

#### 3.16 Planning Area No. 16 – Yandina

##### 3.16.1 Location and Role

Yandina is located approximately seven kilometres north of Nambour, adjacent to the North Coast rail line. It is also situated at the early head of navigation of the South Maroochy River.

Yandina is the oldest town in Maroochy Shire and has developed a wide variety of infrastructure. Nevertheless, Yandina's proximity to Nambour has inhibited the development of some services which may otherwise be found in a town of this size.

Yandina serves its immediate population and hinterland with local services and facilities and accommodates two separate industrial estates. Opportunities exist for the town to build upon its economic base by serving a diversified tourism market based on rural processing industries and boutique tourist ventures.

##### 3.16.2 Vision Statement

(1) It is intended that:

*Yandina will be 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 green open space.*

(2) This means that:

- (a) Yandina will remain a small country town set in an attractive rural landscape of small farms and well-treed hills.
- (b) The physical extent of the Yandina township will be defined and offset by the surrounding green open space of rural land.
- (c) Yandina will develop as a small, friendly and prosperous town.
- (d) Stevens Street will continue and strengthen its function as the commercial and community focus of the town and surrounding hinterland and will provide a relaxed community meeting place.
- (e) 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.
- (f) Well-planned industrial development will underpin and complement Yandina's economic base.

##### 3.16.3 Key Character Elements

###### (1) Location of Uses and Activities

- (a) Stevens Street will continue and strengthen its function as the commercial and community focus of the town. Any necessary expansion of the business area will be contiguous with the Stevens Street Precinct and be directed towards Railway Street and Farrell Street, with the preferred area being Railway Street, in association with possible rail reserve upgrading and enhancement (including parking). It is envisaged that tourism opportunities will also be provided in Stevens Street, in the Village Centre Precinct.
- (b) Future growth in Yandina may give rise to the need for a larger supermarket outlet than that which exists at present. If such a scenario occurs, careful consideration must be given to the location and design to ensure it reinforces and does not detract from the role of the Village Centre Precinct as the town's commercial and community focus.
- (c) Additional youth facilities, including a skateboard ramp, should be provided close to the town centre near Stevens Street (possibly on surplus Department of Main Roads land).
- (d) Community facilities will be centrally located or accessible by frequent, affordable, safe and comfortable public transport.
- (e) Farrell Street will provide for tourism-related businesses, particularly in the area between Fleming Street and Stegall Road.
- (f) Commercial expansion on the lands fronting the western alignment of the old Bruce Highway (Farrell Street) will be limited and confined to the area between Wappa Falls Road and Kulangoor Ferntree Creek Road.
- (g) A broader industrial base will be achieved in the identified industrial area which recognises the strategic transport advantages of Yandina.
- (h) The two industrial areas in Yandina (in the north and in the south) will develop complementary rather than competing roles.
- (i) Mixed manufacturing and tourism development will be encouraged in and around the Ginger Factory.
- (j) A wide range of business and industry activities will be encouraged in the Southern Industrial Precinct.
- (k) The new location of the Bruce Highway will form a strong eastern edge to the town.
- (l) New residential areas of Yandina will initially be in close proximity to the centre of the town. The layout

of new housing development will be compatible with and connected to the established development areas in the locality and provide for coherent road, bicycle and open space linkages. New development will occur in an orderly sequence, as demand arises, in keeping with the efficient provision of infrastructure.

#### (2) Design Intent

- (a) Physical links between the industrial/tourism area of the Ginger Factory and the centre of town will be enhanced.
- (b) Important characteristics of Stevens Street will be retained, including:
  - small-scale commercial buildings to the street alignment;
  - predominance of street parapets of various shapes together with post-supported street awnings;
  - dispersion of community facilities along the street to reinforce the hall and pub at respective ends of the street;
  - buildings generally with narrow frontages;
  - views to Mt Ninderry in the east and foothills in the west.
- (c) Infill development in Stevens Street will respect the existing character and incorporate the prevailing attractive design elements.
- (d) The character of the Stevens Street Precinct will be retained and enhanced by controlling the demolition, removal and development of places of local cultural heritage and townscape significance.
- (e) Signage in Stevens Street will be low-key, minimal and in keeping with the established town character.
- (f) The visual amenity of the concrete drains in the Low/North Street area will be enhanced.
- (g) New buildings and other structures will not visually obscure views of Mount Ninderry and the western foothills.
- (h) Development on the western foothills will ensure that views from the centre of the town are predominantly of tree-covered hillsides.
- (i) Screen planting around industrial premises will be required to minimise visibility from both the old and new highways.

#### (3) Environmental Values

- (a) Open space land west of Farrell Street (currently surplus to the Department of Main Roads) will provide a green open space buffer between commercial and residential areas and as a green foreground to views west of the town centre.

Existing significant vegetation on this land will be retained.

- (b) The visual amenity of existing concrete drains in the Low/North Street area will be enhanced.
- (c) Significant vegetation that forms a backdrop to the town on the western edge of Yandina, will be retained.
- (d) In order to retain a rural setting for the town, development on the western foothills will ensure that views from the town centre are predominantly of tree-covered hillsides.
- (e) Open or framed views of Mt Ninderry from the east end of Stevens Street will be maintained.
- (f) The surviving gully systems in the Fleming/Scott Street area will be retained and revegetated.
- (g) A rural open space buffer will be maintained on the southern approaches of town in the Kulangoor area, to distinguish Yandina from future Nambour expansion.
- (h) Areas of good quality agricultural land surrounding the town will be retained.

#### (4) Access and Movement

- (a) Physical links between the industrial/tourism area of the Ginger Factory and the centre of the town will be enhanced.
- (b) An entry statement at the Stevens/Farrell Street intersection will reinforce Stevens Street as the town's business and community centre and will incorporate streetscape improvements and traffic calming.
- (c) Pedestrian safety and amenity will be enhanced in Farrell Street, near the Stevens Street intersection.
- (d) Access between the Bruce Highway and the town centre will be improved by identifying a new route or enhancing the existing route with improved signage and other landscape enhancement works, so that the route can be easily followed and is attractive.
- (e) Public pedestrian linkages between Stevens Street businesses and existing and future adjacent commercial development will be encouraged.
- (f) A safe pedestrian and cycle link across the railway line in the vicinity of the railway station and Stevens Street is desired.
- (g) A town pedestrian and cycle circuit will be created from the east end of Stevens Street, over the railway line, linked with the southern end of School Road, reusing the old rail bridge, along the south bank of the river, across the old road bridge at Old Cobb &

Co. Lane and along the east side of Farrell Street back to Stevens Street.

- (h) A pedestrian and cycle circuit will connect Stevens Street, the markets, the sportsground and the School.
- (i) Cycle routes in Yandina will be integrated with the Shire-wide bicycle network
- (j) Intra-regional public transport will be enhanced to provide access to services and facilities in nearby towns. Opportunities include local rail motor and bus services.
- (k) The retention of highway access through the Parklands Interchange, to enable industrial traffic from the southern industrial area to bypass the centre of the town, is supported.

#### (5) Industrial Development

- (a) The two industrial areas will develop complementary roles rather than competing with each other, so as to give Yandina a stronger and more-diversified industrial base.
- (b) A broader industrial base which recognises the strategic transport advantages of Yandina will be facilitated.
- (c) The growth of mixed manufacturing and tourism development in and around the Ginger Factory is encouraged.
- (d) Opportunities will be supported for local transport, storage and distribution activities in the Yandina Gateway Industrial Precinct (in the north-eastern corner of the town), taking advantage of the proximity and access to the new alignment of the Bruce Highway.
- (e) The capacity of the Yandina South Industrial Precinct to support a wide range of businesses and industry activities will be encouraged.
- (f) Physical links between the industrial tourism area of the Ginger Factory and the centre of the town will be enhanced.
- (g) New industrial development will be of a high quality design which minimises its visual impact upon major transport routes and tourism focal points.
- (h) Screen planting around industrial areas will minimise visibility from both old and new highways.

#### 3.16.4 Statements of Desired Precinct Character

##### (1) Yandina Village Centre (Precinct Class = Village Centre)

###### *Intent*

The Village Centre Precinct is focussed on Stevens Street, particularly between Railway and Farrell Streets, and is the main commercial area in Yandina. It contains the most substantial retail, office and other commercial uses in Yandina. Stevens Street also contains a number of buildings which have cultural heritage value for the town. Accordingly, Council's Code for Heritage Conservation (found in Volume 4 of this Planning Scheme) applies to development in this Precinct.

It is highly desirable that this central commercial and community role and heritage character be maintained and reinforced. New commercial premises should be on sites contiguous with Stevens Street and be directed towards Railway Street and Farrell Street, with the preferred area being Railway Street in association with possible rail reserve upgrading and enhancement. It is envisaged that tourism opportunities will be provided in Farrell Street.

Future growth in Yandina may give rise to the need for a larger food outlet in the form of a small supermarket. If such a scenario occurs, careful consideration must be given to the location and design to ensure it reinforces, and does not detract from, the role of the Village Centre Precinct as the town's commercial and community focus.

###### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Village Centre Precinct Class.

###### *Landscape and Built Form*

The historically significant buildings along Stevens Street contribute significantly to the cultural heritage value and townscape character of this Precinct. It is desirable that these buildings be conserved (where structurally sound), or if redeveloped, the new premises incorporate the key elements of the existing buildings. Infill development along Stevens Street should be sympathetic to the character in terms of scale and form of the street and incorporate existing buildings where possible.

It is intended that the following townscape characteristics of Stevens Street be retained:

- contiguous small scale commercial buildings built to the street alignment;
- a predominance of street parapets of various shapes together with post-supported street awnings;
- a dispersion of community facilities along Stevens

Street to reinforce the hall and the hotel at respective ends of the street;

- buildings generally with narrow frontages; and
- views available from the ends of Stevens Street to Mt Ninderry in the east and the foothills in the west.

Tourism related businesses should be encouraged along Farrell Street between Fleming Street and Steggall Road, the use of existing vacant buildings for these purposes is highly desirable.

Development in this Precinct and particularly along Stevens Street should be of a scale and form so as to not visually obscure views of Mt Ninderry and the western foothills. Significant stands of vegetation along the western side of Farrell Street, including the mature pines near the corner of Old Gympie Rd and the native vegetation on both sides of Low Street are important landscape features of the town and should be maintained.

The appearance and amenity of Stevens Streets should be maintained and enhanced through appropriate design of building frontages including landscaping and street furniture where appropriate. Specific consideration should be given to creating appropriately designed gateways or entry statements to Stevens Street at both east and west entry points. At the eastern end of Stevens Street, a large vacant parcel of land exists which is a major component of the town's open space system but is under-utilised and poorly presented. Substantial opportunities for improvement to this open space area exist.

Open space land west of Farrell Street (currently surplus to the needs of the State government) should be maintained to provide an open space buffer between commercial and residential areas and as a green foreground to views west of the town centre. Existing significant vegetation on this land should also be retained.

The quality of public spaces should continue to be improved to make them more attractive and comfortable, while continuing to express the traditional character of the town. This will involve maintaining convenient access to premises, controlling signage, developing and implementing an identifiable "theme" for street plantings, furniture and paving, and creating distinctive entry/exit statements.

Improved pedestrian access and physical linkages should be enhanced particularly between the Ginger Factory tourist node and the town centre.

#### Preferred Maximum Density

Site area (m <sup>2</sup> )	Maximum plot ratio	Site area per dwelling for calculating the DUF <sup>1</sup>
All sites	0.5	200

<sup>1</sup>DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

#### Maximum building height

- 3 storeys (but not more than 12 metres)

#### (2) Yandina Village Residential (Precinct Class = Neighbourhood Residential)

##### Intent

This Precinct is intended to continue as a residential area having traditional townscape qualities that are worthy of preservation and supporting the facilities in the Village Centre Precinct. The existing density of residential use should be generally maintained. A number of culturally and historically significant buildings exist in this Precinct that should be preserved as they contribute significantly to the character of the township. Accordingly, Council's Code for Heritage Conservation (found in Volume 4 of this Planning Scheme) applies to development in this Precinct.

While traditional detached housing is expected to remain the dominant built form, a greater variety of residential forms may be acceptable including low density multiple dwellings, guesthouses and similar tourism accommodation, and mixed used developments (where non-residential uses are small scale and unlikely to compromise the amenity of adjacent residential uses). It is preferred that any new tourism or non-residential uses be situated in premises with a frontage to Stevens Street, Railway or Farrell Streets.

Open space land west of Farrell Street (currently surplus to the needs of the State government) will provide a green open space buffer between commercial and residential areas and as a green foreground to views west of the town centre. Existing significant vegetation on this land will be maintained.

##### Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class.

The following uses may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed.

- Accommodation building (in an existing building)

- Bed and Breakfast.

#### *Landscape and Built Form*

New premises should be low rise and contribute to a high level of residential amenity and provide for coherent road, bicycle and open space linkages.

Buildings should exhibit a residential character and respect the scale and amenity of adjoining existing premises. Development sites should incorporate attractive landscaping which complements the character of the Precinct. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the development.

Substantial vegetation lines the banks of the South Maroochy River and should be maintained and revegetated where necessary. Areas of existing open space that provide a vegetated back drop to the town or a buffer between commercial and residential uses, and contribute significantly to the rural setting of the town should be retained or enhanced.

The historic buildings in this Precinct contribute significantly to the cultural heritage and townscape character of Yandina. It is desirable that these buildings be conserved (where structurally sound), or if redeveloped, that new premises incorporate key characteristics of the existing building.

#### **(3) Yandina and District Park** *(Precinct Class = Special Purpose)*

##### *Intent*

This Precinct comprises the Yandina and District Sports and Social Complex. It is intended that the park and other community facilities be retained for recreation and community uses.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Special Purpose Precinct Class, in this case public parkland.

The development and use of community facilities may also be considered consistent with the intent and desired character of this Precinct where such facilities are appropriately sited and designed to maintain the predominantly open space character of the park.

##### *Landscape and Built Form*

The existing open character and qualities of the park as a focus for recreation and community activity within the town are to be maintained and enhanced.

#### **(4) Old Bruce Highway North** *(Precinct Class = Business and Industry)*

##### *Intent*

This Precinct accommodates a small range of small-scale industrial and commercial activities on sites fronting Farrell Street (the old Bruce Highway) to the north of the Village Centre. The Precinct contains a number of small building supplies and service trade establishments which serve the surrounding rural and town communities and industries.

The Precinct's significant attributes are:

- its accessibility to areas beyond Yandina via the old highway,
- the availability of small to medium sized development sites,
- the availability of mostly flat lands, and
- its location relatively close to the Village Centre.

It is intended that this Precinct accommodate:

- business and industry uses with local and district markets covering the township and surrounding rural areas as well as townships north of Nambour,
- rural plant and equipment supplies, produce stores and rural service agencies,
- small to medium sized automotive repairs and sales,
- small-scale transport storage and distribution, and
- building trades, service trades and domestic services to businesses and households.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Business and Industry Precinct Class.

Indoor recreation may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed.

##### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and landscaping given the Precinct's "gateway" position in the town. The maintenance of a generally low-key rural service centre character should be reflected in the design and finish of new premises.

#### (5) Yandina Gateway Industrial (Precinct Class = Core Industry)

##### *Intent*

This Precinct is located either side of the Bruce Highway, with access from the Yandina-Coolum Road. Part of this Precinct is situated beside the North Maroochy River.

The western side of the Precinct is developed with some vacant serviced industrial lots still available. The eastern side of the Precinct accommodates the Council's sewage treatment plant but is otherwise undeveloped.

The eastern parts of the Precinct could be used for locating industry to promote linkages and synergies (but compatible with the nearby food procession industry). Due to the proximity of the sewerage treatment plant and the buffering provided by the highway, although high standards of appearance would need to be maintained given the area's visibility from the highway.

Apart from the Ginger Factory and sewage treatment plant sites, the Precinct is a State government industrial estate, primarily focussed on manufacturers and presently including wood products and furniture making, construction materials and metal processing, and boat and motor body building.

In addition, a unique rural industry and fashion accessories manufacturing tourism node has established in and around the Ginger Factory. The Ginger Factory is a premier tourism attraction on the Sunshine Coast and it is now accompanied by other manufacturers directly trading to tourists. These include two silk screen printers of shirts, sarongs and towels with direct retail outlets, the Nutworks Factory, a macadamia nut processing plant with a retail shop and café, and a boutique shoe manufacturer with direct retail sales.

The Precinct's significant attributes are:

- very high visibility and access to and from the Bruce Highway,
- a strong focus on manufacturing activities,
- a unique industrial tourism base,
- the availability of small to medium size sites for new development,
- the availability of flat land, and
- close proximity to the Yandina Village Centre for support services.

It is intended that this Precinct accommodate:

- mainly industrial uses which have regional markets covering the Sunshine Coast,
- small to medium scale manufacturing,
- continued sewage treatment plant operations,

- integrated, multi-use factory/storage/distribution complexes,
- integrated factory/retail sales/catering facilities complexes,
- local convenience shop/fast food facilities serving the day to day needs of workers and visitors.

Given that the Maroochy River system is an important resource within the Shire, any new development will be assessed having particular regard to potential adverse impacts on the quality of water entering or likely to enter the river and any measures proposed to avoid or minimise such impacts. Particular consideration will also be given to the issue of flooding and the maintenance of the hydraulic and environmental capacity of the river, and its environmental values.

Future, large-scale, development will need to address access issues.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Core Industry Precinct Class.

Tourist-oriented uses related to industry may also be considered consistent with the intent and desired character of this Precinct where situated on land in the western parts of the Precinct in the vicinity of the Ginger Factory. Local (convenience) Centre uses may also be acceptable.

##### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and landscaping especially along the Bruce Highway and the Coolum-Yandina Road.

Stormwater drainage needs to be well managed, both for construction works and for on-going use of the land, to prevent sedimentation and other pollutants from entering the nearby North Maroochy River.

A well vegetated open space corridor along the river is desired to assist in stormwater management and enhance the visual amenity of the locality.

#### (6) Old Gympie Road (Precinct Class = Neighbourhood Residential)

##### *Intent*

This Precinct comprises a strip of residential development of low density along the southern side of Old Gympie Road. This Precinct comprises some established low density residential development along the southern side of Old Gympie Road, although most of the land is undeveloped. This land is undulating and well vegetated and currently used for grazing. It is intended that the current use continue as the preferred

interim use until there is a demonstrable need for additional urban land and adequate infrastructure can be made available.

Significant vegetation in this Precinct that forms a backdrop to the town should be protected and retained.

The potential for this Precinct for urban development may be constrained by low lying flood prone land closer to the South Maroochy River. It is intended that development should generally be avoided on flood prone lands and provision of open space corridors along drainage lines and waterways should occur.

When occurring, low density residential development would be appropriate in this Precinct. Development should occur in a way which respects the land form, conserves existing mature vegetation, maintains natural drainage patterns where possible, and allows for dwellings to take advantage of view and climatic conditions.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class (when infrastructure services are available).

The following uses may also be considered consistent with the intent and desired character for this Precinct where appropriately sited and designed.

- Bed and Breakfast
- Garden Centre
- Forestry
- Stables.

#### *Landscape and Built Form*

Development in this Precinct should be particularly responsive to the varied environmental characteristics of the area by addressing the issues of flooding, remnant vegetation and land slope.

New premises should be sited, designed and landscaped to provide appropriate buffering along the southern boundary of this Precinct where the Precinct abuts the South Maroochy River. Open space corridors will generally be sought along waterways and drainage lines.

#### **(7) Yandina North (Precinct Class = Neighbourhood Residential)**

##### *Intent*

This Precinct is situated on the northern boundary of the Yandina Planning Area. Abutting the boundaries of this Precinct are the Yandina Sports Grounds to the south and the Ginger Factory which is adjacent to the school.

Buffering measures will be required along the northern boundary of this Precinct to minimise any conflicts with nearby agricultural activities. Buffering and appropriate setbacks will also be required where land abuts the old Bruce Highway, to minimise impacts from traffic.

A rural service type industry exists of the corner of Steggalls Road and the Old Bruce Highway. It is intended that this use continue as approved.

Although a few residences exist in this Precinct it is generally intended that land in this Precinct will not develop for urban use until there is a demonstrable need for additional urban lands and adequate infrastructure can be made available. It is intended that future residential development (in the first instance) occur closer to the town centre and be compatible and connected with the established residential areas in the locality.

This Yandina School is located within this Precinct. It is intended that pedestrian and bicycle access from surrounding residential areas be maintained and enhanced where necessary.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class.

#### *Landscape and Built Form*

Mature and significant vegetation on lands in this Precinct immediately west of the Wonga Parks Sports grounds should be maintained and incorporated into any new development.

Development should be sited and designed to avoid or minimise loss of mature vegetation, erosion and extensive earthworks.

New development in this Precinct is to provide appropriate buffering measures and setbacks from the old Bruce Highway and nearby agricultural uses to minimise any potential use impacts or impacts from traffic.

#### **(8) Yandina West (Precinct Class = Neighbourhood Residential)**

##### *Intent*

This Precinct comprises mainly residential uses. Some as yet undeveloped land exists in this Precinct suitable for urban expansion. The western portion of this Precinct consists of a relatively new low density residential estate. The eastern portion of this Precinct comprises longer established low density residential use. The established housing varies in age and style from localities developed several decades ago to more recent construction.

A substantial amount of vacant undeveloped land

suitable for residential development exists within this Precinct. Future residential development will be encouraged (in the first instance) to occur as infill on existing unoccupied subdivided land or on sites approved for residential development and use.

New development in this Precinct should protect and retain significant vegetation on the western edge of Yandina, as this vegetation serves as a important backdrop to the town.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class.

#### *Landscape and Built Form*

Future development for residential purposes in this Precinct should protect significant vegetation that forms a backdrop to the town.

New premises should be low density and contribute to a high standard of residential amenity. New development or redevelopment of existing dwellings is to be sited and designed to avoid destruction of mature vegetation, erosion and extensive earthworks.

In areas of new development, street trees and landscaping should complement the remnant vegetation, it should assist the re-forestation of the hillsides and soften the visual impact of turban development.

#### **(9) South-West Yandina (Precinct Class = Neighbourhood Residential)**

##### *Intent*

This Precinct has the Yandina Caravan Park along its northern boundary, adjacent to the South Maroochy River, and the Yandina Speedway (which is accessible from Wappa Falls Road) on its southern and western boundaries. It also contains a small portion of industrial development on its western boundary adjacent to the Bruce Highway. It is intended that the existing uses continue as approved.

Some low density residential use exists along Wappa Falls Road adjacent to the Speedway and the existing industrial area that fronts the old Bruce Highway.

There is limited land left in this Precinct for residential use. However, if the existing uses, such as the Caravan Park, the Speedway and the industrial establishments, were to cease or be redeveloped, development for low density residential uses in this area would be desired.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those for which current approvals exist, and those referred to in the Table of Development Assessment (refer Vol 1) for the

Neighbourhood Residential Precinct Class.

#### *Landscape and Built Form*

If new development occurs it should be particularly responsive to its strategic location on the banks of the South Maroochy River and to the varied environmental characteristics of this area, including potential flooding and significant waterway corridor vegetation.

New premises should be sited and designed to provide appropriate buffering to the South Maroochy River, vegetation should be maintained and enhanced along the river bank where necessary. Appropriate buffering should also be provided along the old Bruce Highway, to limit any impact from traffic.

#### **(10) Wharf Street (Precinct Class = Neighbourhood Residential)**

##### *Intent*

This Precinct is situated around Wharf Street and Cascade Drive, consisting predominantly of low density, well established dwellings. This Precinct is bounded to the north by the South Maroochy River and to the east by the railway line.

It is intended that premises in this Precinct continue to be developed and used mainly for residential purposes.

Well vegetated areas and open space areas along the river should be maintained and enhanced where necessary.

#### *Preferred and Acceptable Uses*

Preferred uses within the Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class.

#### *Landscape and Built Form*

Buildings should exhibit a residential character and respect the scale and amenity of adjacent existing premises. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the premises.

New premises adjacent to the South Maroochy River should be sited and designed to provide appropriate buffering along the river.

#### *Preferred Maximum Density*

- Traditional and Hillslope Housing



#### (11) Yandina South Industrial (Precinct Class = Core Industry)

##### *Intent*

This Precinct is located at the southern end of the Yandina township on the eastern side of the Old Bruce Highway. The North Coast railway line forms the eastern edge of the Precinct. The northern boundary of the Precinct adjoins land intended for residential use.

Existing industrial use is focused on the eastern side of the Old Bruce Highway with vacant serviced lots and undeveloped industrial land located in the most easterly parts of the Precinct.

The largest industrial enterprises in the Precinct are associated with the manufacture and supply of construction materials, particularly concrete. There is a wide range of other activities covering other construction material supplies, geotechnical services, a stockfeed plant, pet food manufacturer and supplier, farm machinery suppliers, automotive service trades, construction, electrical and other trades depots.

The Precinct's significant attributes are:

- a range of lot sizes able to accommodate various sized industrial establishments,
- flat to undulating land,
- access to both major road and rail transport infrastructure, and
- close proximity to the Yandina Village Centre for support services.

It is intended that this Precinct accommodate a wide range of industrial activities including:

- uses which have a regional market, servicing the Sunshine Coast,
- a wide range of small to larger scale manufacturing enterprises, including those which may benefit from a rail spur connection to the North Coast railway line,
- construction Industry materials manufacturers, fabricators, assemblers, suppliers and hirers of plant and equipment,
- service trades and automotive trades to the construction industry, other industries and households,

- feed stock and other rural produce manufacturers, suppliers and service providers,
- transport, storage and distribution activities, particularly those using a rail spur, in the eastern part of the Precinct, and
- local convenience services such as a service station, convenience store and snack bar.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Core Industry Precinct Class.

The following uses may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed:

- Fast-food store (in a Local (convenience) Centre)
- Shop (in a Local (convenience) Centre).

##### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and effective buffering where on any site which adjoins residential lands. Such buffering may be by way of landscaping and/or screen fencing that has regard to visual amenity, privacy, noise impacts, odours and light spill.

New development in the Precinct should also achieve high standards of siting, design and landscaping especially along the Old Bruce Highway.

A rural/open space buffer should be maintained on the southern approaches of the town in the Kulangoor area to distinguish Yandina from possible future expansion of Nambour.

