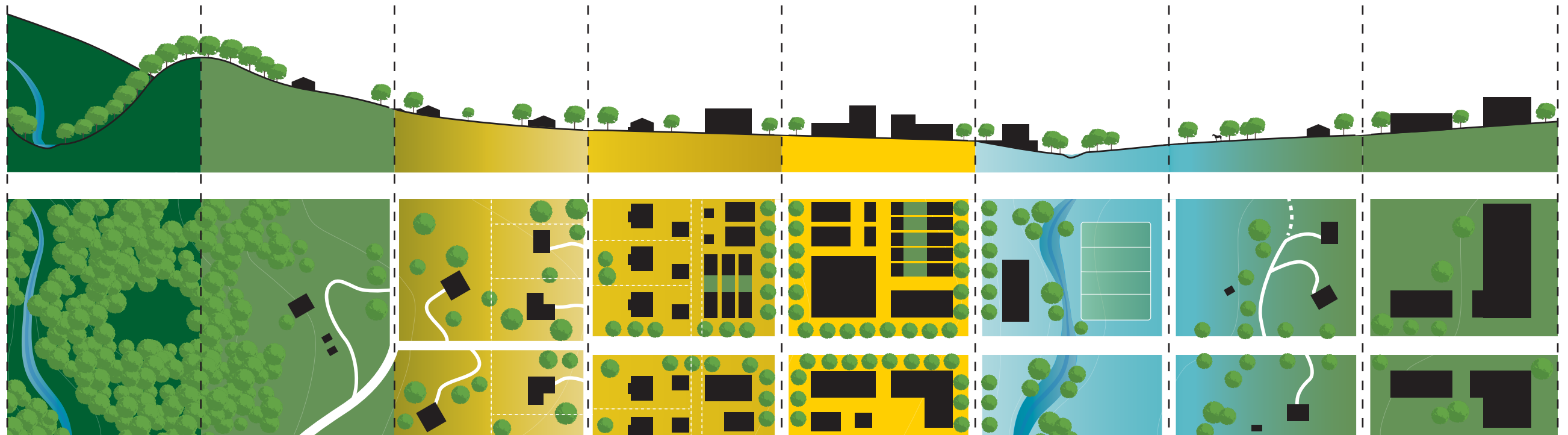


Fig 4.1.2: Rural-Urban Transect

Transect Typology	T1: Rugged Terrain	T2: Bushland Residential	T3: Suburban	T4: Small lot / medium density	T5: Centre	T6: Floodplain	T7: Rural residential	SD: Special district
Predominant land uses	<ul style="list-style-type: none"> <li>Environmental</li> <li>Rural industries</li> <li>Recreation</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Rural industries Rural residential</li> <li>Recreation</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Mixed use, predominantly commercial and residential</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Recreation</li> <li>Rural industries</li> <li>Specialised uses (dependent on flood planning)</li> </ul>	<ul style="list-style-type: none"> <li>Environmental</li> <li>Recreation</li> <li>Rural industries</li> </ul>	<ul style="list-style-type: none"> <li>Commercial and institutional</li> </ul>
Movement and connectivity	<ul style="list-style-type: none"> <li>Access limited by topography</li> <li>Country lanes accommodate shared traffic</li> <li>Fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Access limited by topography</li> <li>Country lanes accommodate shared traffic</li> <li>Fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Further from public transport connections</li> <li>Walking/cycling connections available to main destinations (e.g. Centre, Uni, local schools and parklands)</li> </ul>	<ul style="list-style-type: none"> <li>Close to public transport connections (generally &lt;1km)</li> <li>Walking/cycling connections available to main destinations (e.g. Centre, Uni, local schools and parklands)</li> </ul>	<ul style="list-style-type: none"> <li>Visible and accessible from Highway</li> <li>Main public transport interchange (road and rail)</li> <li>High quality walking/ cycling connections throughout</li> <li>Public parking also caters for commuters</li> </ul>	<ul style="list-style-type: none"> <li>Flood evacuation routes provided to minimise isolation in flood events</li> <li>Off-road walking/cycling connections minimise threat of flooding to people and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Flood evacuation routes provided to minimise isolation in flood events</li> <li>Off-road walking/cycling connections minimise threat of flooding to people and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Accessible to public transport networks, wherever practical</li> <li>Generally signposted from Highway</li> <li>Parking to accommodate workers and service users</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> </ul>	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> <li>Bushblocks and hobby farms</li> </ul>	<ul style="list-style-type: none"> <li>Detached dwellings, including single and dual occupancy lots</li> </ul>	<ul style="list-style-type: none"> <li>Attached and detached dwellings</li> </ul>	<ul style="list-style-type: none"> <li>Attached dwellings, including residential flat buildings and shop-top housing</li> </ul>	<ul style="list-style-type: none"> <li>Flood-resilient forms of housing</li> </ul>	<ul style="list-style-type: none"> <li>Homesteads on large landholdings</li> <li>Hobby farms</li> </ul>	<ul style="list-style-type: none"> <li>Specialised forms of housing (e.g. student accommodation)</li> </ul>



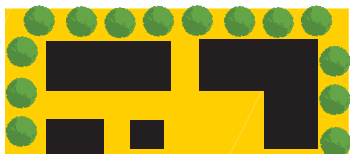
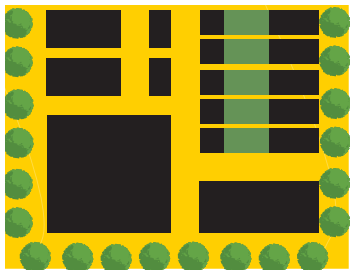
Transect Typology	T1: Rugged Terrain	T2: Bushland Residential	T3: Suburban	T4: Small lot / medium density	T5: Centre	T6: Floodplain	T7: Rural residential	SD: Special district
Economic development and employment	<ul style="list-style-type: none"> <li>Agribusiness</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Other industries, subject to site and hazard management considerations (e.g. fire)</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood shops</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Neighbourhood shops</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Commercial, including retail</li> <li>Public services</li> <li>Home-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Other industries, subject to site and hazard management considerations (e.g. flood)</li> </ul>	<ul style="list-style-type: none"> <li>Agribusiness</li> <li>Specialised industries (dependent on flood planning)</li> </ul>	<ul style="list-style-type: none"> <li>High level of employment-generating uses, dependent on specialism</li> <li>May accommodate commercial uses that cannot be located in Centre</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>Large areas managed for conservation through public and private ownership</li> </ul>	<ul style="list-style-type: none"> <li>Large areas managed for conservation through public and private ownership</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and green links through urban areas</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and along riparian areas</li> <li>Managed on private properties</li> </ul>	<ul style="list-style-type: none"> <li>Protected in public parks, reserves and along riparian areas</li> <li>Managed on private properties</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on location</li> </ul>
Planning for hazards	<ul style="list-style-type: none"> <li>Bushfire-prone, need to balance biodiversity and fire-protection value</li> </ul>	<ul style="list-style-type: none"> <li>Bushfire-prone, need to balance biodiversity and fire-protection values</li> </ul>	<ul style="list-style-type: none"> <li>Can become isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>May experience flash-flooding, need to consider drainage</li> </ul>	<ul style="list-style-type: none"> <li>May experience flash-flooding, need to consider drainage</li> </ul>	<ul style="list-style-type: none"> <li>Flood-prone, and often isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>Flood-prone, and often isolated in flood events, need to provide suitable evacuation routes</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on location</li> </ul>
Community infrastructure and public domain	<ul style="list-style-type: none"> <li>Potential for public access to natural areas</li> <li>Pathway network utilises country lanes and fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Potential for public access to natural areas</li> <li>Pathway network utilises country lanes and fire access tracks</li> </ul>	<ul style="list-style-type: none"> <li>Local parks and reserves</li> <li>Signed path network</li> </ul>	<ul style="list-style-type: none"> <li>Local parks and reserves</li> <li>Community gardens and pocket parks</li> <li>Connected footpaths and cycleways</li> </ul>	<ul style="list-style-type: none"> <li>Highest level of community facilities and services</li> <li>Community gardens and pocket parks</li> <li>Connected footpaths and cycleways</li> <li>End-of-trip cycle facilities</li> </ul>	<ul style="list-style-type: none"> <li>Recreational areas and playing fields</li> <li>Pathway network utilises creeklines</li> </ul>	<ul style="list-style-type: none"> <li>Pathway network utilises country lanes, fire access tracks and creeklines, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on user requirements</li> </ul>



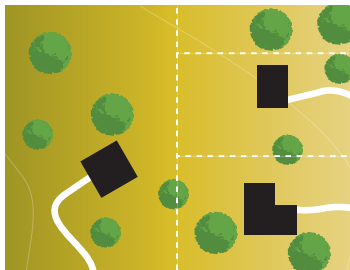
# 4.2 PRECINCT 1

## RECOMMENDED TYPOLOGIES

### T5: Centre



### T7: Small lot/Medium Density; and



### T6: Floodplain



## SETTING THE SCENE

Precinct 1 includes Ourimbah Centre and Train Station, making it one of the busiest precincts and an important gateway for the area. Its built environment also reflects some of the best examples of Ourimbah’s history and character, offering cues to the area’s ‘timber-getting’ past, as well as its continued importance as a transport hub and local service centre.

The Precinct occupies the valley floor, with flood affecting lands around the Train Station and within the existing light industrial area to the south. Existing development within the Precinct already occupies most of the relatively unconstrained land. This limits opportunities for substantial development to occur through urban expansion within the precinct. Growth is expected to occur predominantly through the re-development of existing lots that have already been identified and zoned for urban uses.

Residential properties in and adjoining the Centre are predominantly detached dwellings on single lots. Demand for more housing close to public transport, shops and services is expected to increase in the coming decades. Ourimbah is well-placed to cater for this demand through development of a greater diversity of housing, including shop-top housing and apartments in the Centre, and medium-density housing within this Precinct.

The existing light industrial area to south of the Precinct already offers an alternative location for larger-footprint businesses in a highly-accessible location. This area has further capacity for development, subject to appropriate flood management, and is expected to continue catering for businesses that benefit from a Highway frontage position and convenient connections to the Centre and Train Station.

Despite recent trends indicating local residents don’t currently rely on public transport, the Train Station is expected to remain an important gateway for Ourimbah. The pedestrian rail bridge at the Train Station provides a critical east-west connection between Ourimbah’s most popular destinations, including the Centre to the east and the recreational areas and University Campus to the west. There is also potential for the Station to cater for increasing number of passengers travelling to Ourimbah for study or work, recognising the role of the University Campus as a regional economic asset.

The local road network within the Precinct has historically been influenced by constraints arising from the Precinct’s steep topography and waterways. This currently causes vehicles and pedestrians to rely heavily on the Highway for short trips. Public parking for people visiting the Centre is predominantly on-street and dispersed across residential roads behind the Main Street. These challenges reduce the attractiveness of walking and cycling, and have the potential to cause local residents to meet their retail and service needs in larger nearby centres, such as Lisarow.

Ourimbah’s Main Street currently forms part of the Highway. Recent upgrades to the Highway have already affected landscaping, parking and vehicle and pedestrian crossings, influencing how people access and experience the Centre.

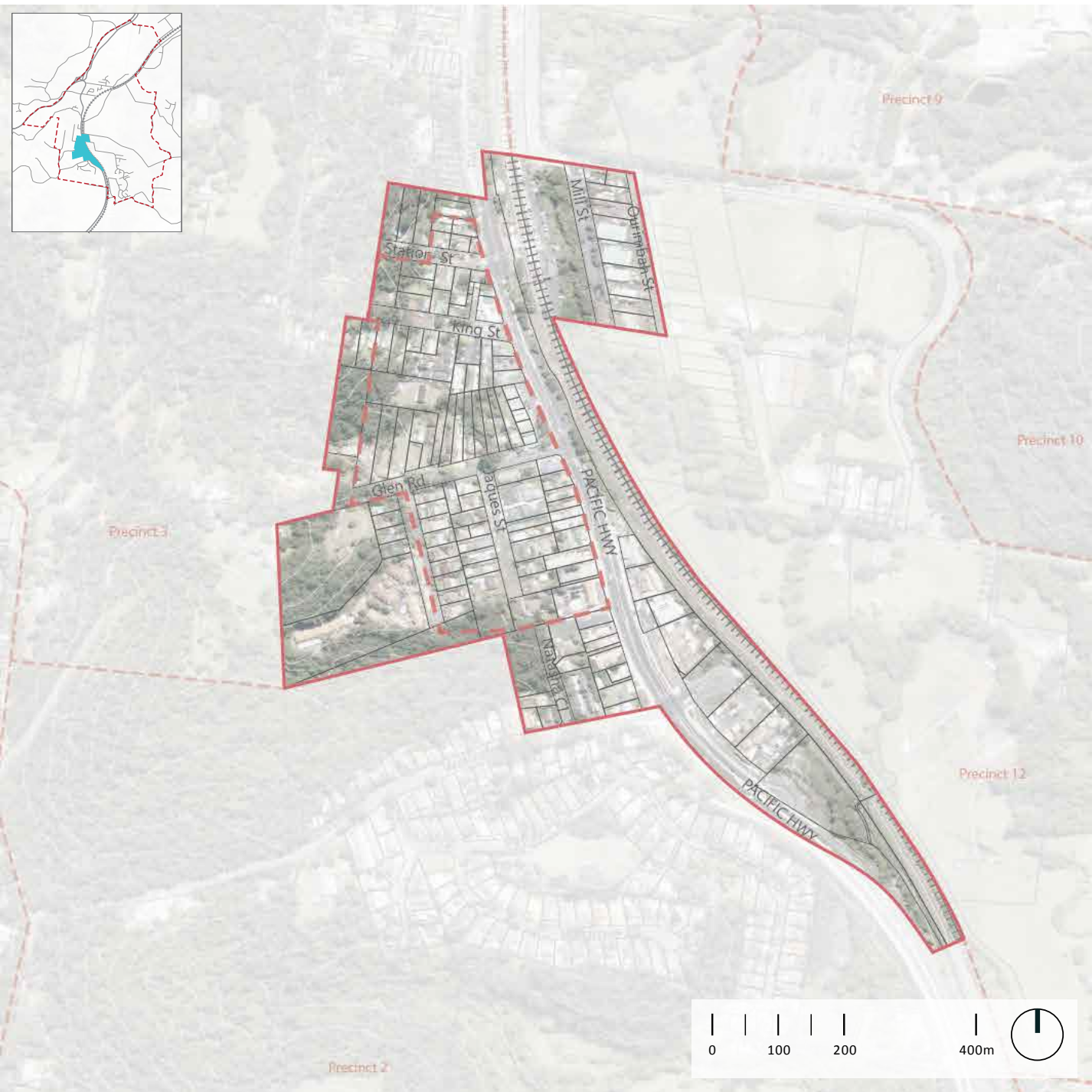


Fig 4.2.1: Precinct Aerial and Contour

— Precinct Boundary  
- - - Centre Masterplan Boundary



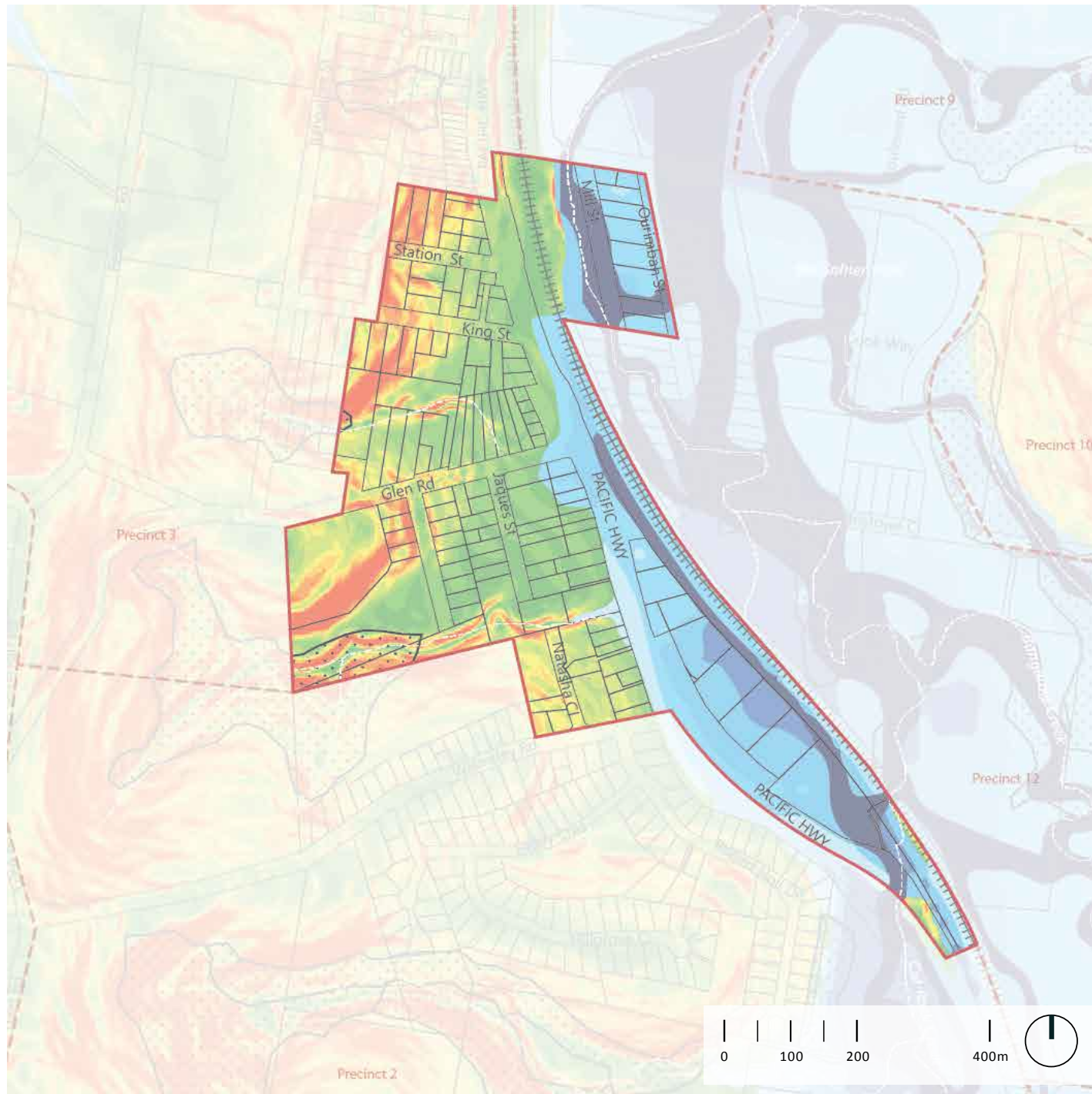


Fig 4.2.2: Constraints and Challenges (Natural)



Fig 4.2.3 Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary       | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area    | <span style="border: 1px dotted black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; padding: 2px;"> </span> 0-10 percent Slope  | <span style="background-color: #0000FF; color: white; padding: 2px;"> </span> High hazard Area | <span style="border-bottom: 1px dashed black; padding: 2px;"> </span> Creek line                       |
| <span style="background-color: #9ACD32; padding: 2px;"> </span> 10-20 percent slope | <span style="background-color: #00BFFF; padding: 2px;"> </span> Flood Storage Area             |  |
| <span style="background-color: #FFFF00; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #00FFFF; padding: 2px;"> </span> 1% AEP Flood + Freeboard       |  |
| <span style="background-color: #FFA500; padding: 2px;"> </span> 20-40 percent slope | <span style="background-color: #ADD8E6; padding: 2px;"> </span> Flood Prone Land               |  |
| <span style="background-color: #FF0000; padding: 2px;"> </span> 40+ percent slope   |  |  |

- |   |   |
|---|---|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊙</span> Busy Intersection  |
| <span style="color: blue;">↔</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines   |
| <span style="color: grey;">⬆</span> Missing/poor quality footpath             | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage                            |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic)  | <span style="border: 1px solid orange; border-radius: 50%; padding: 2px;">1</span> Site specific issue (see text) |
| <span style="color: brown;">✕</span> Dead end                                 |   |

- Site Specific Issues**
1. Small residential lots with driveways off Highway.
  2. No pedestrian link or poor pedestrian link from University and residential areas to the Station.
  3. Missing link in centre.
  4. No direct access between Natasha Close and Jaques Street dead ends.



The ongoing success of Ourimbah Centre, as a local service centre, will rely on creating an environment that encourages people to visit and stay longer. This will be supported by structural changes, to improve local road connections and vehicle circulation, parking, and the public domain. The Ourimbah Centre Masterplan, presented later in this Report, describes how this can be achieved.

### GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of shop-top housing, smaller detached dwellings or medium-density dwellings;
- Provide convenient connections to the Centre and Train Station for walkers, cyclists and motorists;
- Re-orient the Main Street away from the Highway, to create a safer and more attractive Centre environment; and;
- Provide secondary local routes, including roads and paths, to reduce vehicle and pedestrian reliance on the Highway for short trips.

### DESIRED FUTURE OUTCOMES

- The Main Street is re-oriented away from the Highway. Investments in the public domain create a safer and more attractive Centre environment, encouraging more people to visit and stay longer.
- Features important to local heritage and character are identified and protected. New development respects and, where possible, incorporates heritage buildings and features into the design.
- Built form reflects the area’s context and role as a local service centre. New buildings are moderately-scaled, with opportunities for landmark buildings in prominent sites.
- Sufficient and well-located parking caters appropriately for visitors and commuters.
- New paths through urban and natural areas improve walking and cycling links to key services from adjoining areas.
- The local road network provides a choice of routes to and through the Centre, without relying on the Highway.
- Access to Train Station platforms is improved.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide more medium-density housing; and;
  - Substantially, through mixed-use, shop-top apartments and residential flat building developments in the Centre.

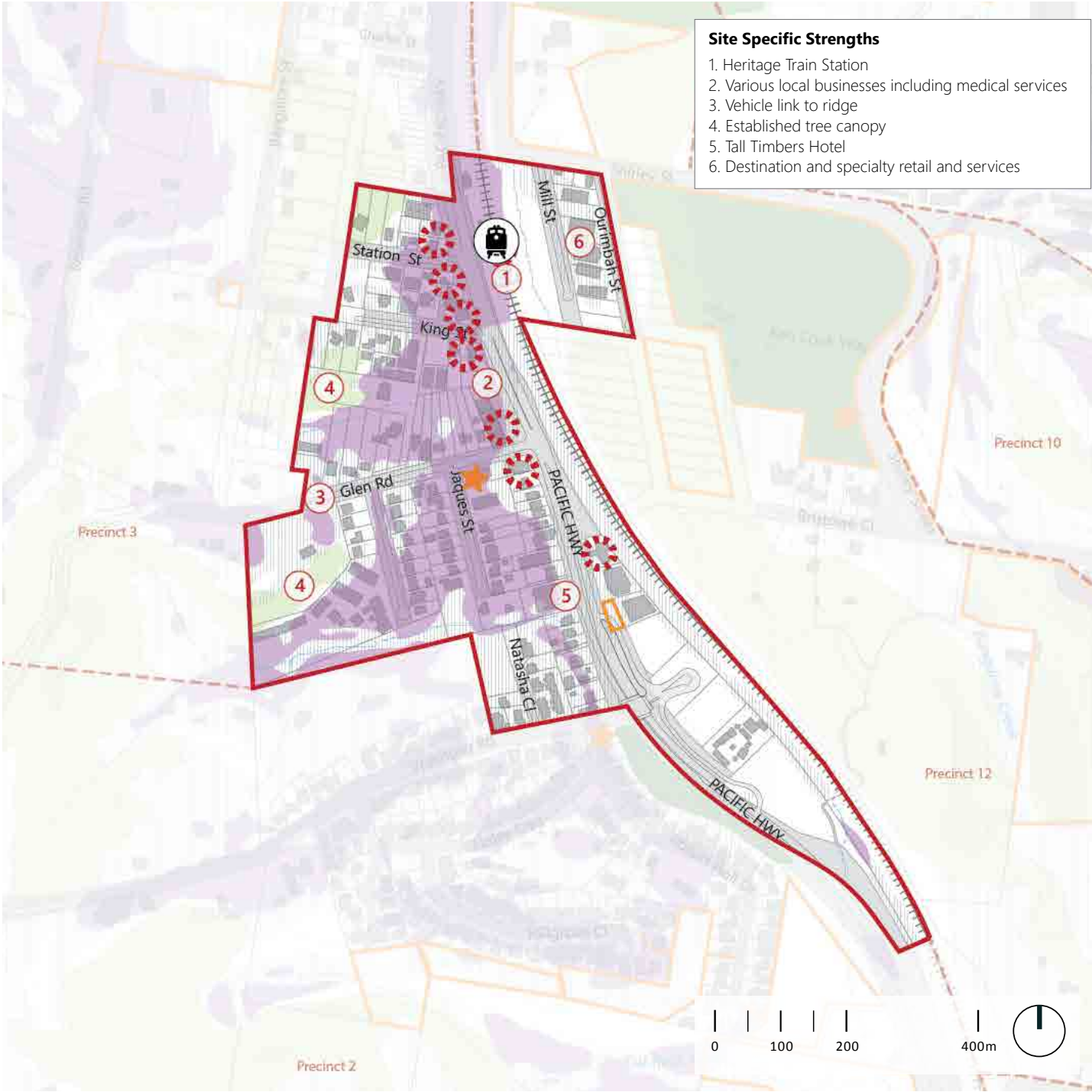


Fig 4.2.4: Strengths and Opportunities



## IMPLEMENTING CHANGE

- Council will continue to work with the State Government to plan and manage State transport networks, including the Highway and Train Station.
- Council will advocate for upgrades to improve access to Train Station Platforms.
- Redevelopment opportunities to encourage medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will amend its existing planning controls, this will include amendments to Council's existing planning controls (e.g. LEP and DCP), the preparation of a Public Domain Plan. It will be supported by various funding initiatives, including Local Contributions Plans.
- Any proposed changes to planning rules will be exhibited for public comment, prior to being implemented. This will allow opportunities for local communities to provide further feedback on the specific changes.

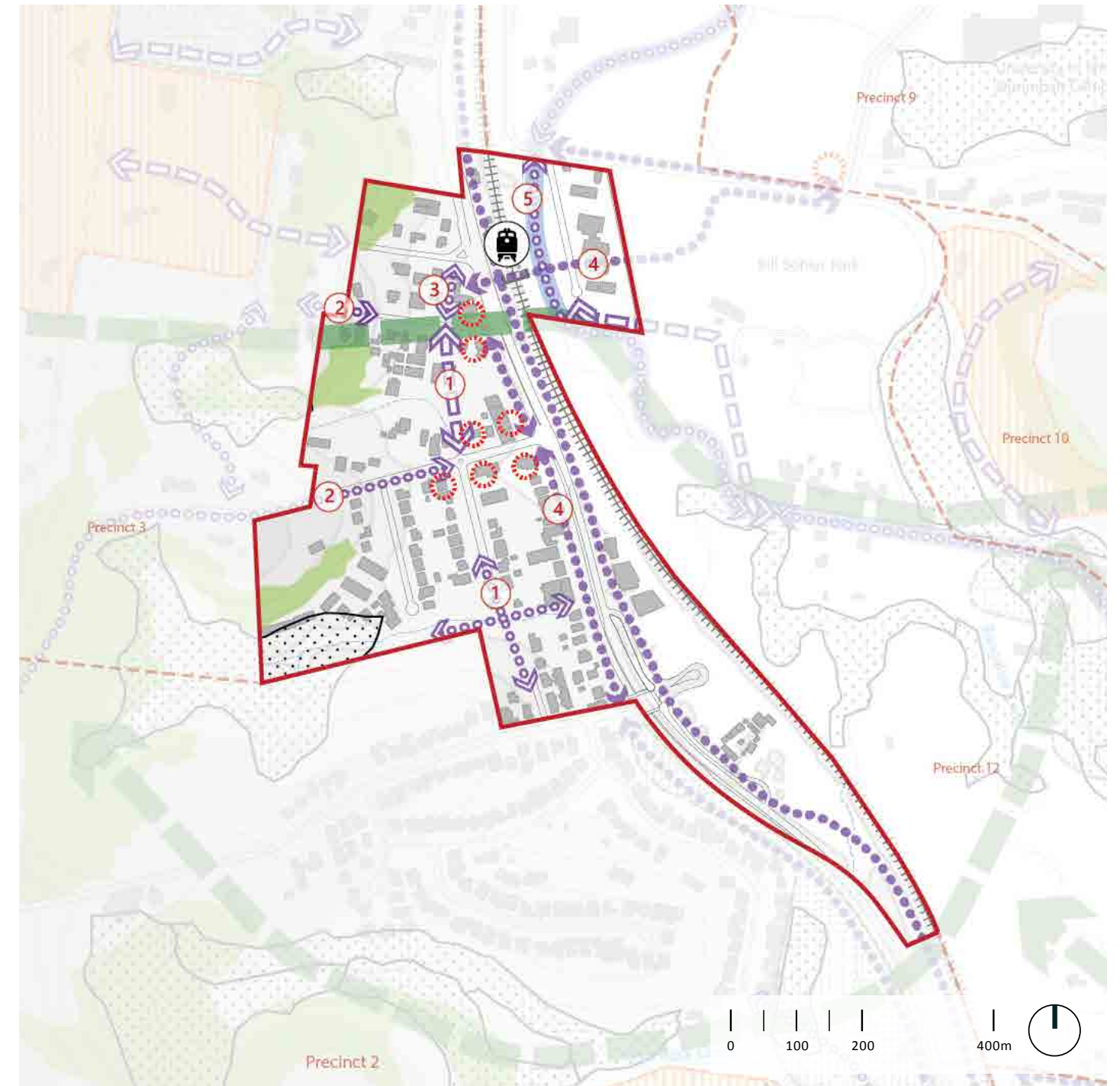
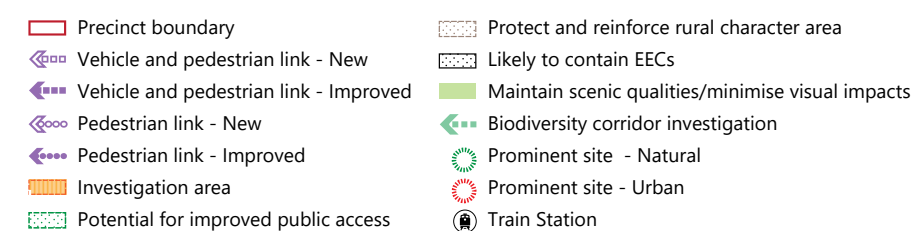


Fig 4.2.5: Strategies



### Site Specific Strategies

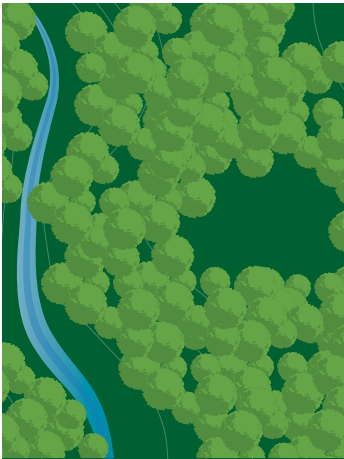
1. Potential for new links creating a local road network and main street away from the Pacific Highway.
2. New pedestrian connections between King and Bangalore Street, and also along Glen Road.
3. Potential pedestrian link to train station.
4. Improve access to train station.
5. Investigate recreational walk.



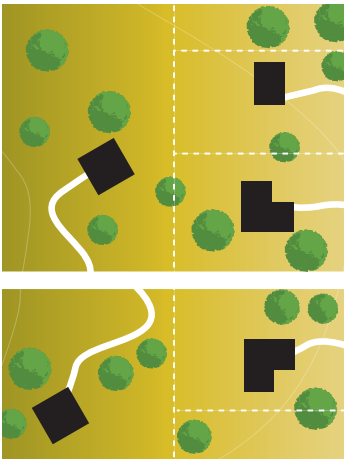
# 4.3 PRECINCT 2

## RECOMMENDED TYPOLOGIES

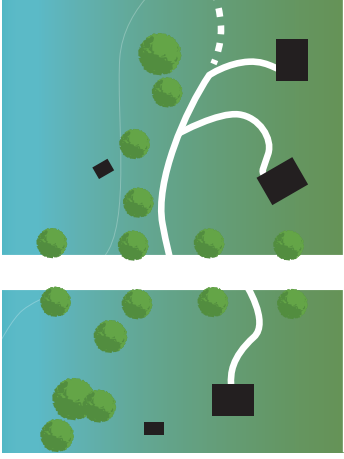
### T1: Rugged Terrain



### T3: Suburban



### T7: Rural Residential



## SETTING THE SCENE

Precinct 2 adjoins the Centre to the south, is located less than 1.5km from the Train Station, and is close to neighbouring residential areas in Lisarow. The Precinct is bisected by Cut Rock Creek, flowing eastward to Bangalow Creek. The area’s easternmost areas are heavily prone to flooding.

Cut Rock Creek’s riparian corridor forms the southern boundary of an established residential subdivision. This area comprises mostly single-storey detached dwellings on lots ranging from 450m<sup>2</sup> to over 1,000m<sup>2</sup>. The ability of this area to physically expand is limited by steeply sloping and heavily vegetated hillsides to the north, west and south, and by the Highway to the east. Future housing growth and renewal may occur in this area through the re-development or subdivision of existing residential lots.

The Precinct’s local roads, Walmsley Road and Teralba Street, are generally suitable for the levels of traffic they currently sustain. However, footpaths throughout the Precinct are discontinuous, and vehicles and pedestrians currently rely on the Highway to access the Center and Train Station to the north, or to safely cross the Highway via the footbridge to the south.

The Precinct is well-served by recreational facilities and open spaces, including Lion’s Park, Council reserves, Cut Rock Creek’s riparian corridor, and the undeveloped western hills. These areas will continue to maintain the area’s scenic qualities and support environmental outcomes, including biodiversity conservation and floodrisk management.

There is an area of relatively flat and flood-free land located to the south of the Precinct. This area has largely been cleared to accommodate existing large lot and rural residential uses fronting Teralba Street, and may be suitable for future residential development, subject to further planning investigations.

The Precinct is generally accessible to existing water and power trunk infrastructure.



Fig 4.3.1: Precinct Aerial and Contour

Precinct Boundary



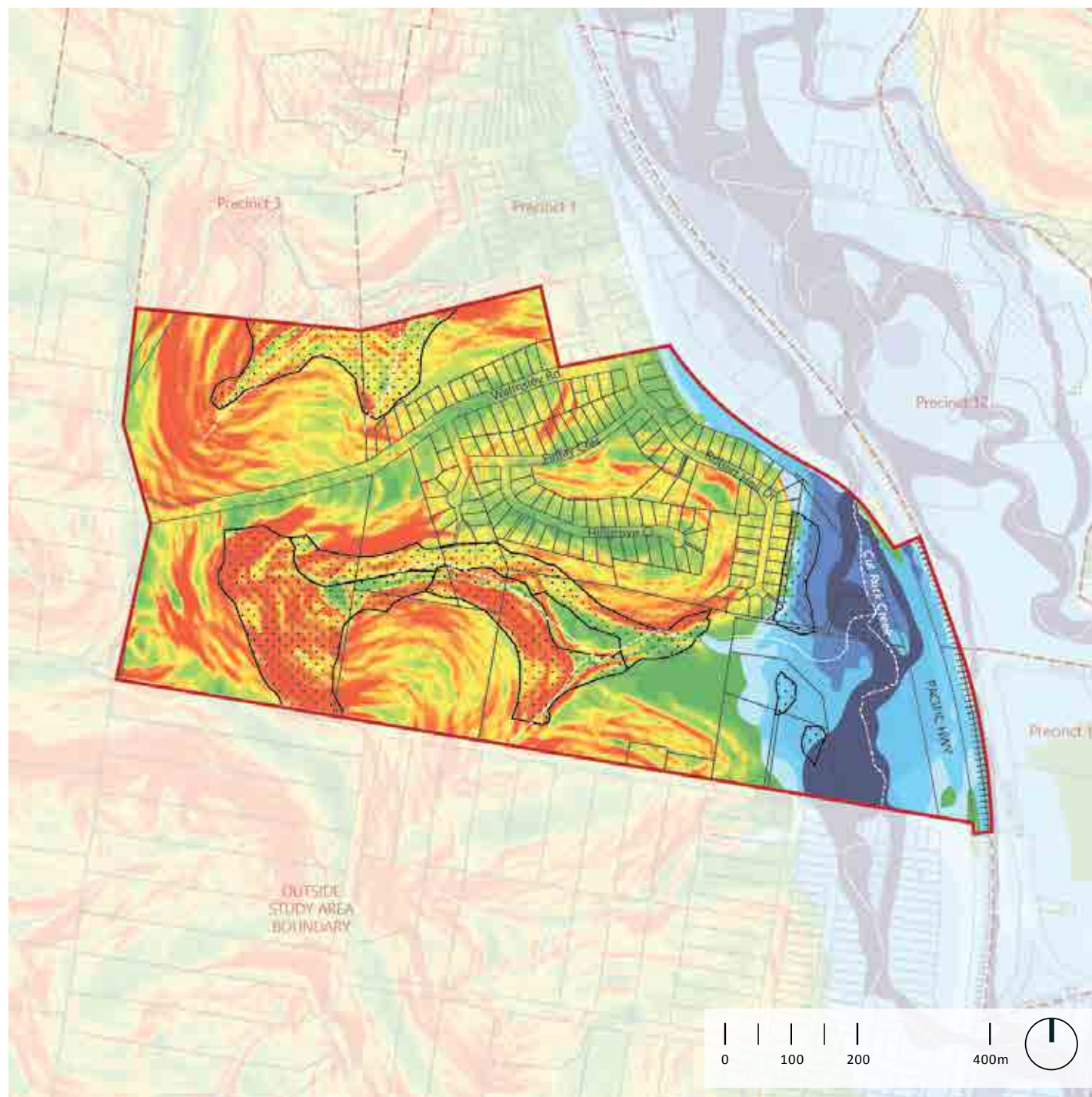


Fig 4.3.2: Constraints and Challenges (Natural)

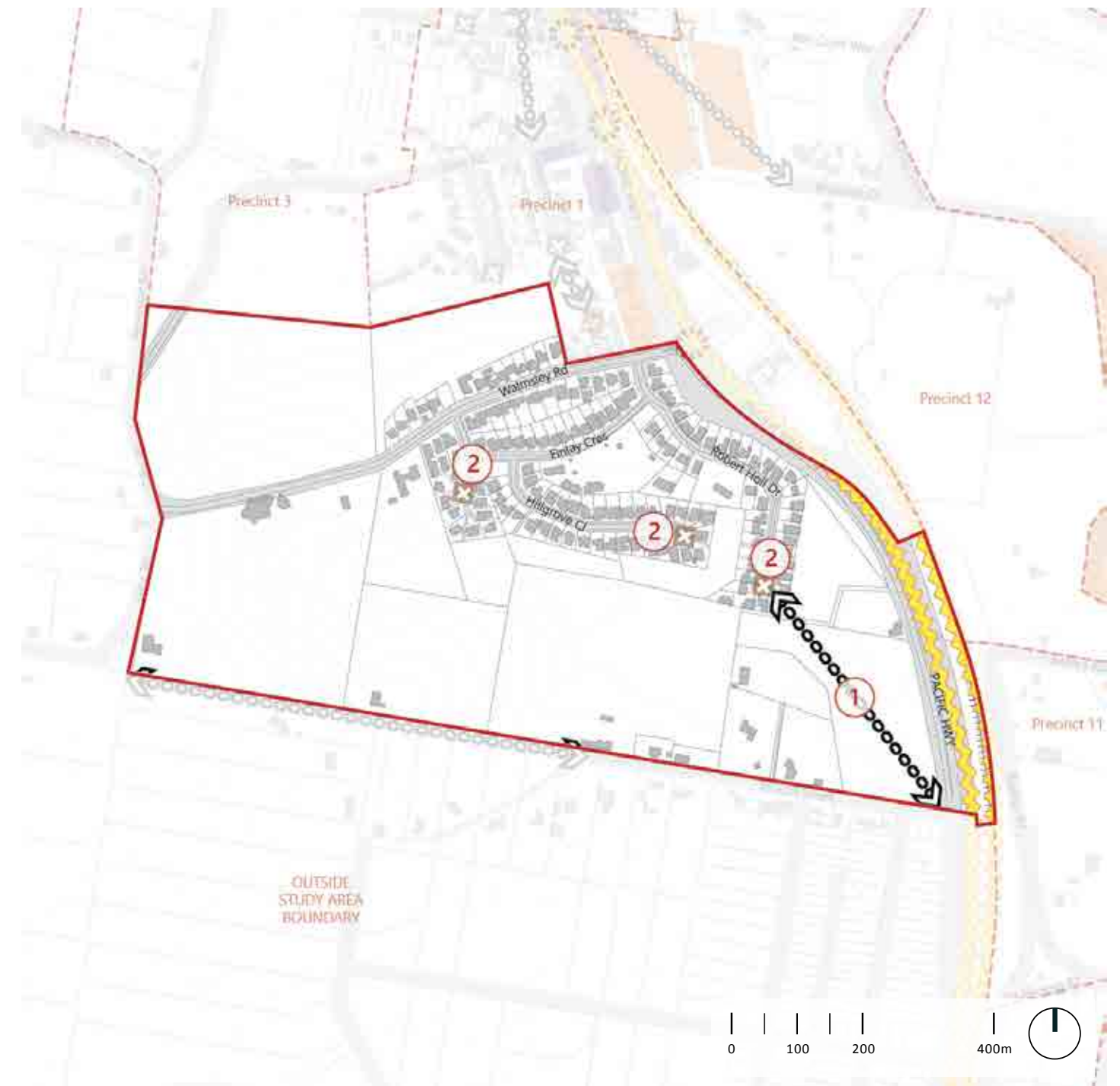


Fig 4.3.3: Constraints and Challenges (Urban)

- |                     |                          |   |
|---------------------|--------------------------|---|
| Precinct Boundary   | Floodway Area            | Endangered Ecological Communities (EEC) |
| 0-10 percent Slope  | High hazard Area         | Creek line                              |
| 10-20 percent slope | Flood Storage Area       |   |
| 20-30 percent slope | 1% AEP Flood + Freeboard |   |
| 20-40 percent slope | Flood Prone Land         |   |
| 40+ percent slope   |                          |   |

- |  |                                |
|--|--------------------------------|
| Precinct boundary                      | Busy Intersection              |
| Missing vehicle and/or pedestrian link | Powerlines                     |
| Missing/poor quality footpath          | Heritage                       |
| Transport corridor (noise and traffic) | Site specific issue (see text) |
| Dead end                               |                                |

#### Site Specific Issues

1. No direct access from residential neighbourhood to the overpass over Pacific Highway.
2. Dead end streets with no onward connection.



GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of smaller detached dwellings or medium-density dwellings;
- Provide secondary local routes, including roads and paths, to reduce vehicle and pedestrian reliance on the Highway for short trips;
- Increase public access to natural areas and safely provide an attractive environment for walking and cycling to/ from nearby popular destinations; and
- Maintain or, where possible, strengthen habitat connectivity.

DESIRED FUTURE OUTCOMES

- Development takes advantage of the Precinct’s natural beauty, proximity to the Centre, and accessibility to major transport networks, while protecting its natural and scenic qualities.
- New paths, including off-road paths through natural areas, improve walking and cycling links.
- Investments in environmental conservation serve to protect and rehabilitate natural corridors.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide medium-density housing; and
  - Substantially, through new residential development along Teralba Street, subject to detailed planning assessment.
- Investigate opportunities to improve connections between new residential development along Teralba St and the established neighbourhoods along Walmsley Road, particularly where this provides pedestrian access or can reduce vehicle reliance on the Highway for local trips.

IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 2.1. This should, at minimum, identify precinct-level responses to address biodiversity, bushfire, flooding and drainage issues. It will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.
- Council may consider opportunities to extend public access into, or through, its existing reserves to enhance the open space network and improve walking and cycling links.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.

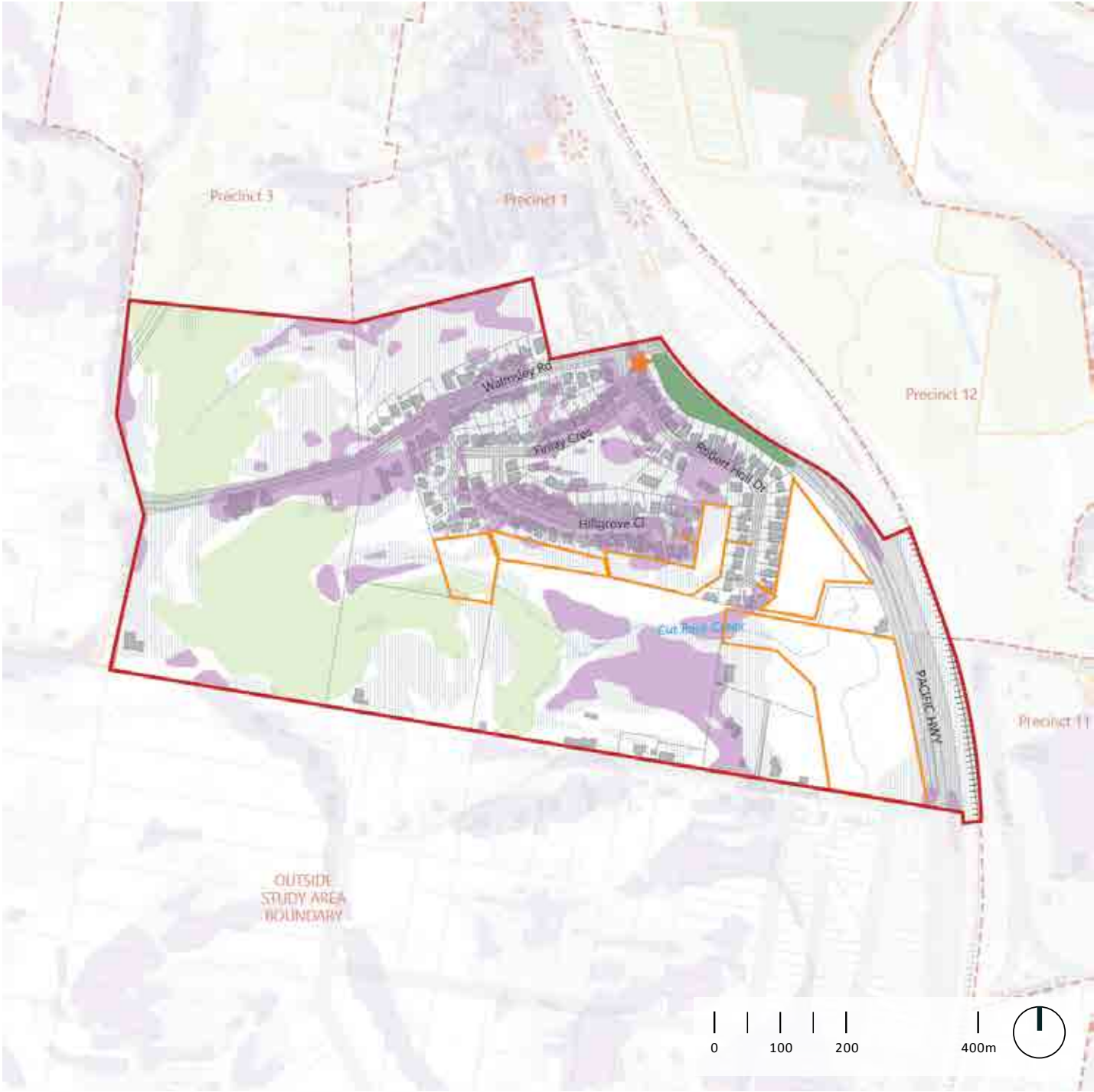


Fig 4.3.4: Strengths and Opportunities

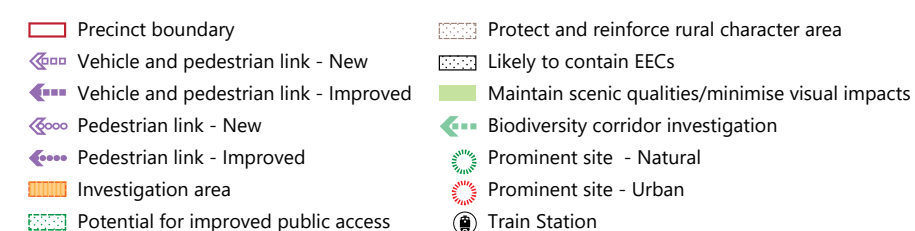




Investigation area 2.1 (Teralba Street)	
<i>Current controls</i>	Around 5.1ha in E4 (Environmental Living), minimum 2ha lot size Around 1.7 ha in E3 (Environmental Management), minimum 40ha lot size
<i>Land use change objective</i>	Transition from T7: Rural Residential to T3:Suburban
<i>Yield assumptions and limitations</i>	6.8ha: Gross area 4.8ha: Estimated net area <i>Known environmental management requirements: biodiversity conservation, flood detention, bushfire protection</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Walking / cycling paths to Centre and railway footbridge, including footpaths along local roads as well as off-road routes</li> <li>Stormwater drainage systems</li> <li>Open space and conservation reserves, particularly along Cut Rock Creek</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Yes
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Lot sizes ranging from 650-800m<sup>2</sup>, providing a transition from urban to rural residential, and allowing suitable APZs</li> <li>1-2 storey buildings</li> <li>Between 60-70 new dwellings, depending on environmental constraints</li> <li>Mostly detached single dwellings, with some lots offering dual occupancy</li> </ul>



Fig 4.3.5: Strategies

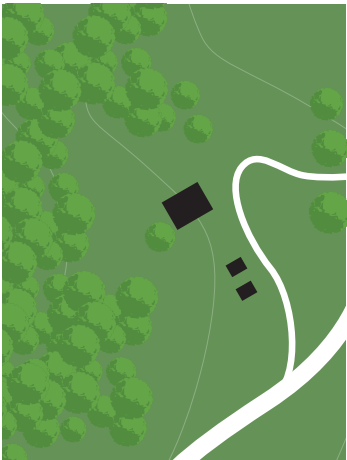


Site Specific Strategies
1. Improve links to existing pedestrian railway bridge, especially along riparian area between Robert Holl Drive and the Pacific Highway..

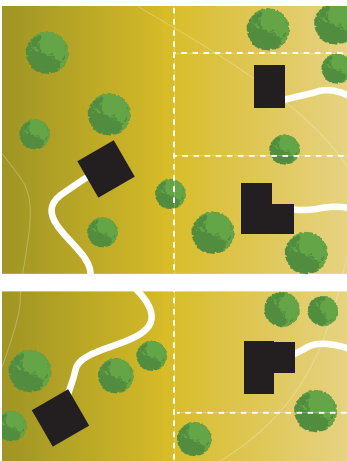
# 4.4 PRECINCT 3

## RECOMMENDED TYPOLOGIES

### T2: Bushland Residential



### T3: Suburban



## SETTING THE SCENE

Precinct 3 adjoins the Centre to the west, is located less than 1km from the Train Station, and is close to Ourimbah Public School. It occupies a hillside forming part of the western wall to the central valley of Ourimbah, with a relatively level plateau at the summit along Reservoir Road.

An historic residential subdivision occupies the north-eastern part of the Precinct, generally situated between Bangalore Street and the Pacific Highway. The existing subdivision pattern currently offers around 60 lots, ranging in size from 250 – 5,000m<sup>2</sup>. Most of these lots are already constructed, with 2-3 storey detached dwellings set into the hillside and surrounded by bushland. This area also includes the heritage-listed Ourimbah Methodist Church.

Lands situated to the west of Bangalore Street are predominantly rural in character. This includes a group of 13 rural-residential properties, ranging in size from around 1 - 2.5ha, at the summit of the hill along Reservoir Road. Rural residential houses are set in open paddocks divided by lines of trees.

Glimpse views of these steeply rising slopes of the hill within the Precinct are possible from the Highway. These slopes are generally covered in unbroken forest, with existing houses shielded by tall trees. Distant views into the Precinct would predominantly be of tree canopy. The area's extensive vegetation coverage is also important to maintaining habitat links between Dog Trap Gully and Bangalow Creek.

Council owns and manages a large block of steeply forested land to the north of the area, adjoining Ourimbah Public School, which is not currently accessible to the general public. Council also owns a center water reservoir located in the centre of the Precinct at Bangalore Street.

Vehicle access into and within the Precinct, along Reservoir Road, Glen Road and Bangalore Street, generally relies on partially formed or unformed road connections. Existing roads are steep and narrow, terminating in a dead-end at Reservoir Road. Despite the proximity of the Precinct to popular destinations, the area's steeply sloping terrain and lack of through-routes currently present a challenging environment in which to walk or cycle.

This is one of the few Precincts in Ourimbah that is relatively flood-free, with flood risk limited to a small portion to the north. Any new development, particularly urban development would affect overland flows eastward toward the Centre. The area is also highly bushfire-prone, and sufficient evacuation routes would be required to support any substantial population growth.

The area is generally accessible to existing water and power trunk infrastructure.

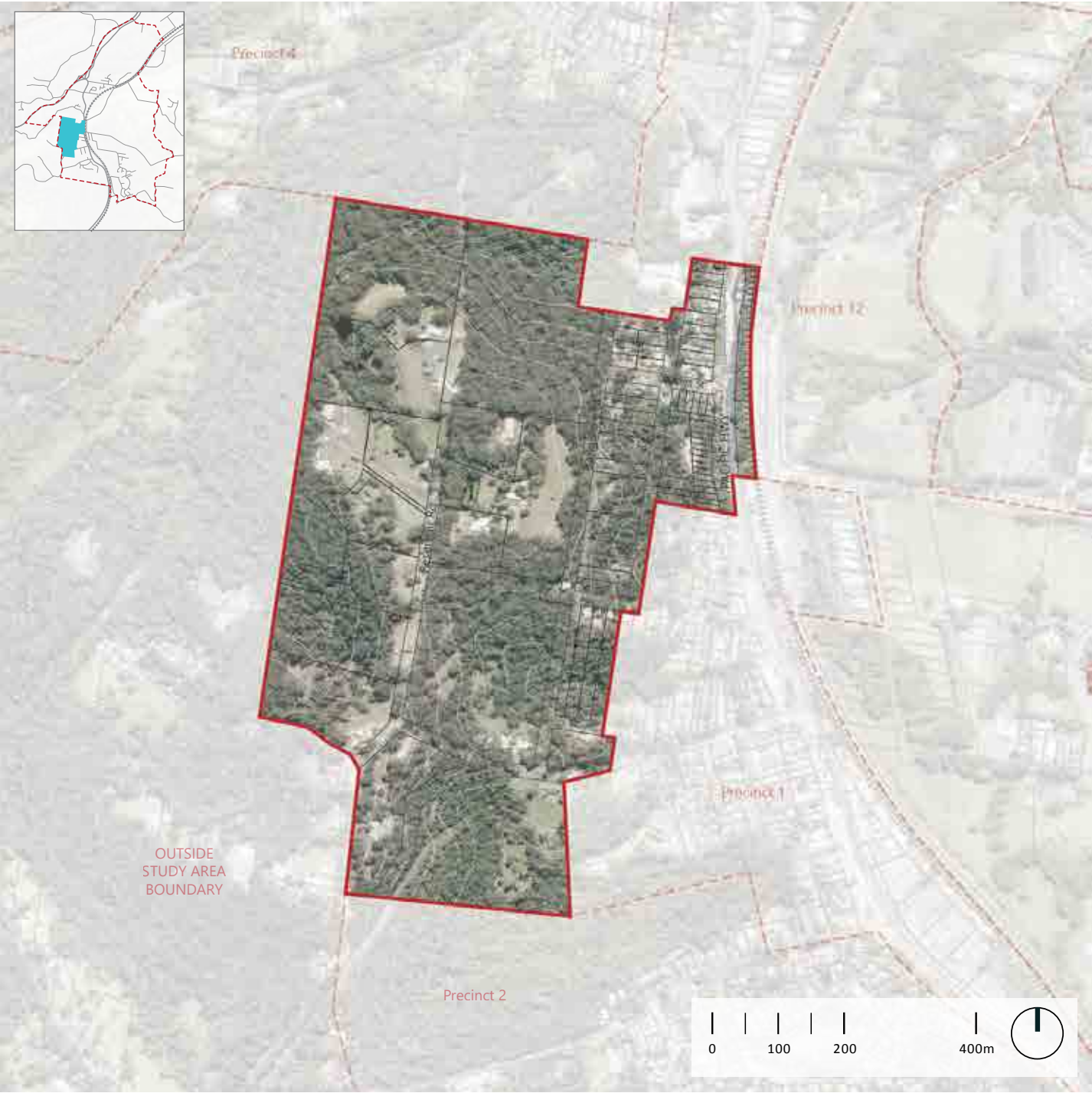


Fig 4.4.1: Precinct Aerial and Contour

Precinct Boundary





Fig 4.4.2: Constraints and Challenges (Natural)

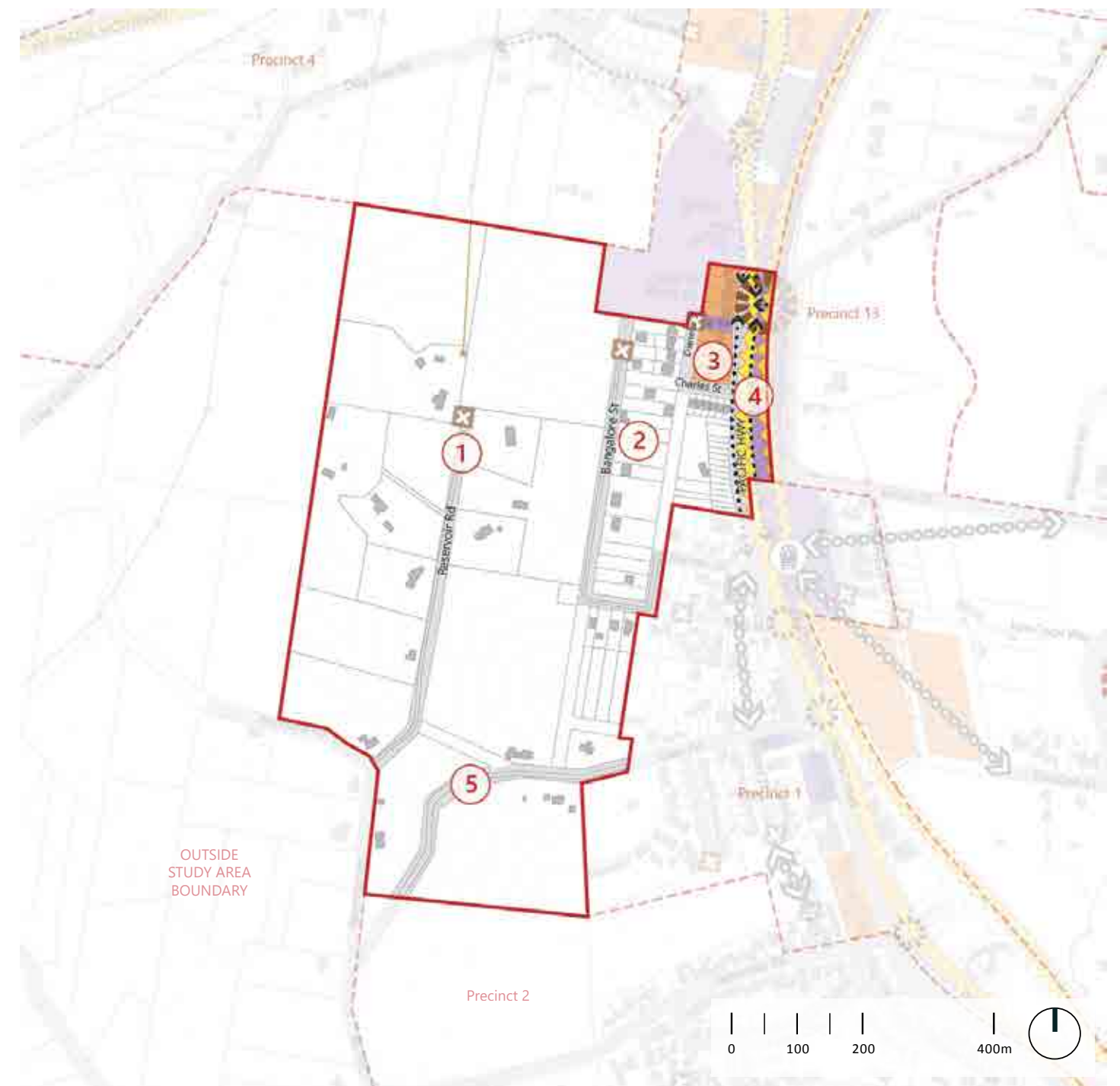


Fig 4.4.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary                                 | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area            | <span style="border: 1px dotted black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; border: 1px solid green; padding: 2px;"> </span> 0-10 percent Slope   | <span style="background-color: #0000FF; color: white; padding: 2px;"> </span> High hazard Area         | <span style="border: 1px dashed black; padding: 2px;"> </span> Creek line                              |
| <span style="background-color: #FFFF00; border: 1px solid yellow; padding: 2px;"> </span> 10-20 percent slope | <span style="background-color: #00BFFF; color: white; padding: 2px;"> </span> Flood Storage Area       |  |
| <span style="background-color: #FFD700; border: 1px solid orange; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #ADD8E6; color: white; padding: 2px;"> </span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #FFA500; border: 1px solid red; padding: 2px;"> </span> 30-40 percent slope    | <span style="background-color: #87CEFA; color: white; padding: 2px;"> </span> Flood Prone Land         |  |
| <span style="background-color: #FF0000; border: 1px solid red; padding: 2px;"> </span> 40+ percent slope      |  |  |

- |   |   |
|---|---|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊗</span> Busy Intersection  |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines   |
| <span style="color: blue;">⋯</span> Missing/poor quality footpath             | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage  |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic)  | <span style="background-color: #FFA500; border: 1px solid red; border-radius: 50%; padding: 2px;"> </span> ① Site specific issue (see text) |
| <span style="color: brown;">⊗</span> Dead end                                 |   |

- Site Specific Issues**
- 1-2. No pedestrian link from residential to Centre. Unmade road reserve between Charles St and Bangalore St.
  3. Small residential lots with driveways off Highway.
  4. Missing pedestrian link along Highway to Station.
  5. No pedestrian link to ridgeline along Glen Rd.



GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Increase the variety of dwellings, including a larger proportion of smaller detached dwellings or medium-density dwellings;
- Increase public access to bushland areas and provide an attractive environment for walking and cycling to/from nearby popular destination;
- Provide alternative evacuation routes to support any population growth;
- Preserve the scenic qualities afforded by the heavily forested hillsides; and
- Maintain or, where possible, strengthen habitat connectivity.

DESIRED FUTURE OUTCOMES

- Development takes advantage of the Precinct’s natural beauty, proximity to the Centre, and accessibility to major transport networks, while protecting its natural and scenic qualities.
- New road links, and especially new and improved walking links, improve circulation.
- Investments in environmental conservation strengthen east-west habitat connectivity, focusing on links between Dog Trap Gully and Bangalow Creek.
- Integrated planning for biodiversity, hazards and open space planning creates linked park and bushland areas with public access for recreational use.
- Housing growth occurs:
  - Incrementally, through re-development of established residential lots to provide medium-density housing;
  - Substantially, through new residential development on the hilltop around Reservoir Road, subject to provision of new local road links and improvements.
- Any new residential development west of Bangalore Street provides varied lot sizes that support a transition from the center toward rural residential areas.

IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 3.1. This should, at minimum, identify precinct-level responses to address vehicle access, bushfire and drainage issues. It will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.
- Council may consider opportunities to extend public access into, or through, its existing reserve to enhance the open space network or facilitate access to new development areas.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.

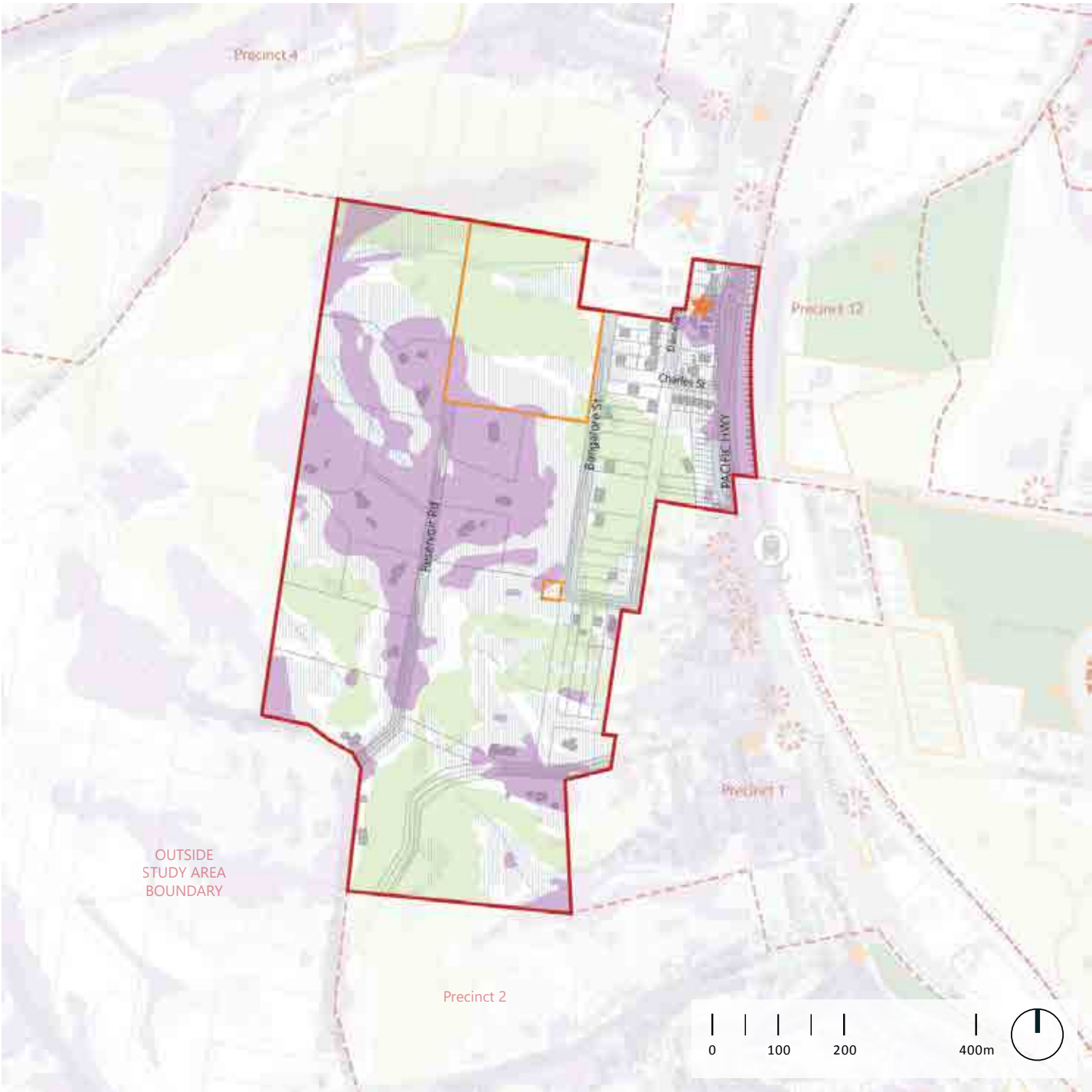
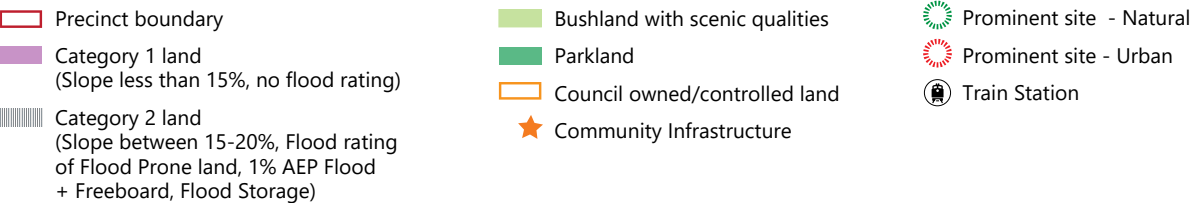


Fig 4.4.4: Strengths and Opportunities



Investigation area 3.1 (Reservoir Road)	
Current controls	3ha in E3 (Environmental Management), minimum 40ha lot size 9.6ha in E4 (Environmental Living), minimum 2ha lot size
Land use change objective	Transition from T2: Bushland Residential to T3: Suburban
Yield assumptions and limitations	12.6ha: Gross area 9ha: Estimated net area Known environmental management requirements: bushfire protection and evacuation
Priority precinct infrastructure requirements (to be provided by developers)	<ul style="list-style-type: none"> <li>Local road improvements, including missing links</li> <li>Walking / cycling paths to Centre, including off-road routes</li> <li>Stormwater drainage systems</li> <li>Sewer</li> </ul>
Contribute toward Centre public domain improvements?	Yes
Development benchmarks and guidelines	<ul style="list-style-type: none"> <li>Lot sizes ranging from 650-800m<sup>2</sup>, providing a transition from urban to rural residential, and allowing suitable APZs. Smaller lot sizes may be considered following a review of Council's Rural Lands</li> <li>1-2 storey buildings</li> <li>Mostly single detached dwellings, with some lots offering dual occupancy</li> </ul>



Fig 4.4.5: Strategies

Precinct boundary

Vehicle and pedestrian link - New

Vehicle and pedestrian link - Improved

Pedestrian link - New

Pedestrian link - Improved

Investigation area

Potential for improved public access

Protect and reinforce rural character area

Likely to contain EECs

Maintain scenic qualities/minimise visual impacts

Biodiversity corridor investigation

Prominent site - Natural

Prominent site - Urban

Train Station

**Site Specific Strategies**

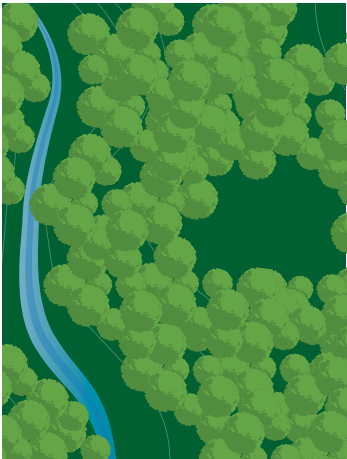
1. Opportunity to extend public access into existing reserve at the end of Reservoir Road.
2. Local road improvements, including missing links, from Reservoir Rd with any development.
3. Footpath to Train Station on east side of Pacific Hwy.
4. Pedestrian links to ridgeline along Glen Road.



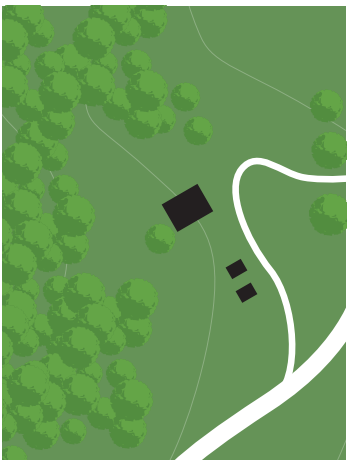
# 4.5 PRECINCT 4

## RECOMMENDED TYPOLOGIES

### T1: Rugged Terrain



### T2: Bushland Residential



## SETTING THE SCENE

Precinct 4 occupies the narrow valley between the Motorway and Reservoir Road ridge. It is situated close to existing Public School and other facilities important for community life, such as the RSL and local churches.

Vehicle access is currently via Dog Trap Road, which provides connections from the Highway through to Peats Ridge via a Motorway underpass. The Precinct generally provides a transition from busy urban uses along the Highway, progressing from traditional suburban to large-lot residential and onward to outlying bushland areas. Opportunities to provide a secondary road network within the Precinct are limited by the Motorway and the area’s steeply sloping topography.

The Precinct already accommodates a small residential subdivision with lot sizes ranging from 500-1200m<sup>2</sup>. There is some capacity to accommodate further residential growth within the area already zoned for this purpose.

Dog Trap Gully occupies the central part of the Precinct, forming a northern and western boundary to existing urban areas. This riparian corridor is important to Ourimbah’s biodiversity values, habitat connectivity and scenic qualities. It will continue to provide a natural green break through the area.

There are pockets of lands that are relatively unconstrained by slope or flooding along hilltops towards the western areas of the Precinct. These areas already accommodate a mix of rural businesses and rural residential uses. Any development to the west of Dog Trap Gully would be at risk of bushfire, and may be isolated during major flood events.



Fig 4.5.1: Precinct Aerial and Contour

Precinct Boundary



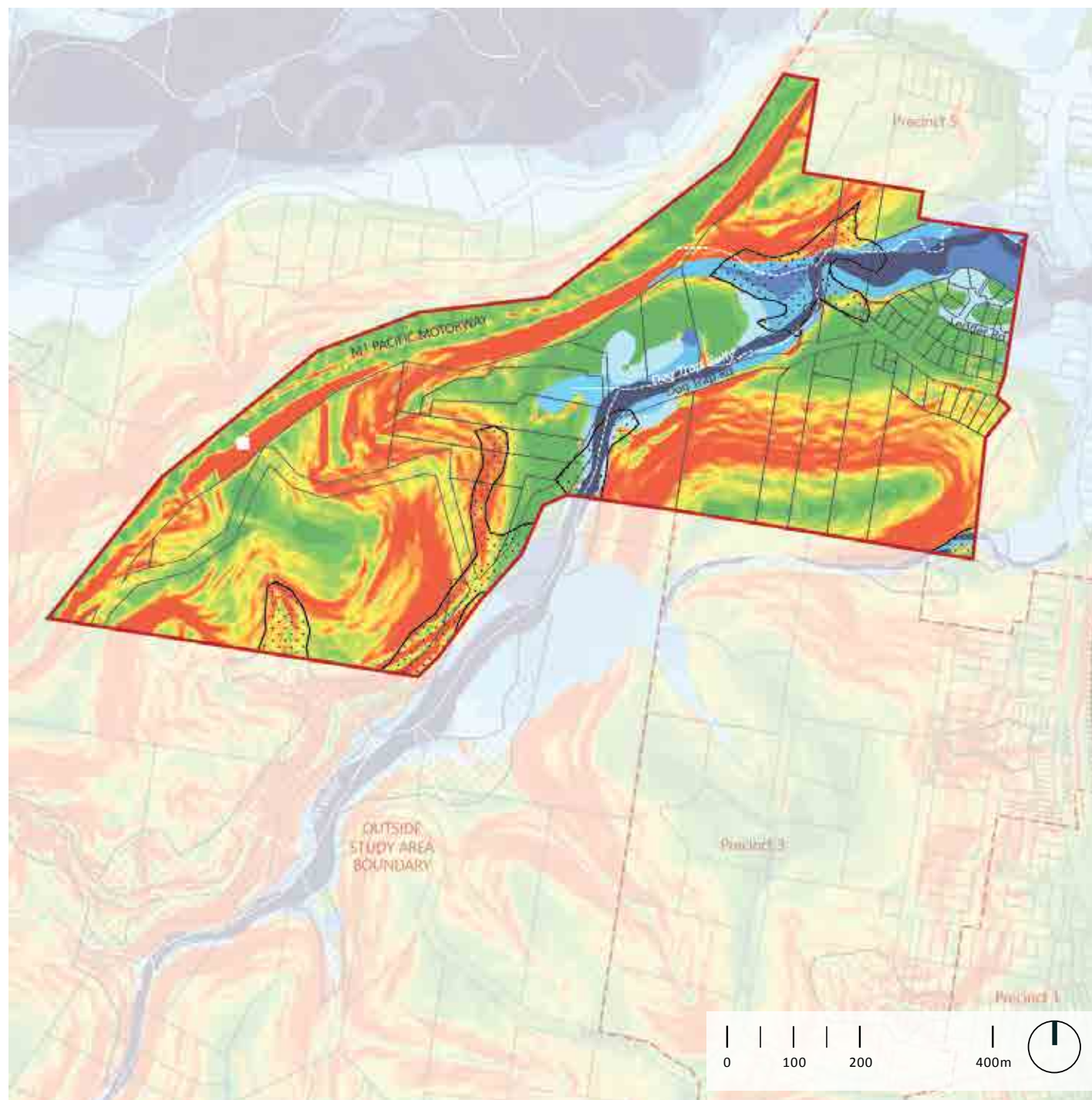


Fig 4.5.2: Constraints and Challenges (Natural)

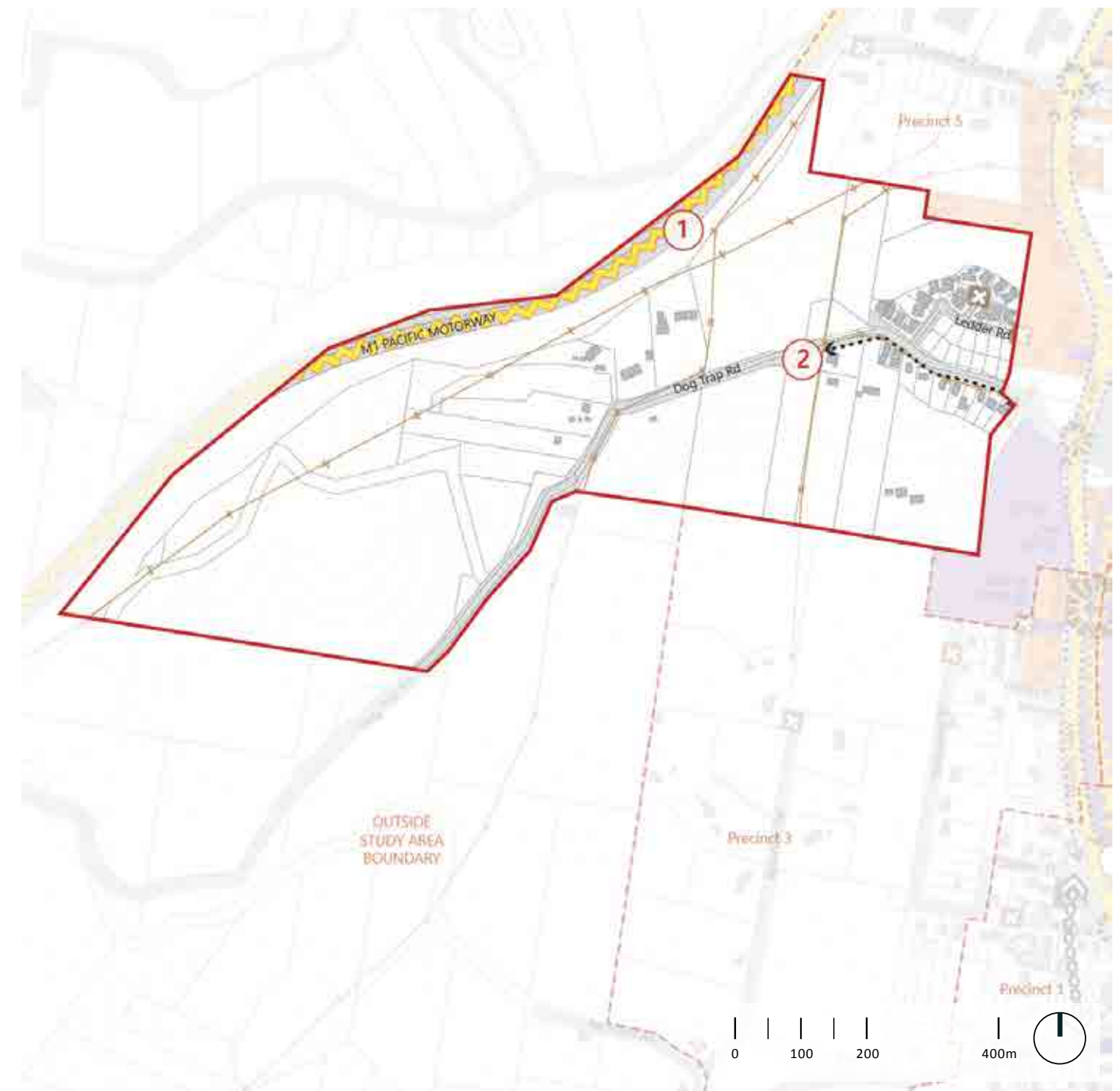


Fig 4.5.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary                                 | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area            | <span style="border: 1px dashed black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; border: 1px solid green; padding: 2px;"> </span> 0-10 percent Slope   | <span style="background-color: #003366; color: white; padding: 2px;"> </span> High hazard Area         | <span style="border: 1px dashed black; padding: 2px;"> </span> Creek line                              |
| <span style="background-color: #90EE90; border: 1px solid green; padding: 2px;"> </span> 10-20 percent slope  | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Flood Storage Area       |  |
| <span style="background-color: #FFFF00; border: 1px solid yellow; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #003366; color: white; padding: 2px;"> </span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #FFA500; border: 1px solid orange; padding: 2px;"> </span> 20-40 percent slope | <span style="background-color: #ADD8E6; color: white; padding: 2px;"> </span> Flood Prone Land         |  |
| <span style="background-color: #FF0000; border: 1px solid red; padding: 2px;"> </span> 40+ percent slope      |  |  |

- |   |  |
|---|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊗</span> Busy Intersection                                 |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines  |
| <span style="color: black;">⋯</span> Missing/poor quality footpath            | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage |
| <span style="color: yellow;">~</span> Transport corridor (noise and traffic)  | <span style="color: orange;">①</span> Site specific issue (see text)                   |
| <span style="color: brown;">x</span> Dead end                                 |  |

#### Site Specific Issues

1. Noisy M1 Motorway near rural residential.
2. No footpath from highway to residential and rural business along Dog Trap Road.



GENERAL OBJECTIVES

- Facilitate and support rural businesses in suitable locations;
- Discourage new urban development or uses in locations where risks associated with flood or fire cannot be practicably managed;
- Preserve the scenic qualities afforded by the heavily forested hillsides; and
- Maintain or, where possible, strengthen habitat connectivity.

DESIRED FUTURE OUTCOMES

- Safe walking and cycling routes are provided from existing urban residential areas to the Highway; and
- Areas to the west of Dog Trap Gully maintain a rural character.

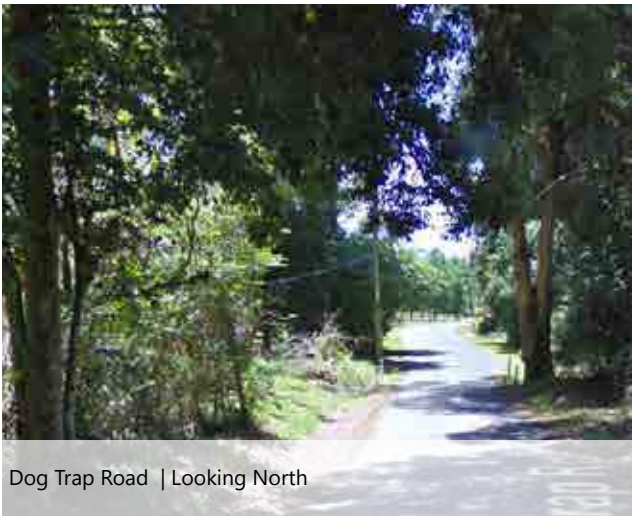


Fig 4.5.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will identify biodiversity conservation and floodrisk management requirements for Dog Trap Gully through other strategic initiatives.
- Recommendations provided in *Ourimbah Creek Floodplain Risk Management Study and Plan* (refer to section 9.3.1.14 - Option RM14)



Fig 4.5.5: Strategies

<ul style="list-style-type: none"><li>Precinct boundary</li><li>Vehicle and pedestrian link - New</li><li>Vehicle and pedestrian link - Improved</li><li>Pedestrian link - New</li><li>Pedestrian link - Improved</li><li>Investigation area</li><li>Potential for improved public access</li></ul>	<ul style="list-style-type: none"><li>Protect and reinforce rural character area</li><li>Likely to contain EECs</li><li>Maintain scenic qualities/minimise visual impacts</li><li>Biodiversity corridor investigation</li><li>Prominent site - Natural</li><li>Prominent site - Urban</li><li>Train Station</li></ul>	<div><b>Site Specific Strategies</b> 1. Extend footpath along Dog Trap Road from Highway to residential and rural business on ridge.</div>
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# 4.6 PRECINCT 5

## RECOMMENDED TYPOLOGIES

### SD: Special District



## SETTING THE SCENE

Precinct 5 is situated at the interchange between the Motorway and Highway. It serves as an important Gateway for Ourimbah, and accommodates some of the highest volumes of traffic in the area.

The Highway has traditionally been the focus of predominantly commercial and community uses, which rely on direct access to the Highway or otherwise benefit from passing vehicle trade. This is reflected in the current mix of facilities fronting the Highway, including service stations, community institutions such as schools and places of worship, hotels and licensed premises, and large format retail or industrial facilities such as garden centres and depots. Several residential lots have also emerged between these uses, and land fronting the Highway is currently zoned for residential purposes.

The importance of the Highway to the area's settlement history is also reflected in its built form. Heritage items that are already protected include Ourimbah's Public School, and a privately-owned dwelling on a prominent site at Burns Road.

Recognising historic Highway frontage features, and incorporating these into redevelopment will assist in protecting the area's character as it grows and changes.

New development can also reinforce the visual and symbolic significance of this location as a Gateway to Ourimbah. This could include architectural and landscape design responses that signify entry, assist in wayfinding and provide landmark features that reflect historic and contemporary local character. This will be an important consideration in the design of new developments, including buildings, major infrastructure and the public domain.

The Precinct is also important for electrical transmission and distribution, accommodating a large substation and several electrical easements. The ongoing management requirements associated with major transport and electrical infrastructure will continue to influence where and how development occurs.

The Precinct has been largely cleared of vegetation to accommodate significant urban and infrastructure development. The remaining vegetation is likely to include EECs, and is considered to provide important scenic qualities at an important entry point to Ourimbah. Protecting existing vegetation and rehabilitating riparian areas will be particularly important to sustaining habitat connectivity across this Precinct, where the convergence of major transport infrastructure. Much of the Precinct is also flood-affected, but may still be suitable for development subject to appropriate management.

The increasing role of transport within the Precinct is evident through recent Highway upgrades to improve road safety and traffic efficiency. An important consideration for this will be rationalising direct access from the Highway and reducing vehicle's reliance on the Highway for short trips. This can be supported by identifying precinct-level requirements for new service access roads to support future developments.

The Motorway interchange will continue to be an important gateway for Ourimbah, and will offer longer-term opportunities for economic development that can support regional growth. The potential location of the Central Coast's high speed rail station to the west of the Motorway interchange would be an important catalyst in this regard.

Safeguarding land within the Precinct that is suitable for economic development will be an important long-term challenge for planning. This is expected to include sites capable of accommodating large-footprint industrial and commercial facilities. This can be supported by preserving existing large lots and through initiatives to encourage lot consolidation, particularly for Highway-fronting lands. Future development may also benefit from Motorway, to provide a layout that more clearly and efficiently provides access to an improved local road network.

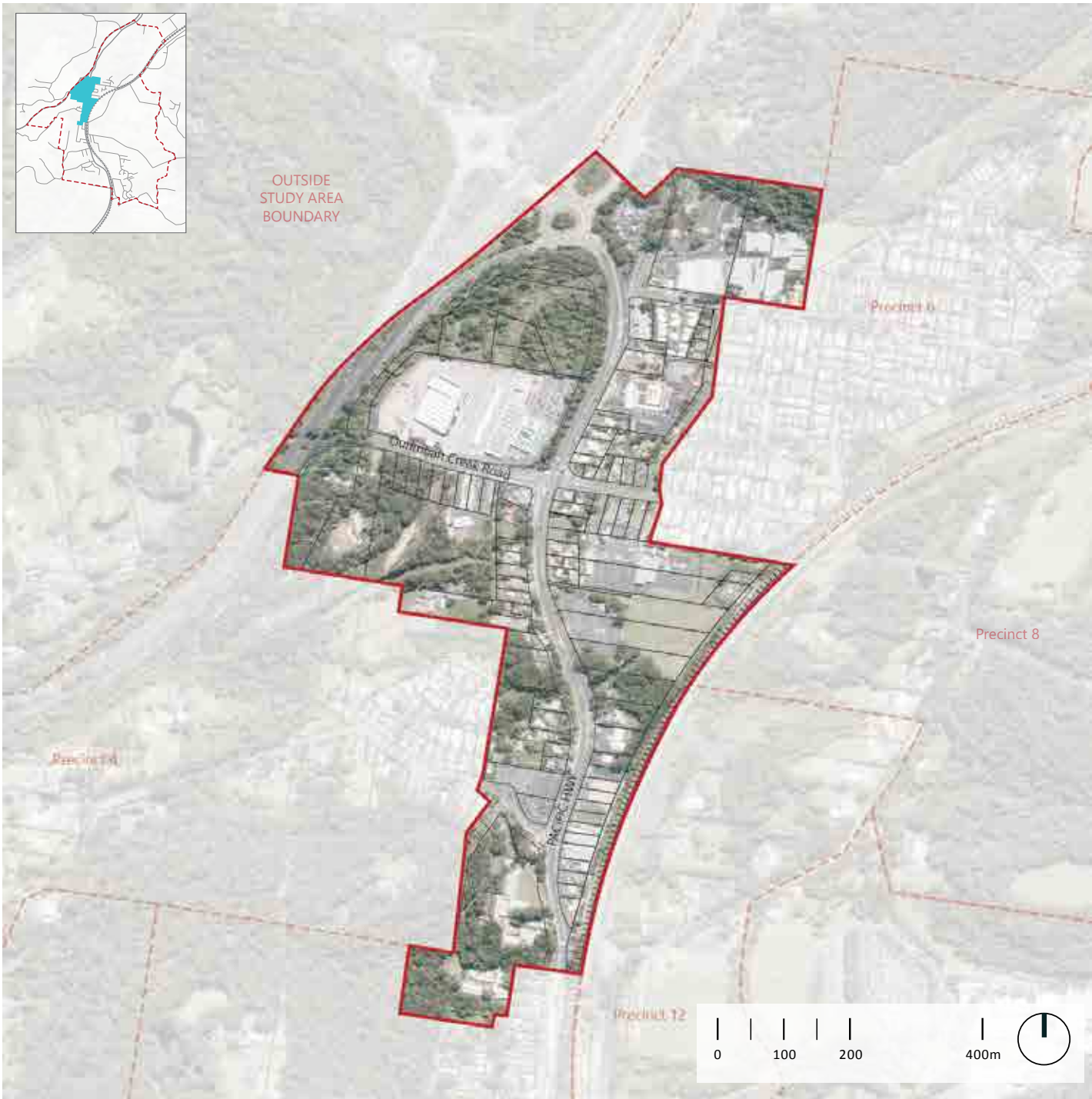


Fig 4.6.1: Precinct Aerial and Contour

— Precinct Boundary



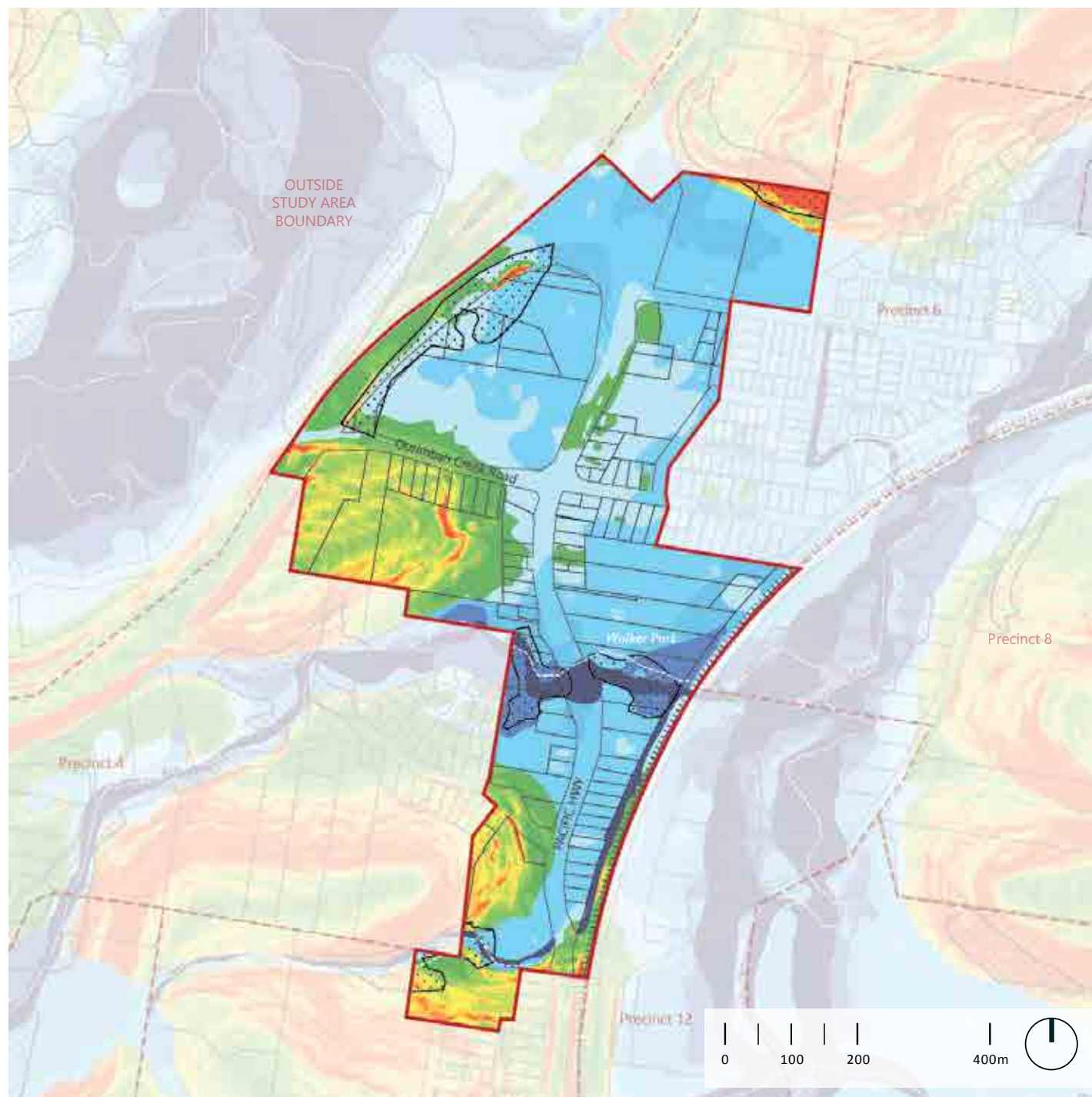


Fig 4.6.2: Constraints and Challenges (Natural)



Fig 4.6.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary       | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area            | <span style="border: 1px dotted black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; padding: 2px;"> </span> 0-10 percent Slope  | <span style="background-color: #003366; color: white; padding: 2px;"> </span> High hazard Area         | <span style="border: 1px dashed black; padding: 2px;"> </span> Creek line                              |
| <span style="background-color: #90EE90; padding: 2px;"> </span> 10-20 percent slope | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Flood Storage Area       |  |
| <span style="background-color: #FFFF00; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #003366; color: white; padding: 2px;"> </span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #FFA500; padding: 2px;"> </span> 20-40 percent slope | <span style="background-color: #ADD8E6; color: white; padding: 2px;"> </span> Flood Prone Land         |  |
| <span style="background-color: #FF0000; padding: 2px;"> </span> 40+ percent slope   |  |  |

- |   |   |
|---|---|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊗</span> Busy Intersection  |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines   |
| <span style="color: black;">⋯</span> Missing/poor quality footpath            | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage  |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic)  | <span style="background-color: #FFA500; border: 1px solid black; border-radius: 50%; padding: 2px;">1</span> Site specific issue (see text) |
| <span style="color: brown;">x</span> Dead end                                 |   |

#### Site Specific Issues

1. Awkward Motorway/Highway exchange.
2. Inconsistent/poor quality footpaths along Highway.
3. Unmade road easement.
4. Power station and high voltage powerlines overhead.
5. Small lots/driveways fronting busy Highway.

## GENERAL OBJECTIVES

- Safeguard land close to the Motorway interchange to facilitate long-term economic development;
- Support the ongoing and efficient management of major infrastructure networks, including transport and electricity;
- Appropriately manage development on flood-affected lands; and
- Identify heritage features, and establish important mechanisms to protect and incorporate these into future redevelopments.

## DESIRED FUTURE OUTCOMES

- The Motorway Interchange provides a visual and economic gateway to Ourimbah, supported by the design of new developments, including major infrastructure and the public domain.
- Employment land around the Motorway interchange is identified and managed to support long-term regional economic development.
- New developments are accessed via service roads, and no new Highway entry points are created.
- Development on flood-affected lands is appropriately managed.
- Features relevant to Ourimbah's settlement history, particularly in relation to the Highway, are identified and incorporated into future redevelopments.

## IMPLEMENTING CHANGE

- Council will identify biodiversity conservation, floodrisk management and heritage protection requirements, including for Dog Trap Gully, through other strategic initiatives.
- Council will identify requirements to protect and manage heritage items through other strategic initiatives.
- Suitable land zonings to support long-term regional economic development objectives in this Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will require Masterplans to be prepared prior to any rezoning considerations for Investigation Areas 5.1 and 5.2. These should, at minimum, identify precinct-level responses to address vehicle access, flooding and drainage issues. They will be used to inform a strategy for collecting developer contributions toward funding local infrastructure improvements.



Fig 4.6.4: Strengths and Opportunities





Investigation area 5.1 (North and South)	
<i>Current controls</i>	1.6ha: SP2 (Infrastructure – Road & Traffic) 0.4ha: IN2 (Light Industrial) 2.4ha: E3 (Environmental Management) 1.9ha: RE1 (Public Recreation) 1.5ha: R1 (General Residential) 1.2ha: R2 (Low-density Residential)
<i>Land use change objective</i>	Transition to SD: Specialised District
<i>Yield assumptions and limitations</i>	1.6ha: Gross area (northern parcel) 7.4ha: Gross area (southern parcel) <i>Known environmental management requirements: biodiversity conservation; visual sensitivity; slope; flooding</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Local service roads, including through existing industrial area (northern parcel)</li> <li>Stormwater drainage systems</li> <li>Flood detention and storage systems</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Most people will access the services in the Centre
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Uses to support economic development and employment</li> <li>Landmark architectural, landscaping and public domain features to signify gateway location</li> <li>Larger-format commercial, industrial and/or mixed use buildings</li> </ul>

Investigation area 5.2	
<i>Current controls</i>	1.1ha: SP2 (Infrastructure – Road & Traffic) 3.9ha: E3 (Environmental Management) 4.5ha: R2 (Low-density Residential)
<i>Land use change objective</i>	Transition to SD: Specialised District
<i>Yield assumptions and limitations</i>	9.5ha: Gross area <i>Known environmental management requirements: biodiversity conservation; heritage; visual sensitivity; flooding</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Local service roads, including through existing industrial area (northern parcel)</li> <li>Stormwater drainage systems</li> <li>Flood detention and storage systems</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Most people will access the services in the Centre
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Uses to support economic development and employment</li> <li>Landmark architectural, landscaping and public domain features to signify gateway location</li> <li>Larger-format commercial, industrial and/or mixed use buildings</li> </ul>

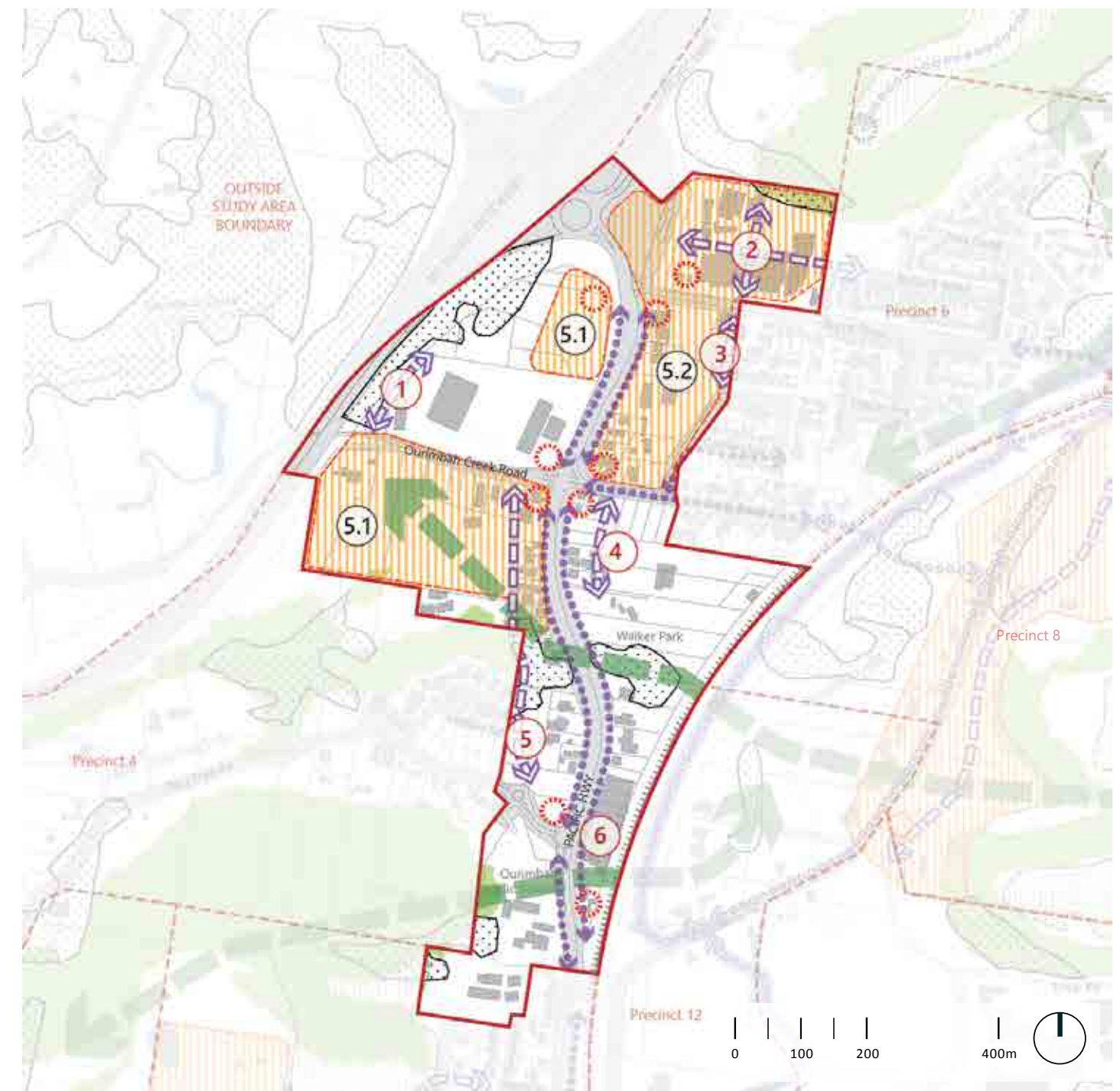
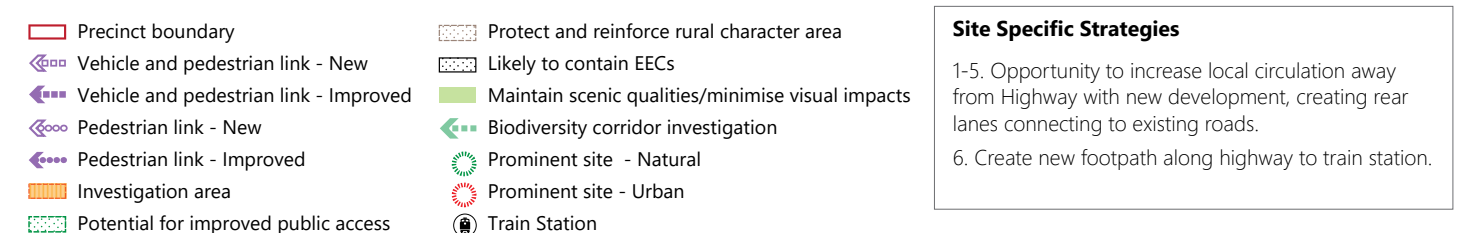


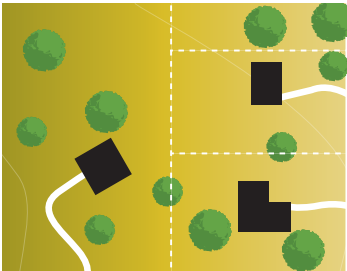
Fig 4.6.5: Strategies



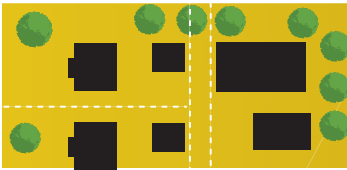
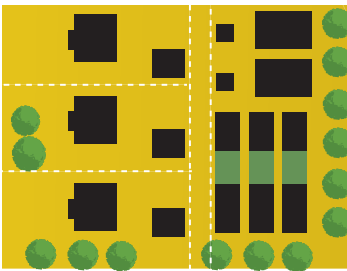
# 4.7 PRECINCT 6

## RECOMMENDED TYPOLOGIES

### T3: Suburban



### T4: Small Lot/ Medium Density



## SETTING THE SCENE

Precinct 6 is an established residential area. It is located approximately 1.5km away from Ourimbah Centre and Train Station, but does not have convenient vehicle or pedestrian links to these community assets. Despite this, the area currently accommodates some of the highest residential densities in Ourimbah resulting from relatively recent medium-density housing developments.

Coinciding with Bangalow Creek, Cambridge Circle / Lara Close Reserve performs floodrisk management and biodiversity conservation functions. It is also an important open space for residents, offering attractive recreational spaces and walking/cycling connections along the creek line.

Opportunities to further expand the existing residential area are constrained by the location of major infrastructure assets, including the heavy rail line to the east and electrical easement to the north, as well as natural environmental considerations such as flooding, slope and biodiversity. The potential for housing growth to occur in this Precinct is anticipated to be limited to the re-development of existing residential lots.

Vehicle access to the Precinct from Highway occurs via Burns Road and Yates Road. Burns Road also crosses Bangalow Creek and provides a railway underpass connection to Chittaway Road/Enterprise Drive. This route is subject to flooding, and may not provide a reliable evacuation route during major flood events. Rural properties to the north (in Precinct 7) rely on the Burns Road / Howes Road connection for access, and may become isolated during flood events. The local road network within the Precinct is characterised by a series of dead-ends.

Growth within this Precinct, and adjoining Precincts would benefit from a flood-free connection across the railway to provide alternative evacuation routes during flood events. Future land use planning should consider the potential to accommodate a new bridge alignment at either Burns Road or Yates Road in the long term. This would be further supported by new local road connections to create a more integrated network. It should also recognise ongoing investigations to improve flood evacuation routes for people living to the east of the railway, which may result in modifications to Chittaway Road/Enterprise Drive (see Precinct 8).



Fig 4.7.1: Precinct Aerial and Contour

Precinct Boundary



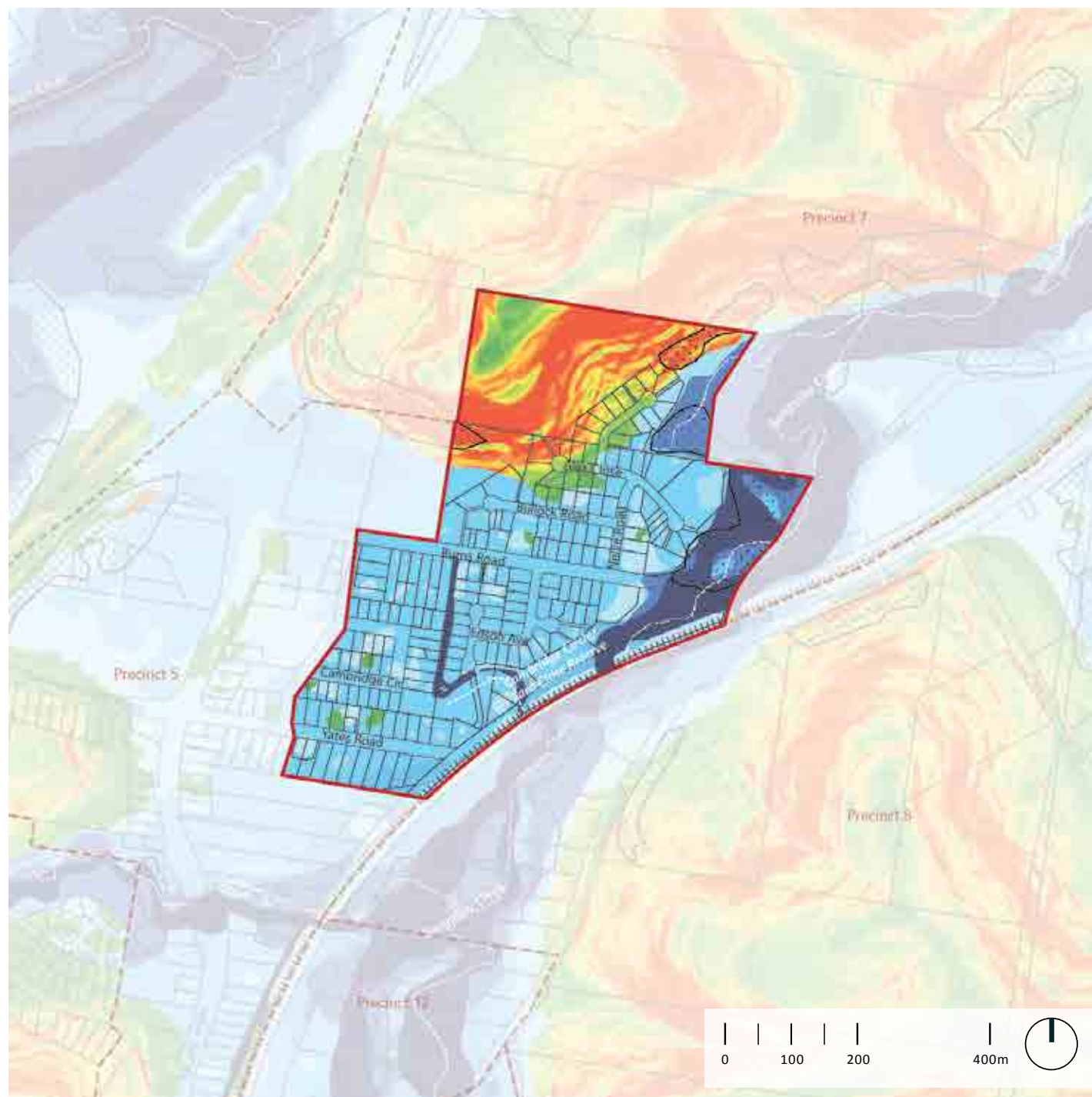


Fig 4.7.2: Constraints and Challenges (Natural)

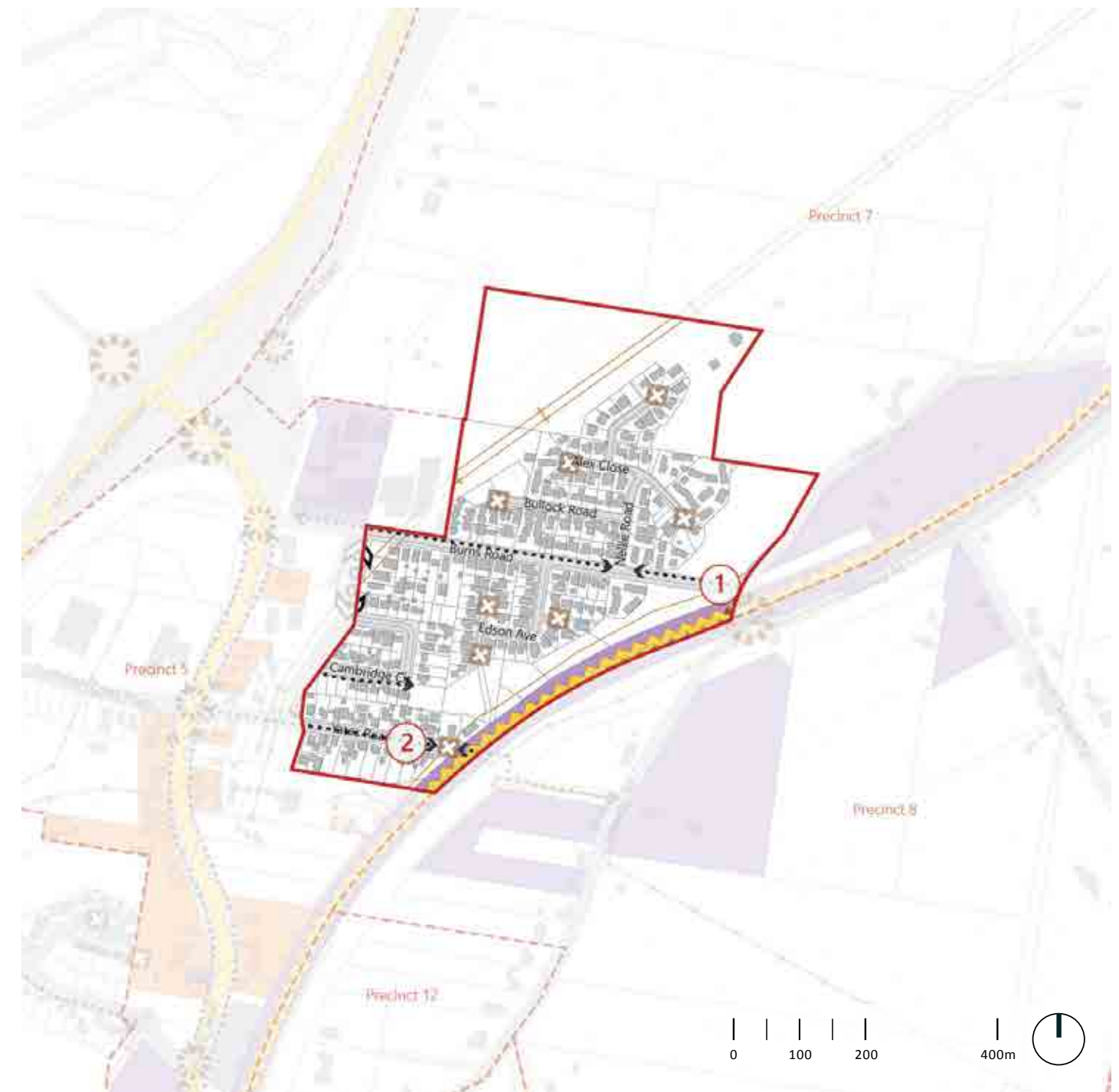


Fig 4.7.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary       | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area    | <span style="border: 1px dashed black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; padding: 2px;"> </span> 0-10 percent Slope  | <span style="background-color: #000080; color: white; padding: 2px;"> </span> High hazard Area | <span style="border-bottom: 1px dashed black; padding: 2px;"> </span> Creek line                       |
| <span style="background-color: #9ACD32; padding: 2px;"> </span> 10-20 percent slope | <span style="background-color: #00BFFF; padding: 2px;"> </span> Flood Storage Area             |  |
| <span style="background-color: #FFFF00; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #ADD8E6; padding: 2px;"> </span> 1% AEP Flood + Freeboard       |  |
| <span style="background-color: #FFA500; padding: 2px;"> </span> 30-40 percent slope | <span style="background-color: #ADD8E6; padding: 2px;"> </span> Flood Prone Land               |  |
| <span style="background-color: #FF0000; padding: 2px;"> </span> 40+ percent slope   |  |  |

- |   |   |
|---|---|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊗</span> Busy Intersection  |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines   |
| <span style="color: black;">⋯</span> Missing/poor quality footpath            | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage  |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic)  | <span style="background-color: #FFA500; border: 1px solid black; border-radius: 50%; padding: 2px;">1</span> Site specific issue (see text) |
| <span style="color: brown;">x</span> Dead end                                 |   |

#### Site Specific Issues

1. Busy Burns Road underpass prone to congestion and flooding, no pedestrian access.
2. Dead end at Yates Road, no access across rail corridor.



## GENERAL OBJECTIVES

- Provide a flood-free railway crossing, to offer alternative evacuation options;
- Create a more integrated local road network, to improve evacuation as well as walkability; and
- Increase public access to riparian areas and provide an attractive environment for walking and cycling.

## DESIRED FUTURE OUTCOMES

- Future land use planning identifies and safeguards the potential for a new bridge connection at either Burns Road or Yates Road;
- Road improvements, including to create new local road connections and to improve railway crossings, support improved walking and cycling links; and
- New paths take advantage of creek lines, where appropriate, to improve walking and cycling links;
- Housing growth occurs incrementally through the re-development of existing residential lots to provide medium-density housing



Fig 4.7.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives. This may include short- or medium-term improvements to the existing Burns Road underpass, as well as investigations for longer-term bridge connections to Chittaway Road via Burns Road or Yates Road.
- To allow flood free access during a 1% AEP flood event preliminary, a concept design and costing for road raising works is proposed in the *Ourimbah Creek Floodplain Risk Management Study and Plan* (refer to section 9.3.1.5 - Option RM5)
- Burns Road Raising and Culvert Upgrades is proposed in the *Ourimbah Creek Floodplain Risk Management Study and Plan* (refer to section 9.3.1.10 - Option RM10)
- Council will continue to manage Cambridge Circle / Lara Close Reserve as an environmental and community asset. Future improvements to recreational infrastructure, including local paths, will be considered through other strategic initiatives.

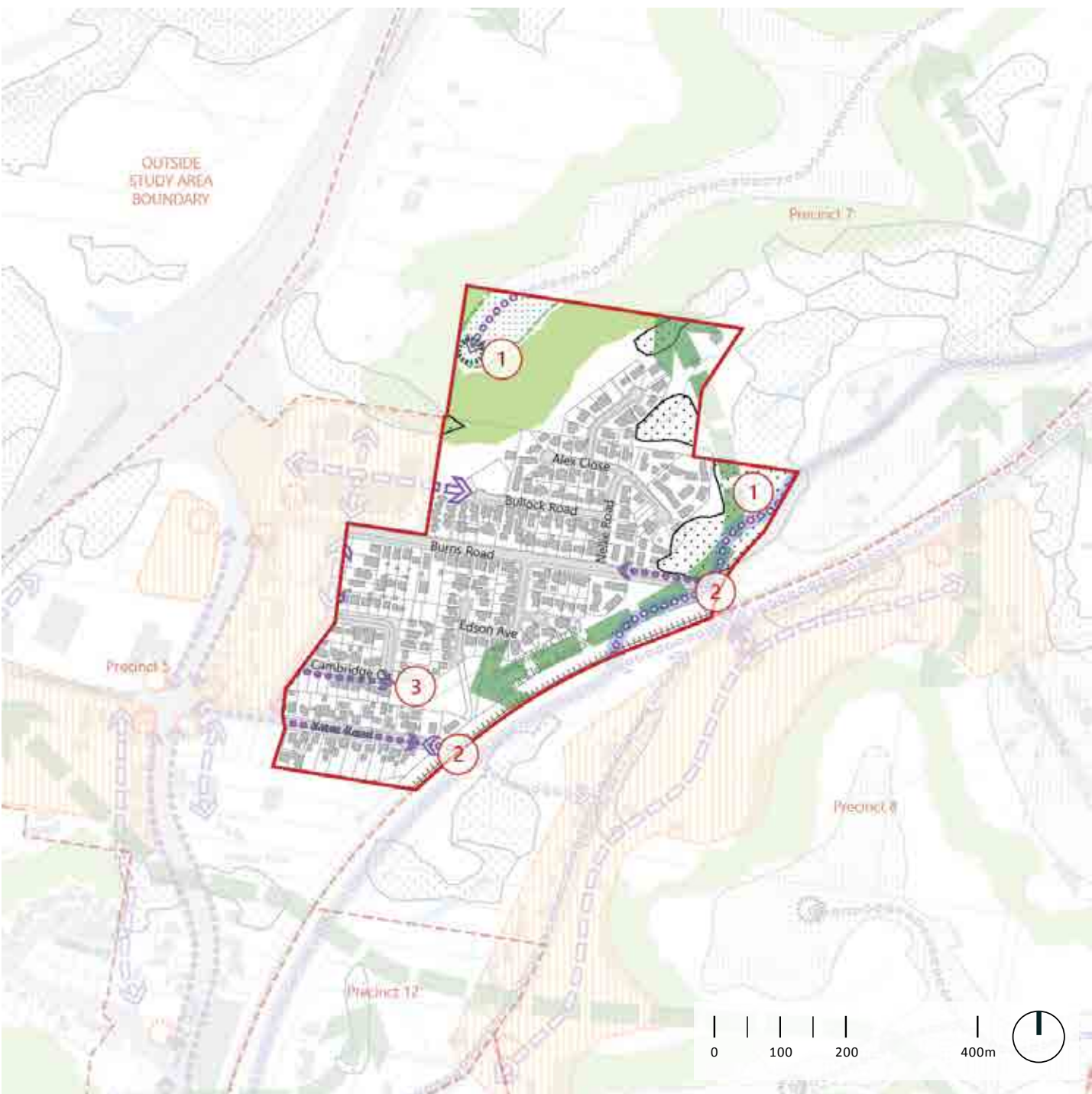


Fig 4.7.5: Strategies

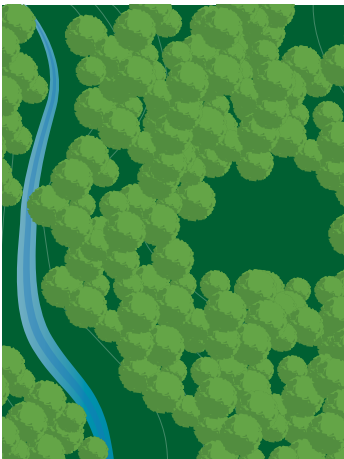
<ul style="list-style-type: none"><li>Precinct boundary</li><li>Vehicle and pedestrian link - New</li><li>Vehicle and pedestrian link - Improved</li><li>Pedestrian link - New</li><li>Pedestrian link - Improved</li><li>Investigation area</li><li>Potential for improved public access</li></ul>	<ul style="list-style-type: none"><li>Protect and reinforce rural character area</li><li>Likely to contain EECs</li><li>Maintain scenic qualities/minimise visual impacts</li><li>Biodiversity corridor investigation</li><li>Prominent site - Natural</li><li>Prominent site - Urban</li><li>Train Station</li></ul>	<p><b>Site Specific Strategies</b></p> <ol style="list-style-type: none"><li>1. Increase public access to hilltops and riparian areas where appropriate.</li><li>2. Investigation for a new bridge at Burns or Yates Road</li><li>3. Improve walking paths to Cambridge Circle/Lara Close Reserve.</li></ol>
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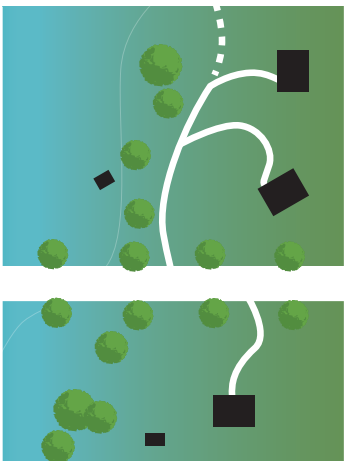
# 4.8 PRECINCT 7

## RECOMMENDED TYPOLOGIES

### T1: Rugged Terrain



### T7: Rural Residential



## SETTING THE SCENE

Precinct 7 is situated to the north of Ourimbah between the heavy rail line and the Motorway. Ourimbah Creek and Banaglow Creek converge at the north of the Precinct, leading much of the land to be heavily floodprone. The Precinct is also dominated by the forested slopes of Fox Hill, which, rising steeply to approximately 100 metres, is an important visual landmark for the broader area.

Development has already occurred along the foothills of Fox Hill, and is predominantly rural in character. This initially represented agricultural pursuits that occurred after the timber-getting period.

To the east, more recent development has included semi-rural and specialised industries, such as plant nurseries, orchards and funeral services, which benefit from a degree of separation from urban areas as well as connections via the Highway as a major vehicle thoroughfare. A motorway underpass at Palmdale Road also provides connections to rural areas to the west.

To the west, development continues to reflect larger landholdings with homesteads accessed by country lanes. Existing railway underpasses at Turpentine Drive and Howes Road provide connections between rural properties and Enterprise Drive. These underpasses are prone to flooding, which may cause some properties to become isolated during flood events.

A new train maintenance facility has recently been constructed at Kangy Angy, to the north of Ourimbah. This may lead to local road improvements, or the creation of new roads within the Precinct, to support the development. This facility is expected to be self-contained, but may generate further economic development and employment opportunities for the broader area.

The area's steep terrain and floodprone environment will continue to influence how land is accessed and used. The Precinct is anticipated to remain rural in character, recognising that many properties are at risk of becoming isolated during flood events.

The Precinct does have the potential to play a greater recreational role for Ourimbah. This could include the use of country lanes and Fox Trap Hill to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access.

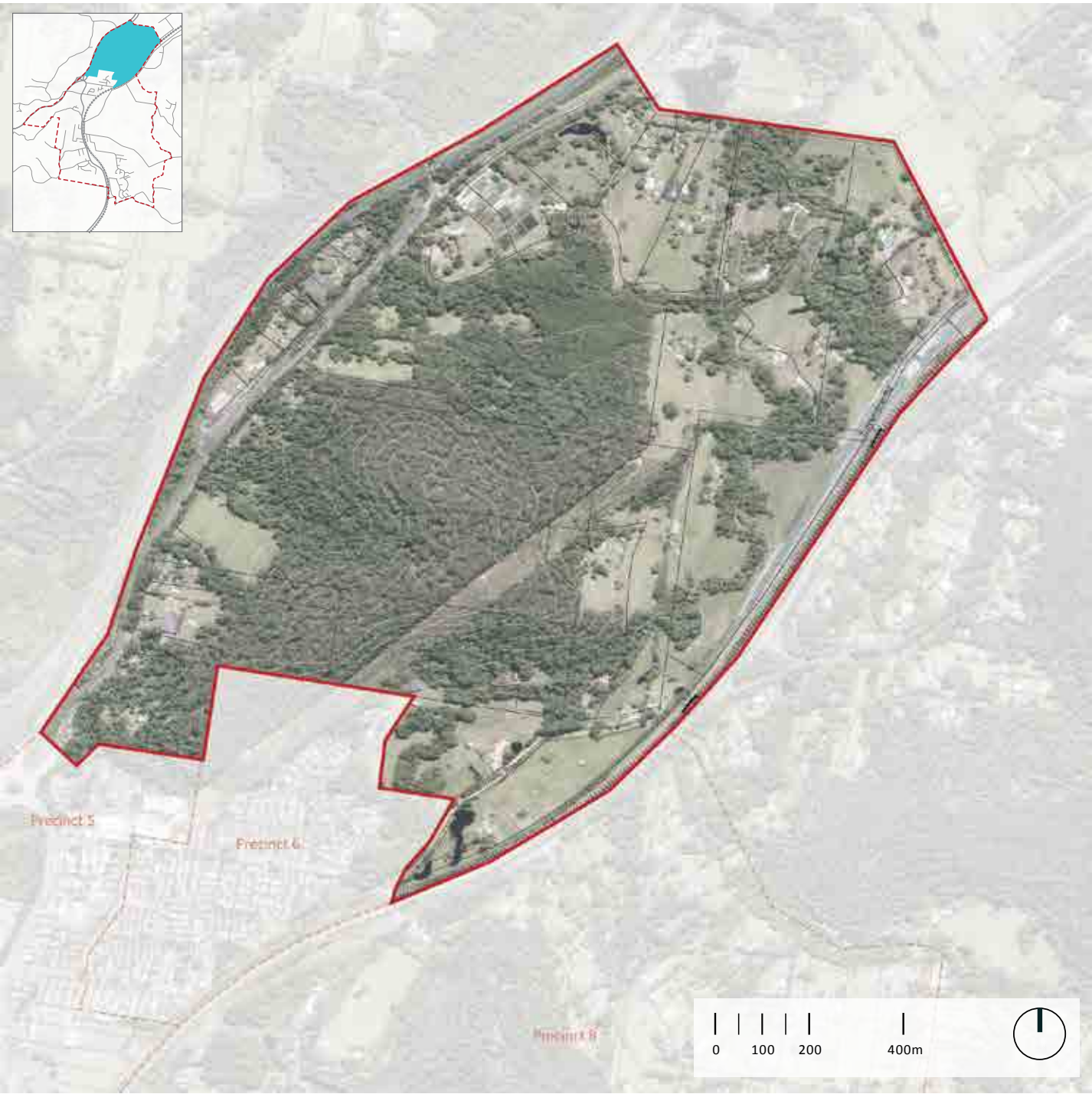


Fig 4.8.1: Precinct Aerial and Contour

▭ Precinct Boundary



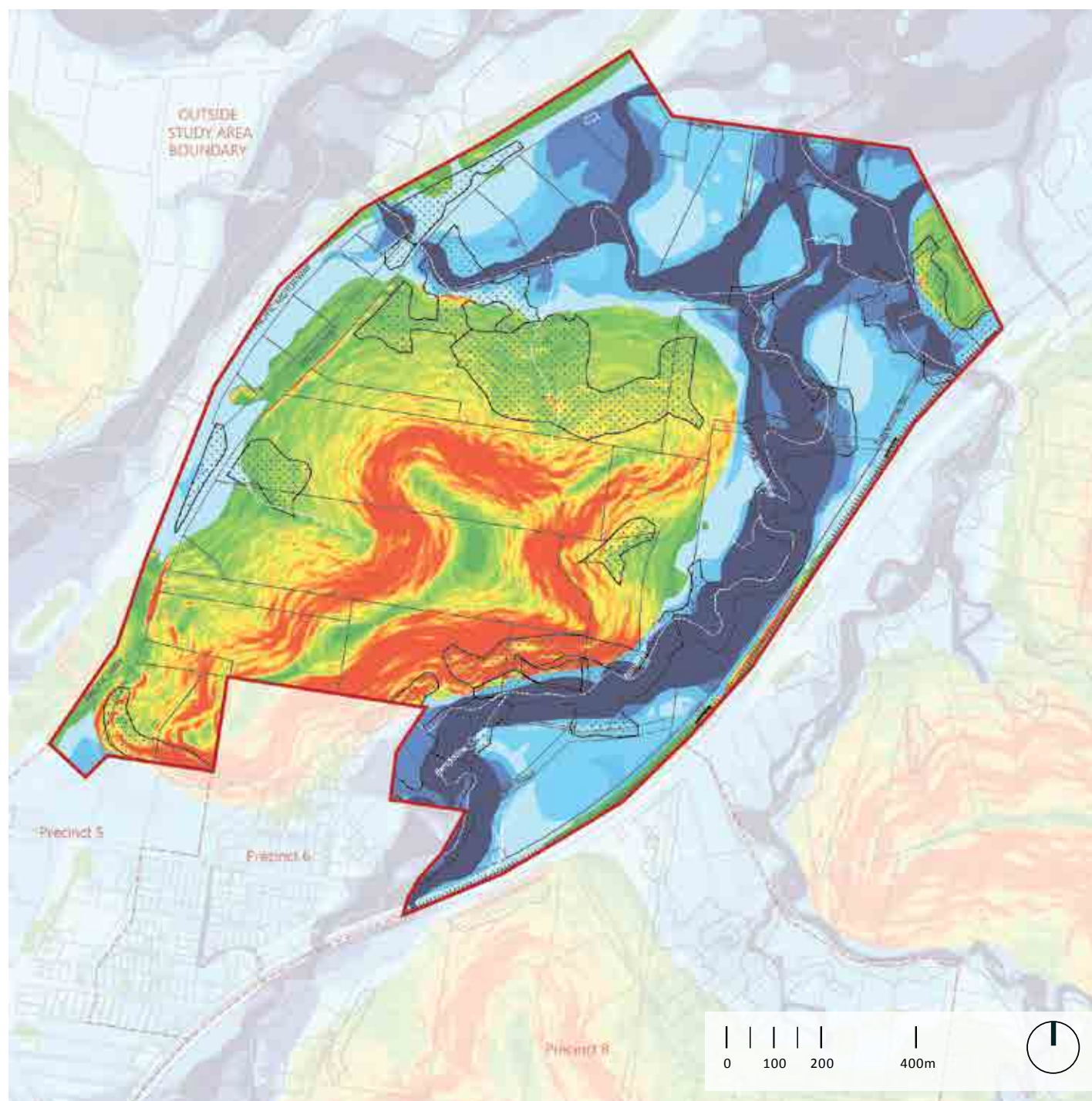


Fig 4.8.2: Constraints and Challenges (Natural)

Fig 4.8.3: Constraints and Challenges (Urban)

- |  |   |   |
|--|---|---|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct Boundary         | <span style="background-color: darkblue; display: inline-block; width: 15px; height: 10px;"></span> Floodway Area             | <span style="border: 1px dotted black; display: inline-block; width: 15px; height: 10px;"></span> Endangered Ecological Communities (EEC) |
| <span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px;"></span> 0-10 percent Slope | <span style="background-color: blue; display: inline-block; width: 15px; height: 10px;"></span> High hazard Area              | <span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> Creek line                              |
| <span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> 10-20 percent slope    | <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> Flood Storage Area       |   |
| <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> 20-30 percent slope    | <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> 1% AEP Flood + Freeboard |   |
| <span style="background-color: red; display: inline-block; width: 15px; height: 10px;"></span> 20-40 percent slope       | <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> Flood Prone Land         |   |
| <span style="background-color: red; display: inline-block; width: 15px; height: 10px;"></span> 40+ percent slope         |   |   |

- |   |  |
|---|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Precinct boundary                  | <span style="color: brown;">⊙</span> Busy Intersection   |
| <span style="border-bottom: 1px dashed black; display: inline-block; width: 20px;"></span> Missing vehicle and/or pedestrian link | <span style="color: brown;">—</span> Powerlines  |
| <span style="border-bottom: 1px dashed black; display: inline-block; width: 20px;"></span> Missing/poor quality footpath          | <span style="background-color: purple; display: inline-block; width: 15px; height: 10px;"></span> Heritage   |
| <span style="border-bottom: 2px wavy yellow; display: inline-block; width: 20px;"></span> Transport corridor (noise and traffic)  | <span style="border: 1px solid orange; border-radius: 50%; padding: 2px; display: inline-block; width: 10px; height: 10px;"></span> ① Site specific issue (see text) |
| <span style="color: brown;">⊕</span> Dead end   |  |

#### Site Specific Issues

1. Limited evacuation routes.



GENERAL OBJECTIVES

- Support the ongoing success of rural and semi-rural industries;
- Preserve the rural character of the Precinct;
- Appropriately manage development on flood-affected lands; and
- Increase public access to natural areas, including Fox Hill, and provide an attractive environment for walking and cycling.

DESIRED FUTURE OUTCOMES

- Rural and semi-rural industries are protected from residential encroachment;
- Semi-rural and specialised non-urban industries are encouraged to locate in the east of the Precinct, taking advantage of Highway frontage and access;
- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes and creek lines, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to Fox Hill are considered.

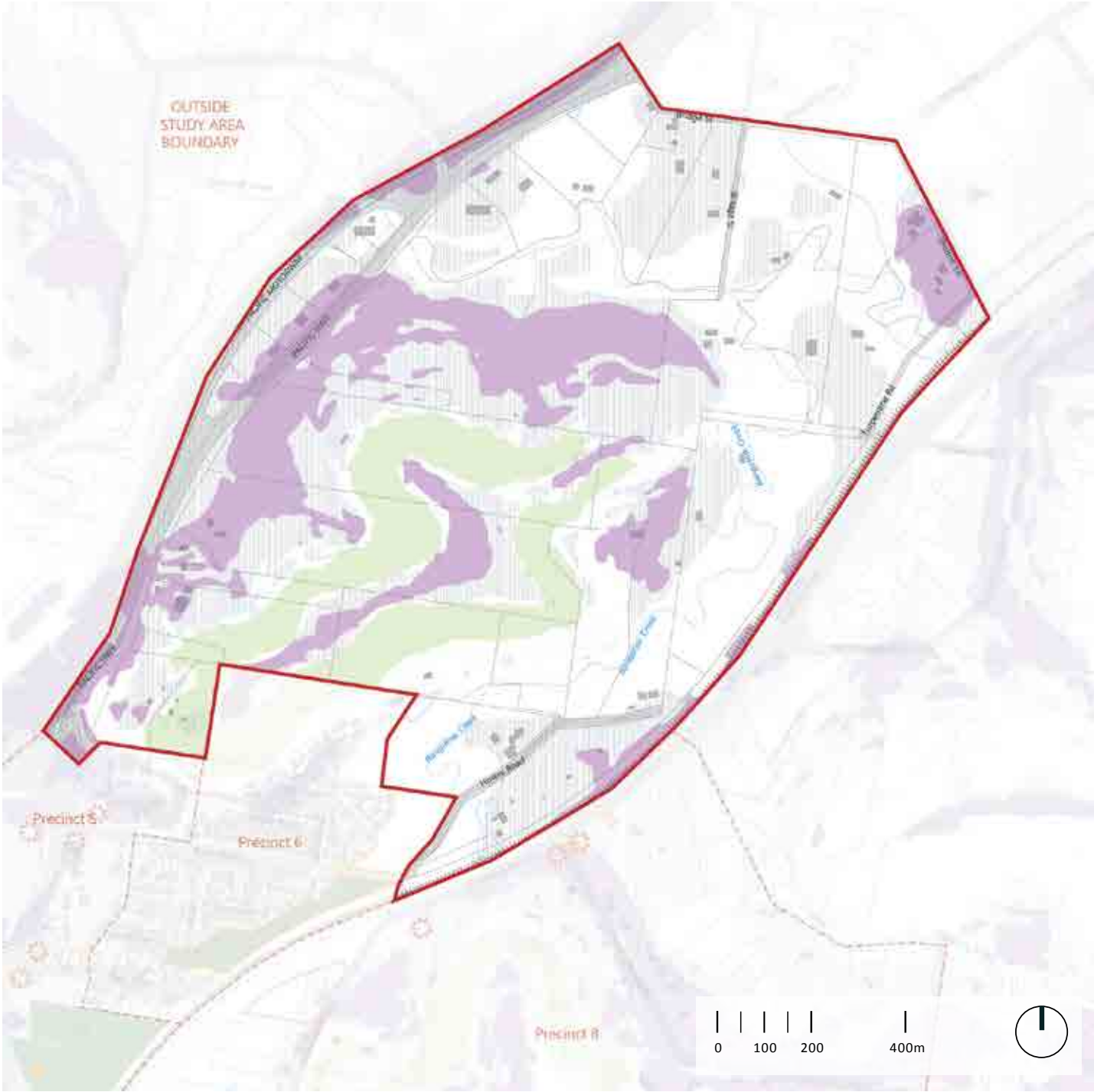


Fig 4.8.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives. This may include short- or medium-term improvements to the existing railway underpasses.

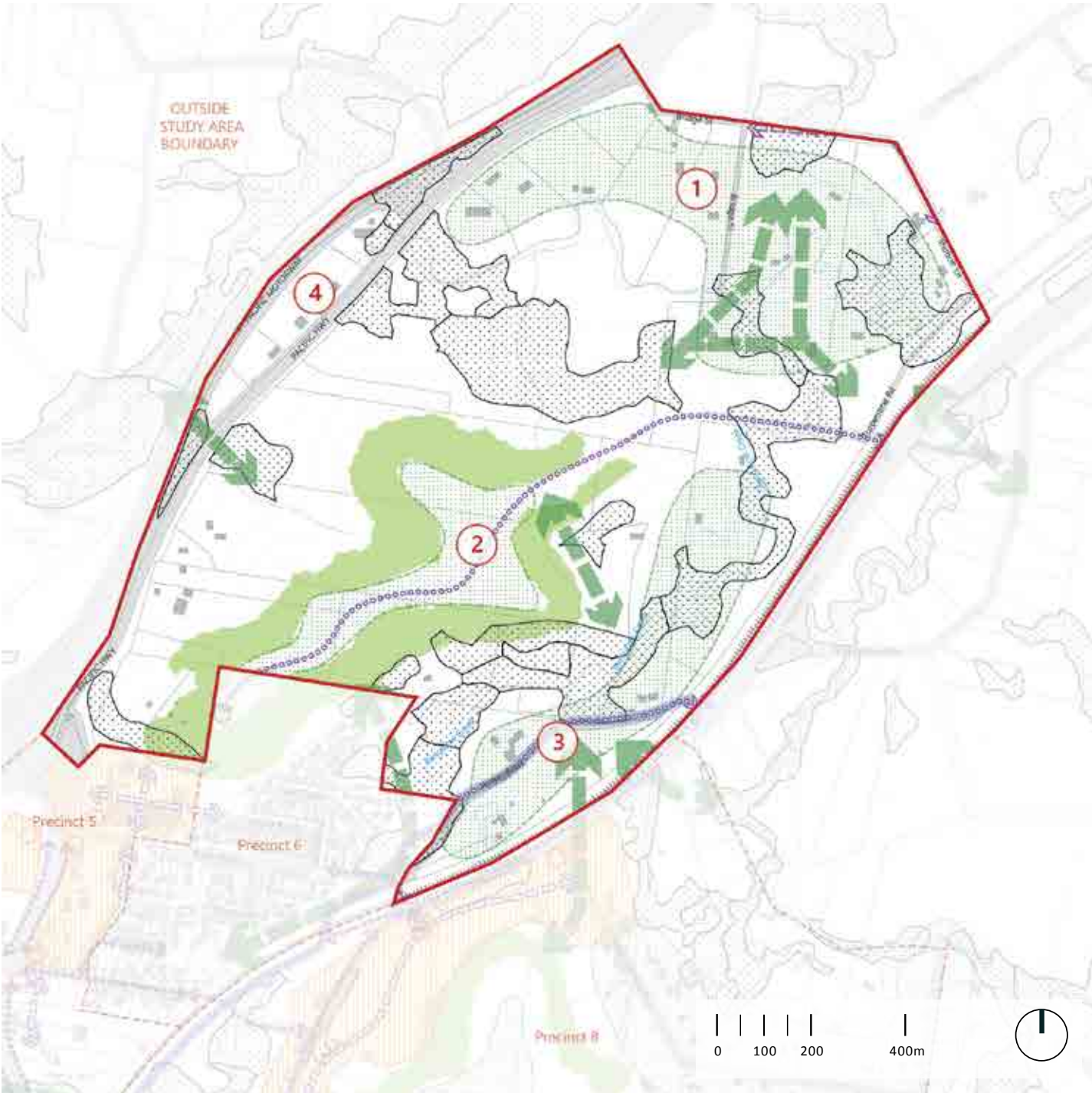


Fig 4.8.5: Strategies

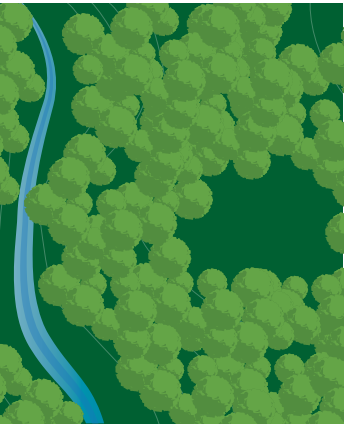
<ul style="list-style-type: none"><li>Precinct boundary</li><li>Vehicle and pedestrian link - New</li><li>Vehicle and pedestrian link - Improved</li><li>Pedestrian link - New</li><li>Pedestrian link - Improved</li><li>Investigation area</li><li>Potential for improved public access</li></ul>	<ul style="list-style-type: none"><li>Protect and reinforce rural character area</li><li>Likely to contain EECs</li><li>Maintain scenic qualities/minimise visual impacts</li><li>Biodiversity corridor investigation</li><li>Prominent site - Natural</li><li>Prominent site - Urban</li><li>Train Station</li></ul>	<div><b>Site Specific Strategies</b> 1. Potential for improved public access to riparian areas north of Fox Hill. 2. Potential for improved public access and outlook from Fox Hill. 3. Investigate Bangalow creek walk along riparian zone. 4. Semi-rural and specialised non-urban industries encouraged to take advantage of highway access.</div>
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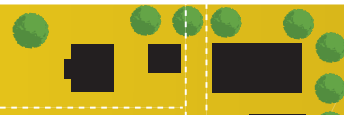
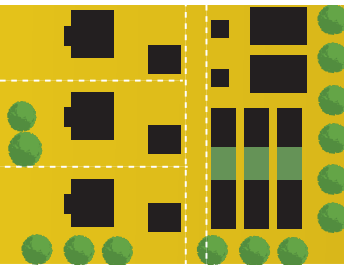
# 4.9 PRECINCT 8

## RECOMMENDED TYPOLOGIES

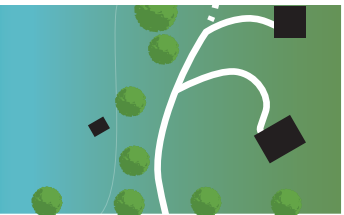
### T1: Rugged Terrain



### T4: Small Lot / Medium Denisty



### T7: Rural Residential



## SETTING THE SCENE

Precinct 8 is situated to the east of the railway, and north of the University campus. Bangalow Creek and Chittaway Creek valleys form its western and northern boundaries, respectively. Central areas of the Precinct are dominated by steeply sloping hills.

The Precinct is mainly rural in character, and development has already occurred along the foothills fronting Chittaway Road/Enterprise Drive and Peach Orchard Road. Some existing features are already recognised for their local heritage significance. These are predominantly situated along Chittaway Road, and include examples of historic farmhouses and gardens, and a rare group of Araucaria Trees that reflect the area's naturally occurring vegetation.

Chittaway Road/Enterprise Drive is the main transport route through the Precinct, and an important thoroughfare between the Highway and Wyong Road. It offers secondary connections between Ourimbah and Chittaway Bay and Tuggerah. It also serves as the primary evacuation route for people living in rural areas to the east of the railway.

Council is already investigating options to improve flood evacuation routes for people living to the east of the railway. Opportunities to upgrade Chittaway Road/Enterprise Drive along its current alignment will be considered, but may be limited by a range of factors, including constraints relating to biodiversity, slope, and existing electrical infrastructure. Alternative road alignments may need to be considered. Any upgrades to Chittaway Road/Enterprise Drive should recognise longer-term objectives to provide flood-free railway crossings, including the potential for a new bridge connection at either Burns Road or Yates Road (see Precinct 6).

The Precinct is anticipated to remain predominantly rural in character. However, the proximity of the Precinct to the University campus may generate demand for residential development to accommodate staff and students. This type of development would be appropriate, in principle, in the southern portion of the Precinct along Chittaway Road, where people can walk to jobs and services located at the University or Centre. The suitability of land within the Precinct to accommodate residential growth will be heavily influenced by floodrisk management considerations, including road upgrade requirements to provide suitable evacuation routes.

The Precinct does have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads. They would also be supported by initiatives to improve road safety for walkers and cyclists, generally.

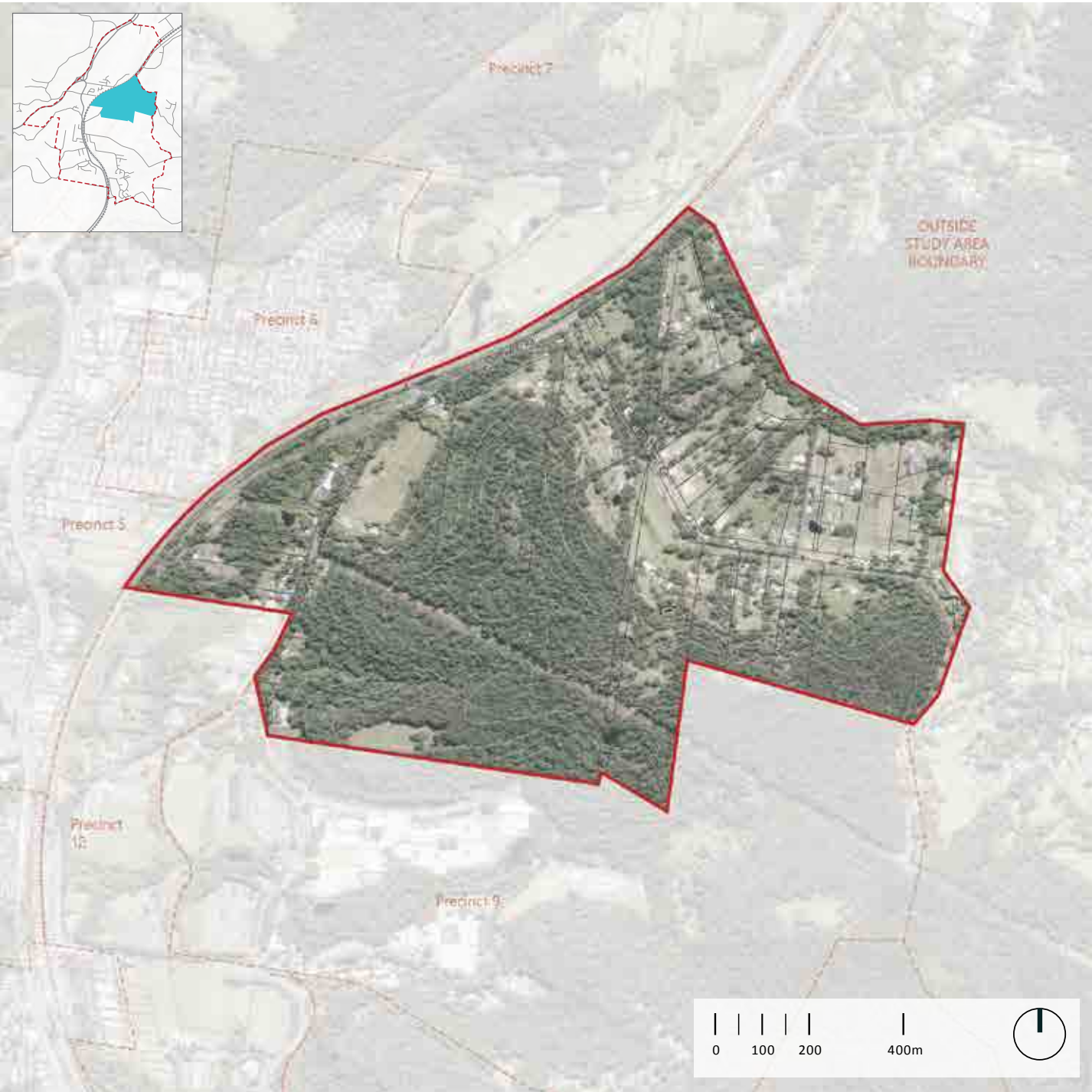


Fig 4.9.1: Precinct Aerial and Contour

— Precinct Boundary



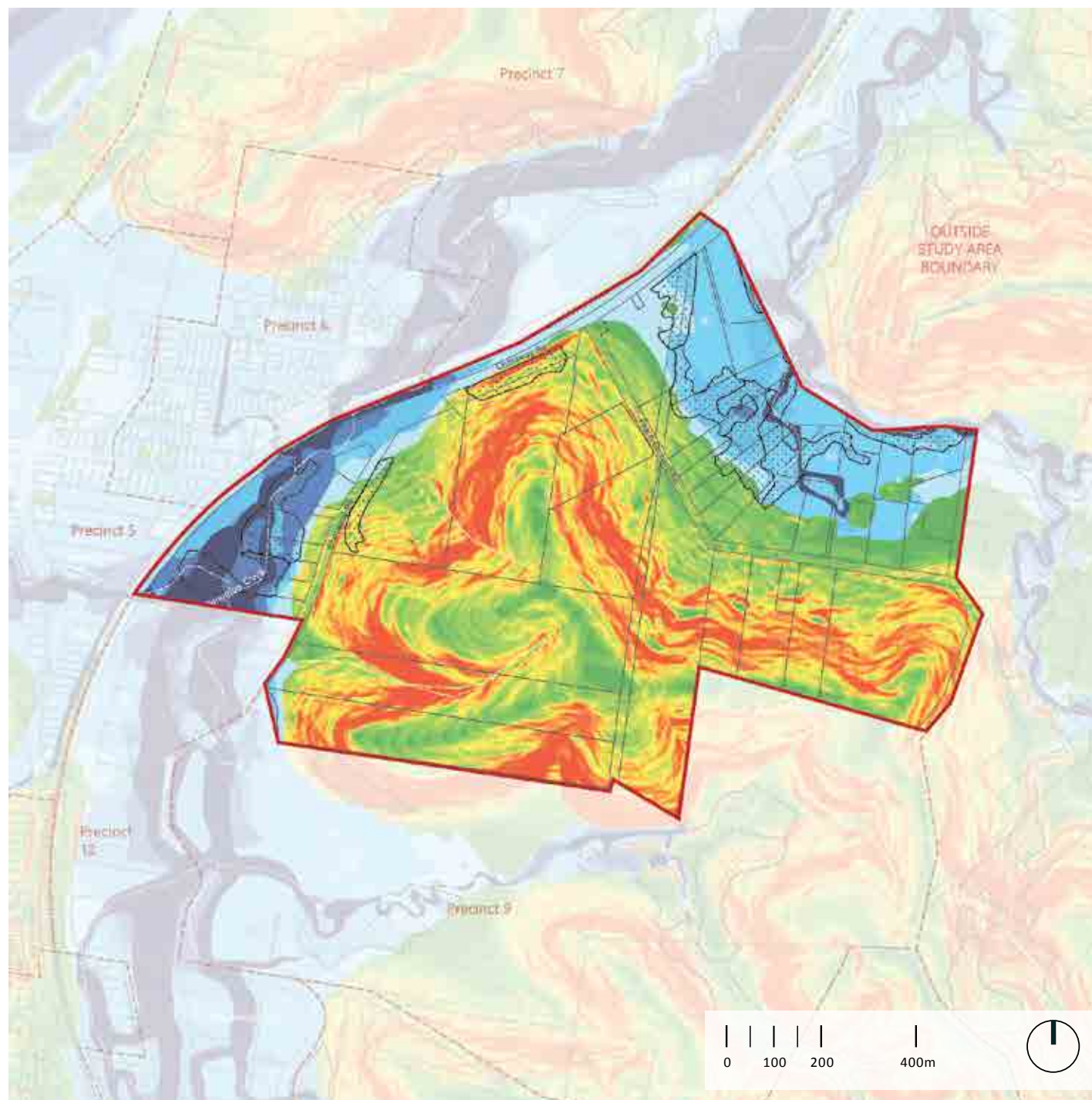


Fig 4.9.2: Constraints and Challenges (Natural)

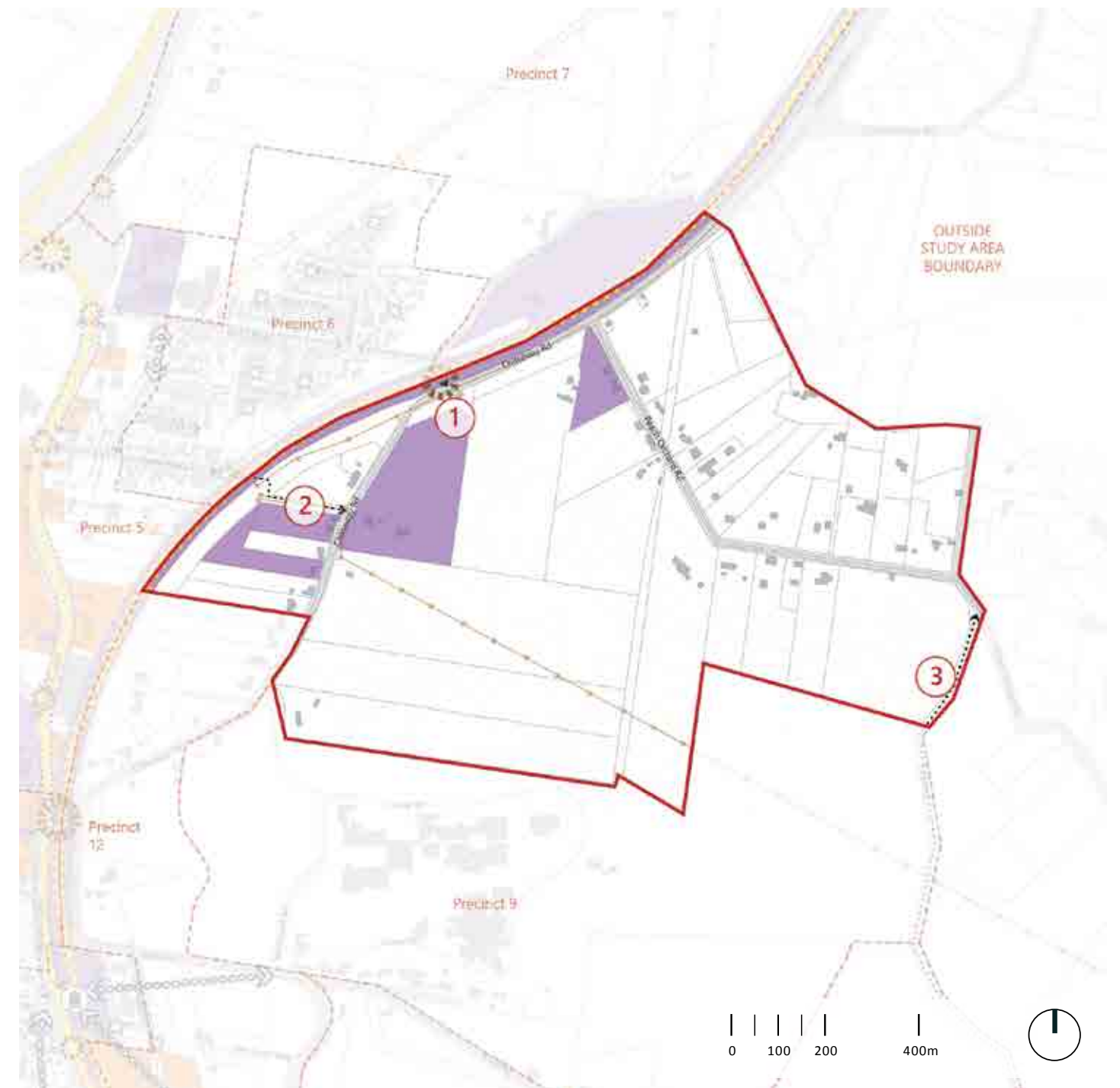
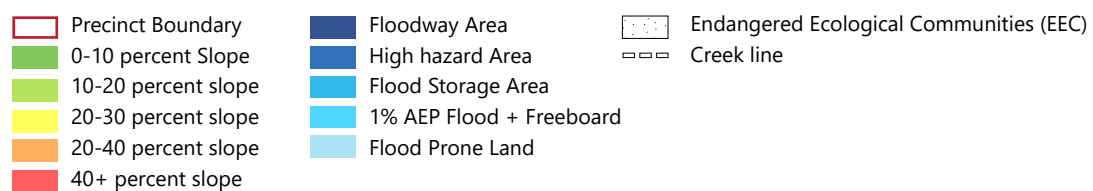
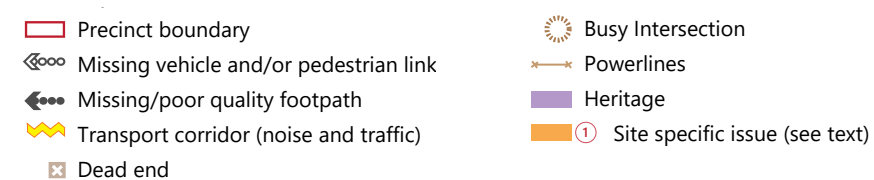


Fig 4.9.3: Constraints and Challenges (Urban)



**Site Specific Issues**

1. Busy Burns Road underpass prone to congestion and flooding, no pedestrian access.
2. Dead end at Yates road, no access to other side of rail corridor.
3. Unmade/unsealed Edye Road.



GENERAL OBJECTIVES

- Improve flood evacuation routes.
- Identify suitable locations for housing close to the University Campus to accommodate staff and students;
- Preserve the rural character of the Precinct;
- Support the ongoing success of rural and semi-rural industries;
- Appropriately manage development on flood-affected lands; and
- Increase public access to bushland areas, and provide an attractive environment for walking and cycling.

DESIRED FUTURE OUTCOMES

- Medium to longer term opportunities for residential growth within the Precinct;
- Chittaway Road/Enterprise Drive are improved to provide suitable evacuation routes for current and future populations living east of the railway;
- Residential growth within the Precinct:
  - Does not preclude future improvements to Chittaway Road/Enterprise Drive;
  - Occurs in locations where the risk of flooding can be appropriately managed; and
  - Occurs in a manner that enables people to walk/cycle to jobs and services in the University and Centre.
- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes, creek lines and fire access tracks, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to bushland areas are considered.

IMPLEMENTING CHANGE

- Investigate road improvements to provide suitable evacuation routes for people living to the east of the railway through other strategic initiatives. This may include proposals to upgrade Chittaway Road/Enterprise Drive in its current alignment, or the identification of new road alignments.
- Once land requirements to support improvements to Chittaway Road/Enterprise Drive have been identified, Council will consider proposals to to facilitate residential development in Investigation Area 8.1.

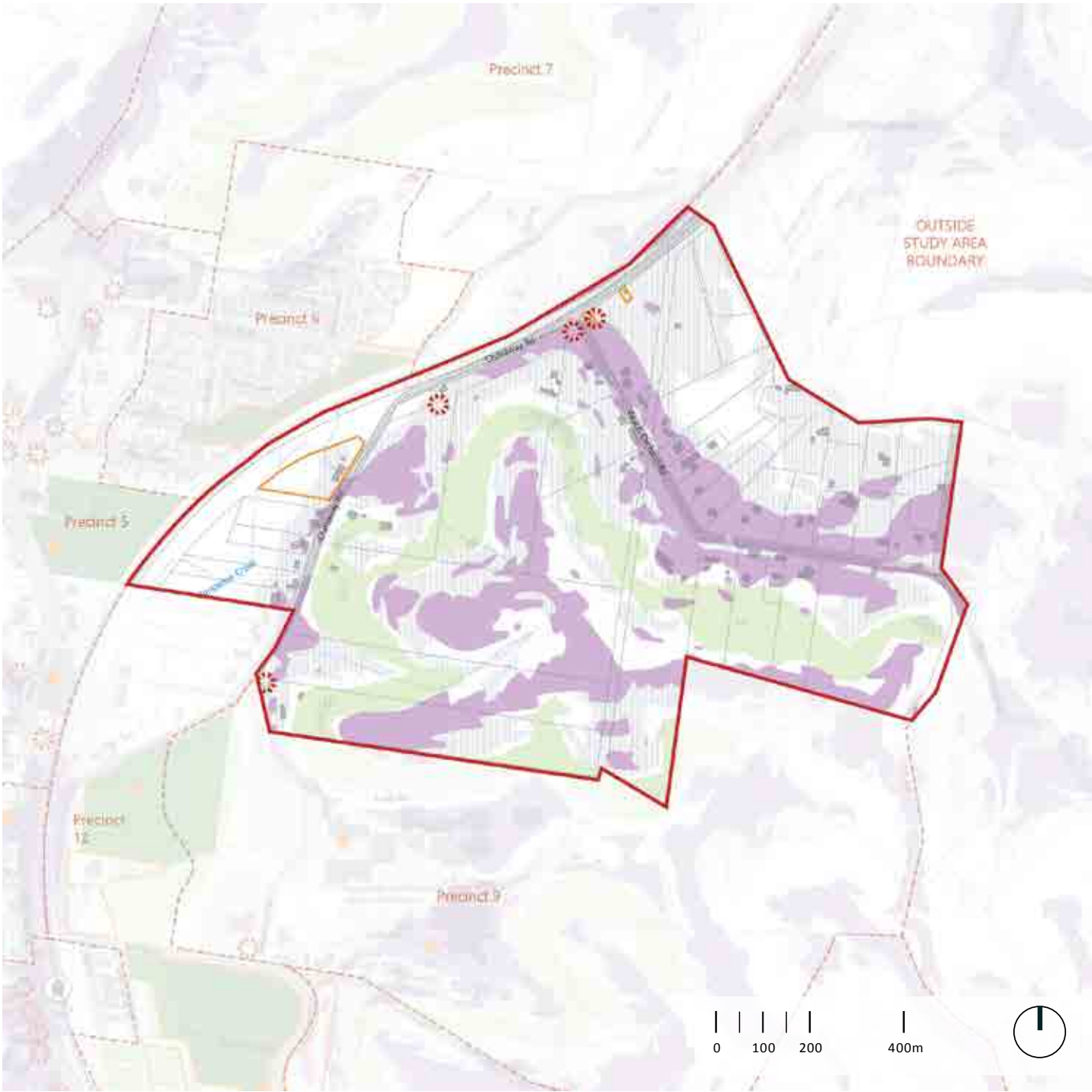
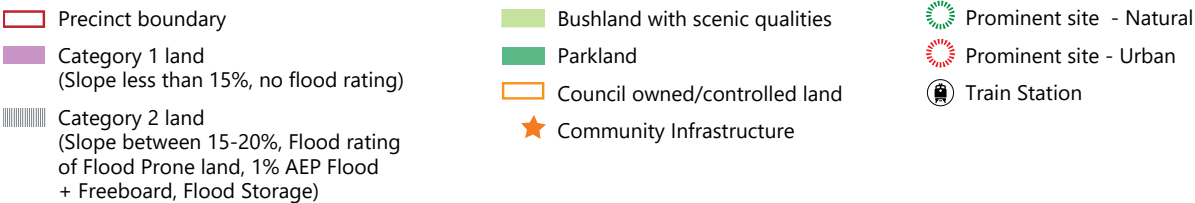


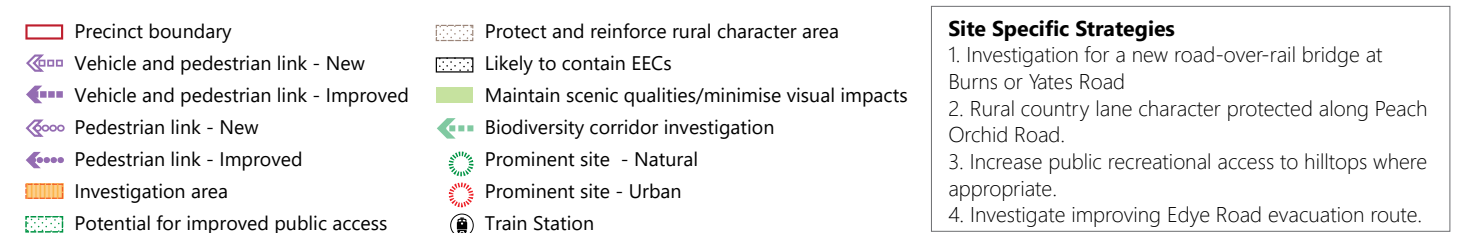
Fig 4.9.4: Strengths and Opportunities



Investigation area 8.1	
<i>Current controls</i>	13.2ha: E3 (Environmental Management) 4.0ha: SP2 (Infrastructure – Road & Traffic) 1.8ha: E2 (Environmental Conservation) 1.5ha: E4 (Environmental Living) 1.2ha: SP2 (Infrastructure – Water Supply System) 0.4ha: SP2 (Infrastructure - Education Establishment)
<i>Land use change objective</i>	Flood evacuation route (road upgrade and re-alignment) Transition to T4: Small lot/Medium Density (student accommodation)
<i>Yield assumptions and limitations</i>	TBA: Gross area  <i>Gross area would need to be determined following identification of land required for road corridor improvements</i>  <i>Other known environmental management requirements: biodiversity conservation; visual sensitivity; slope; flooding</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Upgrades/improvements to Chittaway Road/Enterprise Drive</li> <li>Walking/cycling paths to University and Centre</li> <li>Land area may be required for road-over-rail bridge</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Yes
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Development does not preclude road improvements required to Chittaway Road/Enterprise Drive</li> <li>Residential lot sizes to accommodate medium density forms of housing</li> <li>Specialised housing to accommodate students, subject to demand</li> </ul>



Fig 4.9.5: Strategies

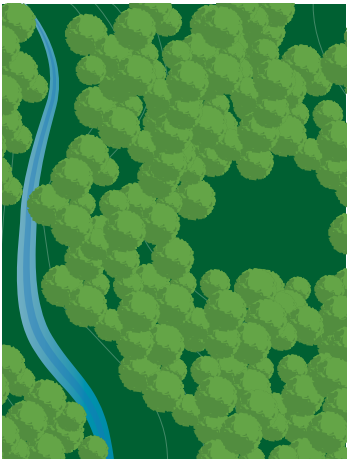




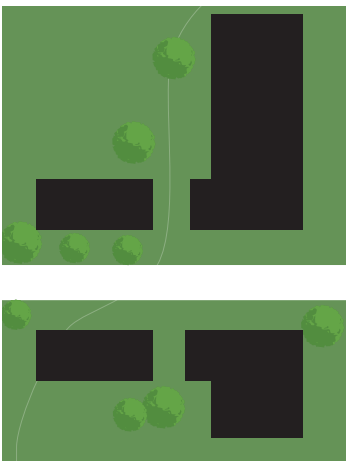
# 4.10 PRECINCT 9

## RECOMMENDED TYPOLOGIES

### T1: Rugged Terrain



### SD: Special District



## SETTING THE SCENE

Precinct 9 is predominantly owned by the University of Newcastle, and includes the University Campus. The campus currently accommodates a range of tertiary education and research services including the University of Newcastle, TAFE, Central Coast Community Colleges, and the NSW Government's Central Coast Primary Industries Centre. It also provides a range of services to support staff and students including convenience retail, recreation and childcare facilities. These services collectively attract a high volume of traffic into the Precinct each day.

Access to the Campus is via The Boulevard, which connects Chittaway Road and Shirley Street. The Boulevard accommodates Campus parking, as well as a level of local through-traffic. It also provides an evacuation option for people during major hazard events.

Bangalow Creek's floodplain separates the Campus from Ourimbah's Train Station and Centre. Routes to adjoining areas are flood-affected, and the Campus may become isolated during flood events. Campus development has generally occurred along the valley floor to the west of the Precinct, and some facilities, including parking areas, are also affected by flooding.

The eastern portion of the Precinct is predominantly bushland, characterised by steeply sloping and visually prominent hills. These bushland areas do have a series of fire access tracks, including Edye Road, but are currently not readily accessible to the public. These areas may have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads.

The University Campus is an important economic development asset for the Central Coast region. It is a major employment area, provides valuable training and skills development for the local workforce, and supports development and innovation for local industries, particularly primary industries. Development in and around the campus will be heavily influenced by the University of Newcastle's long-term strategic plan. It is envisaged to continue predominantly accommodating educational, research and related employment-generating uses. Over the long-term, this may also include additional uses that support students and staff such as housing, retail, recreational or cultural facilities, etc., depending on demand.



Fig 4.10.1: Precinct Aerial and Contour

Precinct Boundary

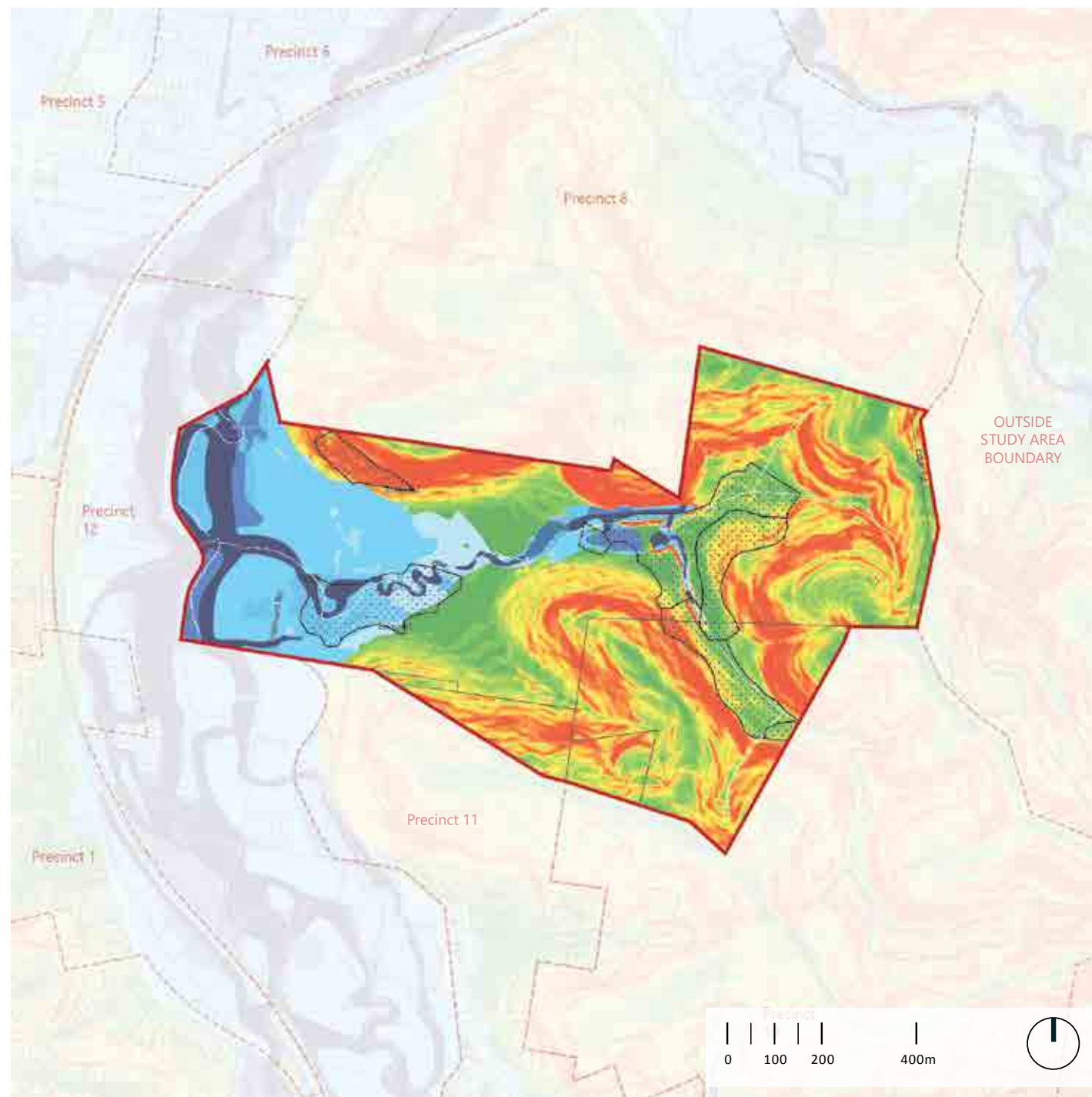


Fig 4.10.2: Constraints and Challenges (Natural)

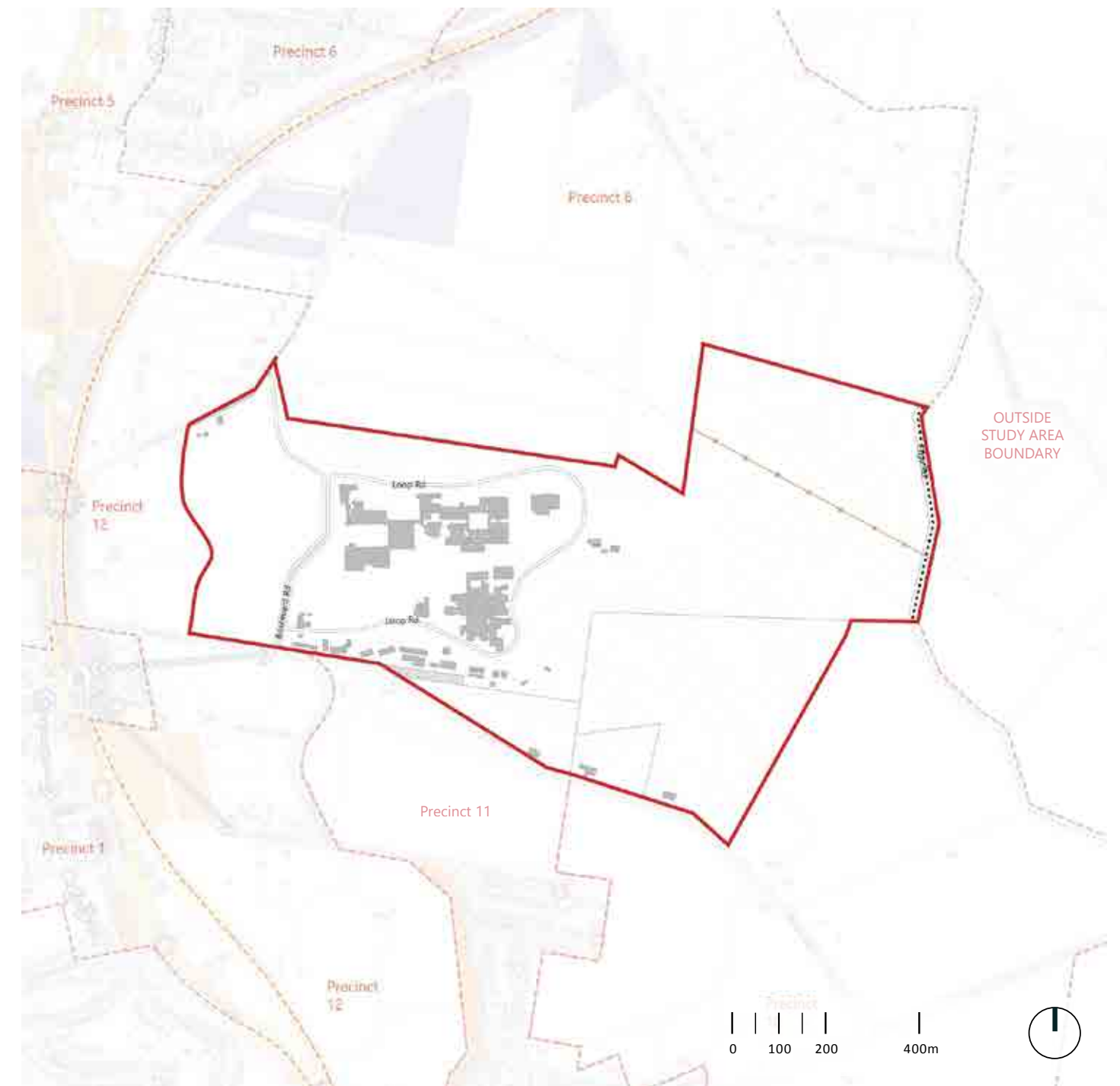


Fig 4.10.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary       | <span style="background-color: #003366; color: white; padding: 2px;"> </span> Floodway Area    | <span style="border: 1px dashed black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; padding: 2px;"> </span> 0-10 percent Slope  | <span style="background-color: #003366; color: white; padding: 2px;"> </span> High hazard Area | <span style="border-bottom: 1px dashed black; padding: 2px;"> </span> Creek line                       |
| <span style="background-color: #FFFF00; padding: 2px;"> </span> 10-20 percent slope | <span style="background-color: #00BFFF; padding: 2px;"> </span> Flood Storage Area             |  |
| <span style="background-color: #FFD700; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #ADD8E6; padding: 2px;"> </span> 1% AEP Flood + Freeboard       |  |
| <span style="background-color: #FF8C00; padding: 2px;"> </span> 30-40 percent slope | <span style="background-color: #ADD8E6; padding: 2px;"> </span> Flood Prone Land               |  |
| <span style="background-color: #FF0000; padding: 2px;"> </span> 40+ percent slope   |  |  |

- |  |  |
|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary                                | <span style="color: yellow;">★</span> Busy Intersection  |
| <span style="border-bottom: 1px dashed black; padding: 2px;"> </span> Missing vehicle and/or pedestrian link | <span style="color: orange;">—</span> Powerlines   |
| <span style="border-bottom: 1px dashed black; padding: 2px;"> </span> Missing/poor quality footpath          | <span style="background-color: purple; padding: 2px;"> </span> Heritage  |
| <span style="color: yellow; font-weight: bold;">~</span> Transport corridor (noise and traffic)              | <span style="background-color: orange; border: 1px solid black; border-radius: 50%; padding: 2px;">!</span> Site specific issue (see text) |
| <span style="color: red; font-weight: bold;">X</span> Dead end   |  |



## GENERAL OBJECTIVES

- Facilitate the ongoing success of the Campus as a regional economic development asset and employment area.
- Improve pedestrian and cyclist connections between the University Campus, Train Station and Centre.
- Improve flood evacuation routes.
- Identify suitable locations for housing close to the University Campus to accommodate staff and students.
- Preserve the bushland character of the Precinct.
- Appropriately manage development on flood-affected lands.
- Increase public access to bushland areas, and provide an attractive environment for walking and cycling.

## DESIRED FUTURE OUTCOMES

- Roadways, particularly Shirley Street and The Boulevard, provide a safe and attractive environment for walking and cycling between to the Train Station and Centre.
- The intersection of Shirley Street and The Boulevard serves as a landmark, marking the entry point to the University Campus.
- New paths and routes take advantage of creek lines and improve walking and cycling links, particularly to the Train Station and Centre.
- Suitable evacuation routes are provided for current and future populations living east of the railway.
- Development within the Precinct:
  - Continues to supports regional economic development;
  - Occurs in a manner that appropriately addresses the risk of flooding;
  - Supports a high quality experience for students and staff; and
  - Offers services and facilities that are relevant to the surrounding community.
- Longer-term opportunities to increase public access to bushland areas are considered.

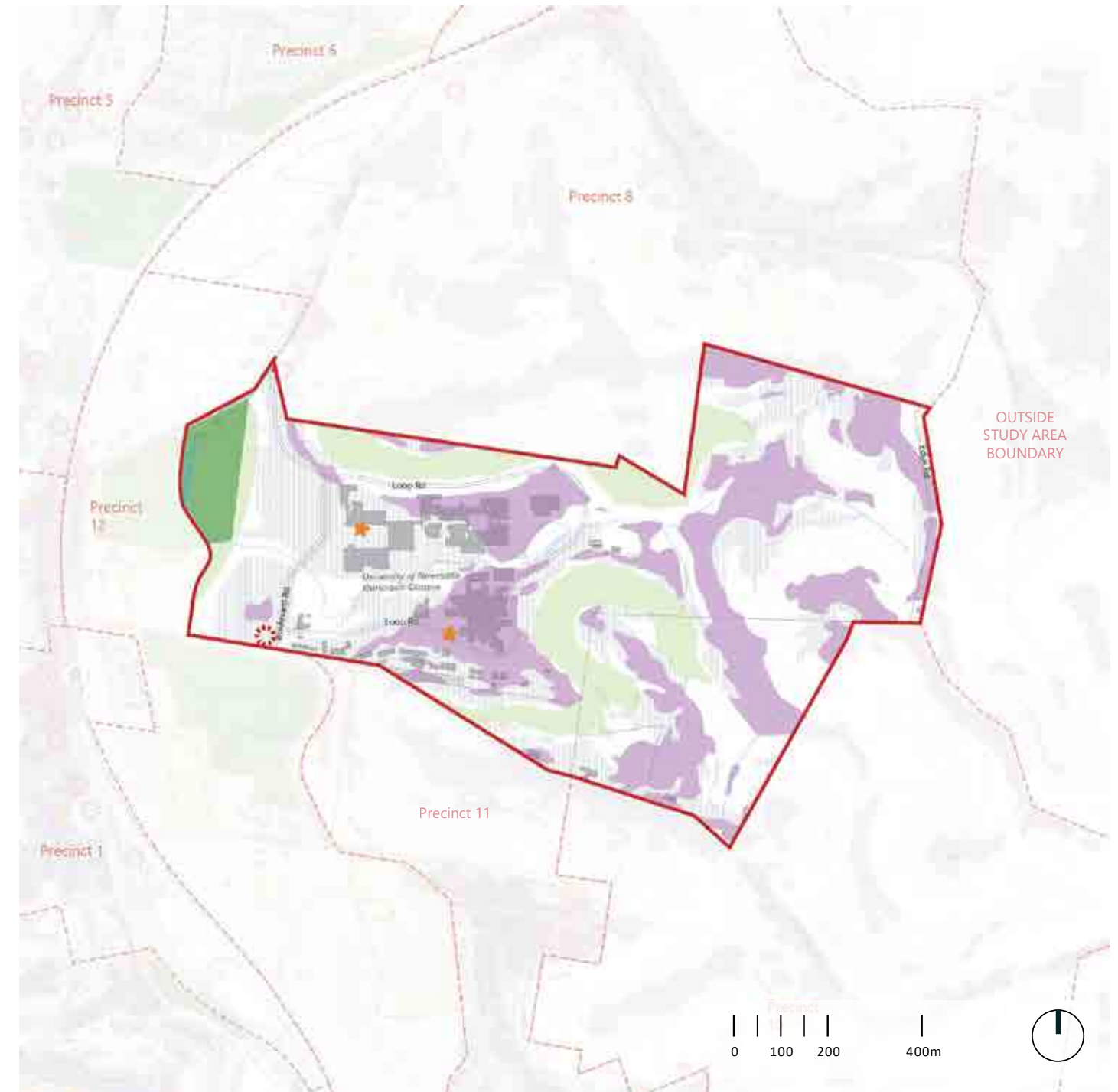
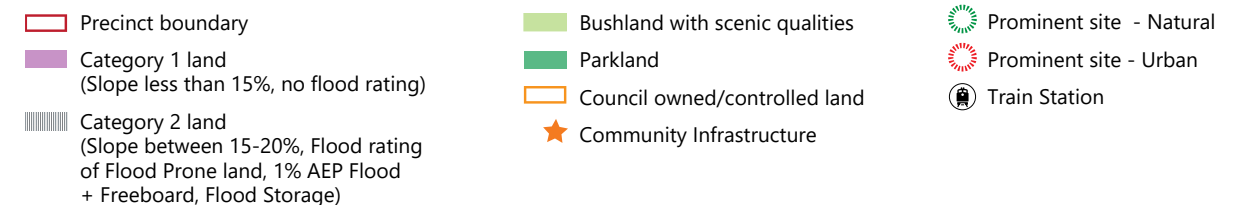


Fig 4.10.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to provide suitable evacuation routes for people living to the east of the railway through other strategic initiatives.
- Council will continue to work with the University of Newcastle and NSW Government to plan for the future of the University Campus as a regional economic asset.

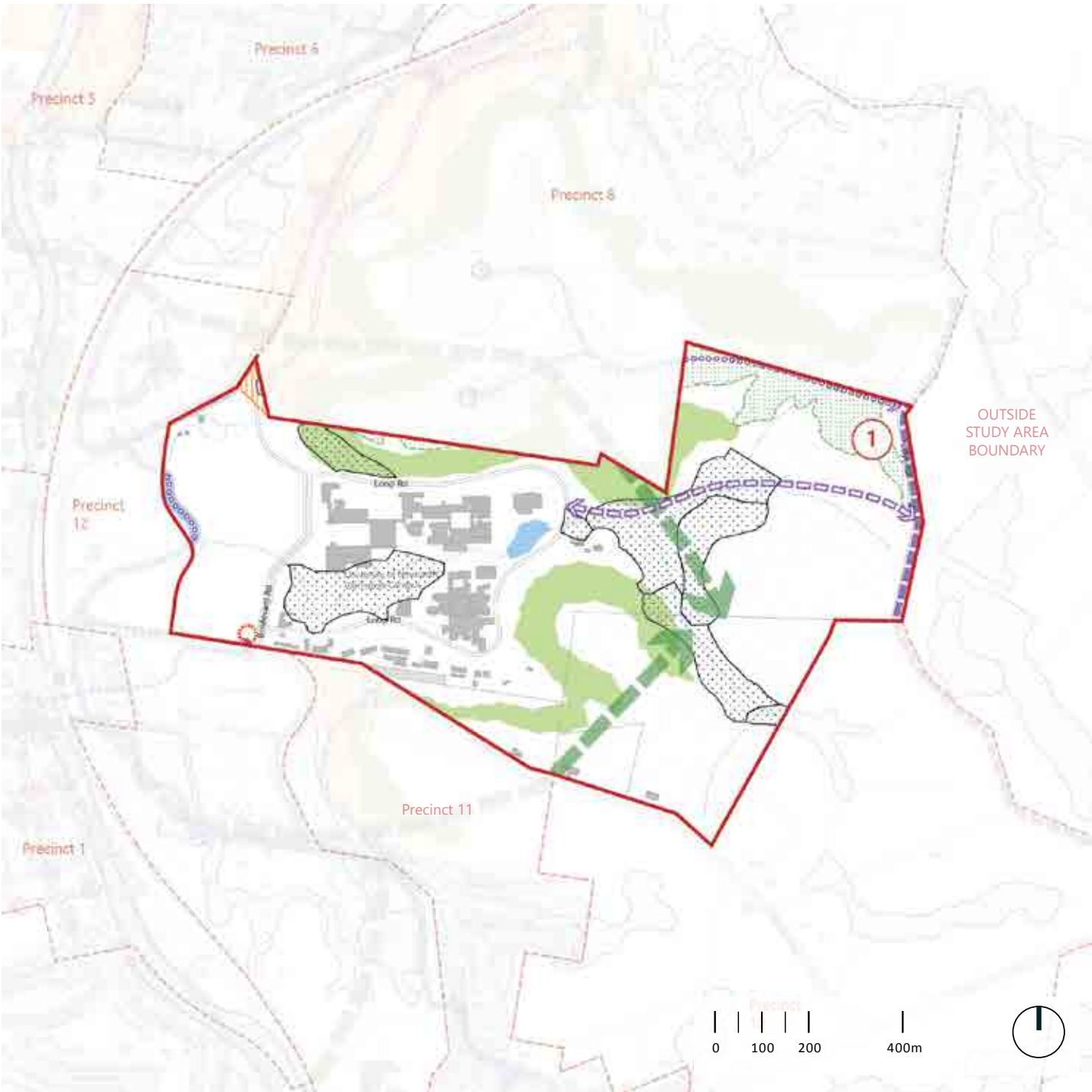


Fig 4.10.5: Strategies

- |  |   |
|--|---|
| Precinct boundary                      | Protect and reinforce rural character area        |
| Vehicle and pedestrian link - New      | Likely to contain EECs                            |
| Vehicle and pedestrian link - Improved | Maintain scenic qualities/minimise visual impacts |
| Pedestrian link - New                  | Biodiversity corridor investigation               |
| Pedestrian link - Improved             | Prominent site - Natural                          |
| Investigation area                     | Prominent site - Urban                            |
| Potential for improved public access   | Train Station                                     |

**Site Specific Strategies**

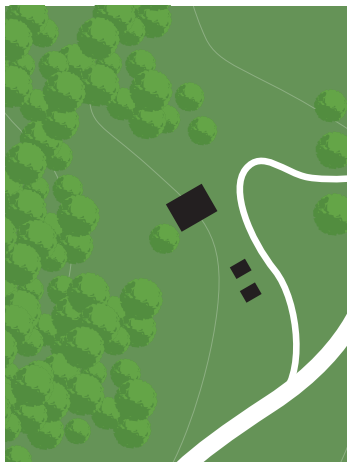
1. Investigate road improvements to Edye Road as an evacuation route and to provide access to ridgelines. Consider future proofing link from University Campus to Edye Road.



# 4.11 PRECINCT 10

## RECOMMENDED TYPOLOGIES

### T2: Bushland Residential



### T7: Rural Residential



## SETTING THE SCENE

Precinct 10 is situated to the south of the University Campus, and adjoins establish suburban areas to the west.

The Precinct is predominantly bushland in character. Rural residential development has already occurred, predominantly in the south of the Precinct along Pryor Road, as well as dispersed within bush blocks. The area's large residential blocks accessed by country lanes reflect the historic rural character of Ourimbah.

Brush Road and Pryor Road provide vehicle access to the Precinct. Pryor Road is subject to flooding, which may cause existing rural residential areas to become isolated during flood events.

Bushland areas within the Precinct are steeply sloping, reaching up to 40% gradient in some areas. This presents challenges to providing suitable bushfire access and evacuation routes.

Bushland areas do have a series of fire access tracks, including Edge Road, but are currently not readily accessible to the public. These areas may have the potential to play a greater recreational role for Ourimbah over the long term. This could include the use of fire access tracks and bushland areas to expand Ourimbah's broader open space and path networks. These opportunities would be subject to the provision of suitable public access, and may require the creation of new roads.

The Precinct is expected to remain largely rural in character. This recognises the area's challenging terrain, relatively high and ongoing threat of hazards such as flooding and bushfire, and serves to protect the important biodiversity and scenic values contained within the landscape.

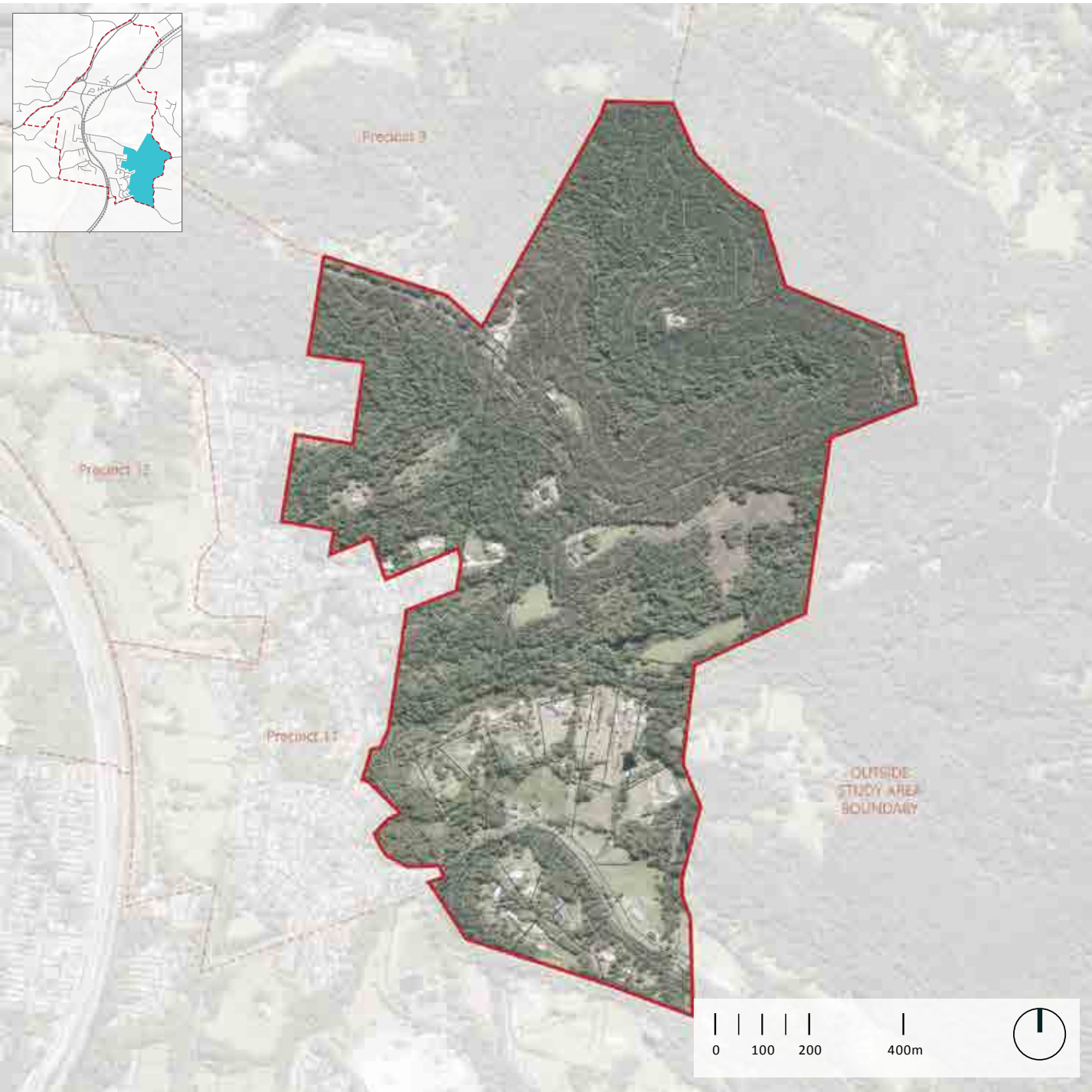


Fig 4.11.1: Precinct Aerial and Contour

Precinct Boundary



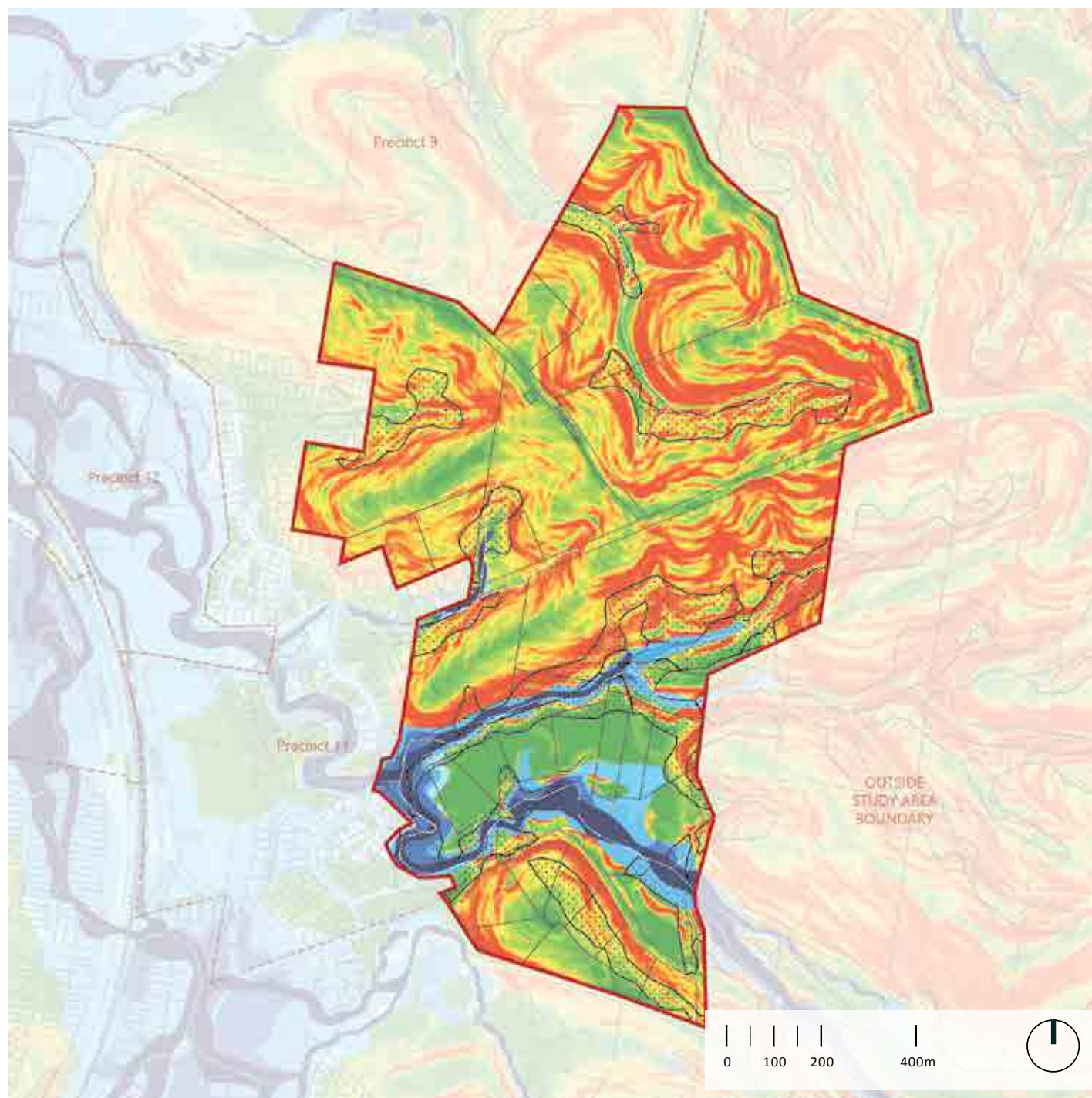


Fig 4.11.2: Constraints and Challenges (Natural)

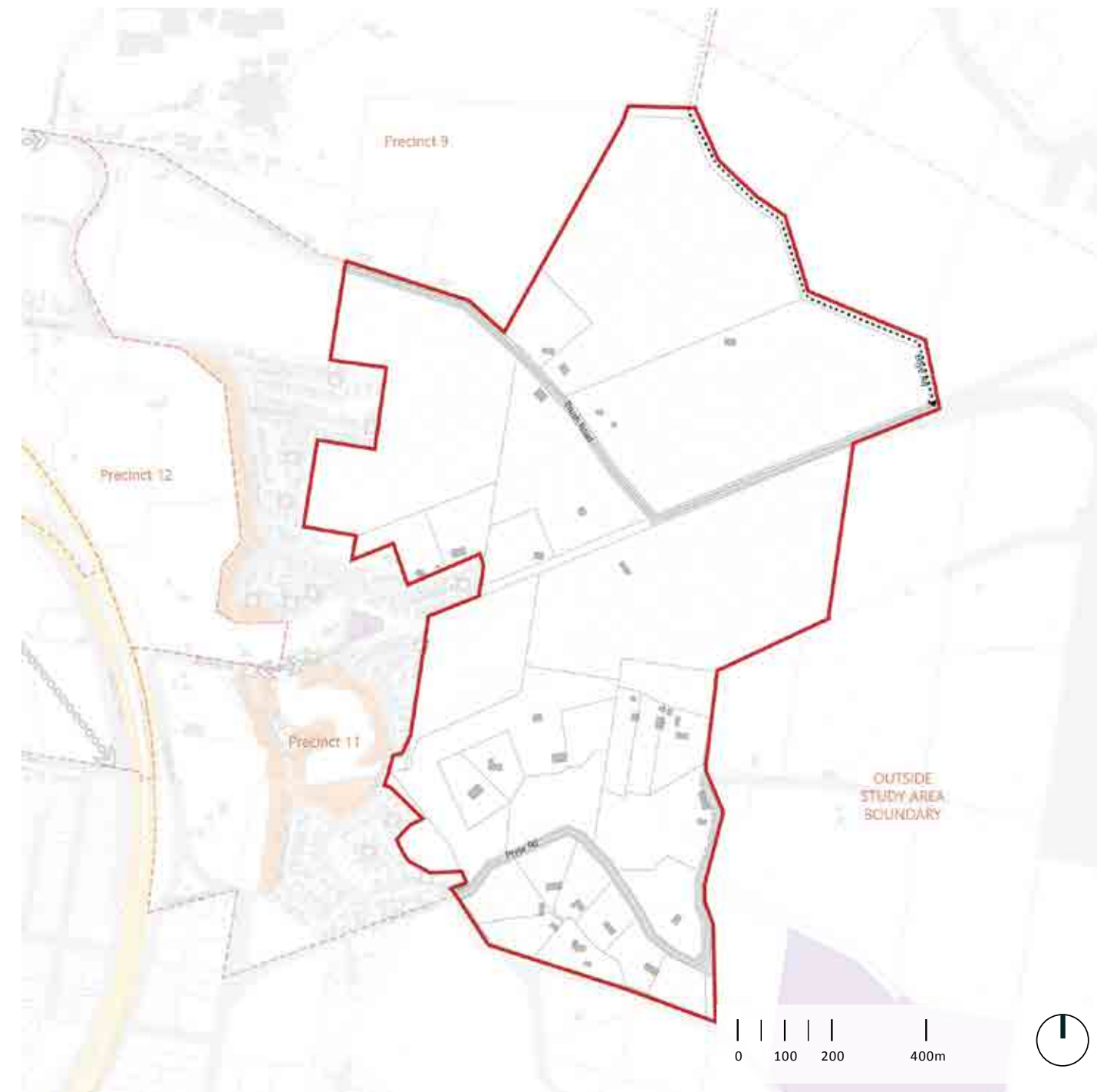
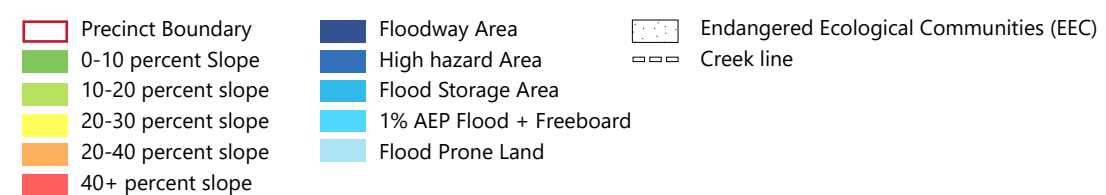
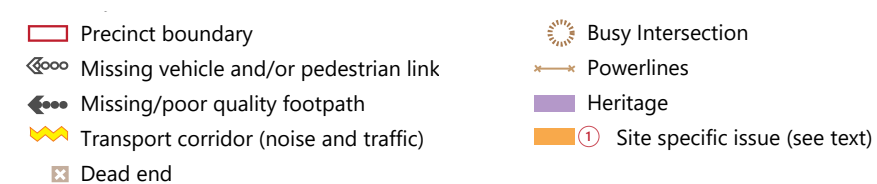


Fig 4.11.3: Constraints and Challenges (Urban)





GENERAL OBJECTIVES

- Support the ongoing success of rural and semi-rural industries;
- Preserve the rural character of the Precinct;
- Appropriately manage development on lands affected by flood and fire; and
- Increase public access to bushland areas, where appropriate, to provide an attractive environment for walking and cycling.

DESIRED FUTURE OUTCOMES

- Rural character features including homesteads, country lanes, plantations and hedgerows, are identified and protected, where practicable;
- New paths take advantage of country lanes, fire access tracks and creek lines, where appropriate, to improve walking and cycling links; and
- Longer-term opportunities to increase public access to bushland areas are considered.



View east towards Edye Road from Brush Road

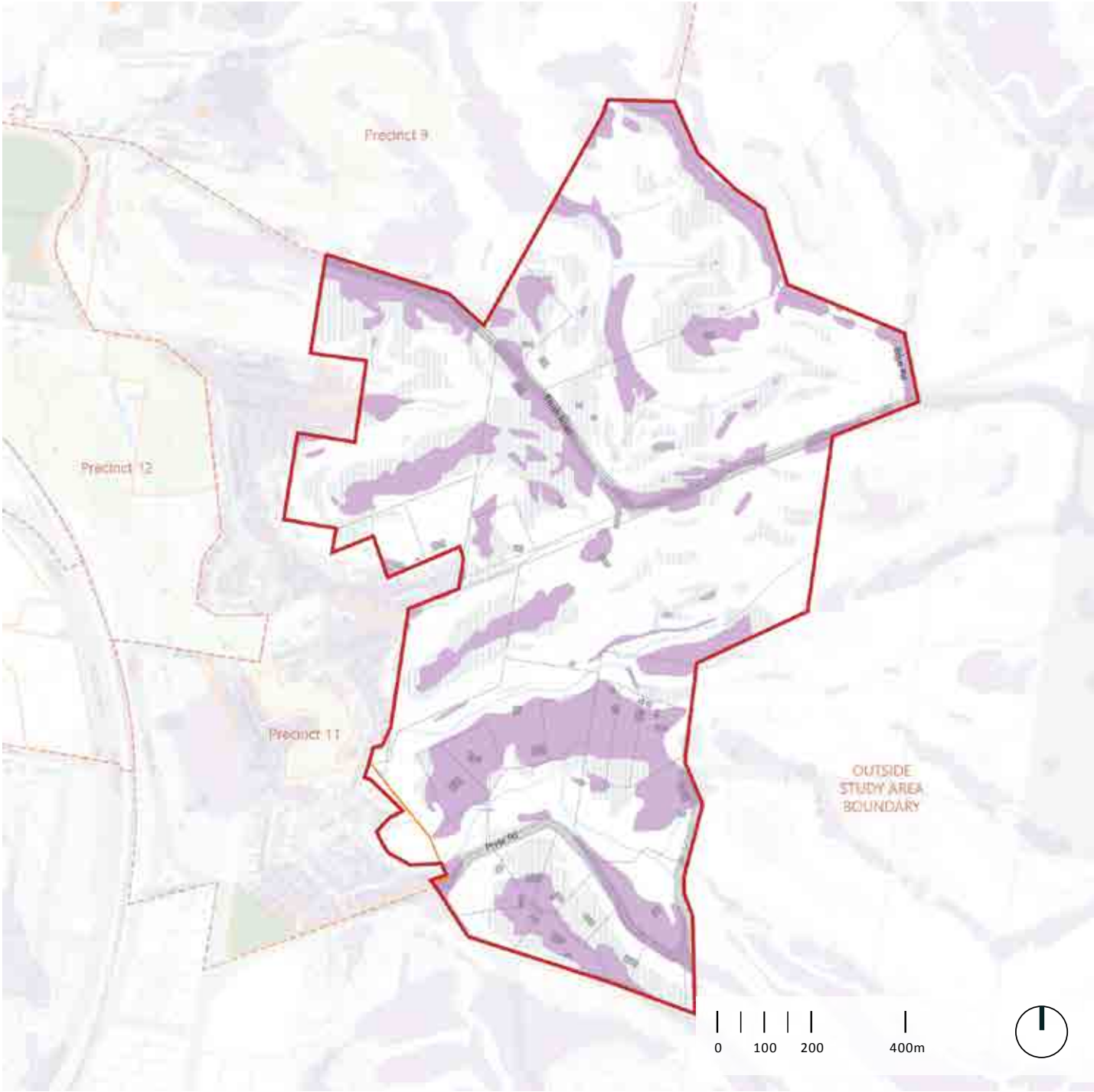


Fig 4.11.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council will investigate road improvements to support floodrisk management requirements through other strategic initiatives.
- A preliminary concept design and costing for improvements to flood access works is proposed in *Ourimbah Creek Floodplain Risk Management Study and Plan* (refer to section 9.3.1.3 - Option RM3). The proposal aimed to allow flood free access at this location during a 1% AEP flood event.

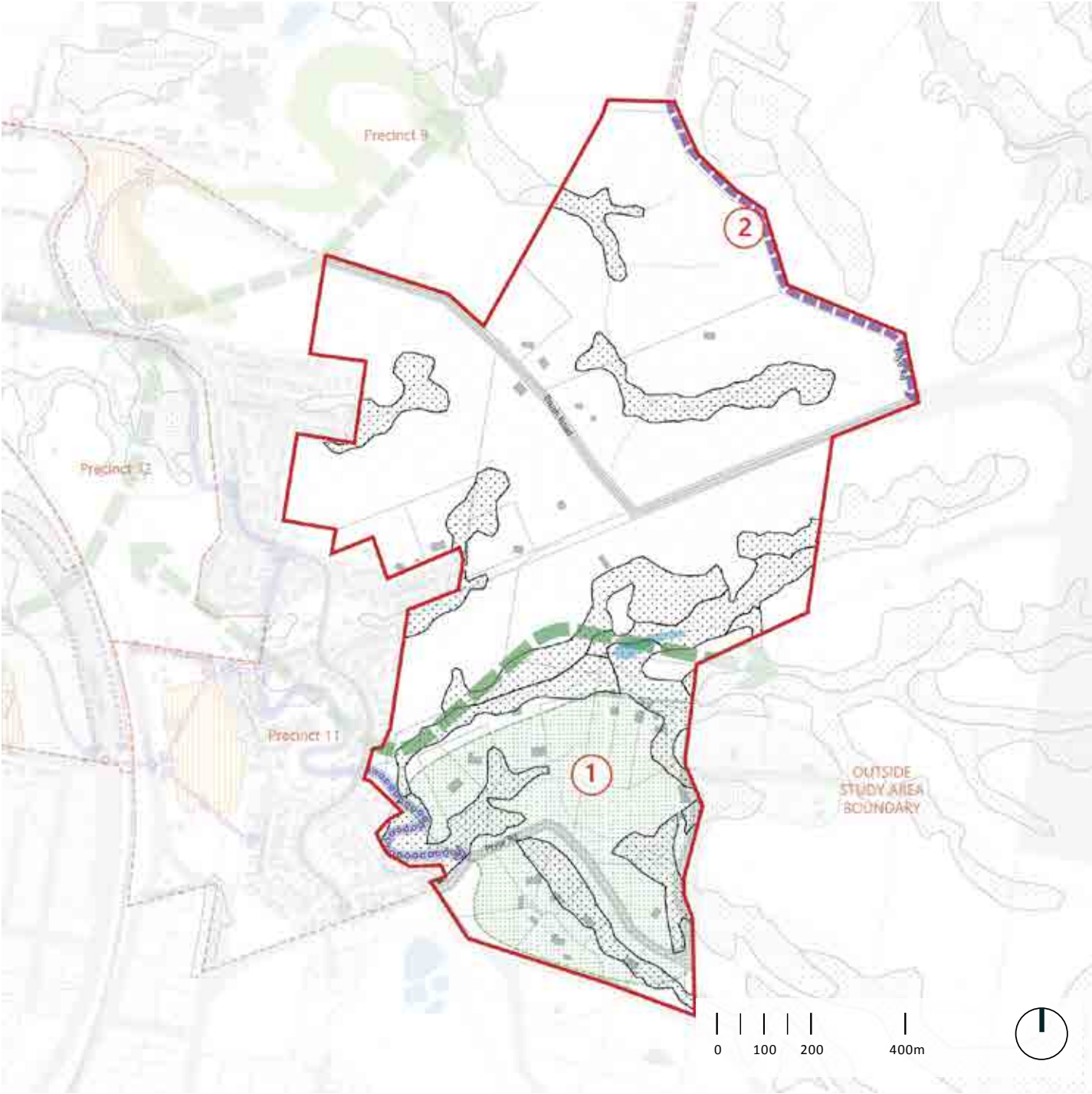
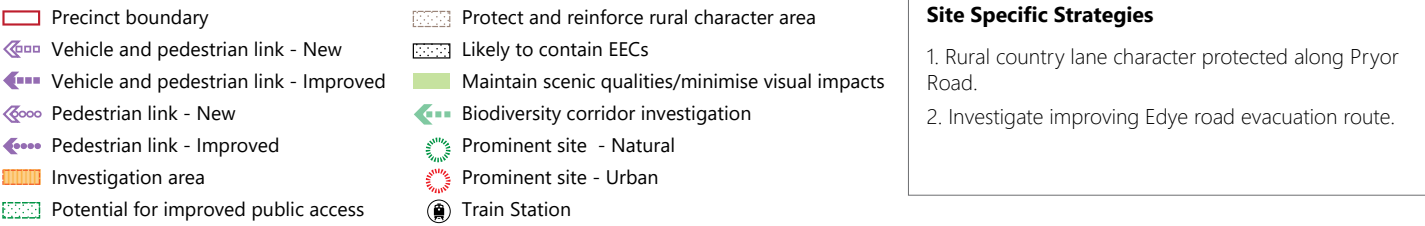


Fig 4.11.5: Strategies

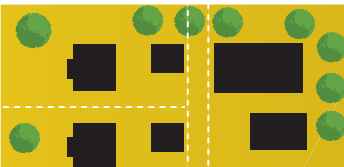
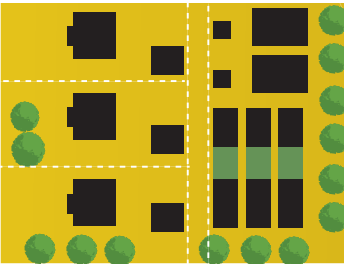




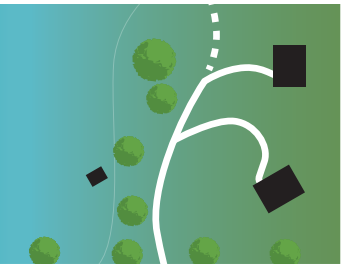
# 4.12 PRECINCT 11

## RECOMMENDED TYPOLOGIES

### T3: Suburban



### T4: Small Lot/ Medium Density



### T6: Floodplain



## SETTING THE SCENE

Precinct 11 adjoins Bill Sohler Park and Bangalow Creek’s floodplain to the east, the University Campus to the north, and residential areas of Lisarow to the south.

Shirley Street/Coachwood Drive currently serve as the major transport spine supporting predominantly residential development. This route also provides the main evacuation route for residents in surrounding suburbs during flood and fire events. The area has a history of being isolated during major flood events.

Most of the Precinct is within 1 to 2km of the Train Station and Ourimbah Centre, but connectivity is limited by the Creek, rail line and Highway, as well as a discontinuous path network.

Existing residential neighbourhoods within the Precinct are generally characterised by single storey detached dwellings, on lot sizes ranging from 450-850m². There is limited capacity to support residential growth through the redevelopment of existing residential lots to provide medium-density housing, including dual-occupancy lots and attached dwellings.

There is an area of relatively flat and flood-free land located to the south of the Precinct, which is accessible via Bailey’s Road. This area has largely been cleared to accommodate existing large lot and rural residential uses, and is generally accessible to existing water and power trunk infrastructure. It may be suitable for future residential development, subject to the provision of suitable flood protection and evacuation measures.

The forested hills at the north of the Precinct are important to preserving Ourimbah’s biodiversity, habitat connectivity and bushland setting. This area may experience pressure for development, given its proximity to the University Campus, Train Station and Centre. Any new development would likely require significant biodiversity offsets and bushfire protection measures.

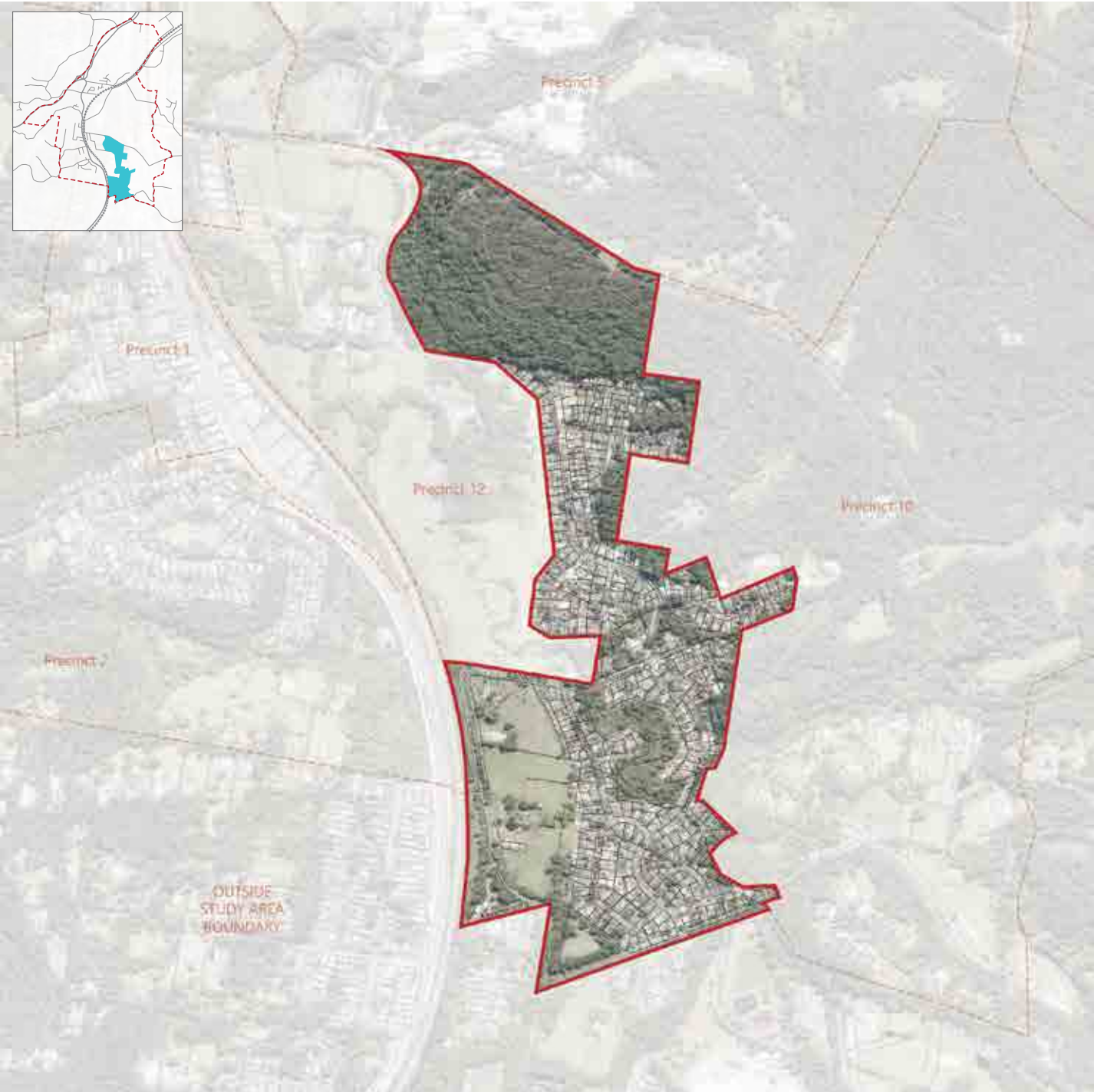


Fig 4.12.1: Precinct Aerial and Contour

Precinct Boundary



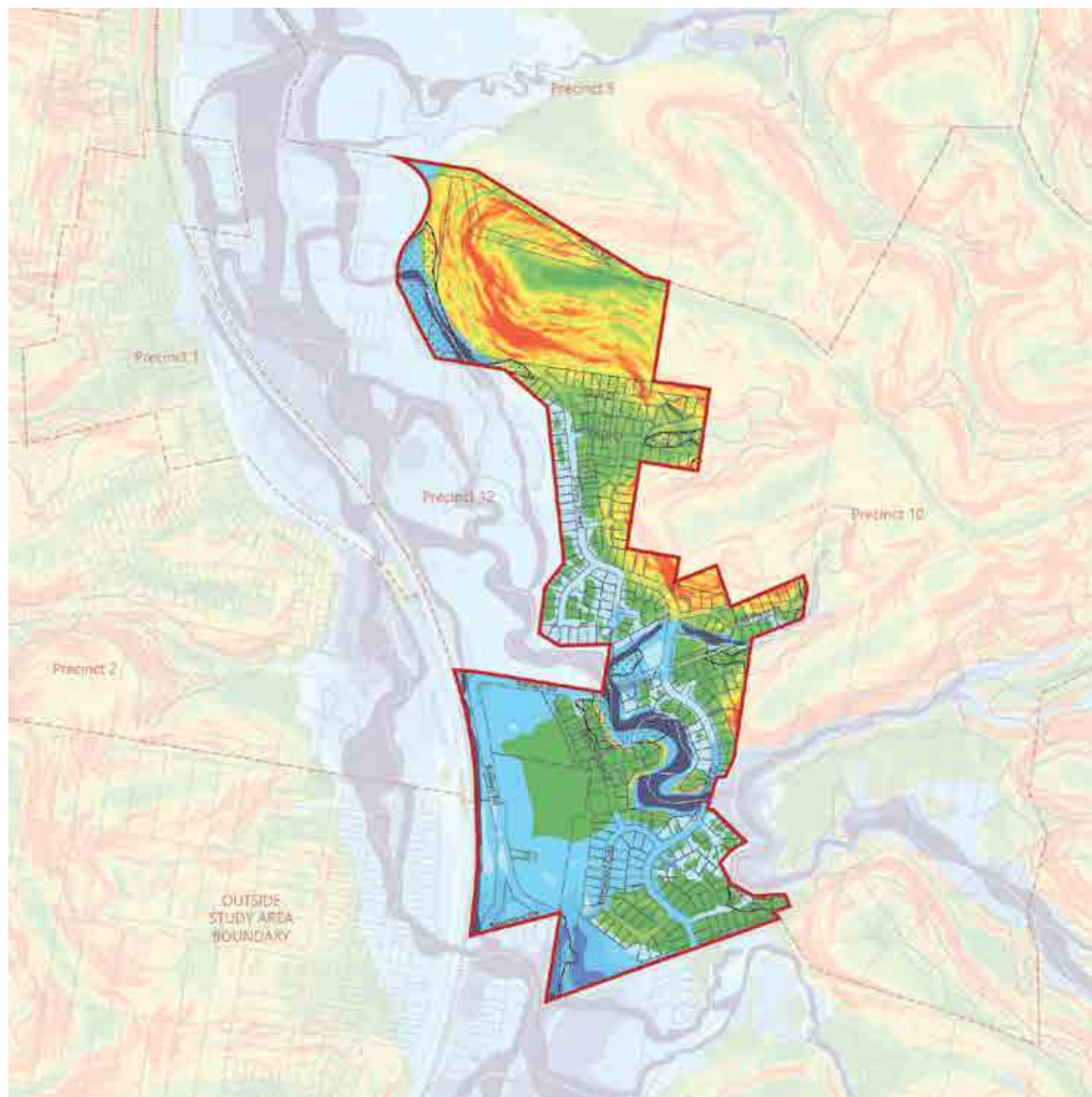


Fig 4.12.2: Constraints and Challenges (Natural)



Fig 4.12.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red;"> </span> Precinct Boundary       | <span style="background-color: #003366; color: white;"> </span> Floodway Area            | <span style="border: 1px dashed black;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90;"> </span> 0-10 percent Slope  | <span style="background-color: #003366; color: white;"> </span> High hazard Area         | <span style="border: 1px dashed black;"> </span> Creek line                              |
| <span style="background-color: #90EE90;"> </span> 10-20 percent slope | <span style="background-color: #003366; color: white;"> </span> Flood Storage Area       |  |
| <span style="background-color: #FFFF00;"> </span> 20-30 percent slope | <span style="background-color: #003366; color: white;"> </span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #FFA500;"> </span> 30-40 percent slope | <span style="background-color: #003366; color: white;"> </span> Flood Prone Land         |  |
| <span style="background-color: #FF0000;"> </span> 40+ percent slope   |  |  |

- |  |   |
|--|---|
| <span style="border: 1px solid red;"> </span> Precinct boundary              | <span style="color: brown;">⊗</span> Busy Intersection  |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link   | <span style="color: brown;">—</span> Powerlines   |
| <span style="color: black;">⋯</span> Missing/poor quality footpath           | <span style="background-color: #800080; color: white;"> </span> Heritage  |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic) | <span style="background-color: #FFA500; border: 1px solid red; border-radius: 50%; padding: 2px;">1</span> Site specific issue (see text) |
| <span style="color: black;">⌂</span> Dead end                                |   |

- Site Specific Issues**
1. Residential properties face away from native bushland with fences along boundaries.
  2. Footpaths not continuous along Shirley Street.



## GENERAL OBJECTIVES

- Increase the total number of dwellings situated close to public transport, shops and services;
- Identify locations suitable for staff and student accommodation within easy walking distance of the University campus;
- Increase the variety of dwellings available in Ourimbah, including medium-density and apartment-style living;
- Increase public access to creeklines and provide an attractive environment for walking and cycling to/from nearby popular destinations;
- Provide suitable evacuation routes to support any population growth;
- Preserve the biodiversity values and scenic qualities afforded by the heavily forested hillsides.

## DESIRED FUTURE OUTCOMES

- The Precinct's distinctive and attractive suburban residential character will remain predominantly unchanged.
- A green buffer along Shirley Street between Bristow Close and Kauri Court provides a transition into the suburban residential area to the south, and supports habitat east-west connectivity.
- Pockets of new development will facilitate housing growth at:
  - Baileys Road, to facilitate T3-Suburban Residential.
  - Shirley Street, south of Brush Road, to facilitate T2-Bushland residential.
- New development at Baileys Road formalizes pathways to the existing pedestrian rail bridge.
- New pathways along creek lines are connected to new footpaths along Shirley Street and Coachwood drive to improve pedestrian and cyclist accessibility across the Precinct.

## IMPLEMENTING CHANGE

- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 11.1 (Shirley Street). This should, at minimum, identify site-level responses to address biodiversity, vehicle access, bushfire protection, drainage, and visual sensitivity issues.
- Council will require a Masterplan to be prepared prior to any rezoning considerations for Investigation Area 11.2 (Baileys Road). This should, at minimum, identify precinct-level responses to address vehicle access and flood evacuation.
- Redevelopment opportunities to provide medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- Council will identify Precinct-level requirements for biodiversity conservation and floodrisk management through other strategic initiatives.

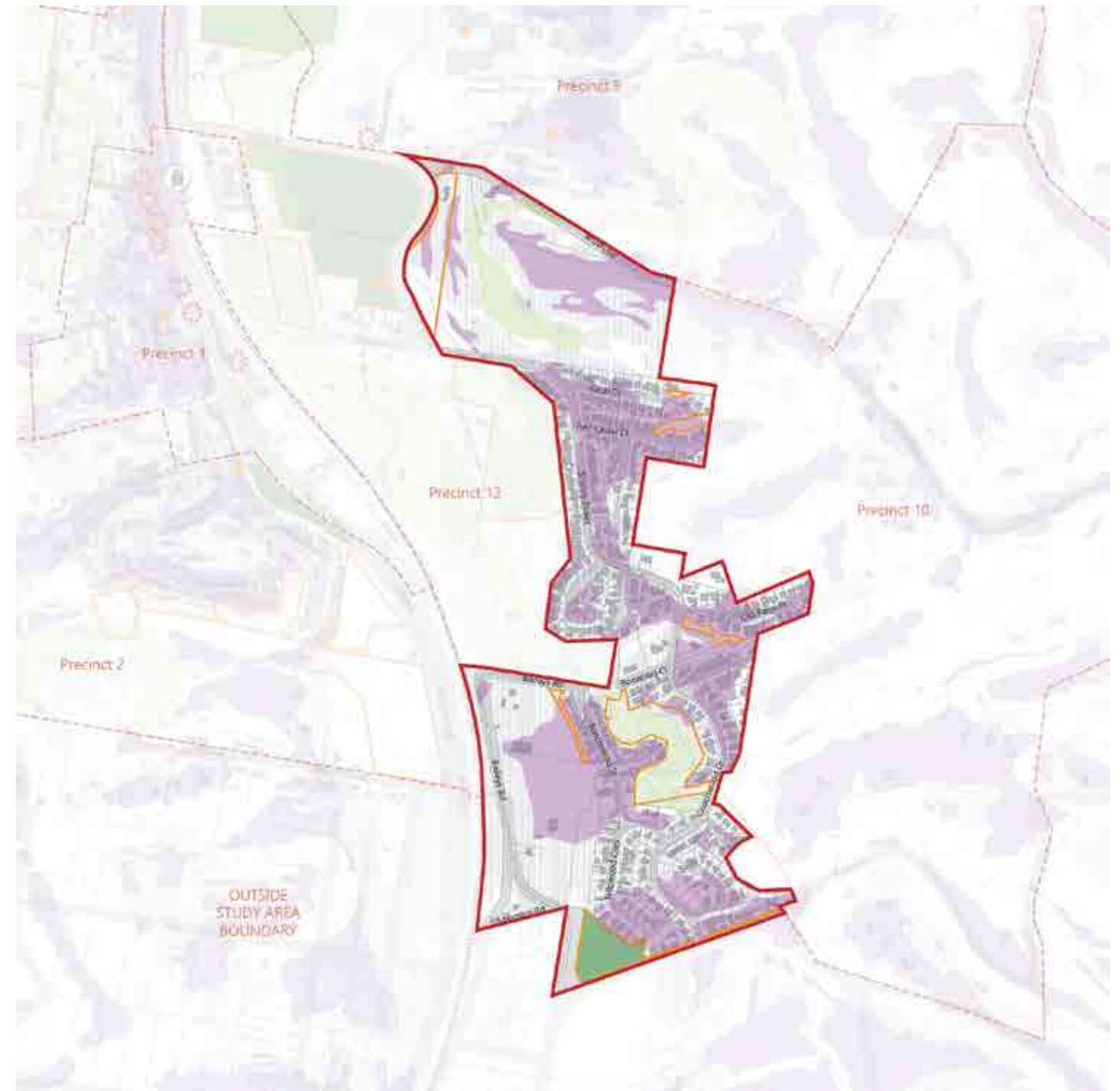


Fig 4.12.4: Strengths and Opportunities



Investigation area 11.1	
<i>Current controls</i>	Around 3.1ha in E3 (Environmental Management), minimum 40ha lot size Around 0.7ha in E2 (Environmental Conservation)
<i>Land use change objective</i>	Transition from T1: Rugged Terrain to T2: Bushland Residential
<i>Yield assumptions and limitations</i>	3.8ha: Gross area 1.9ha: Estimated net area <i>Known environmental management requirements: biodiversity conservation, land stability, bushfire protection and visual sensitivity</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Local access road, preferably connecting Shirley Street and Brush Road</li> <li>Water and sewer</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Yes
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Lot sizes ranging from 1,800 – 4,000+m2</li> <li>Mostly apartments and dual occupancy</li> <li>5-10 multi-dwelling lots</li> </ul>

Investigation area 11.2 (Bailey Street)	
<i>Current controls</i>	3.6ha in E3 (Environmental Management), minimum 40ha lot size 0.2ha in RE1 (Public Recreation)
<i>Land use change objective</i>	Transition from T7: Rural Residential to T3:Suburban
<i>Yield assumptions and limitations</i>	3.8ha: Gross area 2.7ha: Estimated net area <i>Known environmental management requirements: flood protection and evacuation</i>
<i>Priority precinct infrastructure requirements (to be provided by developers)</i>	<ul style="list-style-type: none"> <li>Flood evacuation improvements, likely to require a bridge to connect Boxwood Close and Baileys Road</li> <li>Walking / cycling paths to Centre via railway footbridge, including off-road routes</li> </ul>
<i>Contribute toward Centre public domain improvements?</i>	Yes
<i>Development benchmarks and guidelines</i>	<ul style="list-style-type: none"> <li>Between 30-45 new dwellings, depending on environmental constraints</li> <li>Lot sizes ranging from 450-650m<sup>2</sup></li> <li>Mostly detached dwellings</li> <li>1-2 storey buildings</li> </ul>

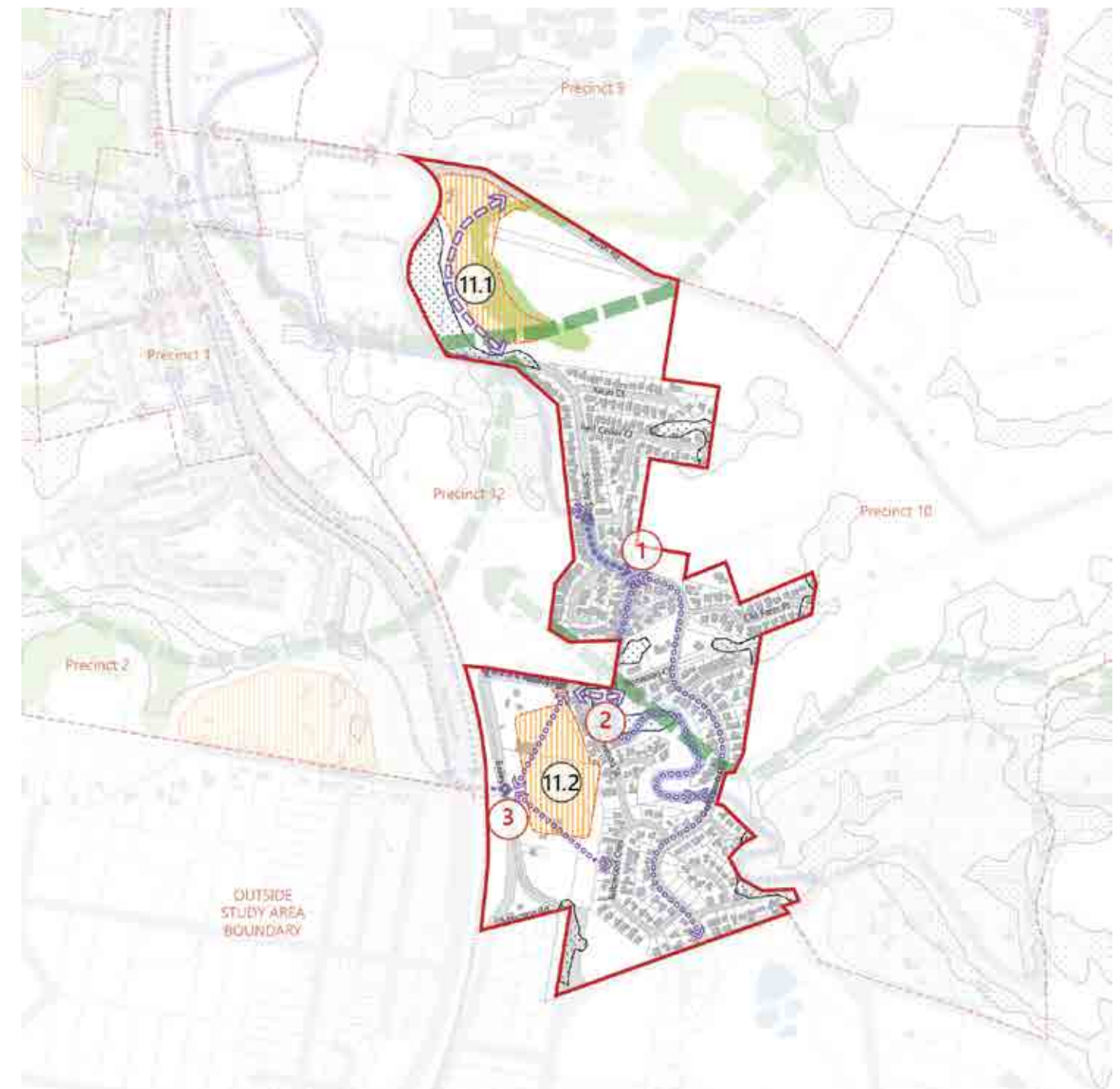
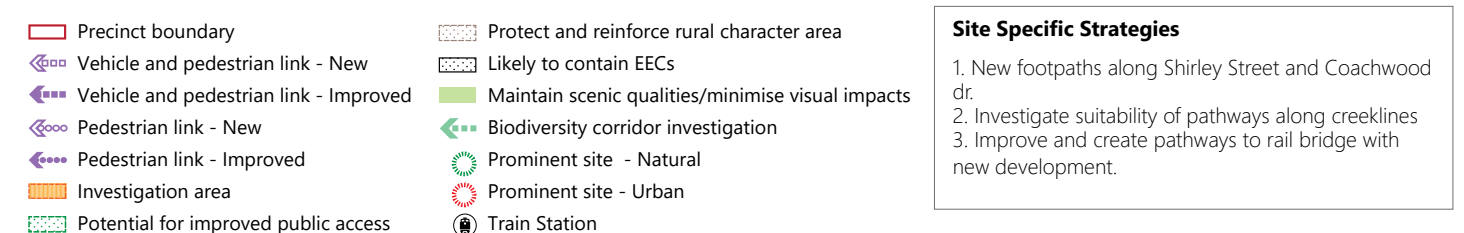


Fig 4.12.5: Strategies

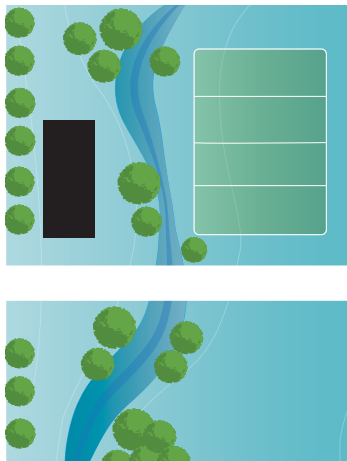




# 4.13 PRECINCT 12

## RECOMMENDED TYPOLOGIES

### T6: Floodplain



## SETTING THE SCENE

Precinct 12 is situated on low-lying land in the Bangalow Creek valley, and is entirely flood-affected. Land within the Precinct is predominantly used for recreational and agricultural purposes, with much of the floodplain used for grazing. The Precinct accommodates a high level of through-traffic due to its location between the Train Station, University campus, and established residential neighbourhoods. The range of sporting and recreational facilities at Bill Sohler Park and Ourimbah Soccer grounds also makes the Precinct a destination in its own right.

The proximity of the Precinct to major transport routes, including the Train Station and the Highway, does generate pressure for more intense forms of development. This has already led to industrial development along Mill Street and Ourimbah Street, as well as rural residential development along Chittaway Road and at Bristowe Close. Residential uses in the remainder of the Precinct are generally ancillary to agricultural uses.

Vehicular routes through the Precinct are flood-affected, and some areas may become isolated during flood events. These roads also serve as evacuation routes for people living in surrounding residential areas to access the Highway via the Chittaway Road rail bridge. Council is already investigating options to improve flood evacuation routes, which may lead to road modifications within the Precinct.

Despite its location close to the University campus, Train Station and Centre, this Precinct is anticipated to remain largely rural in character. This recognises the extent and severity of flood risk within the area. Over the long term, the area may be suitable to accommodate Transit Oriented Development on lands close to the Train Station. The siting and design of new buildings will need to respond to the flood risk and flood management requirements arising from Bangalow Creek.

The Precinct does have the potential to play a greater sporting and recreational role for Ourimbah. This could include further embellishments to existing parks and sporting fields to provide additional facilities, or the use of Council-owned land for activities such as community gardens and allotments.

Pedestrians and cyclists currently rely predominantly on roads or roadside paths to traverse the Precinct. There are also opportunities to increase public access to creek lines and riparian areas, where appropriate, to expand Ourimbah's broader open space and path networks. This would assist in providing more direct and attractive pedestrians and cyclists connections to use for recreational journeys or travel between major destinations.



Fig 4.13.1: Precinct Aerial and Contour

Precinct Boundary



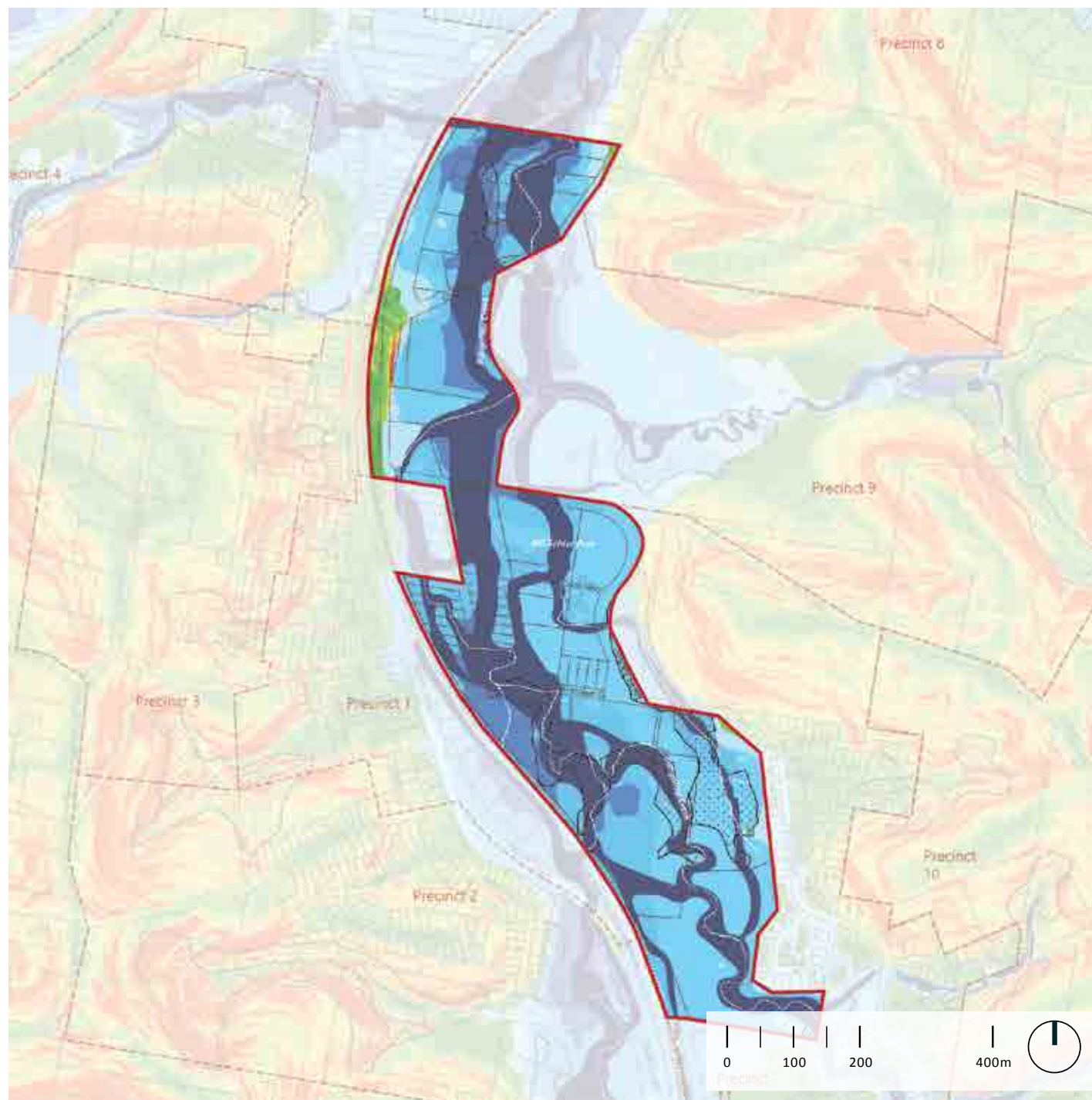


Fig 4.13.2: Constraints and Challenges (Natural)

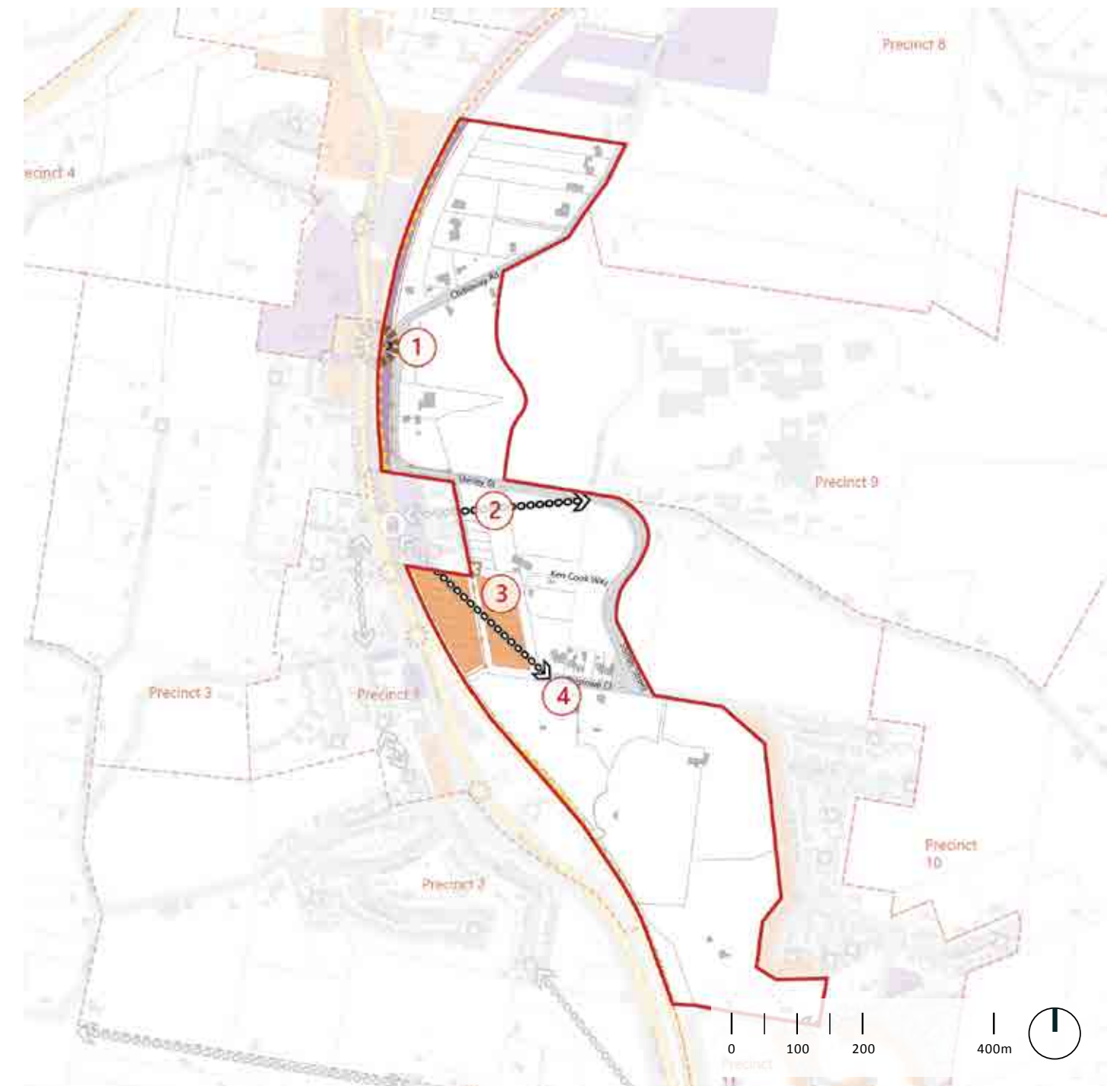


Fig 4.13.3: Constraints and Challenges (Urban)

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct Boundary                                 | <span style="background-color: #000080; color: white; padding: 2px;"> </span> Floodway Area            | <span style="border: 1px dashed black; padding: 2px;"> </span> Endangered Ecological Communities (EEC) |
| <span style="background-color: #90EE90; border: 1px solid green; padding: 2px;"> </span> 0-10 percent Slope   | <span style="background-color: #000080; color: white; padding: 2px;"> </span> High hazard Area         | <span style="border-bottom: 1px dashed black; display: inline-block; width: 20px;"></span> Creek line  |
| <span style="background-color: #90EE90; border: 1px solid green; padding: 2px;"> </span> 10-20 percent slope  | <span style="background-color: #000080; color: white; padding: 2px;"> </span> Flood Storage Area       |  |
| <span style="background-color: #FFFF00; border: 1px solid yellow; padding: 2px;"> </span> 20-30 percent slope | <span style="background-color: #000080; color: white; padding: 2px;"> </span> 1% AEP Flood + Freeboard |  |
| <span style="background-color: #FFA500; border: 1px solid orange; padding: 2px;"> </span> 30-40 percent slope | <span style="background-color: #ADD8E6; color: white; padding: 2px;"> </span> Flood Prone Land         |  |
| <span style="background-color: #FF0000; border: 1px solid red; padding: 2px;"> </span> 40+ percent slope      |  |  |

- |   |  |
|---|--|
| <span style="border: 1px solid red; padding: 2px;"> </span> Precinct boundary | <span style="color: brown;">⊙</span> Busy Intersection   |
| <span style="color: blue;">⋯</span> Missing vehicle and/or pedestrian link    | <span style="color: brown;">—</span> Powerlines  |
| <span style="color: black;">⋯</span> Missing/poor quality footpath            | <span style="background-color: #800080; color: white; padding: 2px;"> </span> Heritage   |
| <span style="color: yellow;">⚡</span> Transport corridor (noise and traffic)  | <span style="background-color: #FFA500; border: 1px solid orange; border-radius: 50%; padding: 2px;">1</span> Site specific issue (see text) |
| <span style="color: brown;">⌂</span> Dead end                                 |  |

**Site Specific Issues**

1. Busy roundabout and bridge are often congested. No pedestrian crossing over bridge.
2. No direct visual link between University Campus and Train.
3. Inappropriate lot structure not reflected in built form.
4. Existing link from Train Station to Shirley Road (including footbridge) requires upgrading.



GENERAL OBJECTIVES

- Discourage new urban development or uses in locations where risks associated with flood or fire cannot be practicably managed;
- Preserve the rural character of the floodplain within the Precinct;
- Facilitate recreational and community uses;
- Provide convenient links to and between the University Campus, Centre and Train Station;
- Increase public access to riparian areas, where appropriate, to provide an attractive environment for walking and cycling; and
- Facilitate growth close to the Train Station over the long term.

DESIRED FUTURE OUTCOMES

- Strategic planning considers the potential for transit oriented development close to the Train Station, and identifies appropriate flood risk management measures to support this.
- Land owned or managed by Council is used for the benefit of the community.
- New paths take advantage of creek lines, where appropriate, to improve walking and cycling links.



View east towards Edye Road from Brush Road



View south over bushland

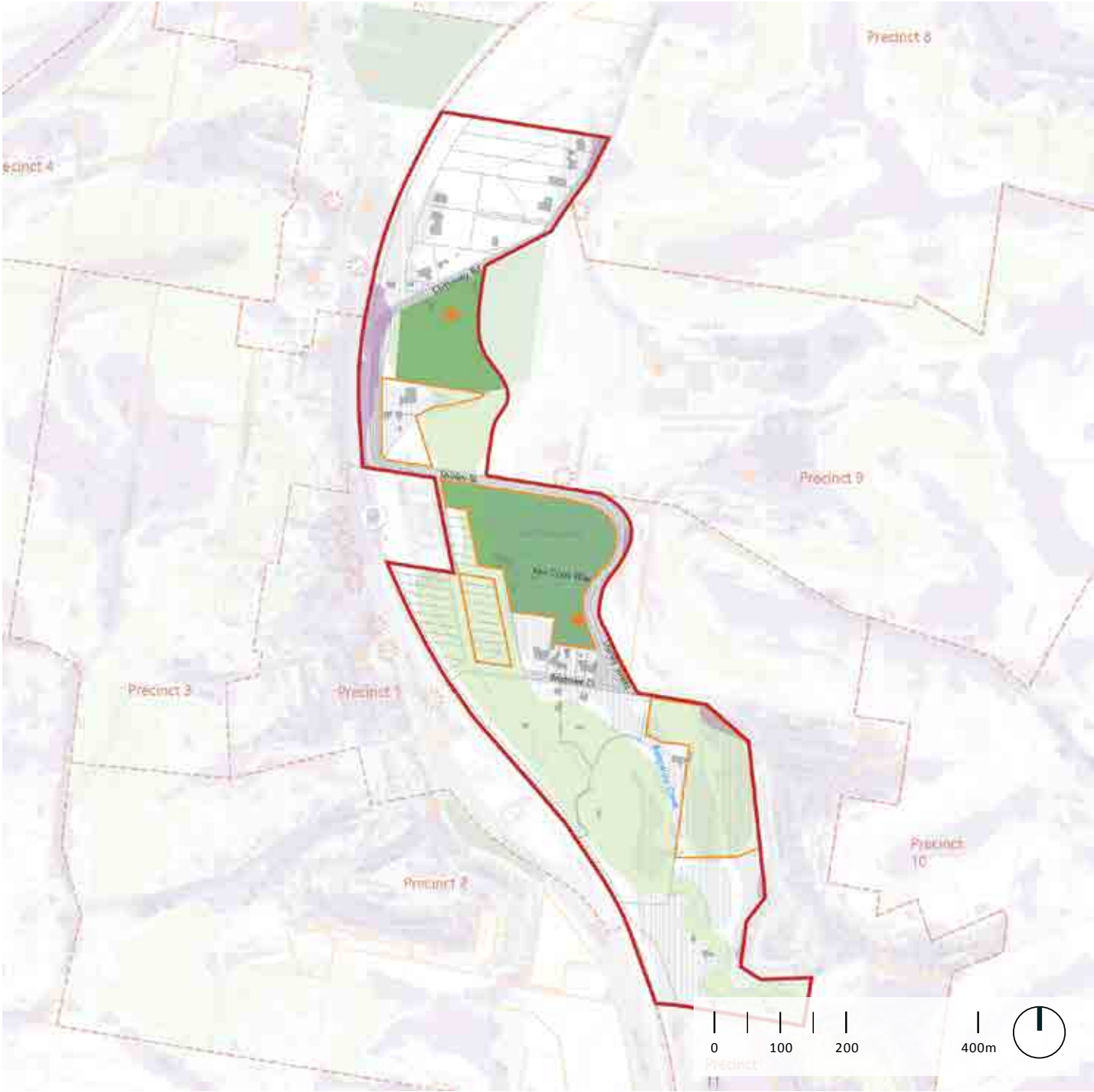
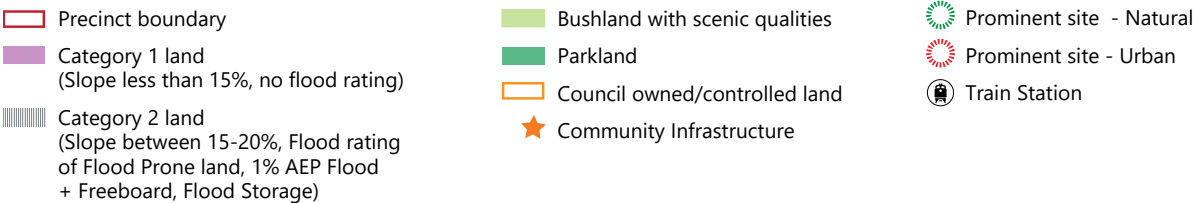


Fig 4.13.4: Strengths and Opportunities



IMPLEMENTING CHANGE

- Council may identify investigation areas to encourage development close to the Train Station through future strategic initiatives, including the preparation of LGA-wide strategies or the review and update of this Strategy.
- Council will investigate road and pedestrian improvements to support floodrisk management requirements through other strategic initiatives.
- Council will investigate opportunities to support sporting and recreational developments, including on land owned or managed by Council, through other strategic initiatives.

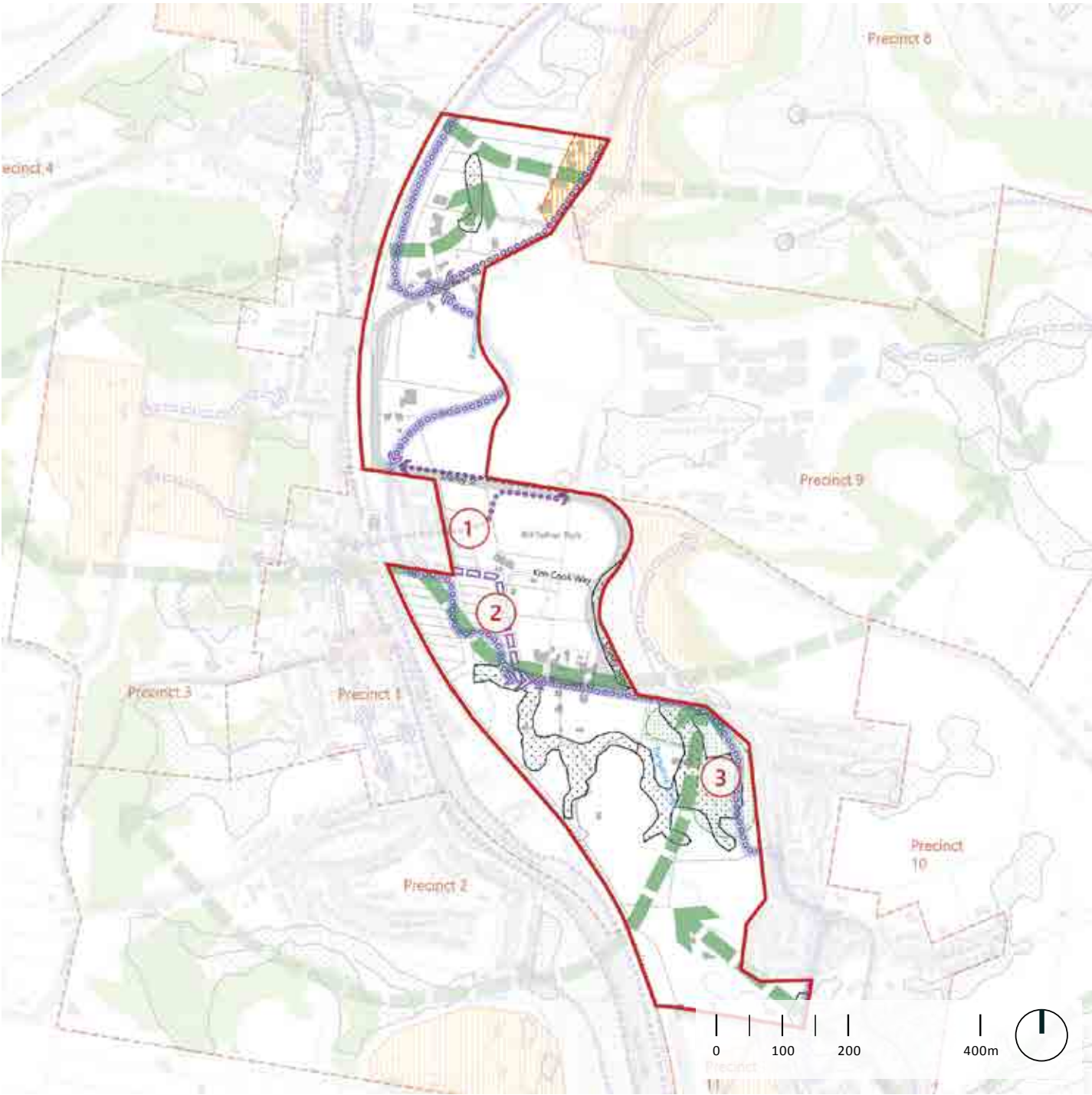


Fig 4.13.5: Strategies

<div>Precinct boundary</div> <div>Vehicle and pedestrian link - New</div> <div>Vehicle and pedestrian link - Improved</div> <div>Pedestrian link - New</div> <div>Pedestrian link - Improved</div> <div>Investigation area</div> <div>Potential for improved public access</div>	<div>Protect and reinforce rural character area</div> <div>Likely to contain EECs</div> <div>Maintain scenic qualities/minimise visual impacts</div> <div>Biodiversity corridor investigation</div> <div>Prominent site - Natural</div> <div>Prominent site - Urban</div> <div>Train Station</div>	<div>Site Specific Strategies</div> <div>1. Improve pedestrian link between Train Station and University Campus.</div> <div>2. Investigate more direct link between Train Station and Shirley Street residential.</div> <div>3. Investigate Bangalow Creek Walk.</div>
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**5.0 Ourimbah Centre Masterplan**



# 5.1 VISION AND OBJECTIVES

The Ourimbah Centre Masterplan section follows on from Section 4.2: Precinct 1.

The vision for the Centre Masterplan is that:

Ourimbah Centre has an urban village feel, and serves as the heart of community life. Its distinct ‘timber town’ character is preserved in heritage buildings and historic facades, and reflected in the design of new buildings. It has developed a new Main Street that offers convenient opportunities for people to socialise, shop and meet their day-to-day needs. Walking through the Centre is part of people’s regular routine, whether they be pushing a stroller, walking the dog, or catching the train. The convergence of local commercial, community, and residential uses, combined with a pleasant street environment, invites people to visit, and encourages them to stay longer. It is a local place of recreation, history, convenience, and community.

Six objectives for planning and design will assist in realising this vision. These are to:

- 1. Increase urban density, providing for a mix of commercial, community and residential uses;
- 2. Establish a new main street with two active frontages;
- 3. Facilitate the development of a small supermarket or general store;
- 4. Rationalise parking;
- 5. Respond to unique heritage and bushland setting; and
- 6. Improve urban structure, integration and connectivity at the time of renewal.

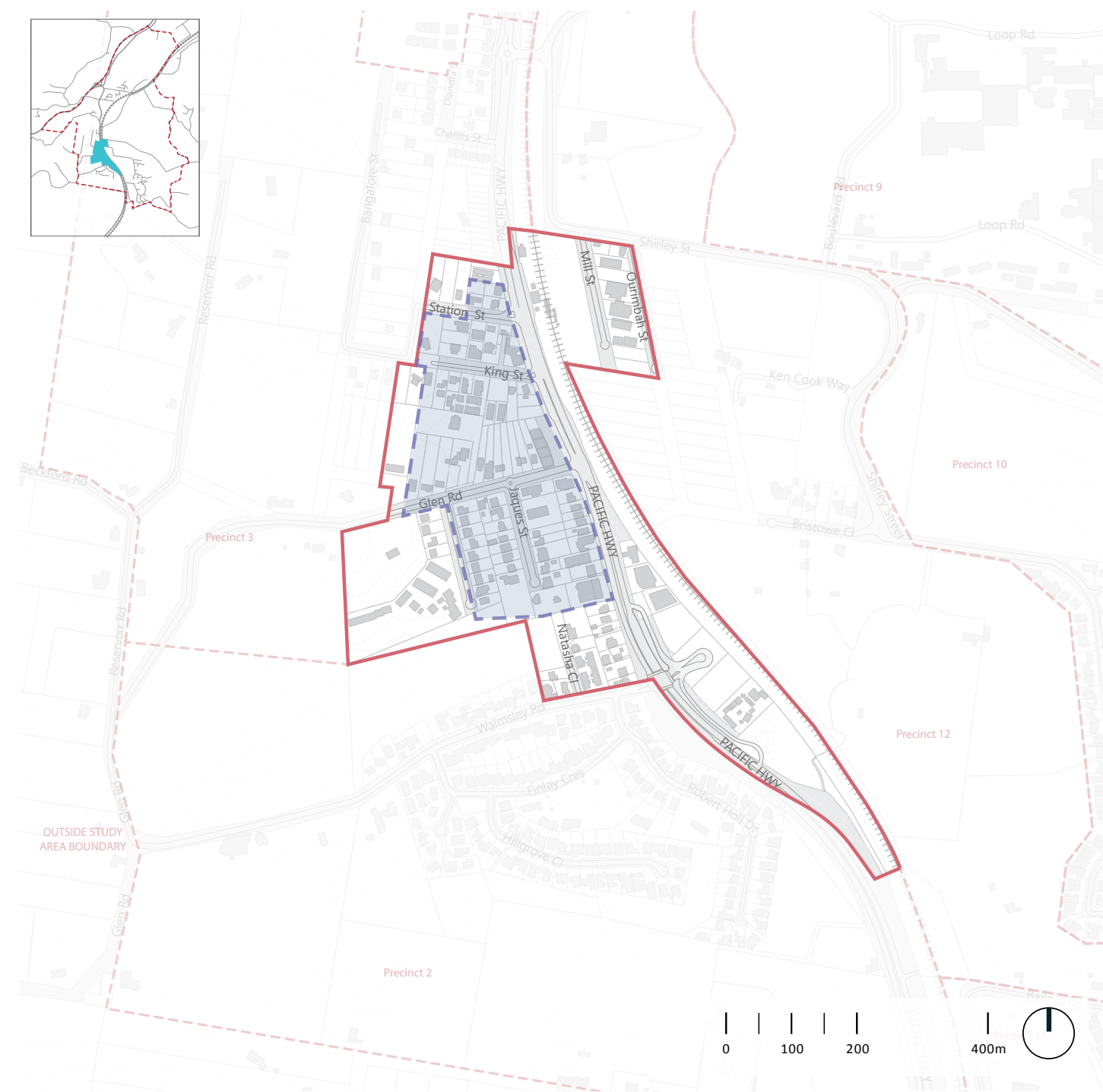


Fig 5.1: Centre Masterplan Boundaries

- Precinct Boundary
- Centre Masterplan Boundary

## IMPLEMENTING CHANGE

- Council will continue to work with the State Government to plan and manage State transport networks, including the Highway and Train Station.
- Council will advocate for upgrades to improve pedestrian access to Train Station.
- Redevelopment opportunities to encourage medium-density housing on existing residential lots within the Precinct will be investigated by Council as part of its LGA-wide review of planning controls.
- This will include amendments to Council's existing planning controls (e.g. LEP and DCP), the preparation of a Public Domain Plan. It will be supported by various funding initiatives, including Local Contributions Plans.
- Note: Any proposed changes to planning rules will be exhibited for public comment, prior to being implemented. This will allow opportunities for local communities to provide further feedback on the specific changes proposed.

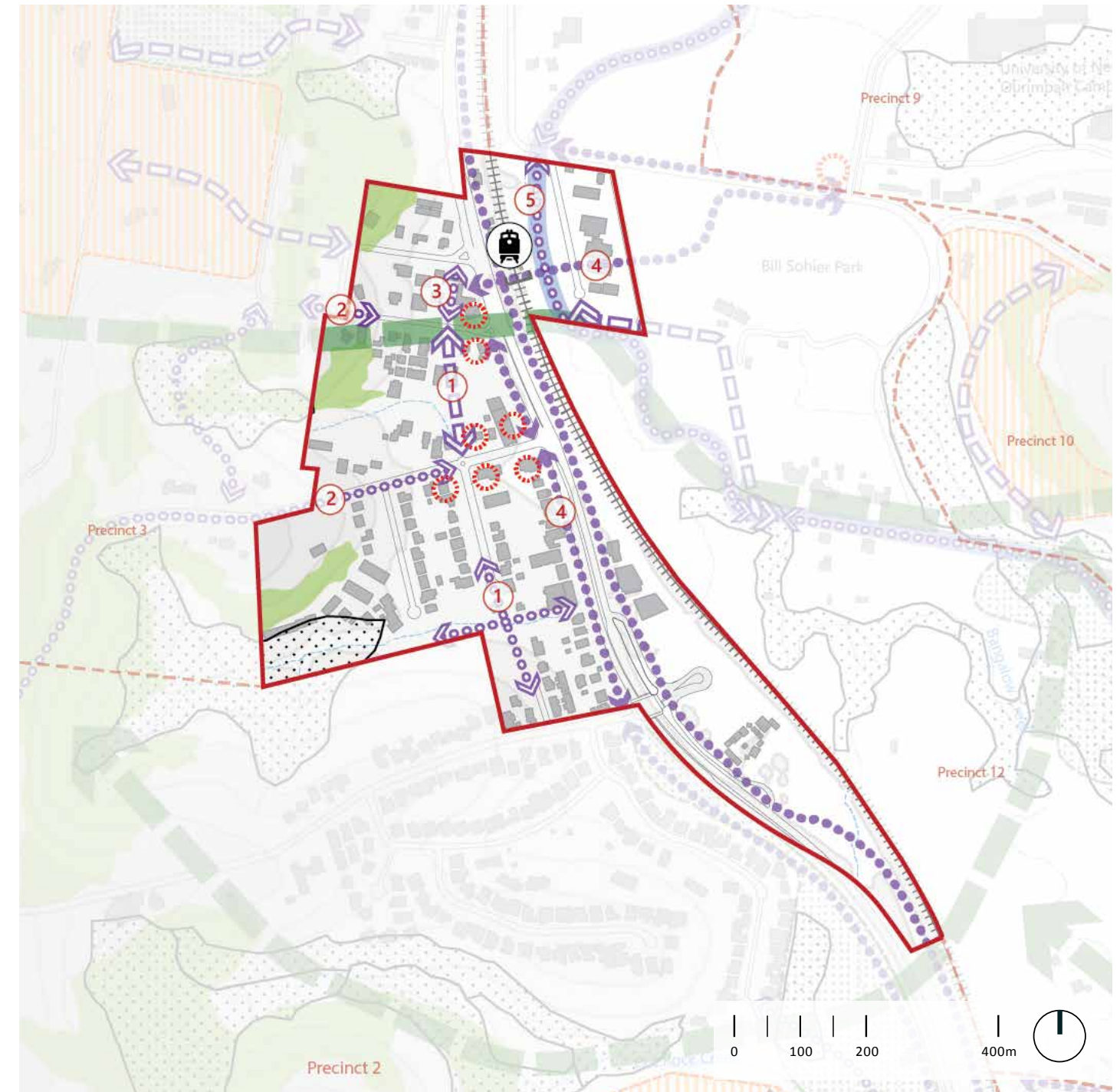


Fig 5.1.2: Precinct 1 Strategies

Precinct boundary	Protect and reinforce rural character area
Vehicle and pedestrian link - New	Likely to contain EECs
Vehicle and pedestrian link - Improved	Maintain scenic qualities/minimise visual impacts
Pedestrian link - New	Biodiversity corridor investigation
Pedestrian link - Improved	Prominent site - Natural
Investigation area	Prominent site - Urban
Potential for improved public access	Train Station

### Site Specific Strategies

1. Potential for new links creating a local road network and main street away from the Pacific Highway.
2. New pedestrian connections between King and Bangalore Street, and also along Glen Road.
3. Potential pedestrian link to train station.
4. Improve access to train station.
5. Investigate recreational walk.



## 5.2 PREFERRED INDICATIVE LAYOUT

The existing centre is dominated by the Pacific Highway. Some active frontages exist, however they are fragmented and lack amenity. A small node exist between the Post Office and the Train Station. The shop fronts North of Glenn Road and the Tall Timbers Hotel all suffer from the traffic impact of the Pacific Highway. Furthermore, the street pattern lacks permeability, so circulation within the centre requires using the Highway whether walking or driving.

The Master Plan seeks to establish a new high-amenity environment which is separated from the highway. A new 'main street' is proposed by extending Jacques Street northward to create an active and attractive environment which is away from the highway and connected to the station. The master plan also identifies a set of strategies relating to car parking and public domain improvements, footpaths and street trees.

The Indicative Layout Plan (Figure 5.2.1) illustrates the preferred urban structure for Ourimbah Centre. This will provide new opportunities for development to accommodate a mix of commercial, community and residential uses that will bring more people into the Centre. The priority structural and public domain improvements that can support this revitalization are summarised below, with further detail for specific concepts provided in later sections.

- 1. New Main Street:** Re-orienting the main commercial frontage away from the Highway will provide more convenient access to local services and destinations, and enable the creation of a more pleasant street environment. The preferred alignment for achieving this is through the staged extension of Jaques Street (1). The new Main Street will be designed to offer a people-friendly environment, with on-street parking, dual active frontages, public spaces, informal pedestrian crossings.
- 2. Dennys Lane:** Extending pedestrian connections further to Station Street will assist in providing more direct walking and cycling routes to the Train Station (2). This extension will require the modification or re-locating an existing telecommunications exchange facility. The area has the potential to be an important public space close to the station and the historic post office. The plan for this area may include the adaptive reuse of the historic Post Office and or the Postmasters Cottage.
- 3. Jaques Street south of Glen Road** will remain a pedestrian-friendly street (3). As renewal occurs, it will offer wide footpaths and, public seating and movement. Landscaping will include street trees along each side at key locations.
- 4. Jaques Street extension** toward the south may connect to Natasha Close. This will be investigated over the longer term, to assist in reducing vehicle reliance on the Highway for local trips and provide improved access from Walmsley Road (4).
- 5. A new local street** may be created connecting Albert Street, Jaques Street, and the Pacific Highway to improve local connectivity (5).
- 6. New Main Street entry points:** New Main Street entry points: The Jaques Street intersections at Glen Road and King Street will become the new local gateways to the Centre (6). These should be designed to indicate to road users that this is a pedestrian-friendly area, through, for example, pavement materials or colours, and widened footpaths at the corners.
- 7. Centre to University link (via the Train Station):** The Centre, Train Station and University are the busiest destinations in Ourimbah. Providing attractive connections (7) between these places will encourage more people to walk, cycle and catch public transport, benefiting local businesses and services. Convenience, accessibility and personal safety will be priority considerations in designing this link, which traverses the Highway, rail line and floodplains.

**8. New Public Square (indicative location):** Creating a small public square close to the Train Station would assist in activating the area (8). This should provide a shaded space that encourages sitting, play and gathering, encircled by supporting convenience food and retail outlets to create an engaging space. It may also provide an opportunity to improve the setting of, adaptively re-use existing heritage buildings including the Post Office.

**9. New community centre (indicative locations):** Council has identified the need for a new community centre in Ourimbah. Locating this within the Centre is preferred, to reinforce the Centre's role as a local service centre. Identifying a recognisable and easily-accessible location will also assist in catalysing change. Re-use of the distinctive Nissen Hut at Glen Road could provide an opportunity to provide visible activity at an important entry to the Main Street, with the proposed public square also contributing to this outcome. Possible opportunity to re-use the Nissen Hut for this purpose (9). An alternative location could be near the post office.

**10. New retail anchor / supermarket (indicative locations):** The resident and service populations of Ourimbah are anticipated to continue growing, generating sufficient demand for a retail anchor or small supermarket. The Centre is the preferred location for this type of development, with pedestrian entry directly from, or visually connected to the Main Street (10). Lot consolidations will likely be required to support this development.

**11. Heritage features:** Retaining and enhancing the Centre's heritage features will provide a sense of continuity amidst the broader changes. Consolidating development to re-orient the Main Street away from the Highway will preserve the setting of heritage dwellings fronting the Highway. Minor modifications to the Train Station building to upgrade the crossing, can be achieved without affecting its heritage significance.

**Built form:** Protect solar access to important public outdoor space. Built form to reinforce streets by generally aligning with and addressing the street. Provide opportunities for building articulation by not entirely filling the permitted envelope. Facilitate outcomes that might not otherwise be achieved, such as commercial uses, basement car parking or lot consolidation. Commercial and retail may be developed with zero setback. Side setbacks may be zero for the first floor where the use is commercial, upper levels to be set back per the Apartment Design Guide. Zero side setbacks may be considered on upper levels mixed use main street buildings if there is a clear advantage in doing so.

**Building Design:** Front setbacks enhance the setting for the building with greenery. Take advantage for sloping sites to maximize views. Design to respond to sloping street frontages in a way that maintains frequent connections to the streets such as: doors, gates and windows. Main Streets facades should not include blank walls. Building entrances along Main Streets should be highlighted. Awnings should extend the full length of buildings where part of main shopping area. Balconies overlooking the street should be provided for passive surveillance and activation. Roof terraces may be considered where impacts to surrounding uses are manageable. Sloping street frontages to include frequent stepping to preserve close relationship along frontage.



Fig 5.2.1: Ourimbah Centre existing context

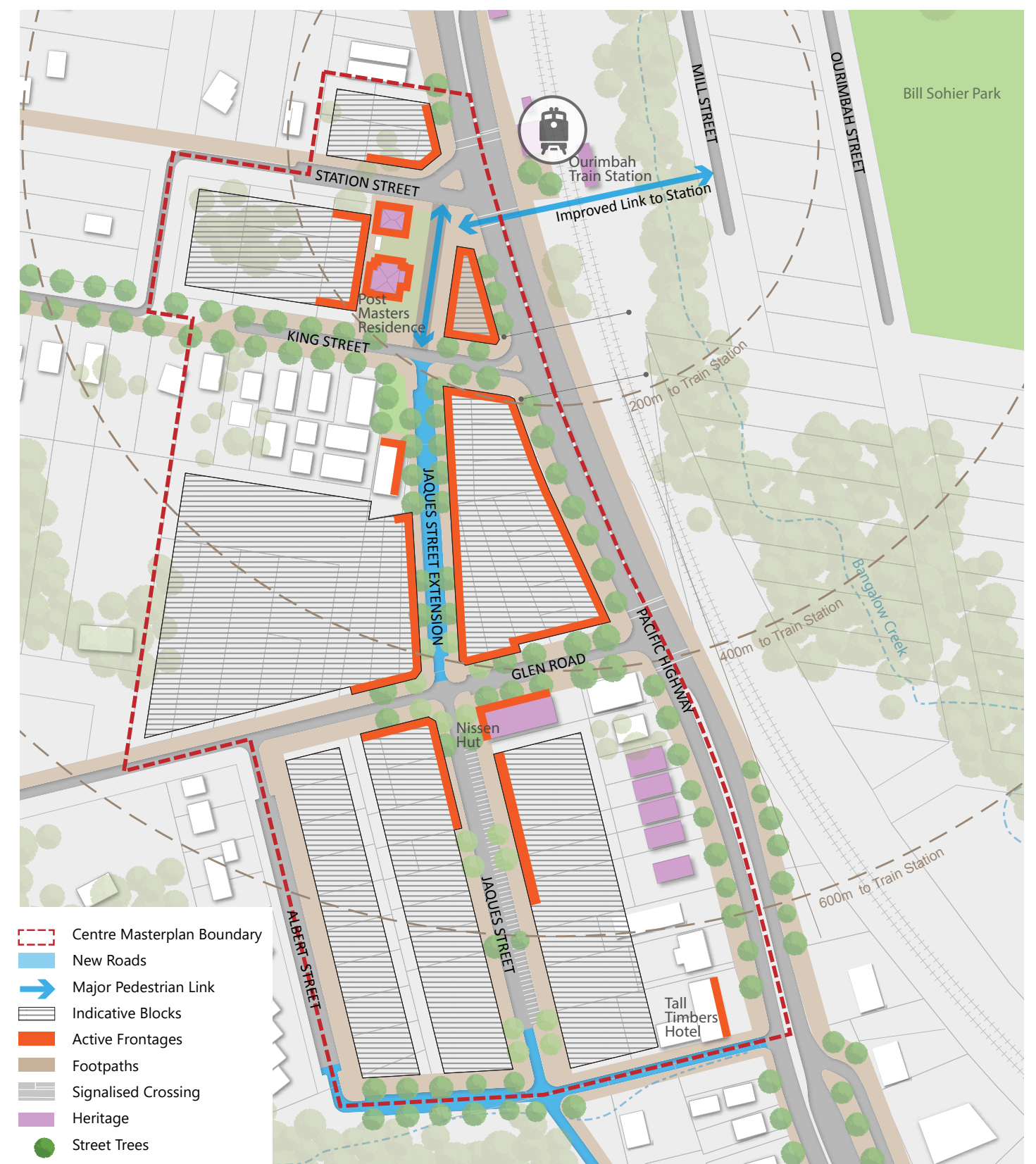


Fig 5.2.2: Indicative Layout Plan



# 5.3 CENTRE OUTCOMES

Ourimbah Centre is an important focus for the delivery of local services and social interaction. The future role and structure of the Centre was considered in greater detail as part of this project, to enable it to continue to be an important reflection of the lifestyle that the local area offers. The Masterplan for Ourimbah Centre covers seven urban blocks (Figure 5.2.2), and addresses a range of opportunities and challenges.

Several variables will influence how the Centre may be configured and developed in future. The degree to which sites might be consolidated is a significant factor. Certain uses, such as car parks or supermarket, may only be introduced if sites can be consolidated to larger size.

A degree of flexibility is required when approaching the design of the Centre. Four key strategies have been developed to realise the six objectives presented in Section 5.1. These relate to:

- 1. Access and circulation
- 2. Car Parking
- 3. Land uses
- 4. Public domain

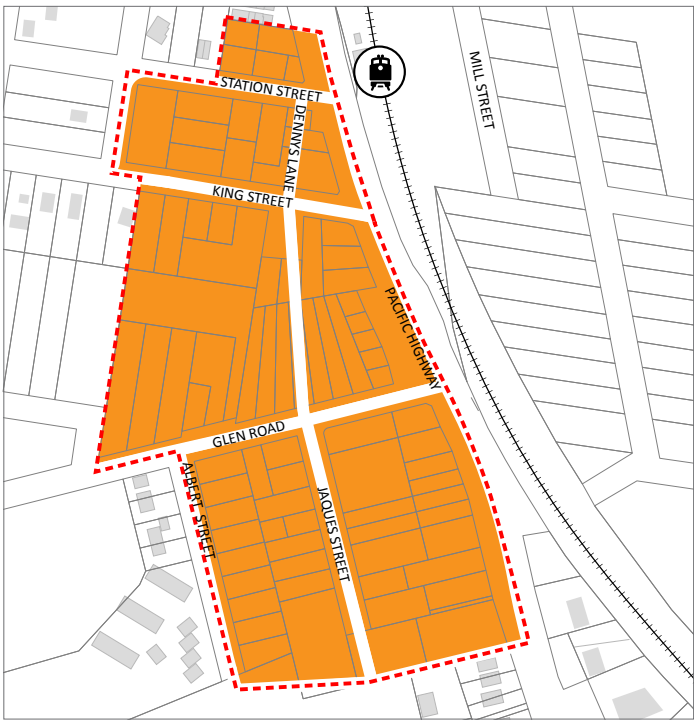


Fig 5.2.3: Ourimbah Centre Blocks

Masterplan Boundary  
Urban Block

Each strategy in this section provides information on:

- **Desired future outcomes:** to describe what type of change is being sought within the Centre. These outcomes align with the long-term vision, and objectives for the area, and will provide an ongoing basis for future decision-making.
- **Setting the scene:** providing a context for planning within the Centre, recognising challenges arising from the current and likely future situation.
- **Guidelines:** to describe how the desired future outcomes will be pursued.
- **Action:** which indicate steps Council may take to influence and encourage progress towards delivering the desired future outcomes.

Where appropriate, strategies show different options for development, and recommend a best-case scenario. These best-case scenarios have been used to formulate the preferred indicative layout, presented in Section 5.2.

# OUTCOME 1: Access and Circulation

## DESIRED FUTURE OUTCOMES

- A new main street is activated by active retail and commercial on two sides.
- New linkages inside the centre reduce the need to use the Highway for local movements.
- The intensification of the Centre is supported by an appropriate access and circulation system. This includes pedestrian links and service vehicle access.
- The need for motor vehicle usage is reduced by providing goods and services locally along with better access to public transport.

## SETTING THE SCENE

While the Pacific Highway was initially built to accommodate ox carts, it is now a regional route accommodating a high volume of traffic, including heavy vehicles. The ongoing Highway upgrades are expected to further increase traffic volumes passing through and physical infrastructure located within Ourimbah.

The Centre's main commercial frontage can be re-oriented away from the Highway. This new Main Street will become the local heart, encouraging people to spend more time in the Centre by offering a more pleasant

pedestrian environment for people of all mobilities, while reducing vehicular reliance on the highway for local trips. Completing this north-south link will benefit those living in surrounding residential areas by providing more direct routes to the Centre.

Two alignment options were investigated for the new main street, extending either Jacques Street or Albert Street, northward from Glen Road to King Street and onward to Station Street. Option A, Jaques Street emerged as the preferred option given the relatively level gradient of the alignment and its proximity to the existing commercial activities in Ourimbah. This does have some challenges particularly in relation to procuring the sites along the alignment. The Albert Street alignment has the disadvantage of quite significant cross-fall making the development of a 2-sided retail street more difficult. Furthermore, the alignment crosses a fairly steep gully just to the south of King Street and its intersection with King Street occurs at a steeply sloping location.

The southward extension of Jaques Street would improve pedestrian access to Walmsley Road and be further complemented by a new local road connection to Albert Street in the west and the Pacific Highway, adjacent to the Tall Timbers Hotel.

## GUIDELINES

- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Modify urban structure to achieve smaller urban blocks and higher intersection density.
- Improve connections between the eastern and western parts of the Centre via the Train Station.
- Improve access off the Pacific Highway.
- Reduce vehicular reliance on the Highway for local trips.
- Improve disability access within the public domain.

## ACTIONS

- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Extend Jaques Street onward from Glen Road to King Street and onward to Station Street (partly using land already owned by Council), and southward to Natasha Close creating a contiguous local connection from Station Street, through the western part of the Ourimbah Centre to Walmsley Road.
- New local road or shared pathway connection to Albert Street in the west and the Pacific Highway, adjacent to the Tall Timbers Hotel.
- Require disability access to be provided along routes from car parking areas and the Train Station to new anchor businesses and public facilities.

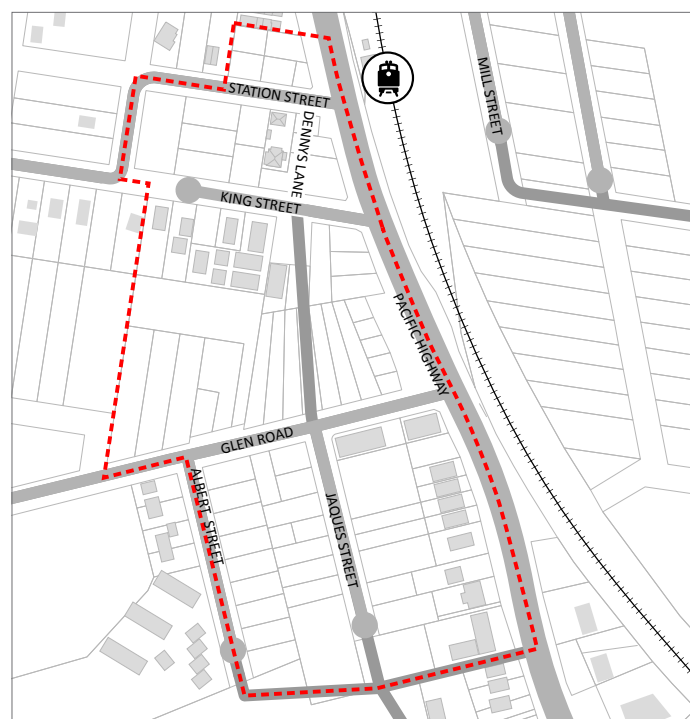


Fig 5.2.4: Ourimbah Centre Existing Circulation

Masterplan Boundary

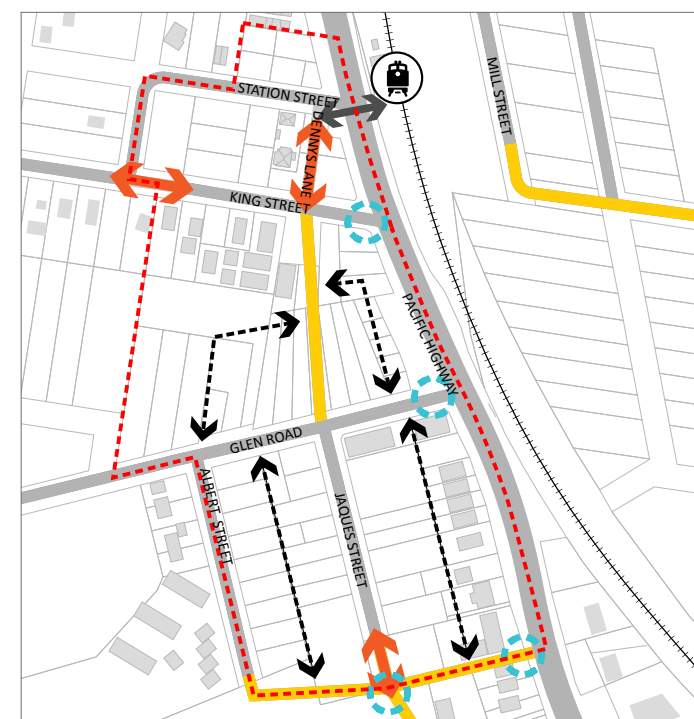


Fig 5.2.5: Ourimbah Centre Future Circulation

Masterplan Boundary  
New Street  
New Pedestrian Link  
Improved Crossing to Station  
Possible laneways  
Entry Point to Centre



# OUTCOME 2: Car Parking

## DESIRED FUTURE OUTCOMES

- Car parking is sufficient and supports the continued growth of the Centre.
- Car parking is convenient, efficient and does not dominate the public domain.
- Sustainable transport is encouraged. This reduces the overall need for car parking in the Centre.

## SETTING THE SCENE

Generally there is limited parking in proximity to the retail and services of the centre, with competition between the commercial centre and station for parking. There is considerable demand for longer-term commuter parking near the station. Parking is likely to be an ongoing constraint to the growth of Ourimbah because most of the centre’s residents live at a distance, and driving is the primary mode of transport for the overwhelming majority. Presently car parking exists in most streets in the centre as parallel street parking. Some small off-street car parks exist in association with shops and businesses. Providing adequate parking in the Centre is also difficult because of poor circulation, frequent vehicle driveways reducing street parking.

Large, consolidated car parking locations will encourage a more manageable, pedestrian-friendly environment across the Centre. However, the cost of car parking structures, means that they will tend to occur only where land value is high enough and the need for parking is sufficient to warrant the expense of their construction. The cost of structured car parks falls as sites become larger they can be more efficient in their circulation and construction. The relatively small size of most lots in Ourimbah centre means that there are a limited number of sites large enough to produce efficient structures. This strategy proposes a reconfiguration of street parking and identifies possible sites for new large-plate off-street parking. This sections forms the basis for council to prepare a formal parking strategy.

## GUIDELINES

- Additional capacity to support growth of activity in the centre.
- Improve convenience, access and function of car parking.
- Car parking strategy to support sustainable transport objectives.
- Timing of car parking to correspond with growing need.
- Seek opportunities to fund additional capacity through developer contribution.
- Utilise natural features including landfall to hide parking structures.

## ACTIONS

- Investigate the identified consolidation blocks for capacity to include public parking. Figure 5.2.5 identifies a number of potential sites for car parking dependent on site consolidation patterns.
- Consolidate vehicle cross-overs to optimise street parking.
- Configure Jaques Street for angle parking.
- Design to capitalise on landfall to minimise ramping and maximise active street frontage.
- Seek opportunities to establish an efficient (large floor plate) public car park either below ground or sleeved behind an active frontage.
- Consider development staging to include mid-term off street surface parking on consolidated sites as interim use until full scale development. One strategy to achieve a public car park in the centre may include a park-and-ride facility for commuters who drive to Ourimbah in order to catch the train to work. This has the advantage of generating ‘footfall’ in the centre, adding passing trade for shops, particularly convenience grocery for the homeward journey.
- Consider consolidated parking to serve the needs of smaller development sites incapable of large or efficient parking.

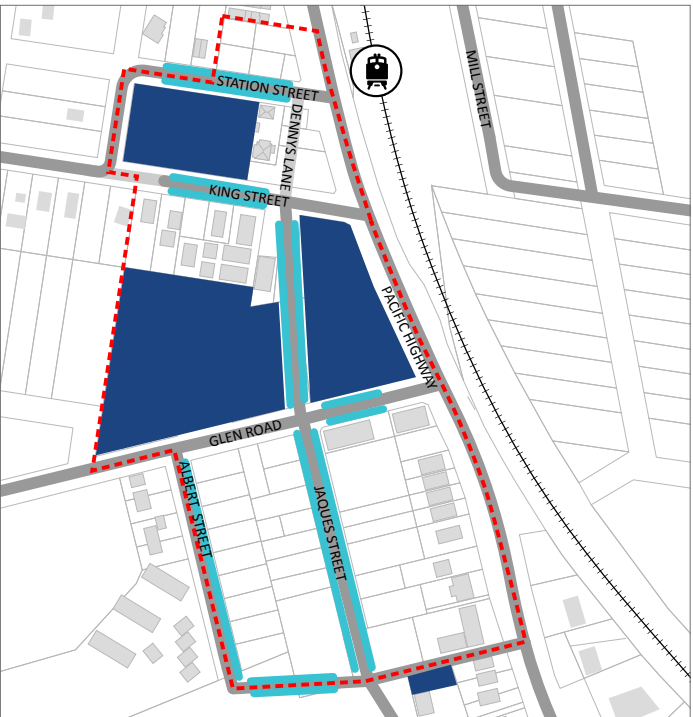


Fig 5.2.6: Ourimbah Centre Options for Large Carpark Diagram

- Masterplan Boundary
- Options for Large Carpark
- Street parking

# OUTCOME 3: Land Use

## DESIRED FUTURE OUTCOMES

- The Centre is a very desirable area to live, work and visit. Services, parkland and transport are all within a few minutes walk with Jaques Street as the focus of social and commercial life in Ourimbah.
- Land uses support an active and high quality public domain with good physical connections, particularly for walking in all directions.
- There is a sense of community and vibrancy in the Centre, with new residential development close to public transport, retail and services.
- New development includes a diversity of commercial and community uses so visitors are able to achieve multiple goals in a single trip.
- The built environment in the Centre offers a mixture of building types including a supermarket, shoptop housing and apartment buildings.
- There is a diversity of household types in the Centre, including smaller and single-person households as well as single parents and seniors living.

## SETTING THE SCENE

Presently there is a mix of residential, commercial and community uses in the centre. The plan is to build upon this mix with a broader array of land uses in the centre. The centre would benefit from a grocery store or small supermarket, this would establish a retail anchor which would support the viability of a range of other retail and services.

The new Main Street provides opportunities for:

- Establishing a small supermarket, grocery store or anchor retailer.
- Growing existing or new businesses, including specialty shops, cafes, restaurants and clothing stores.
- Shop-top housing or visitor accommodation in the heart of Ourimbah Centre.
- Specialist allied health services.
- The Nissen Hut has historically been used for community uses. This site or the Post Office site might provide for a variety of community uses, including community group meetings, or recreation uses. It could also provide a base for uses such as farmer's markets or other community-oriented commercial activity.

Mixed use or shop top housing represents a desirable building type in the centre. Street-facing shops create active frontages with shops at ground level, and residences above, thereby creating natural surveillance from upper level windows overlooking the street and adding to the residential community who have a sense of stewardship towards the centre. Including residential apartments is also likely to strengthen the financial viability of development projects in the Centre.

## GUIDELINES

- Incorporate ground-floor uses, such as outdoor dining, to utilise the street and contribute to the liveliness of the Centre.
- Recognise the importance of residential land use to encourage lot consolidation to achieve viable development sites.
- Create the public domain setting for an expanded range of commercial activities.
- Significantly increase the number of people who live in the centre, close to shops and public transport.
- Consider staged development that might entail surface car parking on part of the area as an interim landuse while preserving the opportunity to future redevelopment with more intensive development (see Strategy 2: Car Parking).

## ACTIONS

- Sloping sites to be developed with stepped form to maintain close connection with street frontage.
- Consider relaxing car park requirement on specific sites for commercial uses if parking can be provided off-site or if alternate strategies can be developed.
- Create rear lanes and servicing of the sites within the mid-block in order to preserve street frontages for higher value active uses.
- Community Centre: Consider historic Nissen hut (re-use building if suitable or redevelop site) for a community use such as occasional market, community hall or other.
- Create a new public plaza between sites 1.1 and 1.3 to provide a pleasant link between Jaques Street and the station and also to create a good setting for the renewed, repurposed Post Master's cottage.
- Consider opportunity for car parking, including for public or retail uses in site 1.1.

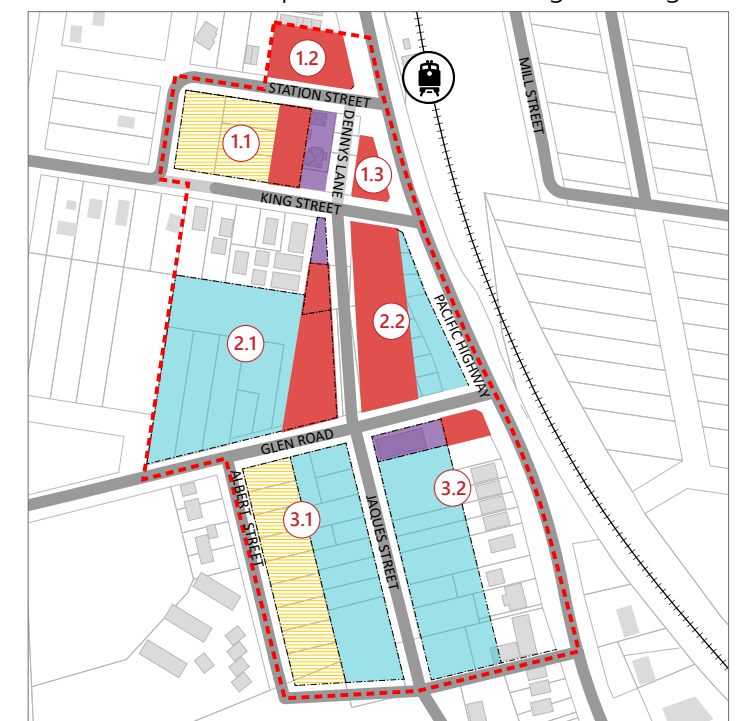


Fig 5.2.7: Ourimbah Centre Future Land Use Diagram

- Masterplan Boundary
- Mixed Use or Commercial
- Mixed Use or Residential
- Residential
- Possible Community or Commercial
- ① Block Numbers



# OUTCOME 4: Public Domain

**DESIRED FUTURE OUTCOMES**

- Streetscapes and public spaces provide a setting for social interaction that enliven the Centre. Engaging, safe and comfortable streets and public spaces encourage people to visit and stay.
- Attractive streets and direct links to both train and bus, as well as the provision of comfortable waiting areas, mean that public transport is well used.
- Streetscapes strengthen the Centre’s historic character and give the Centre an outdoor character.
- Centre streets comfortably accommodate pedestrians, cyclists, vehicles and also promote equal access. Priority is given to pedestrians.

**SETTING THE SCENE**

Extensive areas of grass, various low plantings and large trees give the existing public domain a pleasant informal character. However, cars parked on verges, unmade kerbs and the absence of footpaths make it clear that there is an opportunity to improve the public domain. The public domain also suffers from close proximity to the major arterial road of the Pacific Highway. This means that high volumes of high speed vehicles pass very close to the existing centre.

There is no continuous public domain or path of travel thorough the centre, except for along the Pacific Highway. Furthermore, all the cross streets become very steep as they ascend the hill to the west and they lack continuous footpaths. Consequently, there is very little pedestrian activity in the centre.

This Masterplan sets out a way to transform the structure and character of the public domain in the centre to create a pleasant and active physical environment. This provides an opportunity to establish requirements and benchmarks for improving access for people of all mobilities, and incorporating more sustainable design practices from the outset.

**GUIDELINES**

- Provide opportunities to extend and improve pedestrian space through out the Centre.
- Identify areas of potential pedestrian/vehicle conflict and rectify where possible while giving priority to pedestrians in the centre.
- Create a range of pleasant spaces for social interaction.
- Create clear and generous pedestrian connections to public transport and ensure the provision of comfortable waiting areas e.g. seating and shelter.
- Streetscapes and public spaces relate to the surrounding buildings and offer an attractive and pleasant experience.
- Activities and events enhance and activate the streetscape along building frontage.
- Ensure new development addresses and contributes to the quality of the public domain.
- Incorporate sustainable design principles into the public domain, to minimise environmental and financial impacts.
- Improve disability access within the public domain.

The following typical street characters are proposed for the Centre;

**Main Street** area is intended to have a distinctly urban character, vehicle access is intended to be permitted however the whole environment should give clear cues to pedestrian priority. It is typified by:

- Street awnings over footpath.
- Footpaths and street furniture designed to suit the adjacent retail uses.
- Parallel parking.
- Easy for pedestrians to cross the street either mid-block and corner.
- Roadway may be considered as shared way, where feasible.

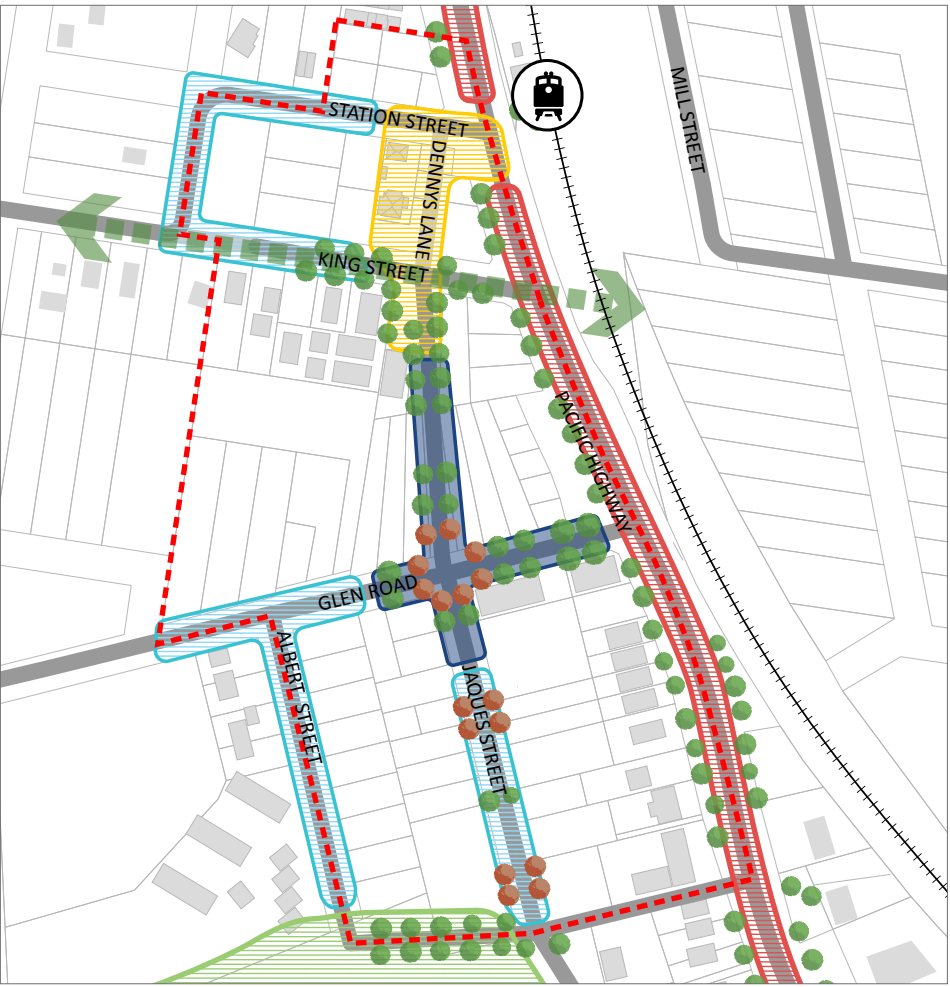
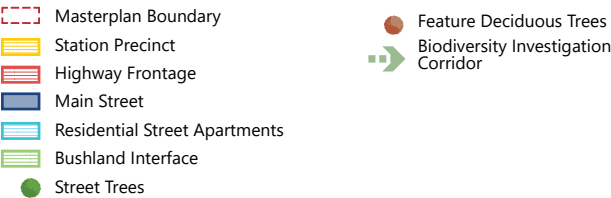


Fig 5.2.8: Ourimbah Centre Public Domain Diagram



**Residential Streets** public domain is intended to provide easy walking access along these streets, and should include street furniture for passive recreational use of streets. Trees and other plantings in the residential streets will combine with planting the front courtyards of adjacent development to create a pleasant green character. It is typified by:

- Continuous and convenient footpaths.
- Nature strips or beds for trees and mass planting.
- Parallel and angled parking.
- Street furniture such as seating in relation to planting.
- May incorporate water sensitive urban design.

**Station Precinct** is intended to be a pedestrian environment. The detailed design of this area will determine the extent of hard and soft landscape. The space may include uses such as square and children's play area. It may also serve for public and community outdoor events such as music performance and markets.

- Landscape to respond to heritage post office and cottage.
- Design may include public art.
- Design to include flexible community and public uses.
- Disability access is prioritised in the design of all public domain improvements.

**Highway Frontage** public domain is largely determined by the recent upgrade works along the corridor and is unlikely to change in the life of this master plan.

**Bushland Interface** is intended to create a transition between the urban setting and the adjacent bushland. It should have the following elements:

- Water Sensitive Urban Design.
- Native mass planting.
- Native trees.

**Biodiversity Corridor** should be investigated along King Street. Vegetation could be selected to support the movement of wildlife across the valley. It also presents an opportunity for the street to have a distinctive character.

- Consider placing powerlines underground to allow canopy tree growth.
- Consider mass planting to aid the movement of terrestrial mammals.
- Consider the introduction of structures to aid the movement of arboreal animals along the street and across the highway and rail corridor.

## ACTIONS

- Public art should be appropriately placed throughout the centre.
- Street trees, street furniture and landscape elements should be integrated into new developments.
- Pedestrian laneways should connect across blocks and open up opportunities for commercial developments and outdoor eating.
- Outdoor car parking should include trees for shade and visual amenity.
- Consolidate vehicle cross-overs to minimise vehicle impact on footpaths.
- Specify considerations for disability access and sustainability in relevant planning documents (e.g. Development Control Plan or Public Domain Plan).



Fig. 5.2.9: Artists Impression of the interaction of Jaques Street and Glen Road





## 6. Implementing Change



# 6.1 INTRODUCTION

This section identifies the actions that may be undertaken by Council, or other stakeholders, to support the recommendations outlined in the Ourimbah Area Strategy and Centre Masterplan. These actions will include:

- Strategic initiatives, including to update other related Council strategies, policies or information.
- Updating planning rules, potentially including changes to land use zones and development guidelines that apply within the area.
- Planning and delivering infrastructure, to support the growth and change envisaged for Ourimbah.

## MONITORING AND REVIEWING PROGRESS

Council will regularly monitor and review progress towards delivering the actions described in this section as part through its annual business planning and reporting processes. A comprehensive review the Area Strategy and Centre Masterplan will be undertaken every 10 years.

# 6.2 STRATEGIC INITIATIVES

In the coming years, Council will undertake a series of initiatives to give effect to the strategies and desired future outcomes described for Ourimbah in the Area Strategy and Centre Masterplan. Broadly speaking, these will include initiatives that are:

- **Ourimbah-area specific:** The delivery of some Area Strategy recommendations may be supported by the preparation of area-specific studies or guidelines for the whole of the Ourimbah area, or one or more of its Precincts. The area-specific initiatives described below indicate the focus areas for Council in this regard.
- **Cross-jurisdictional:** The delivery of some of the Area Strategy and Centre Masterplan recommendations will rely on stakeholders other than Council. The cross-jurisdictional initiatives described below identify key delivery partners, including State agencies and infrastructure providers, and indicate advocacy priorities for Council when it works with these stakeholders.
- **LGA-wide or broader-catchment specific:** Council regularly prepares, reviews and updates strategies and policies that relate to the whole of the LGA, or to broader catchments within which Ourimbah is situated. In the coming years, this will include amalgamating strategies and policies that were previously prepared separately for the former Wyong Shire and Gosford LGAs. The LGA-wide or broader catchment specific initiatives identified below indicate how the recommendations of the Ourimbah Area Strategy and Centre Masterplan will be considered through this process.

The list of initiatives presented here is not intended to reflect specific projects or actions to be undertaken by Council, nor is it considered exhaustive. It is provided to highlight the types of outcomes could be effective to support and facilitate change within Ourimbah. Council will prioritise these initiatives through specific projects delivered as part of its ongoing work program.

OURIMBAH AREA SPECIFIC	
A.1	<a href="#">Biodiversity Corridors Plan</a> to consolidate LGA-wide conservation priorities for protecting biodiversity generally and to identify and strengthen biodiversity corridors in Ourimbah, in particular. This will assist in providing an area-specific focus for conservation investments, including to direct offsets arising from proposed developments.
A.2	<a href="#">Public Domain Plan</a> for the Centre and surrounds, detailing the design and development requirements, and associate costs, to deliver the outcomes recommended in the Masterplan. This should include a review of available playspaces and other recreational opportunities.
A.3	<a href="#">Local Contributions Plan</a> for the Centre and surrounds. Funds have already been collected under the existing Section 7.11 Contributions Plan towards a new community centre and some open space works within Ourimbah. This plan should be reviewed to support funding for additional recommended improvements in the Centre and surrounds, including to deliver the new Main Street and public domain plan (initiative A.2).
A.4	<a href="#">Planning Rules</a> , including amendments to the Local Environmental Plan (LEP) and Development Control Plan (DCP), will be progressively updated to support the strategies and desired future outcomes described in the Area Strategy and Centre Masterplan. These are discussed in more detail in Section 6.3.

CROSS-JURISDICTIONAL	
X.1	<p><a href="#">Australian and NSW Governments</a></p> <p>Planning for high-speed rail to benefit the Central Coast, noting the preferred location for a Central Coast station is currently proposed at Ourimbah.</p>
X.2	<p><a href="#">NSW Government to improve State transport infrastructure and networks within Ourimbah.</a></p> <ul style="list-style-type: none"> <li>Upgrade the existing railway bridge at Chittaway Road;</li> <li>Provide a new rail bridge, with early opportunities identified at Burns Road (replacing the underpass) or Yates Road (new bridge). This may require the re-alignment of Chittaway Road;</li> <li>Improve the public domain of the Train Station, making it safe and easily accessible to people of all ages and ability (Disability Discrimination Act compliance);</li> <li>Increase rail patronage by enhancing existing services and improving station infrastructure (e.g. toilets and lighting);</li> <li>Upgrade the pedestrian bridge from the Station to Mill Street including security lighting;</li> <li>Support multi-modal interchange, through the provision of sufficient and safe commuter parking, including bicycle parking and storage;</li> <li>Consider opportunities to adaptively re-use the heritage-listed Station Master's cottage;</li> <li>Support public transport network service delivery improvements (e.g. timetabling and user comfort); and</li> <li>Investigate longer-term opportunities for Motorway interchange improvements.</li> </ul>
X.3	<p><a href="#">University of Newcastle</a></p> <ul style="list-style-type: none"> <li>Investigate opportunities to adaptively re-use the Nissen Hut for community benefit;</li> <li>Improve pedestrian connections to the Station and University from the north along Shirley Street including signage and security lighting; and</li> <li>Facilitate the delivery of the University's campus masterplan.</li> </ul>
X.4	<p><a href="#">Telstra</a> to identify opportunities to relocate their existing exchange to support the long-term delivery of a new Main Street in the Centre.</p>

LGA-WIDE OR BROADER CATCHMENT	
L.1	<p><a href="#">Settlements and Centres</a></p> <p>The Wyong Shire's Settlement Strategy and Retail Centres Strategy were both last adopted in 2013. Council will review and update the strategic planning framework for settlements and centres across the Central Coast. This updated framework will be implemented as part of the comprehensive LEP.</p>
L.2	<p><a href="#">Heritage</a></p> <p>Wyong Shire Heritage Strategy (last adopted 2014) identifies Council's priorities for identifying and managing heritage across the former Wyong LGA. This includes development and management considerations for items that are already afforded statutory protection, such as those listed in the former Wyong Council's LEP. It also outlines the initiatives Council will take to improve awareness about heritage across the LGA and to identify heritage items that should be afforded new or enhanced protections.</p> <p>Updating the Central Coast LGA's Heritage Strategy will be important to addressing the gap in the planning evidence base relevant to Ourimbah. The Implementation Plan supporting the Central Coast Regional Plan 2036, for example, encourages Council to complete cultural landscape mapping initiatives and implement the findings through appropriate local planning controls.</p>
L.3	<p><a href="#">Floodplain Risk Management</a></p> <p>Council has adopted the Ourimbah Creek Catchment Floodplain Risk Management Study and Plan. This plan identified floodplain risk, test strategies for the management of risk and prioritise approximately costed recommendations in regards to flood risk mitigation in the Ourimbah area.</p> <p>This document will be used to inform the preparation of flood-specific planning controls for the area to ensure future development is controlled in a manner consistent with the flood risk.</p>
L.4	<p><a href="#">Vegetation mapping and biodiversity corridors</a></p> <p>Council has recently improved the biodiversity data available to support decision-making. This includes updates to LGA-wide mapping to identify vegetation types and current conditions. This information can be used to assist planning in Ourimbah, by signposting where proposed development may impact on biodiversity values that are protected by current legislation, such as Endangered Ecological Communities.</p> <p>The updated vegetation maps have informed studies to model habitat connectivity and identify biodiversity corridors across the LGA. This information can be used, at an area-wide or precinct-level, to direct conservation measures such as biodiversity offsets, to protect and strengthen these corridors (see initiative A.1).</p>
L.5	<p><a href="#">Recreation, open space and community facilities</a></p> <p>Council has a range of documents that guide planning and development for the recreation, open space and community facility assets that it maintains. These include, but are not limited to the former Wyong Shire's Community Facilities Strategy (in 2012), draft Central Coast Active Lifestyles Strategy 2021.</p> <p>Wyong's On-road bicycle and Shared Pathway Strategy (in 2010), Central Coast Pedestrian Access and Mobility Plan and Bike Plan (2019) and associated action plan, identifies and maps the LGA's shared pathway network, including existing and proposed pathways. It is used to inform capital expenditure to deliver path-related infrastructure. Council will identify on-road bicycle and shared pathway infrastructure in and around Ourimbah's Centre when it prepares a Public Domain Plan for that area (see initiative A.2). Council will identify other missing links across Ourimbah when it next reviews and updates this Plan, to help support the delivery of an integrated network.</p>



## 6.3 UPDATING PLANNING RULES

The Ourimbah Area Strategy and Centre Masterplan will guide decisions relating to land use planning and the future development of lands within Ourimbah. The changes recommended in the Area Strategy and Centre Masterplan may lead to:

- The re-zoning of land, which Council will consider when preparing its comprehensive LEP;
- The application of place-specific development guidelines, which Council may consider as an amendment to the DCP;
- The application of funding mechanisms, which Council may implement through a Local Development Contribution Plan.

Any changes to planning rules will be subject to further investigations, engagement with key stakeholders and public consultation, to consider the range of issues affecting growth potential. This will include more detailed investigations for flooding, biodiversity, transport, heritage, etc.

### OURIMBAH CENTRE AND SURROUNDS

Initiative A.4 identifies that Council will lead on the preparation of new planning rules for the Centre and surrounding areas, to reflect the improvements recommended in the Centre Masterplan. This will likely include the preparation of:

- An amendment to the LEP (e.g. through the comprehensive LEP);
- A new Development Control Plan to provide more detailed guidelines.

These changes will occur in parallel with the preparation of a Public Domain Plan (initiative A.2) and Local Contributions Plan (initiative A.3). Any proposed changes to planning rules will be exhibited for public comment, prior to being implemented. This will allow opportunities for local communities to provide further feedback on the specific changes proposed.

### INVESTIGATION AREAS

Council will consider proponent-led proposals to rezone land within the investigation areas identified in the Strategy. Proposals must address the area-wide strategies and precinct-level considerations outlined in the Area Planning Strategy, in addition to site-specific criteria. Proposals must also demonstrate that water and sewer services can be provided, and the cost for providing any infrastructure (including transport, utilities and community infrastructure) will be met by the developer(s). Proposals to rezone land in locations that are not identified as investigation areas will generally not be considered, except where subsequently identified in an updated LGA-wide settlement strategy (or similar).

INVESTIGATION AREA		TIMEFRAME/DEPENDENCY
2.1	Teralba Street	Short term (0-5 years)
11.2	Baileys Road	Short term (0-5 years) subject to the Ourimbah Creek Catchment Floodrisk Management Plan and identification of suitable flood evacuation routes for east Ourimbah.
3.1	Reservoir Road	Medium term (5-10 years) and subject to provision of sewer infrastructure.
8.1	Chittaway Road	Medium term (5-10 years)
11.1	Shirley Street	Medium term (5-10 years), and subject to the Ourimbah Creek Catchment Floodrisk Management Plan and identification of suitable flood evacuation routes for east Ourimbah.
5.1	Highway Precinct (West)	Long term (10+ years)
5.2	Highway Precinct (West)	

## 6.4 PLANNING INFRASTRUCTURE

Various stakeholders are responsible for planning and delivering infrastructure improvements that can support growth and change within Ourimbah. Recommended improvements are described in the following tables, which identify the lead delivery agency and assigns a priority level and preferred timeframe to inform Council’s annual business reporting, monitoring and budgeting processes.

Council may employ a range of mechanisms to fund and deliver infrastructure where it is the lead delivery agency. This may include:

- Levying contributions, including works in kind, from new developments through Local Contributions Plans such as those made under current legislative frameworks for Planning (e.g. Section 7.11 Plans) and Local Government (e.g. Section 64 Plans for water and sewer);
- By securing grants or funding through third-party programs, including National and State Government schemes.

Council will advocate for change, where it is not the lead delivery agency.

Priority levels are:

- Urgent – where required to address an issue affecting existing communities and, in most cases, are already underway or scheduled to begin in the short-term.
- As necessary – to support future growth and change. They may be dependent on external factors such as additional investigations or funding, but these factors are considered reasonably manageable by Council.
- Discretionary – recommended to support future growth and change, but are considered heavily dependent on external factors such as additional investigations or funding.

Timeframes are:

- Short term (0-5 years)
- Medium term (5-10 years)
- Long term (10+ years)
- In line with development / redevelopment

	PEDESTRIAN AND CYCLING	LEAD AGENCY	PRIORITY AND TIMING
PC1	Missing links in shared path network, including further investigations to consider links: <ul style="list-style-type: none"><li>• Along the valley floor, through parklands and following Ourimbah Creek;</li><li>• Along the ridges and gullies on the eastern side of the valley;</li><li>• To provide north-south links that do not require use of the Highway; and</li><li>• To provide more east-west links across the railway and creek, particularly to improve links to the University Campus</li></ul>	Council and developers	As necessary In line with development / redevelopment (Developer funded)

	NATIONAL/STATE ROADS	LEAD AGENCY	PRIORITY AND TIMING
SR1	Pacific Highway upgrades to improve traffic flow and road user safety between Narara and Ourimbah	NSW Government	Under construction
SR2	Upgrade existing rail bridge at Chittaway Road, to improve vehicle capacity and road user (including pedestrian and cyclist) safety	NSW Government	As necessary Commenced
LR	Improve flood evacuation routes as part of future regional road improvements	Council, through floodplain risk management planning, in partnership with NSW Government	As necessary in line with development / redevelopment
SR3	Motorway Interchange improvements, to improve traffic flow, wayfinding and access to local employment or service areas. This should be considered in line with proposed high-speed rail projects.	NSW Government	Discretionary Long term

	LOCAL ROADS	LEAD AGENCY	PRIORITY AND TIMING
LR1	New Main Street in Ourimbah Centre	Council PDP, DCP, LCP	As necessary In line with development / redevelopment
LR2	New local roads at precinct-level to accommodate new development	Developers	As necessary In line with development / redevelopment
LR3	Preliminary investigations for new road bridge across railway, potentially including alignments at Burns Road or Yates Road	Council, with planning support from NSW Government	Discretionary Long-term
LR4	Improve flood evacuation routes as part of future local road improvements	Council, through floodplain risk management planning, in partnership with NSW Government	As necessary in line with development / redevelopment
LR5	Replace Shirley Street timber bridge	Council	Completed

	PUBLIC TRANSPORT	LEAD AGENCY	PRIORITY AND TIMING
PT1	Ourimbah Station Access improvements	NSW Government	Completed
PT2	Investigate potential for high speed rail to benefit Central Coast	Australian Government	Discretionary Long Term

	SERVICE UTILITIES	LEAD AGENCY	PRIORITY AND TIMING
SUI	Re-locate Telstra exchange in Centre, to support delivery of the new Main Street	Telstra	As necessary Long-term

	COMMUNITY INFRASTRUCTURE (OTHER)	LEAD AGENCY	PRIORITY AND TIMING
CI1	New multipurpose community centre in or near Centre	Council	As necessary In line with development / redevelopment
CI2	New or improved parkland and green space, including: <ul style="list-style-type: none"> <li>Teralba Street Parkland and recreational space;</li> <li>Reservoir Road Bushland Park, with improved access and facilities; and</li> <li>Community gardens near Sohier Park or Lions Park.</li> </ul>	Council	As necessary In line with development / redevelopment

	PUBLIC DOMAIN	LEAD AGENCY	PRIORITY AND TIMING
PD1	Northern gateway entry statement at Motorway Interchange	Council	As necessary In line with development / redevelopment
PD2	Embellish Pacific Highway central median to provide Ourimbah Centre gateway features	Council	As necessary In line with development / redevelopment
PD3	Street tree planting along, particularly <ul style="list-style-type: none"> <li>Western edge of Highway near Ourimbah Centre; and</li> <li>Shirley Street</li> </ul>	Council	As necessary In line with development / redevelopment
PD4	Improve Centre paving and street furniture	Council	As necessary In line with development / redevelopment
PD5	Rehabilitate creeklines	Council	As necessary In line with development / redevelopment



## 7.0 REFERENCES

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Spatial data supplied by Central Coast Council for:

- Cadastral;
- Land Use Zoning;
- Biodiversity;
- Topography; and
- Flooding.