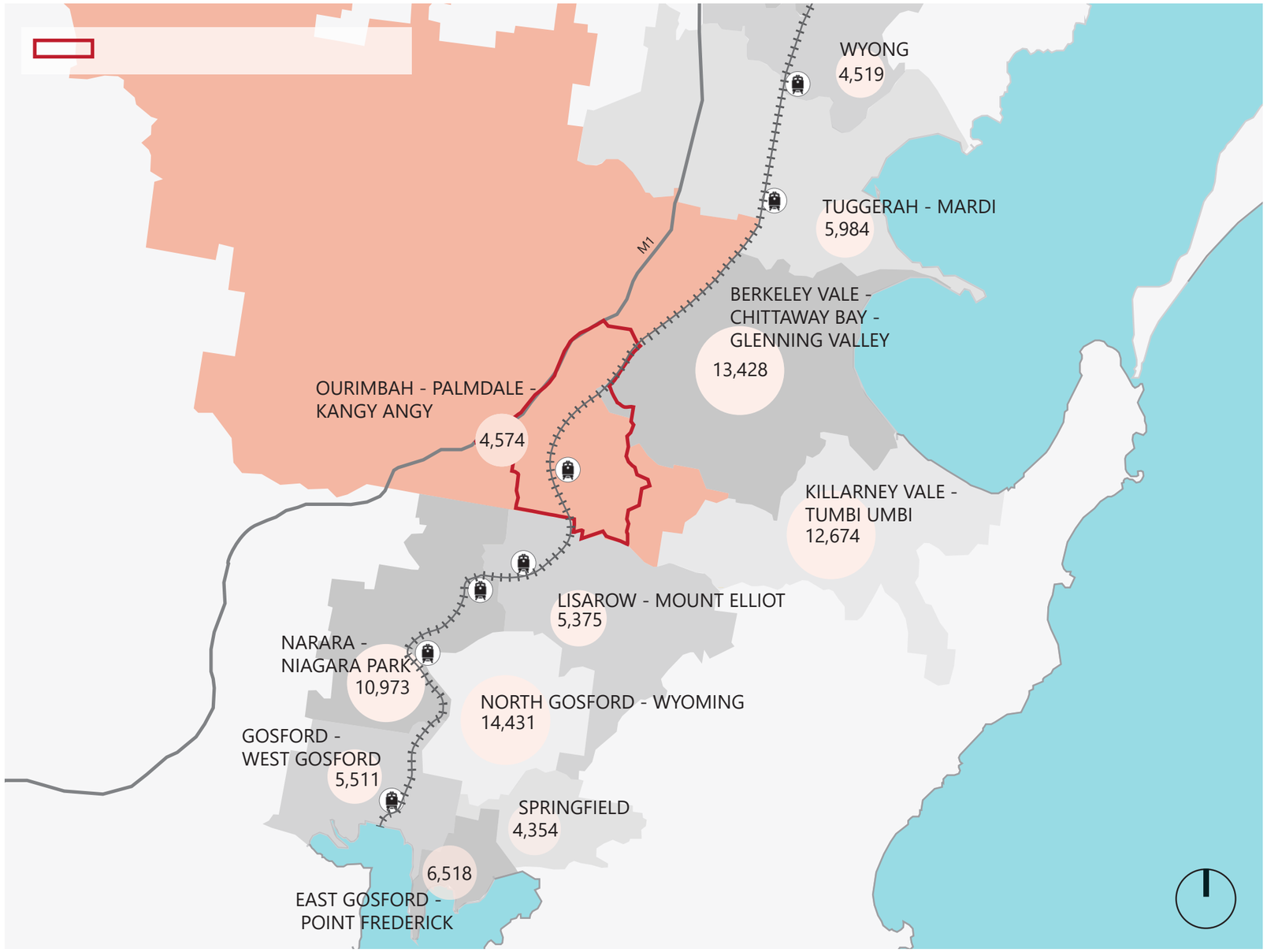
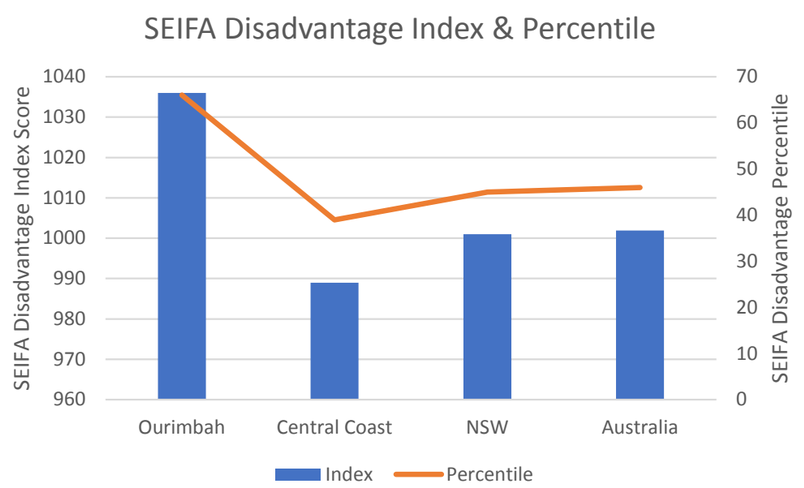
ANALYSIS

OURIMBAH DEMOGRAPHIC

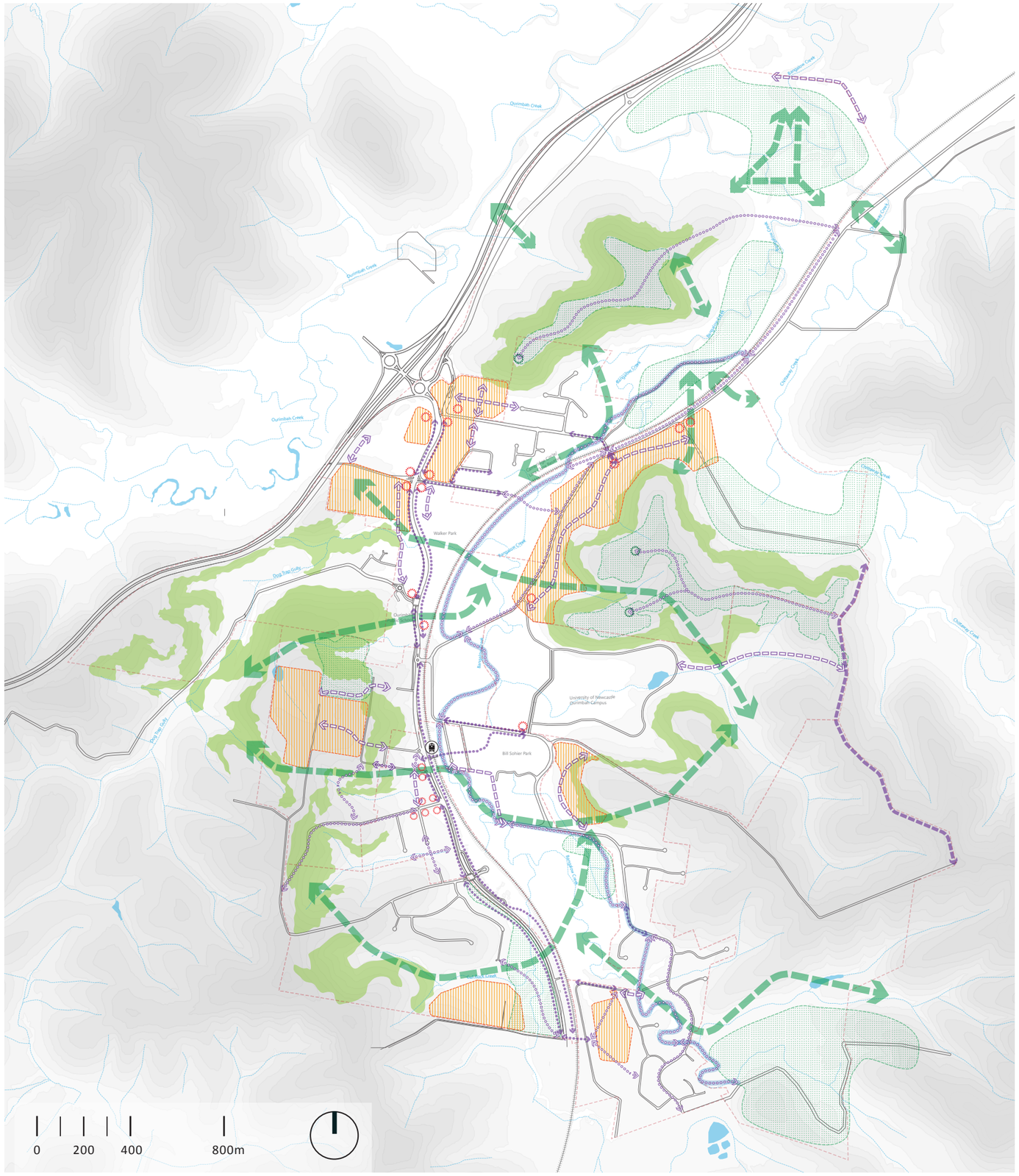






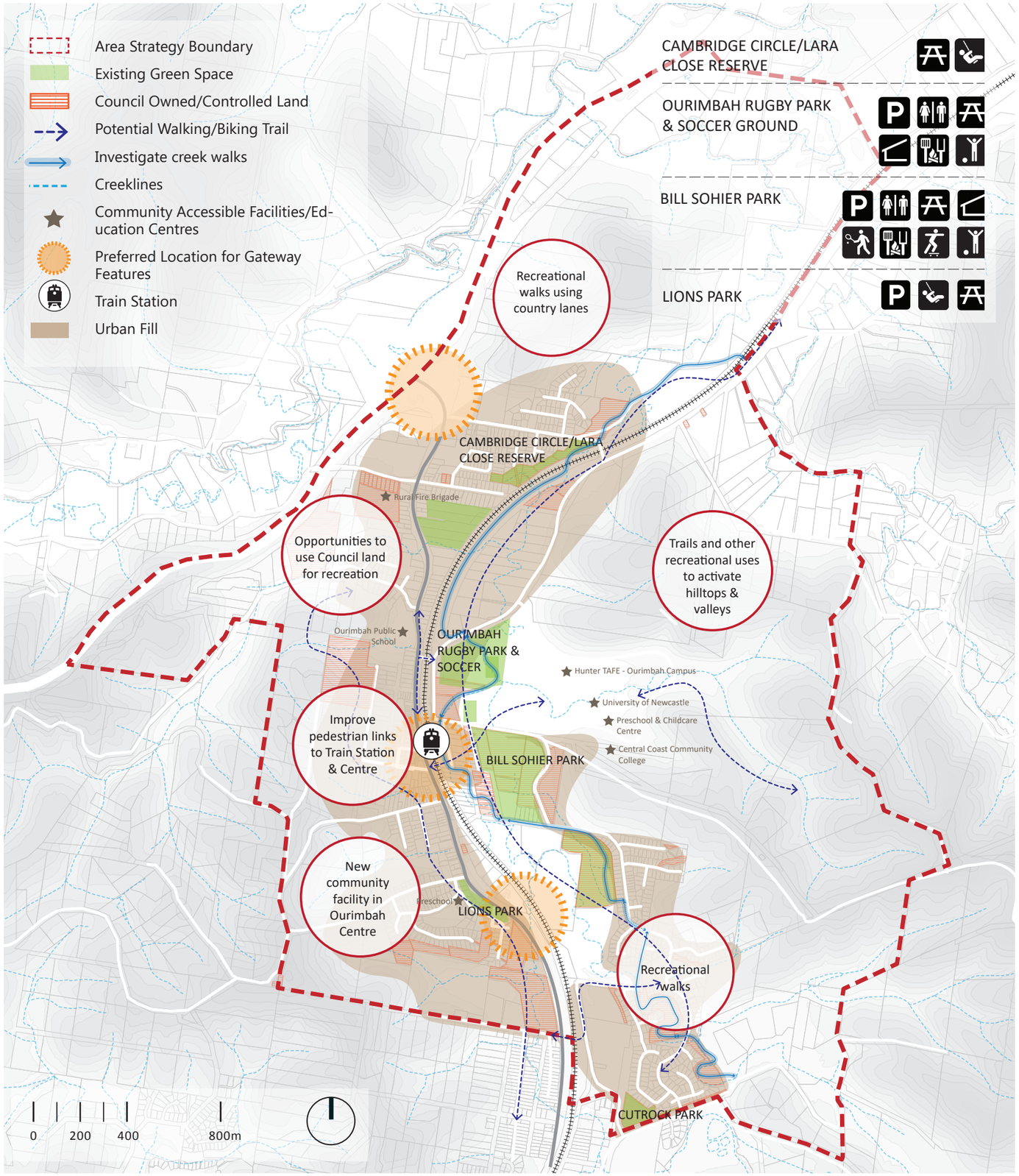
- Household sizes in Ourimbah have decreased in recent years but remain above the Central Coast average. Although approximately half of the households in the area include children, there is a growing number of lone person households.
- Recent housing market trends reflect this shift, with more homes now available with either 2 bedrooms or 4 or more bedrooms.
- Source: Ourimbah Area Strategy and Centre Masterplan 2022

INTEGRATED STRATEGIES MAP

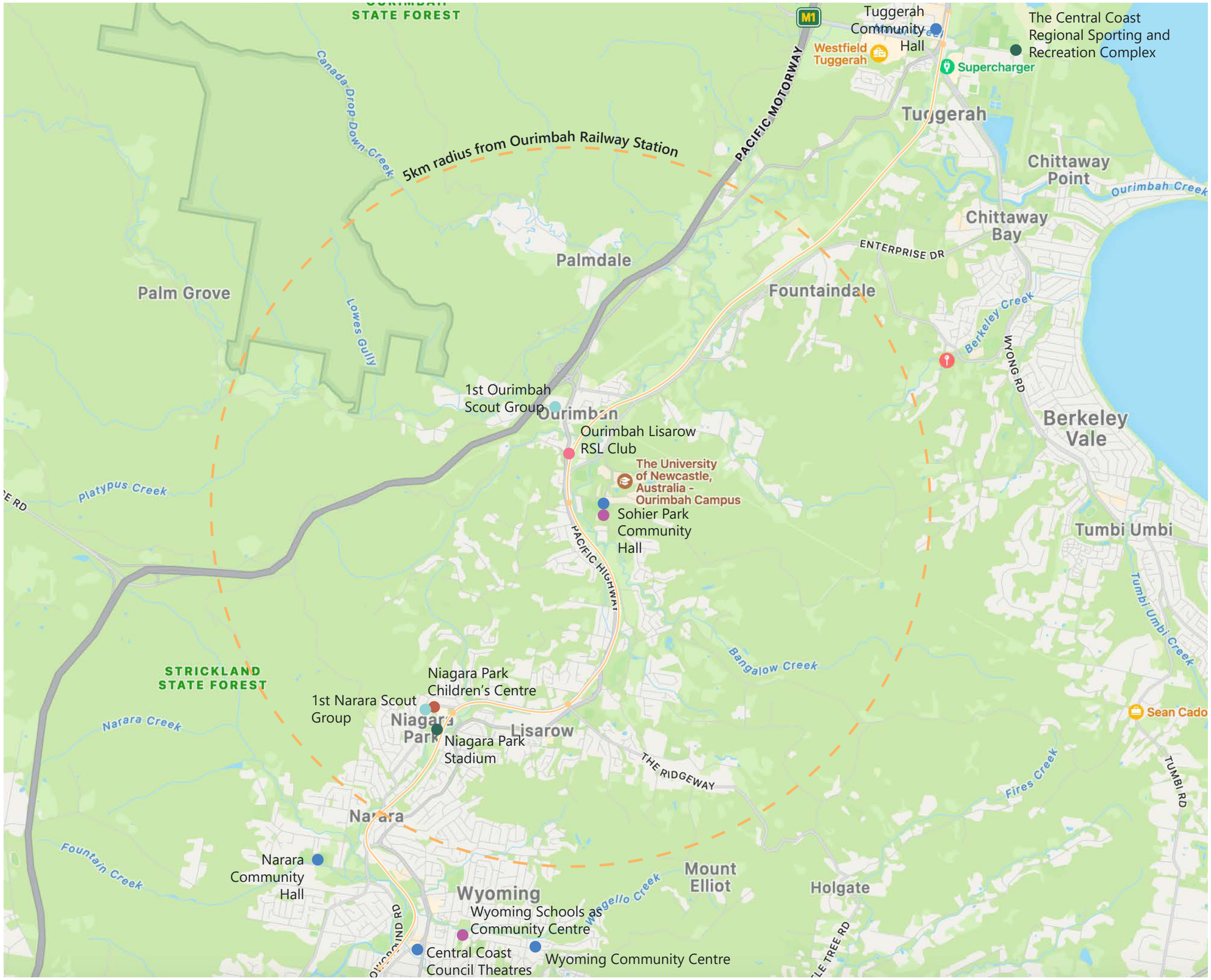


15	VEHICLE AND PEDESTRIAN LINK - NEW
1	VEHICLE AND PEDESTRIAN LINK - IMPROVED
14	PEDESTRIAN LINK - NEW
15	PEDESTRIAN LINK - IMPROVED
8	INVESTIGATION AREA
9	POTENTIAL FOR IMPROVED PUBLIC ACCESS
7	MAINTAIN SCENIC QUALITIES/MINIMISE VISUAL IMPACTS
13	BIODIVERSITY CORRIDOR INVESTIGATION
3	PROMINENT SITE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

COMMUNITY INFRASTRUCTURE AND PUBLIC DOMAIN STRATEGY



COMMUNITY FACILITIES IN 5KM RADIUS



- **50+ Centres** located in Ettalong, Gosford, Lake Munmorah, Long Jetty, Terrigal, Toukley and Wyong
- None located within 5km radius to Ourimbah
- Youth Entertainment Venue is located in Erina

LEGEND

- COMMUNITY CENTRE
- PLAYGROUPS
- STADIUM
- CHILDREN'S CENTRE
- SCOUT GROUP
- RSL CLUB

COMBINED RISKS



LAND ZONING


BANGALORE STREET
PACIFIC HIGHWAY
Ourimbah Station
MILL STREET
OURIMBAH STREET
SHIRLEY STREET
Bill Sohier Park
KING STREET
GLEN ROAD
ALBERT STREET
JAQUES STREET
PACIFIC HIGHWAY
LEGEND
SITE BOUNDARY
LOCAL CENTRE
GENERAL INDUSTRIAL
GENERAL RESIDENTIAL
LOW DENSITY RESIDENTIAL
PUBLIC RECREATION
INFRASTRUCTURE
ENVIRONMENTAL CONSERVATION
ENVIRONMENTAL MANAGEMENT
ENVIRONMENTAL LIVING

SITE LOCATION



- The subject site encompasses the area where the former Nissan Hut was situated, as well as the open space stretching along the highway in front of the local shops.
- While the primary narrative centers around the intersection of Jaques Street and Glen Road, evaluating its interaction with the Public Domain, particularly the adjacent shops to the North, is a crucial aspect of the Master Plan.

CONTEXT AND PARKING



- This diagram illustrates the constrained parking alternatives within the vicinity of the site.
- Although there are 25 designated parking spaces in front of the shops, a significant number of patrons also rely on Glen Road and Jaques Street for accessing the shops.
- This situation presents a pivotal opportunity to enhance the integration of these presently disconnected elements and potentially incorporate additional parking spaces into the design.

20

Pipe825mm

GLEN ROAD

Pipe450mm

Pipe450mm

JAQUES STREET

0 5 10 20M

EXISTING SITE CONTEXT

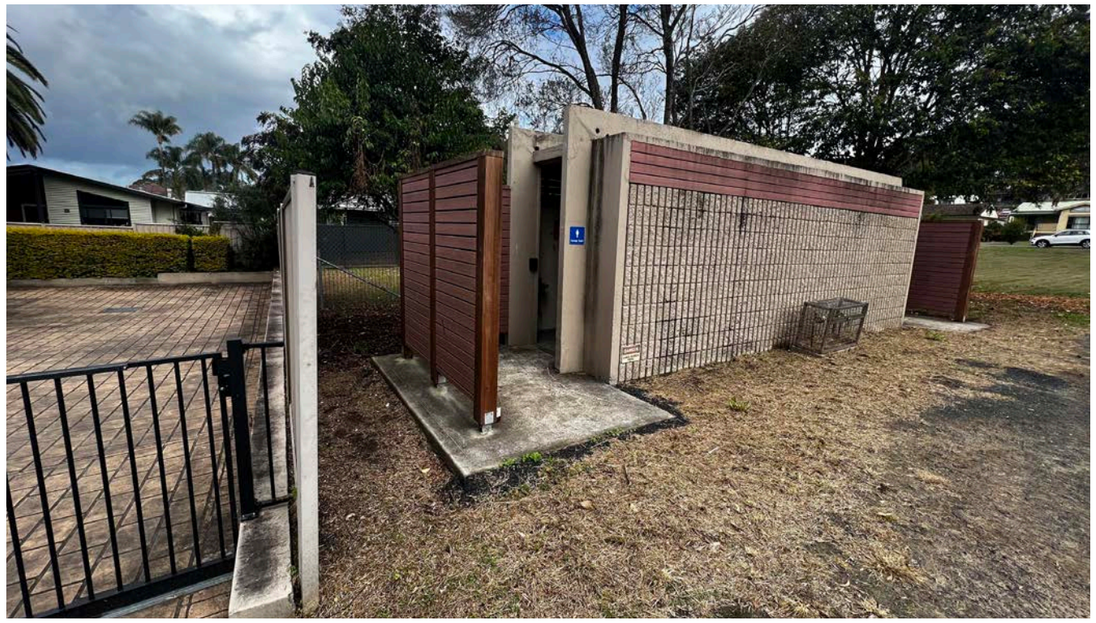


View at the corner of Glen Road and Jaques Street





Intersection of Glen Road and Jaques Street

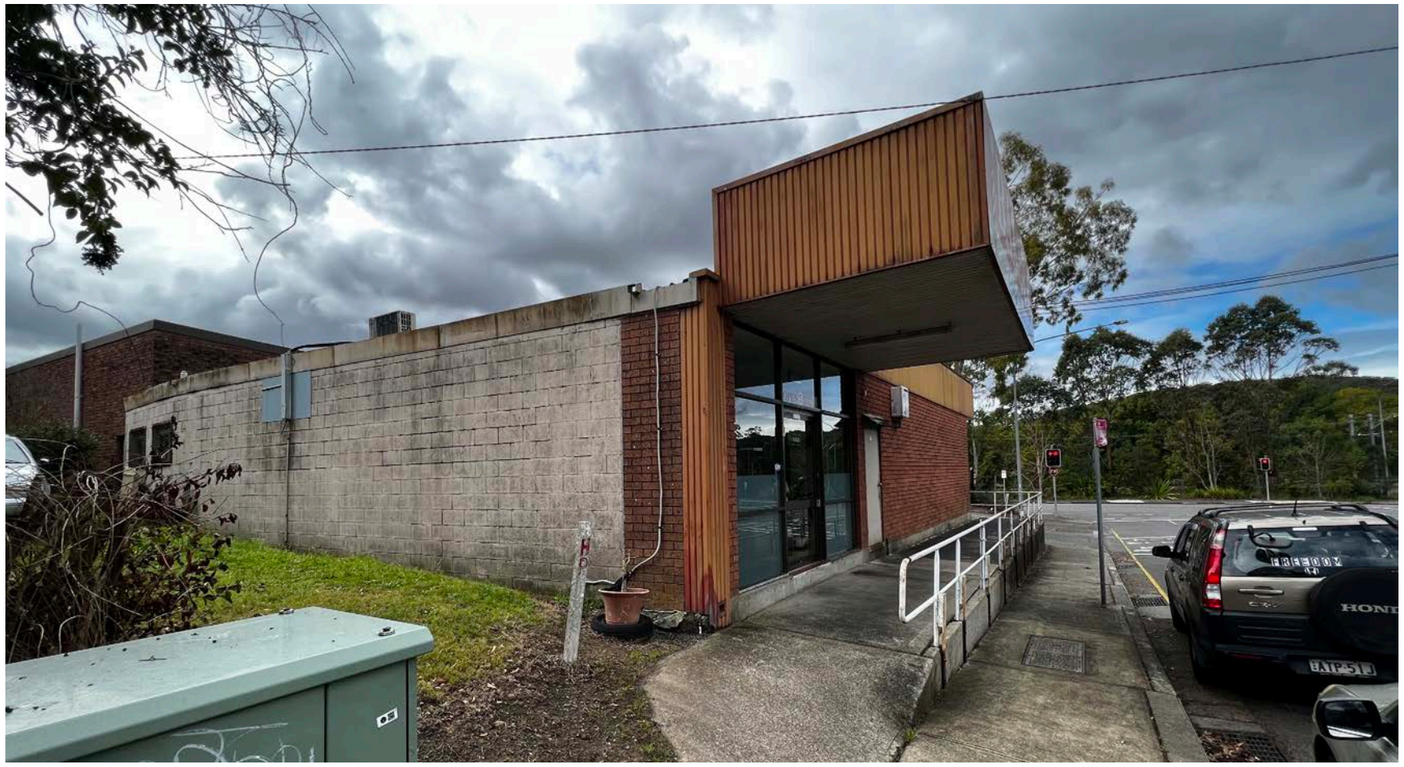


Existing public toilet

- The current site features restroom facilities and a moderately-sized open field for public use.
- As part of the site's improvement process, enhancements will be made to the restroom facilities, with the potential for expanding their amenities and functionalities.
- This upgrade can be kept straightforward or extended to incorporate additional features such as shade structures, versatile pavilions, and community garden spaces, among others.



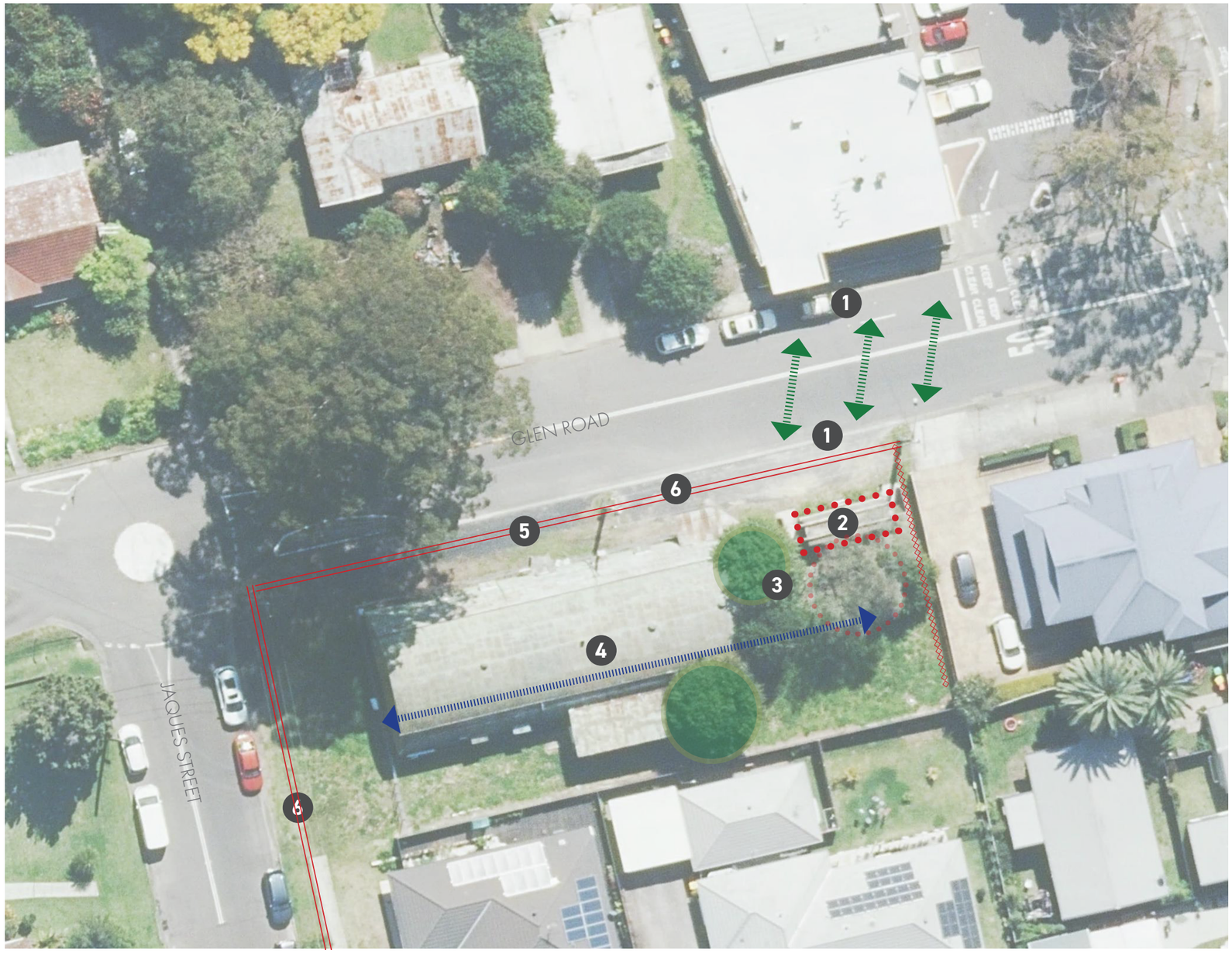
Entry to exsiting public car park


Ramp access to shops



Overall looking of existing local centre

SITE ANALYSIS







1. Disengagement between shops and park space.
2. Toilet block is in a key location within the park space however blocks the possibility of a connection. The toilet block is uninviting.
3. Existing trees in the park space are insiginificant , mostly privet weed species and a cheese tree in poor condition. There is opportunity for a new tree planting design.
4. The fall of two metres results in a drainage low point that needs to be responded to. The gradient will benefit from subtle terracing to maximise the useability.
5. Parking needs to be formalised in a configuration that best balances number of spaces and the connection between the park and shopping centre.
6. Existing powerlines will limit height of street trees along the street frontage. Larger tyrees will need to be planted within site.

OURIMBAH OPEN SPACE INVENTORY WITHIN 600M - 10 MINUTES WALK



OURIMBAH RUGBY PARK AND SOCCER GROUND

- Car parking.
- Toilets.
- Picnic settings.
- Clubhouse.
- Tennis
- Barbeque
- Ball game facilities.
- Skatepark.

BILL SOHIER PARK FACILITIES

- Car parking.
- Toilets.
- Picnic settings.
- Clubhouse.
- Barbeque
- Ball game facilities.

LIONS PARK

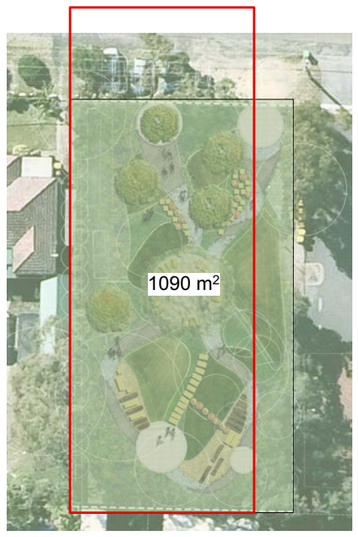
- Car parking.
- Picnic settings.
- Playground.

- While the Master Plan proposes facilities similar to those found in the immediate vicinity, it's important to note that the subject site enjoys certain advantages and lacks certain constraints. For instance, Lions Park, situated close to the highway, doesn't provide the same level of safety for young children as the subject site does.

- Additionally, the larger parks to the North are only accessible from the shops through a series of obstacles, including crossing both the highway and the train tracks. The subject site's proximity to the shops and its separation from the highway make it an ideal location for a small pocket park.

CENTRAL COAST POCKET PARK COMPARISON WITH JACQUES STREET





GUYUNGIL PARK UMINA

- Car parking.
- Toilets.
- Nature Play
- Interpretation of local Bush

1 GUYUNGIL PARK UMINA
Scale: 1:500

0 10 20 30 40 50 m



1 RUNWAY PARK UMINA
Scale: 1:500

0 10 20 30 40 50 m

- These diagrams depict the subject site outlined in red, in comparison to other pocket parks of similar size within the Central Coast. In these two other instances, the adjacent shops and other establishments have enjoyed the advantages of their proximity to a park.

- Given that the proposed pocket park will be directly connected to the Ourimbah shops, it is anticipated that they too will witness an increase in business activity. This could result from factors such as enhanced parking facilities or providing a welcoming space for patrons to enjoy food purchased from the shops.

RUNWAY PARK UMINA

- Offstreet Car parking.
- Nature Play
- Structured and unstructured play,
- Cycle circuit
- Community partnership of design and construction.
- Proximity to shops

CENTRAL COAST POCKET PARK COMPARISON WITH JACQUES STREET



1 SEABROOK RESERVE TASCOTT
Scale: 1:500

SEABROOK RESERVE TASCOTT

- Offstreet Car parking.
- Nature Play
- Structured and unstructured play,
- Creekline
- Interpretation.



1 MURRUMBOEE PARK TASCOTT
Scale: 1:500

MURRUMBOOEE PARK TASCOTT

- On street Car parking.
- Basketball half court.
- Structured play,
- Creekline.
- Proximity to Shops

COMMUNITY FACILITIES COMPARISON WITH JACQUES STREET

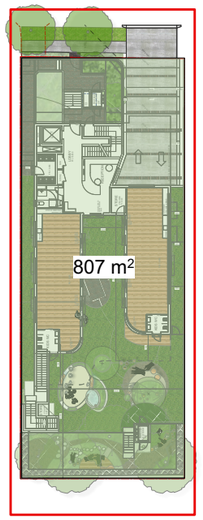


1 POINT CLARE COMMUNITY HALL
Scale: 1:500

0 10 20 30 40 50 m

POINT CLARE COMMUNITY HALL

- Offstreet Car parking.
- Community hall, yoga/dance space.
- Single story.
- Community garden.
- Central hub at Point Clare.



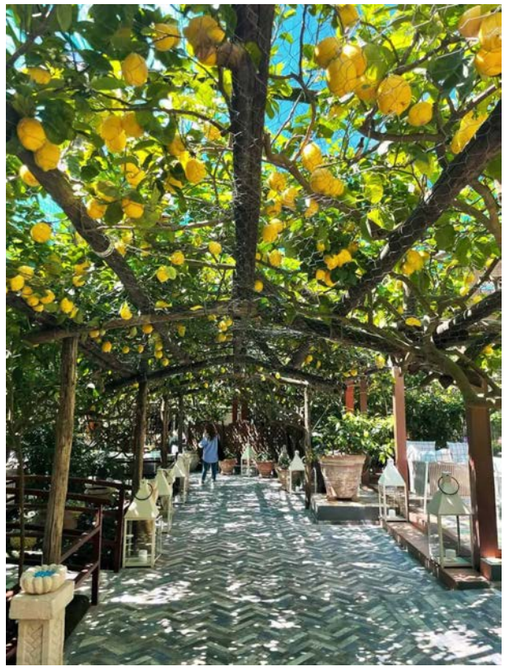
1 LIDCOMBE CHILDCARE CENTRE
Scale: 1:500

0 10 20

LIDCOMBE CHILDCARE CENTRE

- Offstreet basement Car parking.
- Play space
- Offices.
- Limited Deep Soil

HERITAGE INTERPRETATION PRECEDENTS



Lemon arbor referencing town's past citrus production



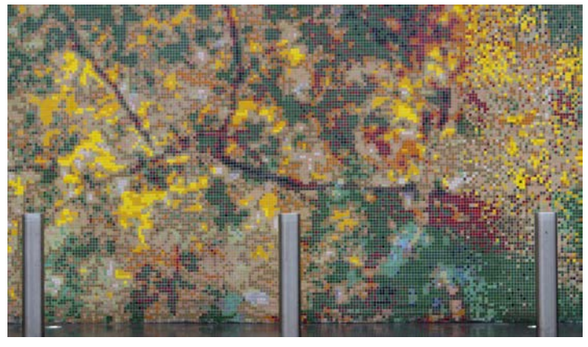
Building facade graphics

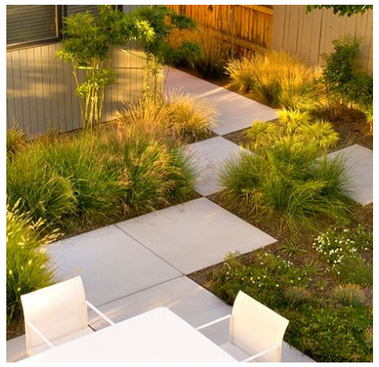






Interpretive sculptural elements







Engraved stones/tiles giving historical context



Use of circular elements referencing the pre-existing Nissan Hut

- The design of a new pocket park presents a unique opportunity to showcase the rich history of Ourimbah.
- This can be accomplished through traditional means such as the inclusion of plaques or engraved stones, as well as utilising materials like Blue Gum or citrus tree arbors and embedding the site's history in the use of certain materials.
- Additionally, rounded structures could be incorporated to evoke the earlier Nissan Hut form, further enhancing the historical narrative of the park.

POCKET PARK PRECEDENTS







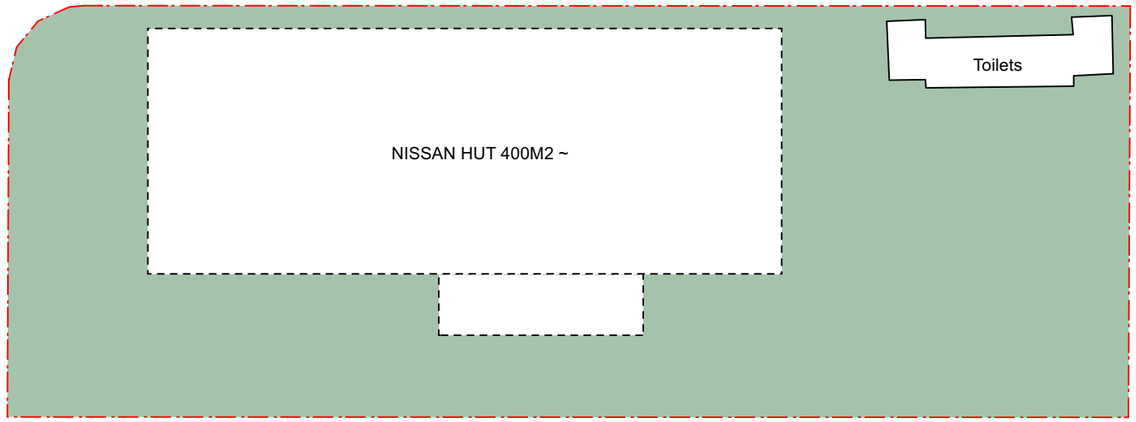




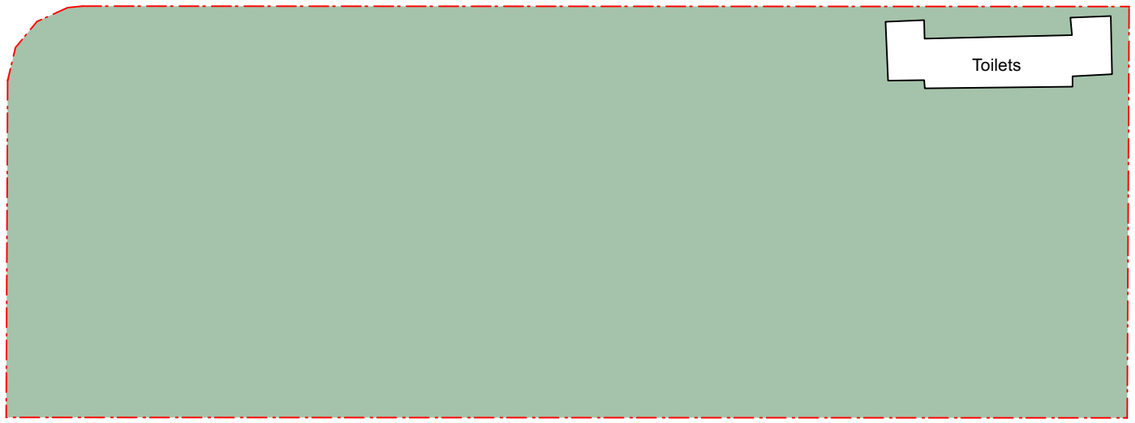
- The design of a pocket park offers a multitude of possibilities for the local community.
- It could retain its simplicity with basic amenities like restrooms, or it could be enhanced with the addition of shade structures, landscaped seating areas, or even children's play equipment, catering to a range of recreational needs and preferences.

OPTIONS

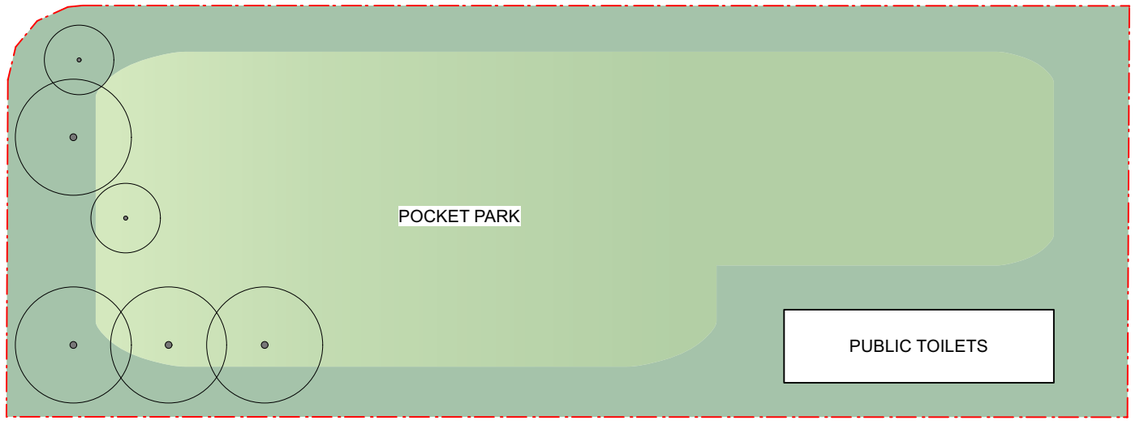
OPTIONS



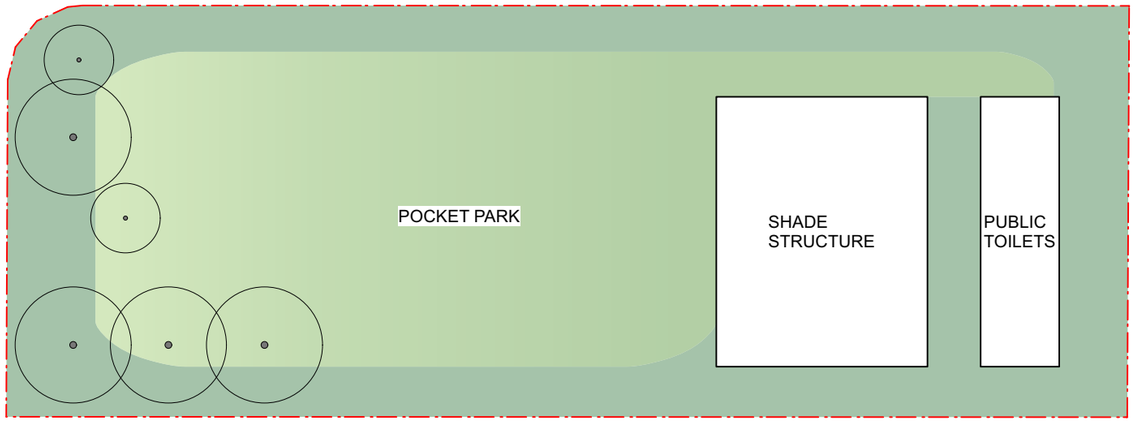
1 Nissan Hut
Scale: 1:300



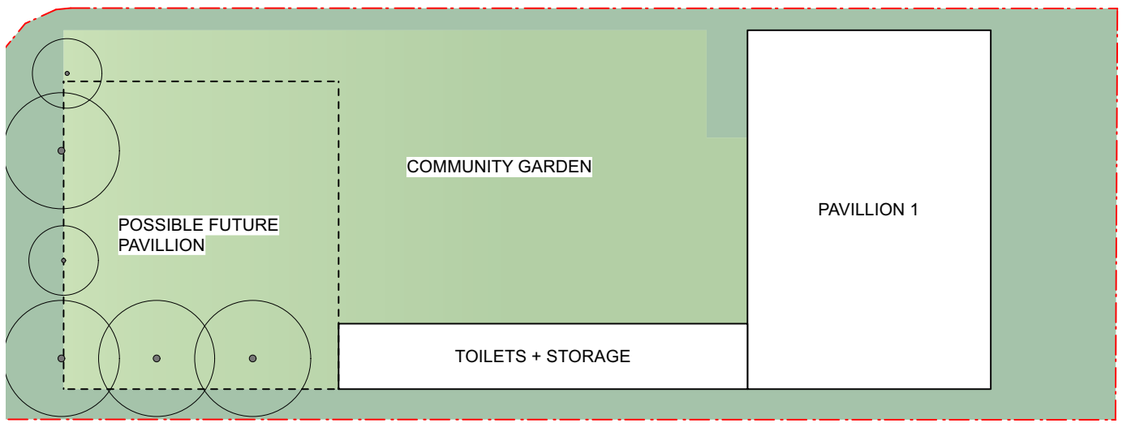
2 Existing
Scale: 1:300



3 Option 1
Scale: 1:300



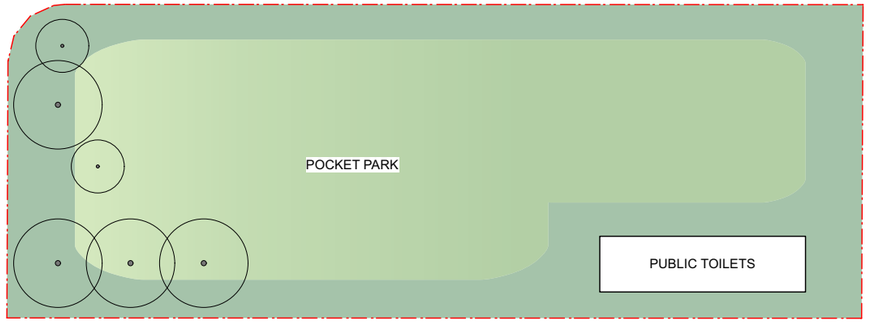
4 Option 2
Scale: 1:300



5 Option 3
Scale: 1:300

- The subject site presents a spectrum of possibilities, contingent on the development preferences of the local community.
- As illustrated in these basic massing diagrams, the options encompass an upgraded restroom facility paired with a pocket park, the incorporation of an extra shade structure, or the construction of a more substantial pavilion that allows for potential future expansions or developments.

PUBLIC TOILET PLAN WITH PRECEDENTS





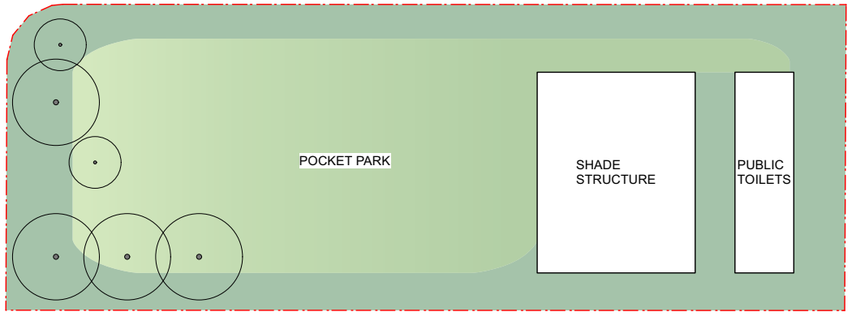


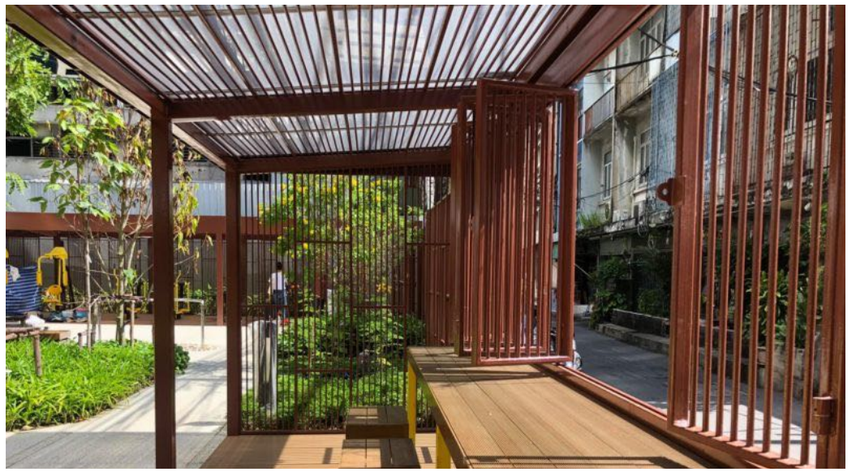


- If redesigned, the restroom facilities could be relocated to the rear of the area, providing a shield from the south. This reconfiguration would keep the toilets visible while eliminating hidden spots and creating a more open park space.

- Regarding the toilet block design, there are various options, ranging from a simple standard facility to something more comprehensive.

SHADE STRUCTURE PLAN WITH PRECEDENTS







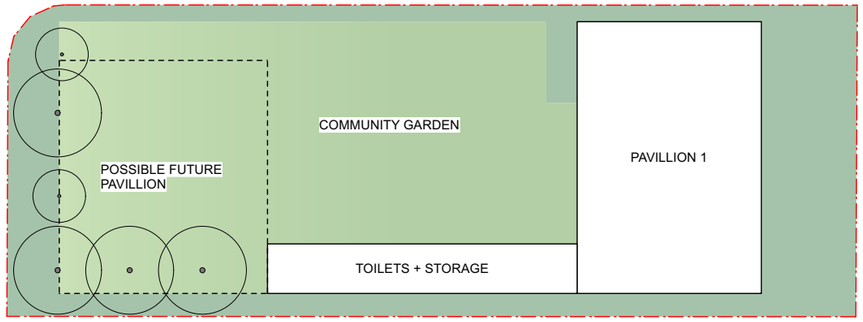




- This option explores the possibility of incorporating either an attached or freestanding shade structure along with new restroom facilities.

- In addition to the essential amenities, the public would gain access to features like shaded seating areas and additional structures that can delineate various spaces, catering to a range of community needs and activities.

PAVILLION PLAN WITH PRECEDENTS





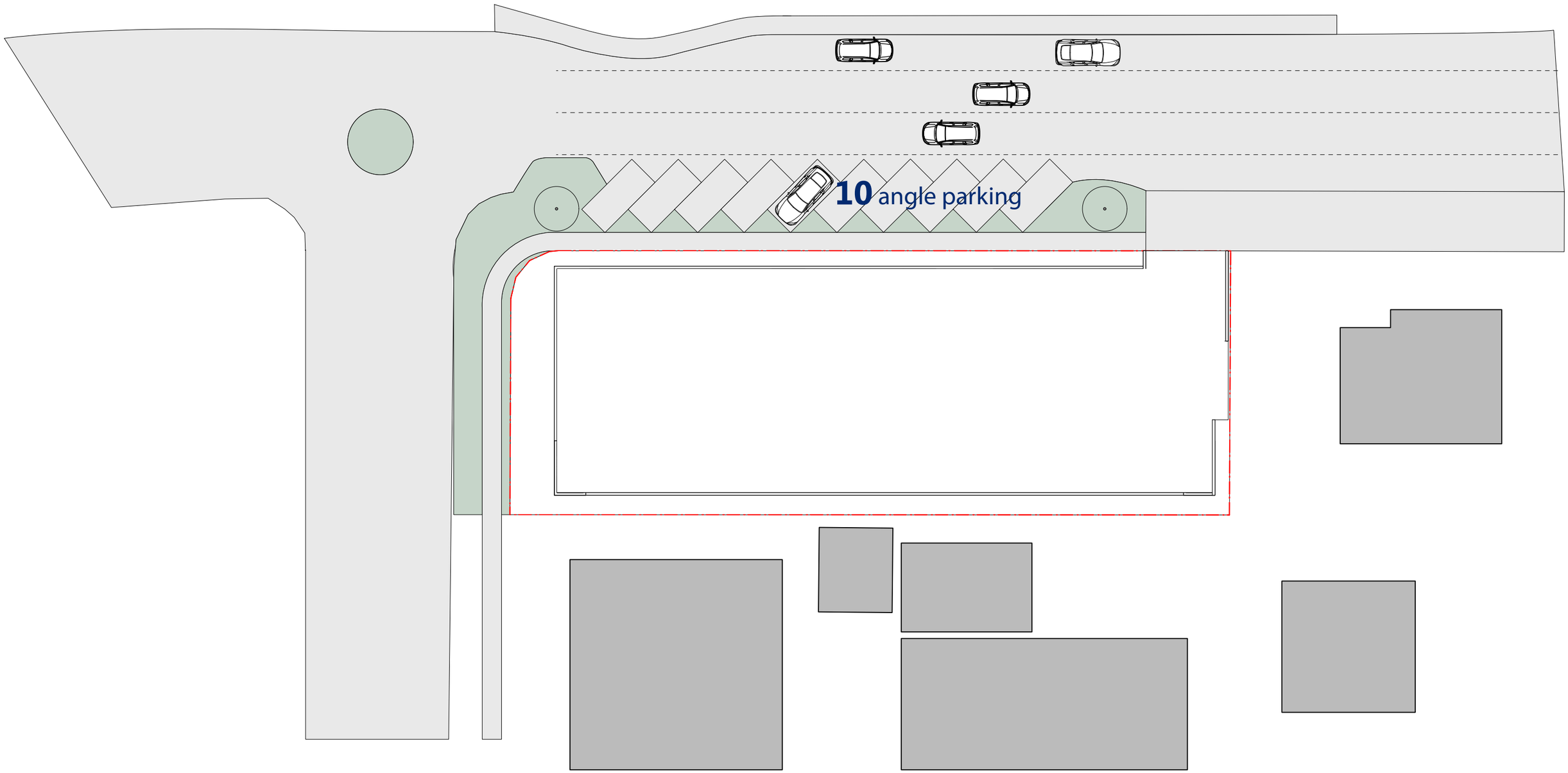






- The final option introduces the concept of a more robust pavilion structure, which offers the potential for future development.
- This versatile space could be enclosed and would have the capacity to accommodate an even broader range of community needs and activities, providing a flexible and adaptable facility for the community.

INDICATIVE ANGLE PARKING PLAN



- This diagram illustrates the potential inclusion of ten designated parking spaces within the design option.
- These spaces would serve both the park and the adjacent shops to the North.
- Furthermore, the existing uneven footpath surrounding the subject site would be upgraded to enhance safety and accessibility.

PUBLIC DOMAIN CONCEPT CONTEXT



1 SKETCH CONCEPT - SHOPPING CENTRE RELATIONSHIP
Scale: 1:500

0 5 10 15 20 25 M

- An integral component of this masterplan involves forging a more robust connection between the park and the nearby local shops.
- One possibility entails reevaluating the parking arrangement near the shops without eliminating any parking spaces. Instead, a narrower driveway and entry could be implemented. This would allow for the transformation of an awkward piece of land, terracing it at the same level as the shops, thereby establishing a dedicated area for outdoor seating and tables.
- Additionally, an opportunity exists to establish a shared zone on Glen Road. This initiative could bolster the connection between the park and the shops while serving as a traffic calming measure to discourage speeding in the area.

PUBLIC DOMAIN CONCEPT DETAIL



2 SKETCH CONCEPT - SHOPPING CENTRE RELATIONSHIP
Scale: 1:300

