

# YANDINA TOWN CENTRE MASTER PLAN



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Prepared by

**Maroochy Shire Council**  
**Strategic Landuse Planning**  
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## 1.0 Executive Summary

Yandina is a small country town in the hinterland of the Sunshine Coast of south-east Queensland and is the oldest town on the Sunshine Coast. Yandina has retained many historic and scenic qualities and these features are highly-valued by the community.

While the town boasts significant private sector investment, including two industrial estates, and the popular Ginger Factory, future employment opportunities and economic viability are issues of concern to residents.

Much of the focus of the Plan is on the main streets of Stevens Street and the old Highway - Farrell Street, which are seen as the commercial and community focus of the town, and its surrounding urban area.

The Yandina Town Centre Master Plan is an Urban Improvements Master Plan, which shall:

- Provide a vision and urban design structure/principles for Yandina Town Centre, to enhance the quality of life of its residents, visitors and users and assist to achieve economic prosperity through improvement of amenity and liveability.
- Provide an organisational strategy for the integrated and orderly enhancement of the public domain and infrastructure in Yandina Town Centre comprising its parks/open space, main streets and key activity/focus areas.
- Achieve heritage conservation and development of community services and facilities

Strategies of the Master Plan include:

- Infrastructure Strategy (Traffic intersection improvements)
- Urban Design Structure Plan and Character Strategy. The Plan proposes the development of built form design guidelines and a structure Plan for the Stevens Street Precinct.
- Developed designs of key activity/focus areas

The Yandina Town Centre Master Plan allows the incremental improvement of Yandina Town Centre's urban environment to be built (delivered) by different service providers within the organisation, over a 15 year timeframe.

A benefit analysis conducted by Macroplan showed that the total cost benefit (including environment, community and economic benefits) of the streetscape improvement for the identified works in Yandina is approx \$40,000 per annum, which is a conservative figure and could be higher. This cost benefit analysis indicates the range of potential benefits arising from the Master Plan works, in particular community, safety and tourism.

The CCV strategy estimated a return on investment in 22 years based on staging of construction over 15 years

## 2.0 Introduction

In October 1998 the Yandina Local Area Plan was prepared to guide the future development of Yandina, to enhance the overall amenity of the town, and to protect the unique form and character of Yandina.

A range of strategies were devised to address objectives developed during the consultation with the community. Many of these have been incorporated into the Maroochy Planning Scheme 2000.

The Yandina Town Centre Master Plan was initiated in November 2000 to address Urban Design issues identified in the Yandina Local Area Plan.

The Yandina Town Centre Master Plan was subsequently incorporated into the CCV Program. In consultation with the community an Urban Improvements Structure Plan was developed, costed and endorsed by Council October 2001.

Community feedback from the display and further research has informed the design of the Yandina Town Centre Draft Master Plan which was presented to the public on the 19<sup>th</sup> of November 2002. the plan has been on public display for two weeks.

This document has been prepared to reflect the following key elements of the Yandina Town Centre Masterplanning process:

- Vision Statement
- Statement of Critical Issues
- Statement of Objectives
- Initiatives
- Implementation

### **3.0 Vision Statement for Yandina**

"The Vision for Yandina is a small, friendly and prosperous country town which is attractive to tourists and where a caring and active community works together to provide its hinterland with local services and facilities in a relaxed village atmosphere set in a green open space"

#### **Elaborated Vision Statement:**

Yandina will remain a small country town set in an attractive rural landscape of small farms and well-treed hills. The physical township of Yandina will be defined and offset by the surrounding green open space of rural land.

Yandina will develop as a small, friendly and prosperous town. Stevens Street will reinforce its function as the commercial and community focus to the town and surrounding hinterland and the physical setting of Stevens Street will provide a relaxed community meeting place.

Yandina will build upon its economic base by developing its attractiveness to tourists and by serving a diversified tourism market based on both rural processing industries and boutique tourist ventures located in the town centre.

## 4.0 Statement of Critical Issues

Several key issues relevant to an Urban Improvements Master Plan have emerged during the Local Area Planning phase and the consultation conducted prior to and during the CCV programme. These issues are diverse and reflect the differing points of view held within the community.

These critical issues are discussed further within this report, and can be summarised as follows;

- **Preservation of Character**

- Conservation of heritage buildings and places

- Design controls for new buildings within the Town Centre Precinct

- Improve Town Image

- **Amenity**

- Enhance streetscape quality but maintain friendly country atmosphere

- Need to improve neglected rail yards

- Need for central community places and spaces

- **Safety**

- Traffic drive too fast through Town

- Poor Pedestrian Safety crossing Farrell Street

- Dangerous traffic manoeuvres

- **Parking**

- Lack of car parking in town

- **Connectivity**

- Lack of Walking paths

- Lack of Cycle Paths

- Connection across the Railway line

- Provide better transport facilities

## **5.0 Statement of Objectives**

### **Issue - Preservation of Character**

#### **Objective 1.**

**Improve And Reinforce Existing Townscape Character and Image through Conservation of Existing Heritage buildings and places and Design controls for new buildings within the Town Centre Precinct**

- Retain and control the character of the Stevens Street town centre by retaining significant buildings and introducing infill building design guidelines.

### **Issue - Amenity**

#### **Objective 2.**

**Identify Opportunities For Urban Improvements To Enhance Streetscape Quality But Maintain Friendly Country Atmosphere And Provide Convenient Pleasant Community Places And Spaces**

- Reinforce Stevens Street as the town centre by providing streetscape improvements and an entry statement at the Stevens/Farrell Street intersection.
- Maintain open or framed views of Mt Ninderry from the precinct at the east end of Stevens Street.
- Improve streetscape of Farrell Street from South Maroochy River to Steggalls Road.
- Identify opportunities for, and provide new or enhanced existing community places and spaces located in close proximity of the Town Centre.

### **Issue - Safety**

#### **Objective 3.**

**Improve Pedestrian Safety By Providing a Main Street Environment in Farrell Street And Employing Crime Protection Design Strategies In Parks And Open Spaces.**

- Provide traffic calming to Stevens Street and Farrell Streets to reduce the traffic speed environment while maintaining through access for large vehicles in Farrell Street.
- Enhance pedestrian safety and amenity in Farrell Street near the Stevens Street intersection.
- Improve sight lines in Memorial Park
- Improve lighting in Memorial Park

### **Issue - Parking**

#### **Objective 4.**

**Increase The Number Of Car Parks In Close Proximity To The Town Centre.**

- Develop A Car Parking Strategy that provides for increased car parks near the Town Centre in the short term and provides for further parking opportunities in the long term.

**Issue - Preservation of Character**

**Issue - Amenity**

**Objective 5.**

**Extend And Enhance Existing Natural Landscape Features And Formal Tree Planting.**

- Provide street tree planting to Stevens Street and Flemming Street.
- Enhance screen planting around existing industrial areas. Provide landscape entry statements at Yandina Coolum Road, the new Bruce Highway and Farrell Street.
- Rehabilitate the existing concrete drains in the Low/North Street area.

**Issue - Amenity**

**Objective 6.**

**Provide Safe Convenient And Accessible Public Facilities**

- Provide connectivity to community facilities precinct at existing sports field North Street and community Facilities in Low Street.
- Provide new public toilet facilities in the existing location in Memorial Park.
- Improve lighting in Memorial Park

**Issue – Connectivity**

**Objective 7**

**Improve and extend pedestrian and cycle links and circuits.**

- Enhance physical links between the industrial/tourism area of the Ginger Factory and the town centre.
- Provide a safe pedestrian and cycle link across the railway line in the vicinity of the railway station and Stevens Street for residents and visitors.
- Create a town pedestrian and cycle circuit.
- Extend pedestrian paths
- Enhance intra-regional public transport and associated shelters.



## **6.0 Initiatives**

The Yandina Town Centre Master Plan contains the following Major Works to achieve the Objectives.

### **6.1 Memorial Park.**

The beautification of the Memorial Park and its extension into the adjacent Queensland Rail Land to create a new Town Square and Entry from the Railway Station.

### **6.2 Stevens Street Improvements.**

### **6.3 Farrell Street**

'Main Streeting' Farrell Street by the creation of a lower speed environment consistent with its Sub Arterial Main Street designation in the Planning Scheme to improve pedestrian safety and amenity.

### **6.4 Heritage Buildings**

A plan that identifies buildings of Heritage and Townscape significance to be maintained.

### **6.5 Building Design Guidelines**

Building Design Guidelines for new buildings and infill development within the Town Centre Precinct to maintain the existing built form character.

### **6.6 Car Parking Strategy**

A Car Parking Strategy for a future mid-block car park to the rear of businesses on the north side of Stevens Street.

### **6.7 Queensland Rail Car Park**

A car park in the Queensland Rail land near the Town Centre

### **6.8 Caravans Parking Area**

A parking area for casual parking for Tourists travelling with caravans.

### **6.9 Pedestrian bridge**

Pedestrian bridge over the Railway line

### **6.10 Old Rail Bridge**

A town Walking Circuit including the conversion of old rail bridge to pedestrian and the extension of the path network.

## 6.1 Memorial Park

The beautification of the Memorial Park and its extension into the adjacent Queensland Rail Land to create a new Town Square and Entry from the Railway Station.

The Memorial Park is currently separated by a ditch and a row of densely planted trees and shrubs from the adjoining land owned by Queensland Rail. There are a range of negative issues such as community safety and security, poor surveillance and a substandard presentation of the town to visitors arriving to the coast by train. There is a need for safe visible car parking for rail commuters.

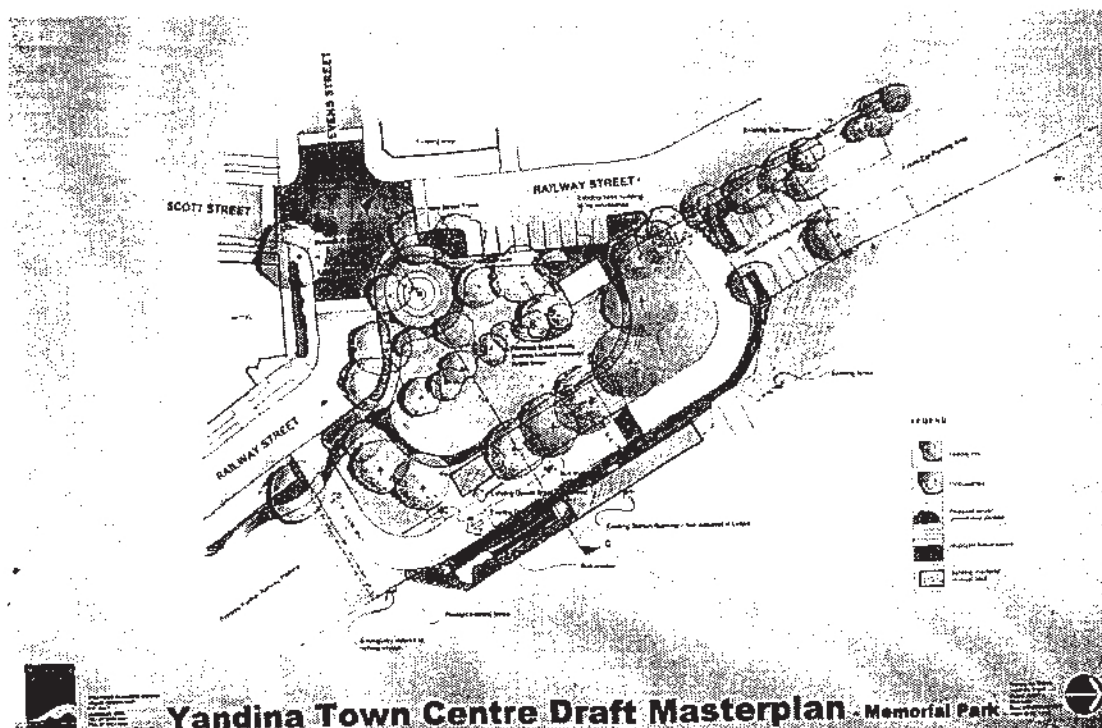
The existing memorial park is sparse and run down and requires more shade.

The proposal links the two spaces by piping and filling the drain, removing some of the trees and the shrubs to provide a large grassy park that acts as a focus for the Town.

The park is surrounded by shade trees and provided with new gardens while maintaining sight lines more seating and drink fountains to enhance the comfort and amenity.

New paths and a paved raised crossing over the intersection of Railway St & Stevens St provides easy access from the town centre to the park to the Railway Station.

The station is provided with a drop off driveway, a drop off zone and a sheltered bus waiting area and access to a new car park.



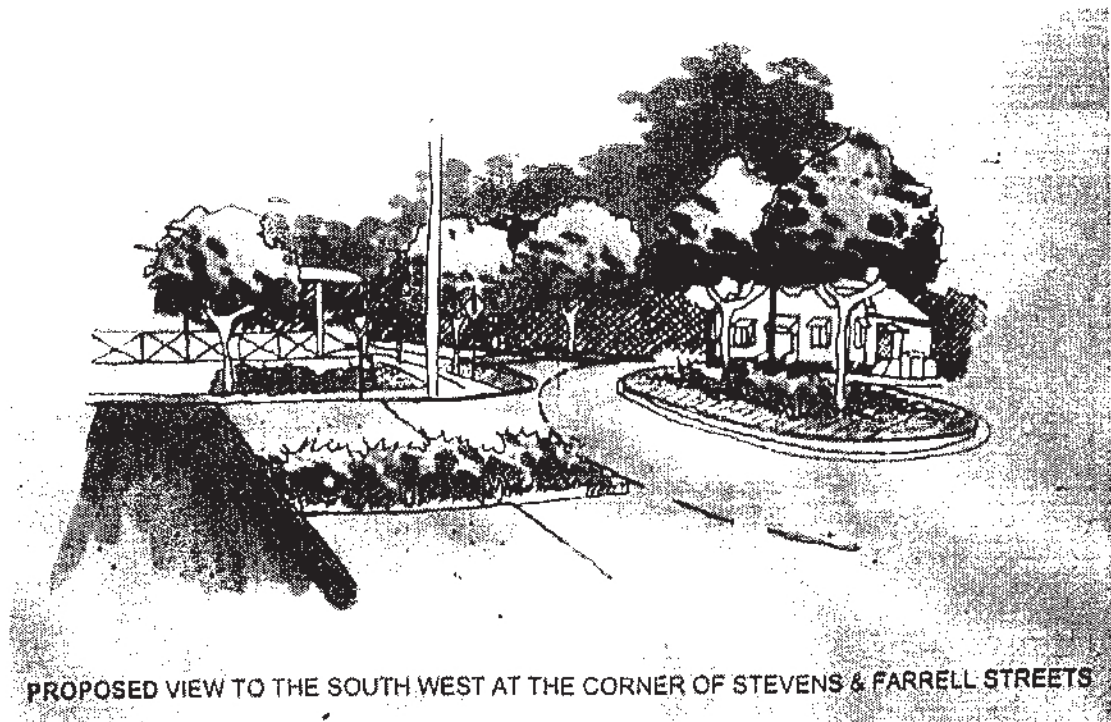
## 6.2 Stevens Street Improvements

The intersection of Stevens Street and Farrell Street will feature a planted roundabout designed to provide large vehicles with north/south access. Stevens Street access will be restricted to cars and delivery vehicles.

Raised pedestrian crossings provide improved pedestrian safety and amenity at the Farrell Street end of Stevens Street and across Farrell Street.

Stevens Street is generally a low speed traffic environment. Raised pedestrian crossings will further lower traffic speeds entering the Stevens Street precinct.

Street trees will be strategically located to maintain the existing number of car parks and driveways, within the roadway



### 6.3 Farrell Street

The existing entries to the Town Centre are characterised by wide and bare, uninviting expanses of roadway. The character and main street identity of the Town is dominated by the image of a main highway. The width and quality of the road provide the expectation and the ability for traffic to travel at high speeds.

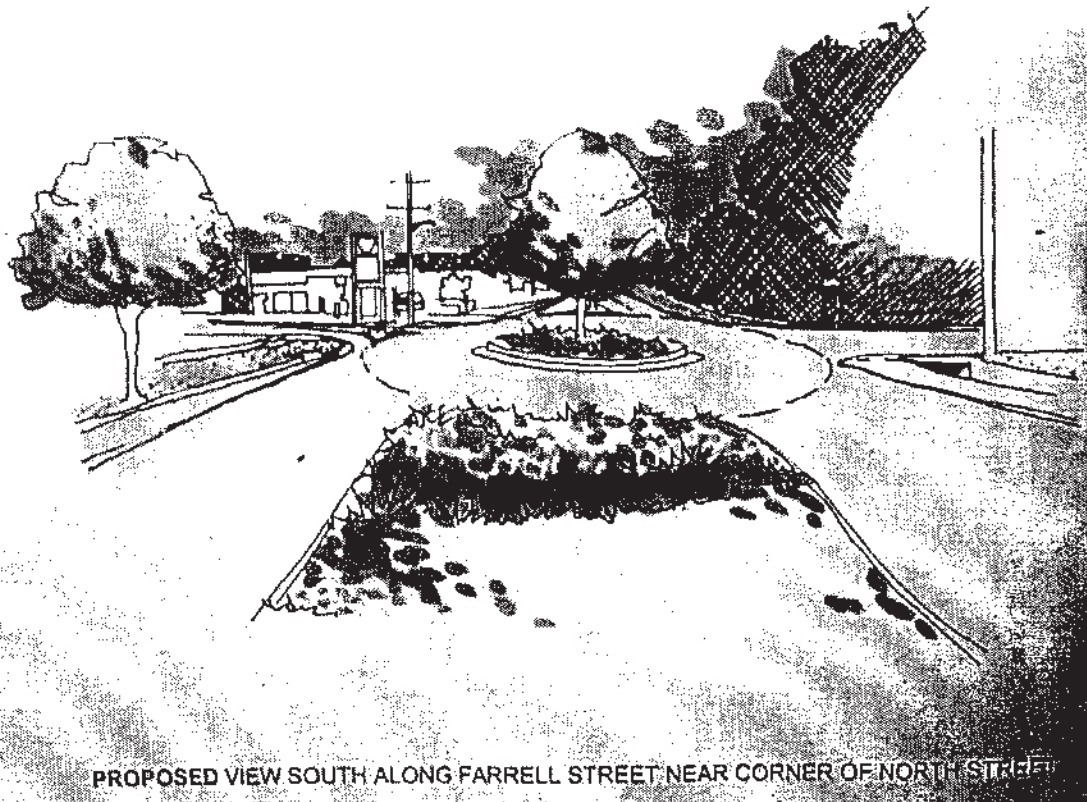
The proposed treatment is for a boulevard of shady trees that continues the scenic entry sequences at the crossing of the Maroochy River to the south and the rural landscape to the north.

The reduction of unnecessary road width and the introduction of trees and low planting gardens provide a slower speed traffic environment.

The proposal replaces the negative "old highway" image with a positive Town Main Street image that links the town to the green backdrop.

Roundabouts at the intersections of Farrell Street with Stevens, Low and North Streets provide a slower traffic environment while maintaining through access for large vehicles such as semi-trailers. Planted medium strips control locations where unsafe traffic manoeuvres presently occur.

The treatment at the far northern end of Farrell Street is more casual with no medium strip. The road carriageway is similarly narrowed to provide areas of angled parking to increase the amount of parking in areas where required, such as at the Skate Bowl and future youth and community facilities.



PROPOSED VIEW SOUTH ALONG FARRELL STREET NEAR CORNER OF NORTH STREET

## 6.4 Heritage Buildings

A plan and a Schedule Of Existing Buildings Of Heritage Significance has been included in the Master Plan. Buildings identified on the plan as having heritage or townscape significance are to be retained and any modifications must demonstrate that the heritage and townscape significance is not compromised.

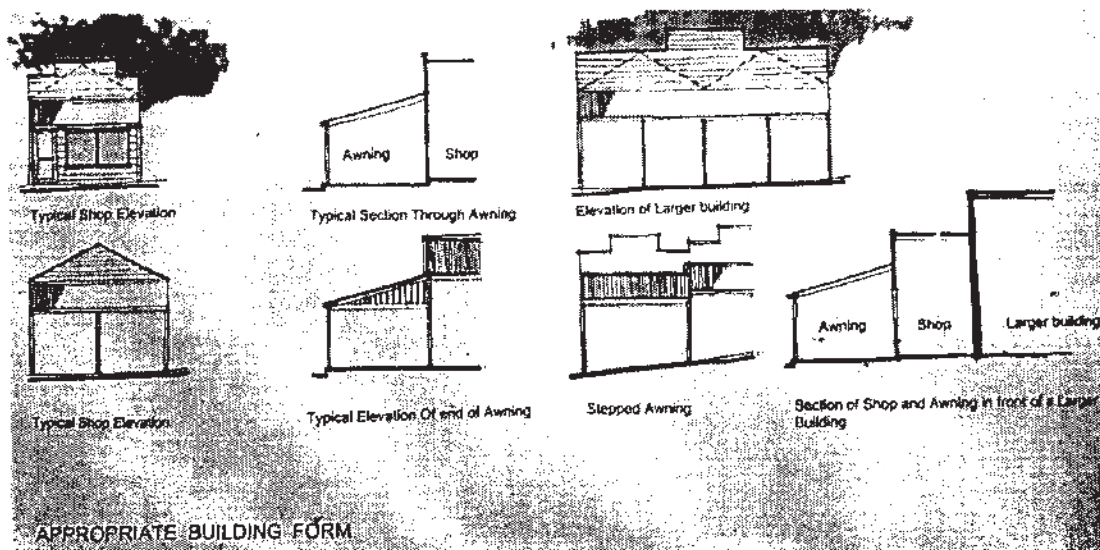
### Schedule Of Existing Buildings Of Heritage Significance

Cnr. Stevens & Farrell Streets. (L) RPD 1 RP51718	"Blue Moon Café" and house Late 19 <sup>th</sup> century single-storey timber shop with post-supported street awning and parapet on corner, and early 20 <sup>th</sup> century highset timber house. Historical, streetscape and precinct value.
Stevens Street (L) RPD 1RP175853	"Yandina Realty". Inter-war single-storey timber shop with bell-cast parapet and post-supported street awning. Historical, streetscape and precinct value.
Stevens Street (L) RPD 2RP175853	"Yandina Village News". Inter-war single-storey timber shop with bell-cast gabled parapet and post-supported street awning. Historical, streetscape and precinct value.
Stevens Street (L) RPD 4 RP167389	Yandina Supermarket" Early 20 <sup>th</sup> century single-storey timber shop with bell-cast gabled parapet and post-supported street awning extending around corner. Original shop-front. Historical, streetscape and precinct value.
Cnr. Stevens & Railway Streets. (L) RPD 21Y1644	"Yandina Hotel". Late 19 <sup>th</sup> century 2 storey timber hotel with 2 storey verandah to street corner. Historical, social, streetscape and precinct value.
Stevens Street (L) RPD 1RP89512	Late 19 <sup>th</sup> century single-storey timber shop with parapet and post-supported street awning. Historical, streetscape and precinct value.
Stevens Street (L) RPD 2RP95627	Early 20 <sup>th</sup> century single-storey timber shop with post-supported street awning. Historical, streetscape and precinct value.
Stevens Street (L) RPD 1RP95627	"Yandina Butchery". Post-war single-storey timber shop with fibro parapet and suspended street awning. Historical, streetscape and precinct value.
Stevens Street (L) RPD 1RP6103	Early 20 <sup>th</sup> century single-storey timber building with open verandah. Former Post Office. Historical, streetscape and precinct value.
Stevens Street (L) RPD 2RP6103	Late 19 <sup>th</sup> century single-storey timber shop with post-supported street awning and original shop-front. Historical, streetscape and precinct value.
Cnr. Stevens & Farrell Streets. (L) RPD 1RP6101	"Yandina School of Arts". Early 20 <sup>th</sup> century 1 to 2 storey timber hall with transverse front gables and decorative barges. Historical, social, streetscape and townscape value.
Farrell Street (L) RPD 24Y1642	"Yandina Uniting Church". Early 20 <sup>th</sup> century lowset timber church with decorative gable and finial and gothic-arched windows. Historical and social value.
Railway Street (L) RPD 4RP63231	Inter-war single -storey timber and corrugated iron shed with parapet. Historical and precinct value.
Cnr. North & Railway Streets RPD 2RP6105	"Yandina Baptist Church". Small early 20 <sup>th</sup> century lowset timber church and large post-war lowset timber church, both with Gothic-arched windows. Social value.

## 6.5 Building Design Guidelines

The intention of the Design Guidelines is to protect the desired character of the Yandina Town Centre by ensuring that existing buildings of Heritage and Townscape significance are kept and that new development is designed sympathetically with the existing.

- Buildings are to be designed to incorporate shops that address the main street frontages.
- Buildings are to be of a similar scale, detail, form and finish as existing Heritage buildings. They shall incorporate simple parapets, clear glazed timber framed shopfront windows and doors.
- Buildings abutting the street frontages shall incorporate simple awnings supported on timber posts. Awnings shall be similar in detail, form and materials to the existing awnings.
- Where a large new building such as an internalised shopping centre is proposed, the building shall be "sleeved" by smaller shops that address the street.



Building Design Guidelines excerpt.

## 6.6 Car Parking Strategy

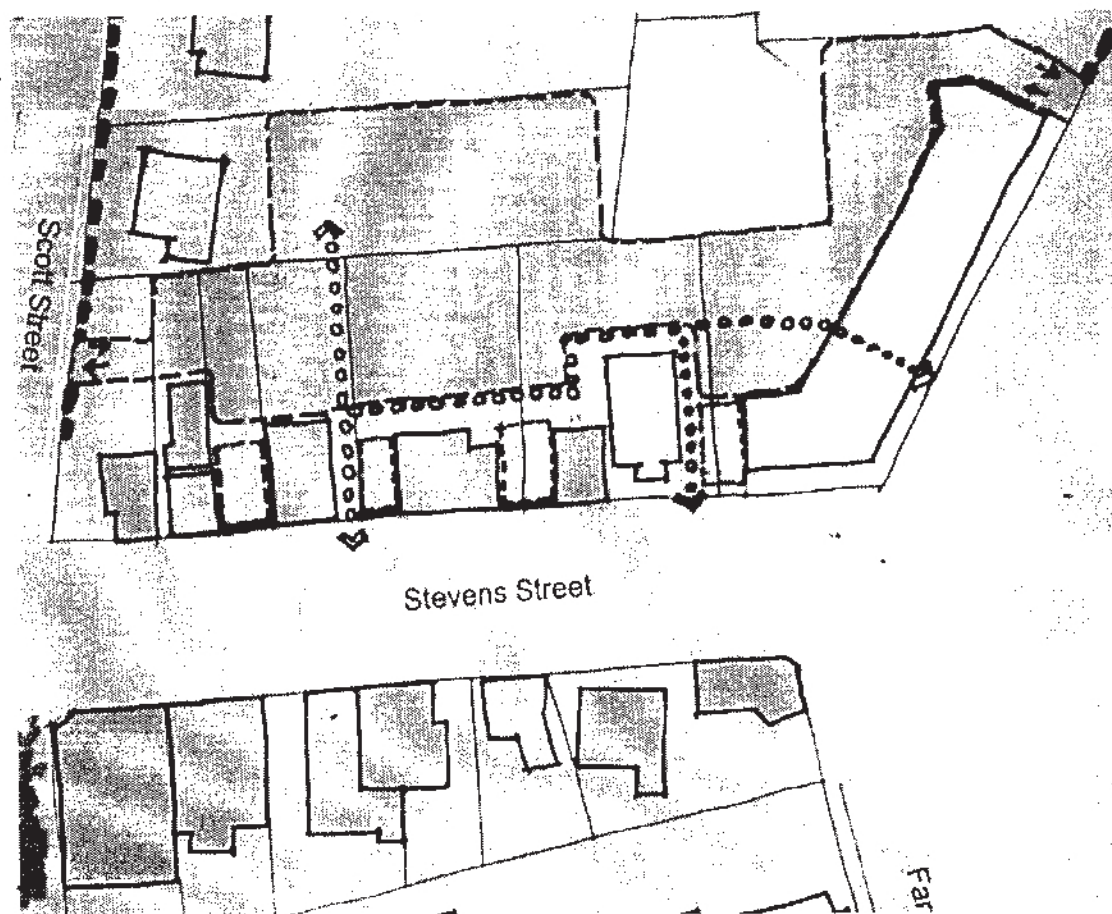
The proposed car parking strategy uses the concept of consolidation to maximise efficiency and number of parking available.

Any development will be required to provide parking and activate frontage thereby including a rear block car park.

This strategy identifies desired entry and exit locations and pedestrian links and can be incorporated in stages immediately.

The benefits of a coordinated Car Parking Strategy are as follows;

- Decreased number of driveways to Stevens Street
- Increased availability of on street parking or planting in Stevens Street
- Increased opportunities for shop frontage to Stevens Street and the pedestrian walkways to the car park.
- Appropriate rear access for service vehicles.
- Increased car parking very close to the town centre
- Planned implementation of existing planning requirements for development.



Stevens Street Precinct – Car park and Pedestrian Paths

## **6.7 Queensland Rail Car Park**

The Town Centre Master Plan includes a car park accessed from the set down driveway through the Memorial Park extension. This will provide safe and convenient parking for rail commuters and alleviate the use of car parks intended for shoppers.

## **6.8 Caravan Parking Area**

A parking area for casual parking for Tourists travelling with caravans is proposed for the area along side Railway Street within the Queensland Rail Land.

## **6.9 Pedestrian Bridge Over The Railway Line**

As part of the strategy to increase the walkability, a pedestrian bridge over the Railway line is proposed to connect the town centre with the Tourist information centre in Tilstead House and the Tourist/Industrial Area to the East.

## **6.9 A Town Walking Circuit Including The Conversion Of Old Rail Bridge.**

The conversion of old rail bridge over the river to a pedestrian bridge and the extension of the path network to create a town Walking Circuit linked to existing pathways. Queensland Rail have yet to provide a definitive response to permitting access to this bridge.



## 7.0 Consultation

Internal Consultation included:

Distribution of draft Project Brief to members of the Project Coordination Group;  
Design & Survey Services Unit;  
Strategic Land-use Planning  
Local Councillor

External Consultation included:

- A Yandina local Area Plan, July 1997 to October 1998
- B Consultation and workshops with Yandina Youth and School Children
  - Nov– Dec 2000 street interviews with 17 young people aged 13 to 21
  - Ideas workshop Yandina State School 8/12/00
  - Ideas workshop North Arm State School 11/12/00
- C Create the Vision - community workshop
- D Meetings with Queensland Rail and Community Representatives
- E Public exhibition of Draft Master Plan and public information meeting
- F Newsletters at milestones
  - 1.0 Initiation
  - 2.0 Draft Urban Design Framework Plan and feedback form CCV
  - 3.0 Initiatives of the Draft Master plan & Public Exhibition

During the public exhibition period, 80 submissions were received.

- 68 responses supported the Plan
- 7 responses did not support the Plan
- 5 responses were unclear

A number of minor modifications were made to the Draft Plan in response to submissions received, however, no major modifications were made to the exhibited plan. The widespread support in the community for the plan is attributed to the extensive consultation undertaken in the form of workshops to determine the community's vision for the area and actual solutions to achieve these.

A number of issues raised are not included in the Plan that are considered outside of the scope of an urban Design Master Plan;

- Swimming pool
- Bridge or underpass to railway

## 8.0 Implementation

### Community Priorities

The Community Consultation process included a question requesting community input into the prioritisation of the proposed initiatives contained within The Yandina Town Centre Master Plan. Of the 83 forms returned, 76 provided their priorities. The Memorial Park Town Square (Railway Station) was rated as the highest priority by the most respondents. Works have been ranked from 1-12, 1 being the most imperative;

1. Memorial Park Town Square (Railway Station) Upgrade
2. Stevens Street Urban Improvements
3. Upgrade existing Amenities Block
4. Street-scaping of Farrell Street (Flemming Street to North Street)
5. Car park in Queensland Rail Land
6. Street-scaping of Farrell Street (North Street to Wonga Park)
7. Undergrounding power to Stevens Street
8. Pedestrian Bridge over Railway line
9. Undergrounding Power to Farrell Street
10. Extension of Pedestrian paths to Wonga Park.
11. Caravan parking in Queensland Rail Land
12. Conversion of old rail bridge to pedestrian and extension of path network.

### Costs

An estimate of the full scope of the proposed works was prepared during the Communities Creating Vision Program by Graham Lukins Quantity Surveyor. The estimate included a range of exclusions such as civil engineering works, underground services and street lighting.

The scope of work has changed slightly and costs for civil engineering works has been provided by Shire Services. The result is an increase of approx \$146,000. The amount now includes amounts for the conversion of the rail bridge and Civil engineering elements.

Estimate of Possible Costs Summary by Focus Area		
Stage	Description	Amount
1	Memorial Park Town Square (Railway Station) Upgrade	\$ 373,000
2	Stevens Street Urban Improvements	\$ 155,000
3	Upgrade existing Amenities Block	\$ 120,000
4	Streetscaping of Farrell Street (Flemming Street to North Street)	\$ 733,000
5	Carpark Queensland Rail Land	\$ 161,000
6	Streetscaping of Farrell Street (North Street to Wonga Park)	\$ 733,000
7	Undergrounding Power to Stevens Street.	\$ 100,000
8	Pedestrian Bridge over Railway line.	Queensland Rail
9	Undergrounding Power to Farrell Street.	\$ 150,000
10	Extension of Pedestrian paths to Wonga Park.	Inc in (6)
11	Caravan parking in Queensland Rail Land	\$ 205,000
12	Conversion of old rail bridge to pedestrian and extension of path network	\$ 300,000
	<b>TOTAL</b>	<b>\$ 2,980,000</b>
<p>Information used to prepare estimate</p> <ul style="list-style-type: none"> <li>MSC Drawing Nos 11489 – 1,2,3,4,5,6,7 &amp; 8.</li> </ul> <p>Project Exclusions</p> <ul style="list-style-type: none"> <li>Land purchase and legal costs</li> <li>Site survey/ investigation costs</li> <li>Statutory costs and contributions</li> <li>Unknown site conditions</li> <li>Energex street lighting</li> <li>Infrastructure/ services works or upgrades including water supply and storm water.</li> <li>Planning/design/consultancy/construction administration, contingencies.</li> <li>Work outside the study area</li> </ul>		

## 9.0 Appendices

- Project Brief
- Plans