

# 5. Precincts

## 5.1 Precinct 1 – CBD and Civic Heart

### 5.1.1 Precinct intent

The CBD and Civic Heart precinct is to be recognised as the main business address within the CMPAC. The precinct is also to have an important civic function by providing higher order civic and community facilities and key public spaces within the CMPAC. The precinct is to provide a complete set of Principal Activity Centre functions, including office employment, quality retail, entertainment, and high density residential accommodation. Location of a significant hotel and a cinema within the precinct, along King Street, would provide for after business hours activity.

The precinct will boast access to quality public and open space, including public spaces associated with the Caboolture Hub building and improved access to the Centenary Lakes precinct. High density residential development, with active ground floor land uses, such as speciality retail, cafes and restaurants, along King Street and Elliot Street, with improved access to the Centenary Lakes precinct, will assist in activating this precinct with day and evening-time activities and entertainment.

King Street, Hasking Street, Beerburrum Road, James Street and Matthew Terrace are to accommodate the highest intensity and mix of land uses within the precinct and will act as key pedestrian thoroughfares.

### 5.1.2 Key strategies

**Table 5.1 Precinct 1 – CBD and Civic Heart Precinct – key strategies**

Key strategies	
Land use	<ul style="list-style-type: none"> <li>• Develop the CBD and Civic Heart Precinct as the core business, community, retail and entertainment area in the CMPAC.</li> <li>• Develop the highest intensity of mixed uses in CMPAC. Encourage vertical mix of land uses, with ground floor spaces reserved for active land uses (e.g. retail, café, restaurants and entertainment).</li> <li>• Build upon existing administrative and business office development in the precinct around King Street and Hasking Street. Ensure the greatest concentration of office development within 200m from the Caboolture Train Station.</li> <li>• Develop a strong retail presence in the precinct, by encouraging retail as a ground floor use in office and high density residential buildings. A sub-precinct adjacent to the Caboolture Train Station and bounded by Hasking Street, James Street, Beerburrum Road and Matthew Terrace is considered as an appropriate location for a medium size retail sub-precinct (~3,500m<sup>2</sup> Nett Leasable Area) due to significant exposure associated with pedestrian traffic to and from the train station.</li> <li>• Develop an entertainment component in the precinct to allow for afterhours activity. Location of a hotel and a cinema within the heart of the precinct (i.e. King Street) will facilitate this.</li> <li>• Develop a high density (40– 60 du/ha) residential component within the precinct. Concentrate high density residential development (apartments and a hotel) along King Street and Elliot Street to take advantage of the views to the Centenary Lakes and Caboolture River, thus developing a quality urban residential product in the CMPAC.</li> <li>• Build upon existing civic and community facilities located and planned within the precinct to provide a civic heart for the area. Ensure attractive public open spaces are incorporated in the Caboolture Hub precinct.</li> </ul>

Key strategies	
Built form	<ul style="list-style-type: none"> <li>• High intensity development: 6–8 storeys buildings with some up to 12 storeys, incorporating podium styles along major pedestrian streets to provide the sense of human scale and a welcoming pedestrian environment.</li> <li>• Consistent building setbacks along key roads.</li> <li>• Active frontages.</li> <li>• Parking underground or behind the building.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Speed management measures on Morayfield Road, King Street, Beerburrum Road to provide a transport corridor that caters equally for all users.</li> <li>• Extension of McKean Street through to Toohey Street/Watt Street to create a more direct connection across the rail line/Beerburrum Road to the residential area to the west of the CBD. This will provide relief to King Street.</li> <li>• Changing the parking requirement in the Caboolture CBD from a minimum to a maximum parking requirement and managing demand for long term parking to provide greater opportunity to increase densities.</li> <li>• Relocate over time a high proportion of the Caboolture Park 'n' Ride spaces to more appropriate locations (i.e. major Park 'n' Ride at Caboolture North) to free up land adjacent to the train station for transit oriented development.</li> <li>• Upgrade the Caboolture Train Station to increase rail capacity and facilitate its function as the nucleus of transit oriented development in Caboolture. This will include improved pedestrian and cycle connections to the train station and across the railway line, supported by street activation strategies and improved streetscape environment (e.g. legibility, landscaping, shade, safety considerations)</li> <li>• Upgrade of the Caboolture Bus Interchange. The station must provide high connectivity to the Caboolture CBD and allow for easy interchange with rail services.</li> <li>• Provide end of trip cycle facilities at the Caboolture Train Station and within new development.</li> <li>• Develop Morayfield Road and King Street/Lower King Street as future priority transit corridors with bus lanes or bus priority at appropriate locations. Key bus stops along Morayfield Road and King Street/Lower King Street will have high quality bus shelters and real time bus scheduling displays.</li> <li>• Improved pedestrian and cycle connections to and across the Caboolture River via upgraded and new river crossings at Riverview Street, Morayfield Road and the railway line.</li> <li>• A cycle and pedestrian connection between Ruth Street and Mill Road to increase connectivity between the Caboolture CBD and the residential area immediately to the west.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>• Elevate the importance of the Caboolture River and Centenary Lakes to that of the key public and open space asset for the CMPAC.</li> <li>• Support the establishment of a 'sculpture symposium' in Centenary Lakes to attract high profile artists to contribute.</li> <li>• Further develop Caboolture Hub.</li> <li>• Green Link between train station and Civic Heart.</li> <li>• Network of green spaces and streets; a green heart.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>• James Street site redevelopment (high priority) to provide intensity of use in proximity to train station and to assist with activating the links from the station to King Street. Potential land uses: an office building with a strong retail component on the ground level.</li> <li>• King Street main street treatment and new connections.</li> <li>• Centenary Lakes and Caboolture River public space improvement (high priority).</li> </ul>

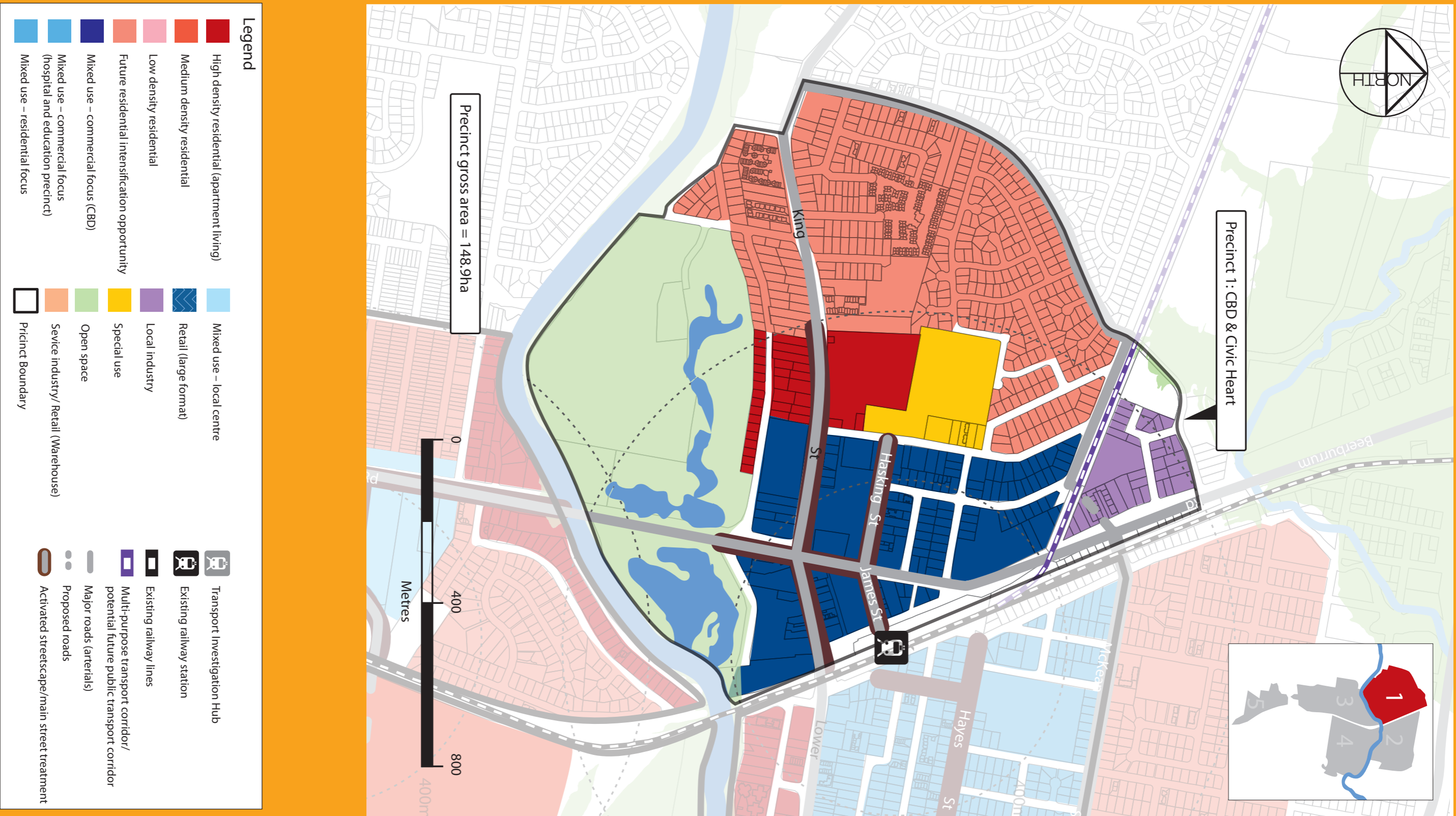


King Street, artist impression, Architectus 2010



James Street, artist impression, Architectus 2010

Figure 5.1 Precinct 1 – CBD and Civic Heart



## 5.2 Precinct 2 – Health and Education Hub

### 5.2.1 Precinct intent

Development of the Health and Education Precinct will evolve around and facilitate the expansion of the hospital and higher education uses in the area.

The precinct is comprised of two major areas :-

- Hospital and education sub-precinct; and
- Mixed use – residential sub-precinct.

#### 5.2.1.1 Hospital and Education sub-precinct

The Hospital and Education sub-precinct is considered the key to the economic activation of the CMPAC within the lifetime of this Master Plan. It is expected that the planned expansion of the hospital facilities (i.e. planned seminar rooms and training facilities, additional medical facilities) and the potential relocation of a TAFE and university campus functions adjacent to the hospital (the land currently occupied by the Caboolture High School) will act as a catalyst for location of allied businesses and enterprises in the area, thus generating strategic employment in the CMPAC.

Development of this precinct will require significant public investment and cooperation with key stakeholders, such as Federal Government Departments with responsibility for health services, Queensland Government Department of Health and Department of Education, and university providers.

Potential redevelopment of the Caboolture High School grounds to locate a university campus will be subject to a detailed master planning exercise. Key principles for the university campus development will include:

- Effective multiple pedestrian connections and entry points to the university grounds, ensuring effective arrival experience and engagement of the university with the surrounding community.
- Quality open space and landscaping of the grounds.
- Site layout and design, and building forms responding to principles of sustainability and design for subtropical climate, addressing:-
  - the visual experience;
  - integration of indoors and outdoors; and
  - provision of comfortable external spaces.
- Location of community land uses, such as a public pool, gymnasium, an art/ performance space, library and meeting/seminar rooms, on the university grounds to engage the university with the surrounding community and provide afterhours activity on the grounds.

Charles Street, Manley Street, Lee Street and Lower King Street are considered suitable for accommodating a mix of land uses supporting the health and education facilities, such as health and education allied businesses, small scale retail and cafes. Location of short term and student accommodation, with activated ground floor uses, is also encouraged along Charles Street and Manley Street.

#### 5.2.1.2 Mixed Use – Residential sub-precinct

This sub-precinct is to have a significant residential focus, supporting the employment areas associated with Precinct 1 and the hospital and education sub-precinct. The critical function of this precinct is to provide active urban connections between the health and education sub-precinct, the Caboolture Train Station and the CBD and Civic Heart precinct.

Gradual redevelopment of the precinct for higher density (35–40 du/ha) residential development, with supporting mix of land uses is encouraged.

This precinct is seen as a suitable location for short term and student accommodation, supporting the hospital and the proposed higher education facilities within the CMPAC.

McKean Street, Hayes Street, Walter Street and Station Street are to be developed as key pedestrian links through the precinct.

Hayes Street is to be redeveloped as the heart of this precinct and is to accommodate the highest intensity of mix uses within this precinct. Location of short term and student accommodation development with ground floor level business premises, retail, cafes and entertainment uses would ensure this area is activated with day and night-time activities.

McKean Street and Lower King Street are to remain the main access roads to the precinct.

## 5.2.2 Key strategies

**Table 5.2 Precinct 2 – Mixed Use - Residential sub-precinct – key strategies**

Key strategies	
Land use	<ul style="list-style-type: none"> <li>Encourage gradual redevelopment of the precinct for higher density (i.e. 35–40 du/ha) residential and medium intensity mixed uses.</li> <li>Concentrate short term and student accommodation development along Hayes Street, Mortimer Street and Station Street. Encourage incorporation of ground floor activity generating land uses, such as cafes, small scale retail, small enterprise and entertainment.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>Medium density development (2–4 storey buildings).</li> <li>Include active ground floor land uses along major pedestrian links.</li> <li>Orient buildings to the road, to provide for passive surveillance.</li> <li>Utilise ‘borrowed open space’ strategy to provide residential amenity.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Relocate over time a high proportion of the Caboolture Park ‘n’ Ride spaces from this area to major Park ‘n’ Ride at Caboolture Train North and Morayfield Train Station. Any park and ride that remains should be located at least 400m away from the entrance to the station (except for disabled parking and staff parking). This will assist in activating TOD surrounding the station.</li> <li>Provide a connection between Edward Street and the Charles Street/Lower King Street intersection to allow easier access to the area immediately north of the Caboolture River (from the north-east area of Caboolture).</li> <li>Extend Rowe Street and Lang Street to connect to Hayes Street to improve network permeability.</li> <li>Develop Lower King Street into a priority transit corridor to increase bus connectivity to people within this mixed use area.</li> <li>Implement highly connected bus services to connect this primarily residential area and other key destinations within CMAPC.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>Develop public realm and public open space within the precinct, incorporating streetscape treatment of major pedestrian streets.</li> <li>Include an open space/ public space component in the Hayes Street site redevelopment.</li> <li>Improve the facilities of a local park on Wallace Street and provide improved pedestrian and cycle links to the park.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>Hayes Street site redevelopment to provide an intensity and mix of land uses in the area, to activate Hayes Street pedestrian link and to provide a catalyst for redevelopment in the area</li> <li>Hayes Street, Mortimer Street, Station Street and Walter Street streetscape improvement to provide attractive pedestrian environment and links to the train station.</li> <li>Safety improvement near the Caboolture Train Station.</li> </ul>

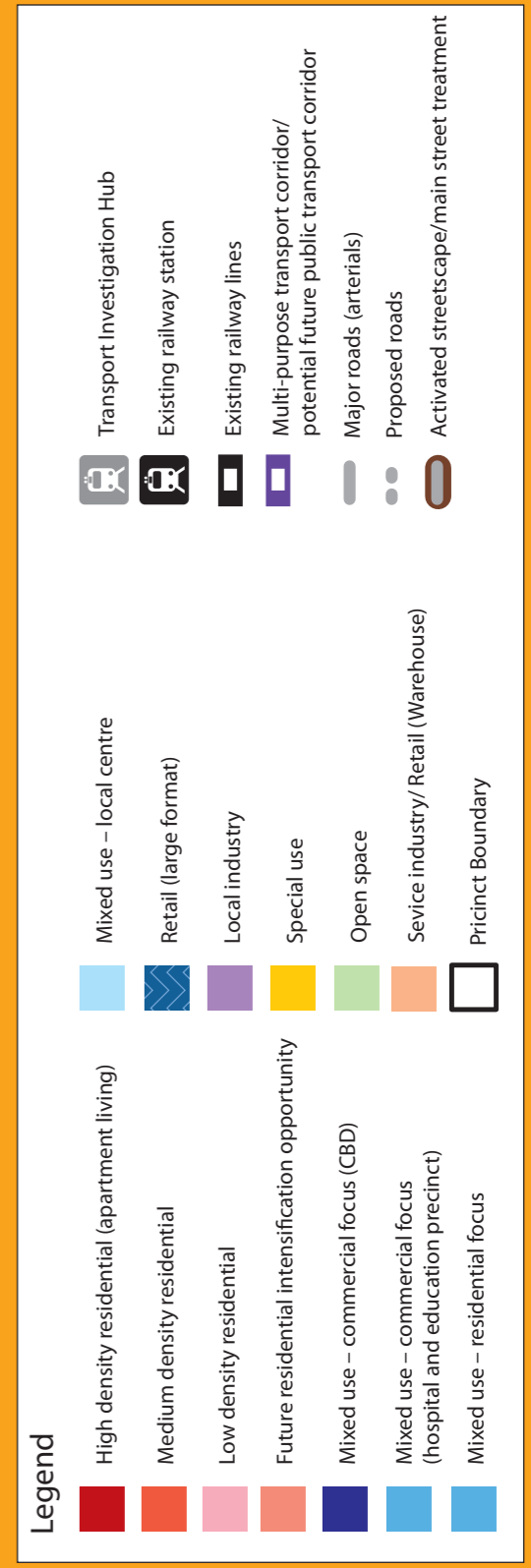
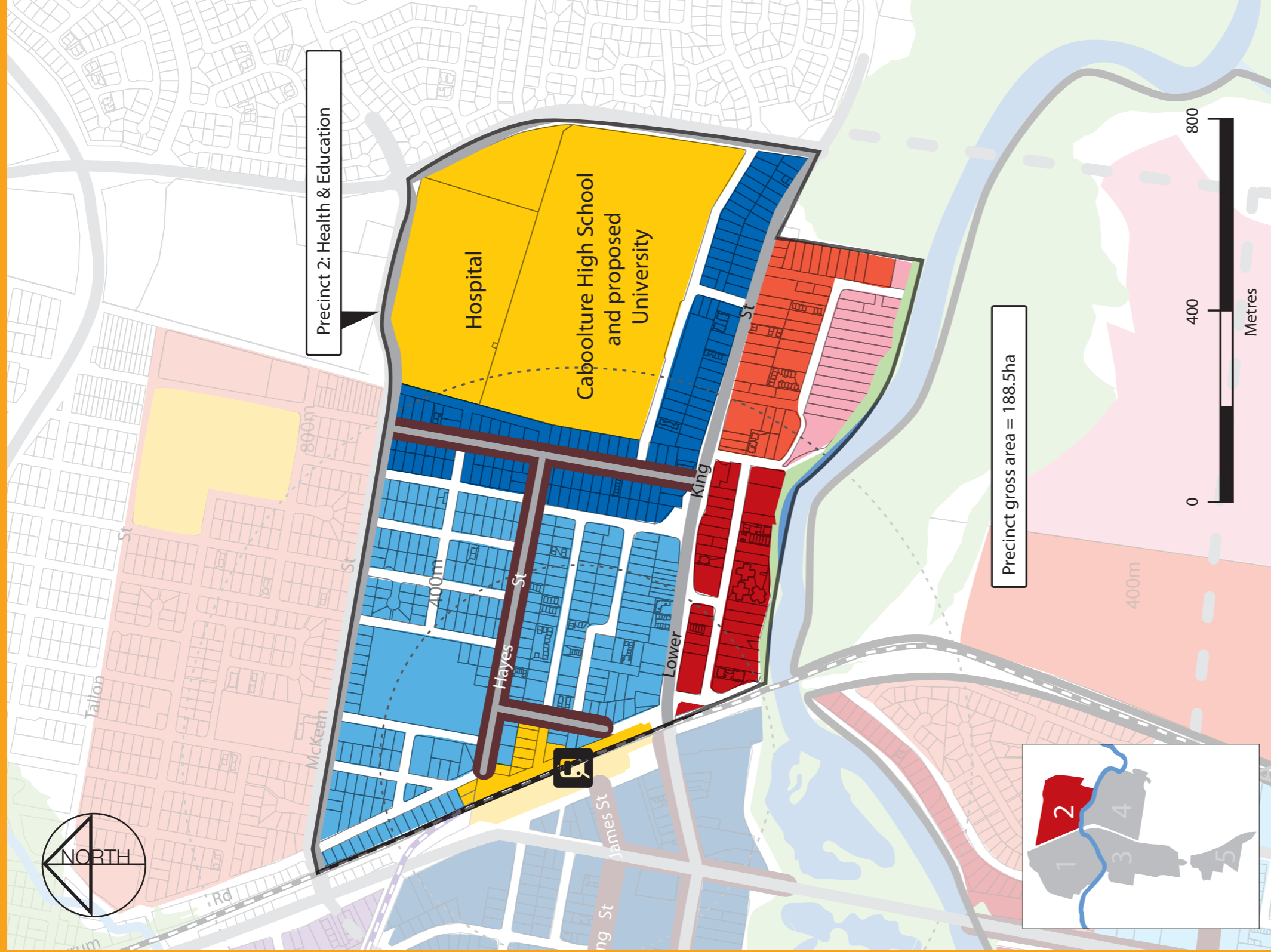
**Table 5.3 Precinct 2 – Hospital and Education sub-precinct – key strategies**

Key strategies	
Land use	<ul style="list-style-type: none"> <li>Encourage relocation of the TAFE and University functions on the Caboolture High School Site.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>Building heights will transition from a maximum of 8 storeys on the hospital and university site across Charles and Manley Streets to 6 storeys.</li> <li>Include active ground floor uses along major pedestrian links.</li> <li>The hospital and university site will form the focal point within the precinct.</li> <li>Pedestrian and vehicle access to be legible and encourage engagement with the street and adjoining buildings.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Provide a high quality pedestrian environment and cycle facilities along Hayes Street and Walter Street to provide an active transport connection between the station and the hospital precinct.</li> <li>Develop increased pedestrian environment on Charles Street/Manly Street to facilitate commercial and mixed use development designated for this area.</li> <li>Develop multiple pedestrian and cycle entry points to the education precinct, potentially including access from Hayes Street, Bury Street, Morningview Drive and McPherson Street.</li> <li>Implement bus services to connect the Education and Health Precinct the Precinct 4, Morayfield and Caboolture CBD/ Train Station.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>Public domain and streetscape improvements.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>Development of a governance body, championing the cause for location of university grounds adjacent to the hospital (high priority).</li> </ul>



Hayes Street, artist impression, Architectus 2010

Figure 5.2 Precinct 2 – Health and Education Hub



## 5.3 Precinct 3 – Retail Focus

### 5.3.1 Precinct intent

The role of Precinct 3 within the CMPAC is to support key PAC functions accommodated in Precinct 1 and Precinct 2.

The precinct is comprised of two major areas:

- Residential infill sub-precinct; and
- Retail and local industry sub-precinct.

#### 5.3.1.1 Residential Infill sub-precinct

The overall intent for this sub-precinct is to provide additional local residential population supporting employment areas of the Precinct 1 and Precinct 2. It is envisaged that the residential infill sub-precinct will provide a range of housing products including:

- Medium density residential development (2-3 storeys) in key amenity areas associated with the Caboolture River; and
- Residential infill development (4-6 storeys).

The residential component is to be supported by a mixed use area accommodating local centre activities, small scale retail, business offices, local community services, and medium density residential accommodation. A local public open space component is envisaged as part of the mixed use area, to support residential population.

In accordance with the Economic Development Strategy, redevelopment of Caboolture South to a more intense urban format is not pertinent to the CMPAC transformation in the short term and is likely to occur over a medium to longer term. Potential development of Precinct 4 to a higher density residential development may act as a catalyst for redevelopment of the residential infill sub-precinct.

Given the supporting role the residential infill sub-precinct will provide to employment areas located in Precinct 1 and Precinct 2, effective public and active transport connections between the residential and employment areas will be required. It is proposed that a frequent bus service will connect key destinations in these precincts. In a longer term, should Precinct 3 (residential infill) and Precinct 4 develop an intensity and mix of uses to a level sufficient to support the Transport Investigation Hub at Caboolture South.

### 5.3.1.2 Retail and Local Industry sub-precinct

The Retail and Local Industry sub-precinct is based around consolidation of the existing retail, large format retail and industrial land uses in the area. The overall intent for future redevelopment of this sub-precinct is to reposition its role within the CMPAC to support the retail functions provided in Precinct 1 (a department store and speciality retail).

Specifically, this sub-precinct will focus on consolidating showroom retail development, currently dispersed along Morayfield Road, within the precinct in a more intense urban built format (e.g. minimum two storey development). Convenience and choice retail are also consistent with the intent of this sub-precinct.

Improvements to internal connectivity and streetscape amenity will be important for transformation of this sub-precinct to an effective urban environment.

Local industry land uses, with the focus on services supporting PAC functions, are also consistent with the intent of this sub-precinct.

### 5.3.2 Key strategies

**Table 5.4 Precinct 3 – Residential Infill sub-precinct – key strategies**

Key strategies	
Land use	<ul style="list-style-type: none"> <li>• Develop precinct as a supporting residential area for the employment areas in Precinct 1 and 2.</li> <li>• Encourage gradual redevelopment of the areas of high amenity along Caboolture River to medium density residential development.</li> <li>• Encourage gradual redevelopment of low density residential areas to higher density development.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>• In accordance with sub-tropical design principles. (See Part 6 – Planning Scheme and Built Form Guidelines for further details).</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Provide a new east-west arterial road along the Buchanan Road/Caboolture River Road corridor to provide improved connections to the new growth areas (Caboolture West) as well as reducing the growth in traffic through the CMPAC core area. A grade separated crossing of the rail line will be required, improving network resilience and safety.</li> <li>• Implementation of a “Greenway” along the River and using green space between Torrens Road and Michael Avenue to improve active transport connections.</li> <li>• Maintain highly permeable active transport network through the area to ensure easy access to high frequency bus services along Morayfield Road, and the river and parkland.</li> <li>• Improve provision for pedestrians and cyclists along and across Morayfield Road.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>• Streetscape improvement along Dickson Road.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>• Private sector drivers.</li> <li>• Opportunities – Market Drive sites redevelopment; Torrens Rd sites redevelopment.</li> </ul>

**Table 5.5 Precinct 3 – Retail and Local Industry sub-precinct – key strategies**

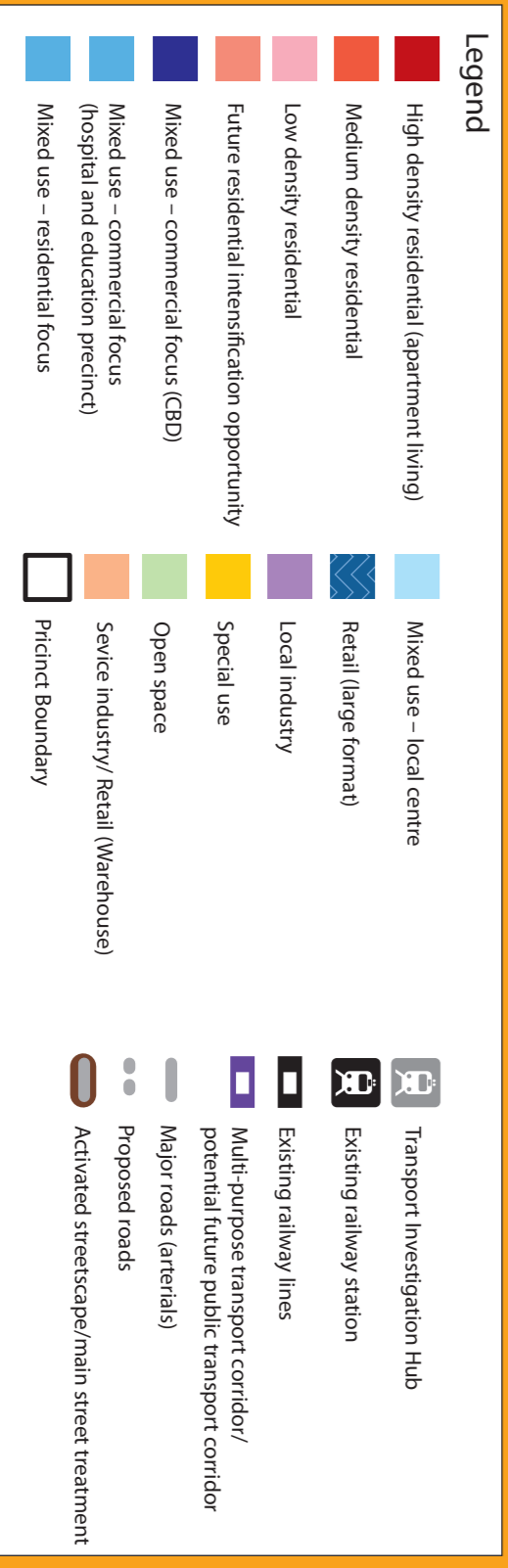
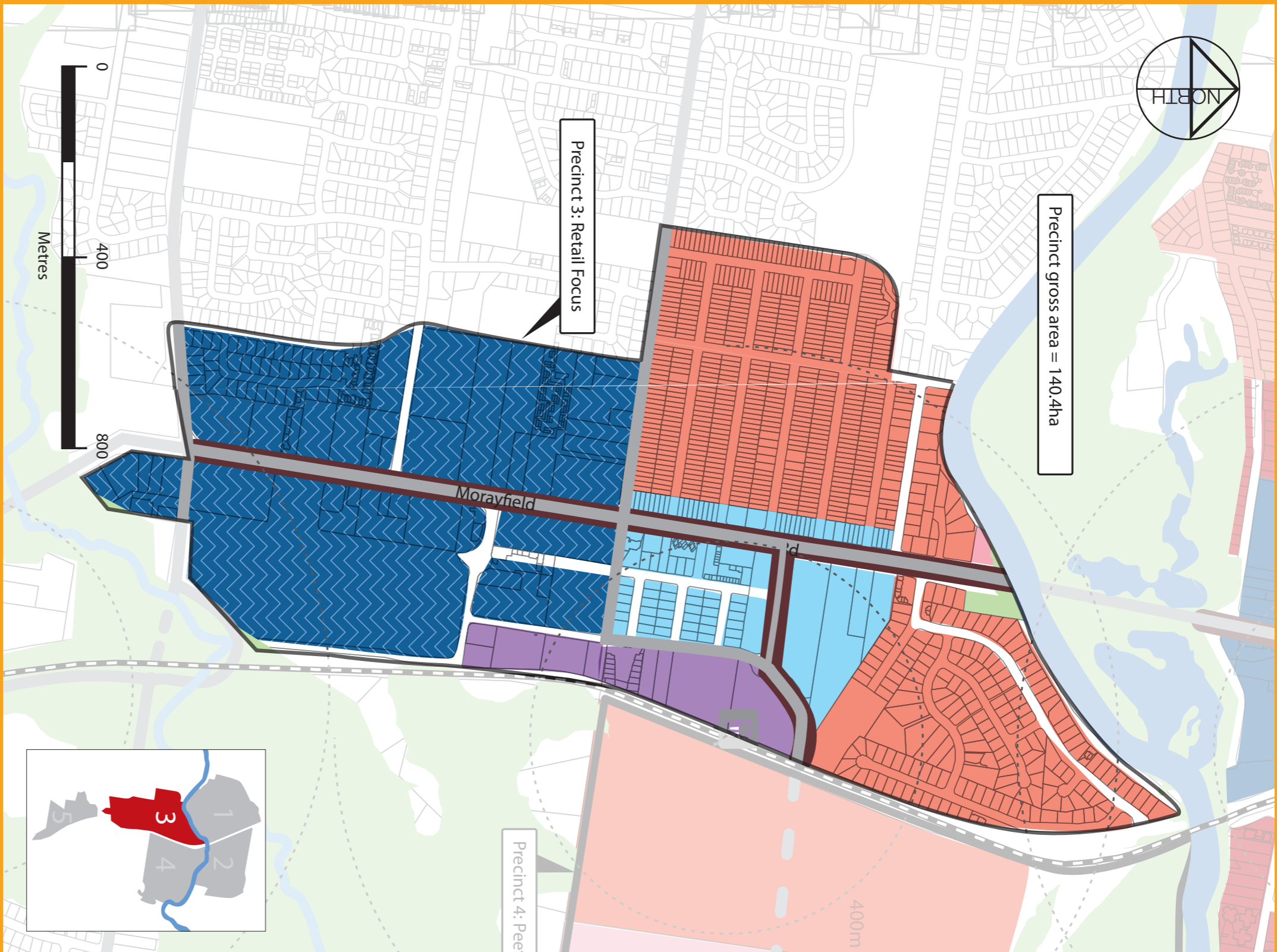
Key strategies	
Land use	<ul style="list-style-type: none"> <li>• Encourage design led consolidation and redevelopment of the showroom/large format retail development to a more intense urban format.</li> <li>• Encourage a re-focusing of the Morayfield Shopping Centre to the north.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>• Prioritise pedestrian movement and access.</li> <li>• Provide active street frontages and external relationships.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• With the redevelopment of the areas increase the permeability and continuity of the road network through the retail precinct. This may include linking Leda Boulevard, Poinciana Street and Torrens Road and linking Palm Parade, Gum Tree Terrace and Wattle Way to Dickson Road.</li> <li>• In the future, a Transport Investigation Hub between the Caboolture and Morayfield Train Stations could support an increased role for public transport in the CMPAC if future land use in the area is supportive. The open land south of the planned link to the Precinct 4 could be a pedestrian plaza linking to the Transport Investigation Hub and would need to be protected from development.</li> <li>• Develop Morayfield Road as a priority transit corridor with bus/transit lanes or bus priority at appropriate locations. Key bus stops along Morayfield Road will have high quality bus shelters and real time bus scheduling displays.</li> <li>• Upgrade or relocate the Morayfield Bus Interchange to provide improved amenity for passengers and to minimise delay of bus services along Morayfield Road. The Transport Investigation Hub must allow for increased connectivity to the Caboolture South Precinct, while maintaining connectivity to Morayfield Shopping Centre.</li> <li>• Develop Market Drive to be an activated street with provision for pedestrians and cyclists to provide strong active transport connectivity from development on Morayfield Road and the Precinct 4 to and within the Caboolture South Local Centre.</li> <li>• Provide end of trip cycle facilities within new development and the potential future Caboolture South Transport Investigation Hub.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>• Streetscape improvements along Morayfield Road.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>• Private sector drivers.</li> <li>• Opportunity – redevelopment of Morayfield Shopping Centre.</li> </ul>



Morayfield Road, artist impression, Architectus 2010



Figure 5.3 Precinct 3 – Retail Focus



## 5.4 Precinct 4 – Residential Focus

### 5.4.1 Precinct intent

This precinct comprises privately owned land in single ownership subject to a current development approval. The site comprises some 80ha of developable land, at least 20 ha of which have been committed to a low density residential development (100 lots) in the short term.

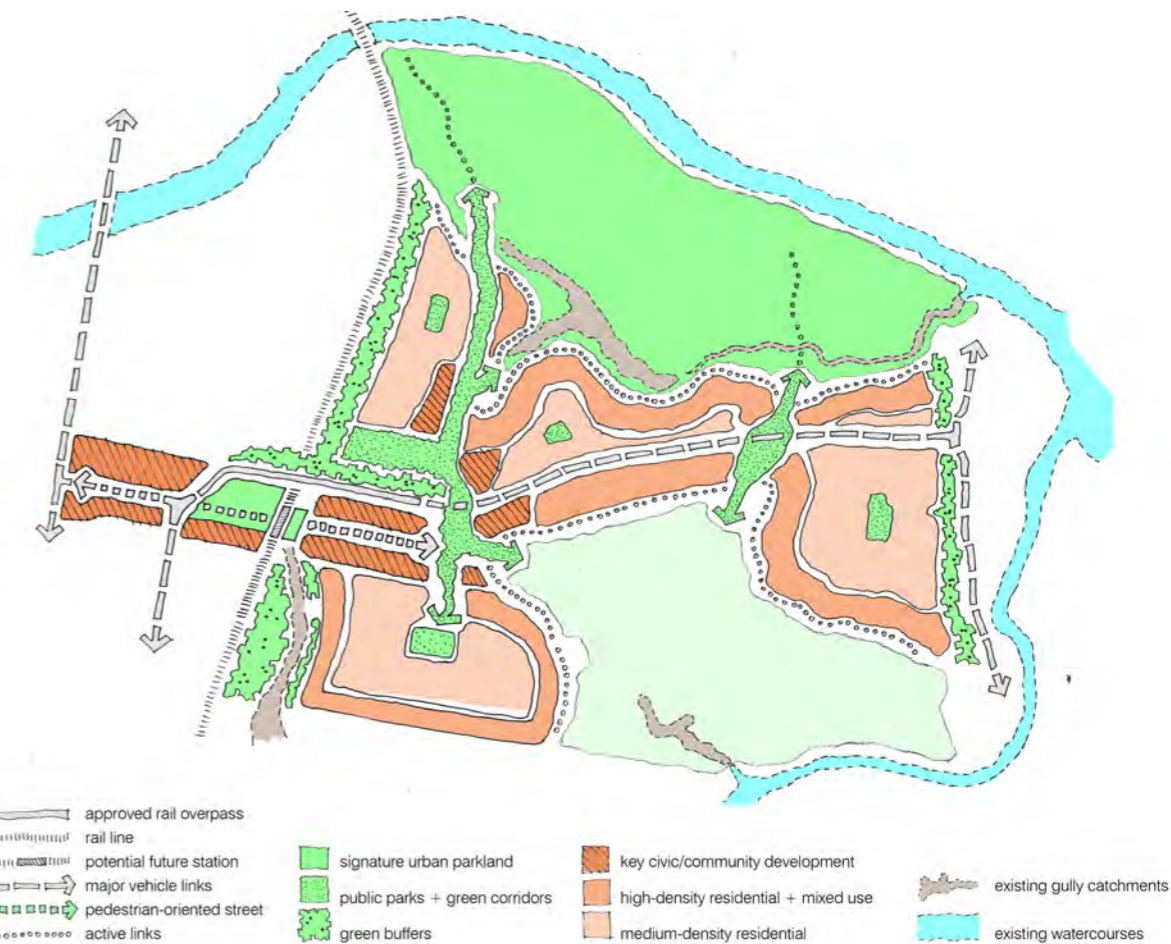
In the context of the CMPAC redevelopment, this precinct presents a significant opportunity to provide a large proportion of the additional residential population for the CMPAC in the short to medium term. The site provides an opportunity in SEQ for new, affordable, sustainable housing with access to quality public space within the PAC.

- Development outcomes on the Precinct 4 are also critical for redevelopment of the Precinct 3 (residential infill sub-precinct).
- Development of the site for residential purposes is generally consistent with the intent of this Master Plan. Preserving opportunity for higher density development (i.e. medium density) within 400 m from the railway corridor would facilitate and support redevelopment intent for Precinct 3 (residential infill sub-precinct) as a future mixed use residential area within the CMPAC.

### 5.4.2 Key strategies

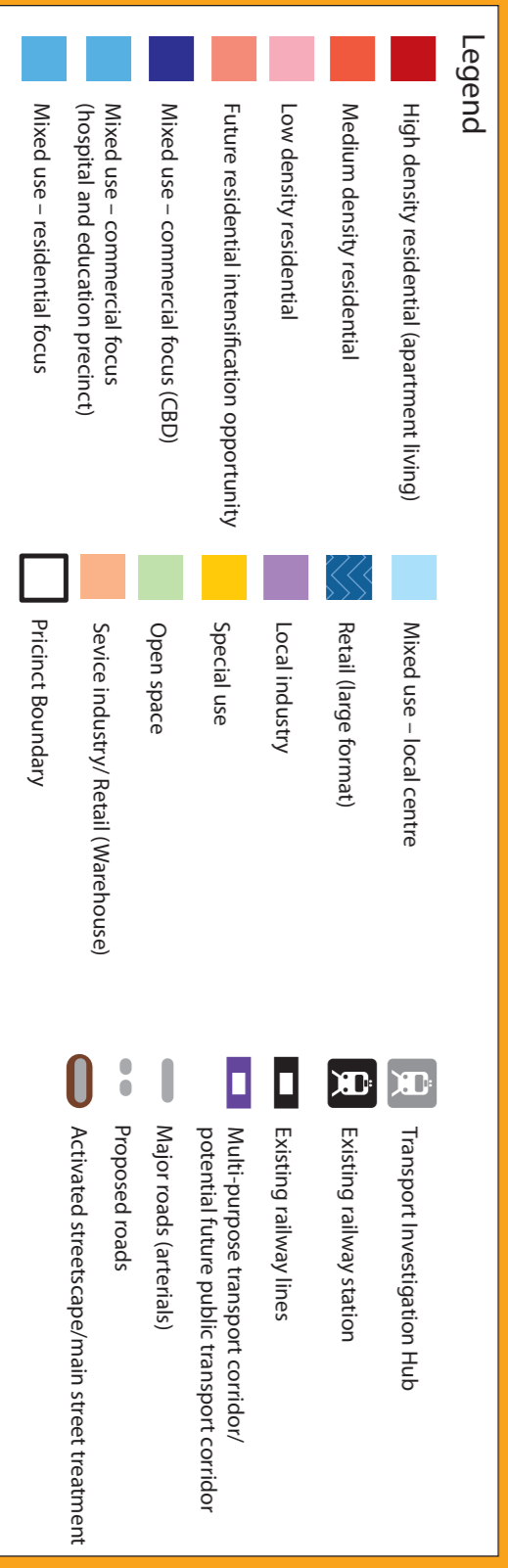
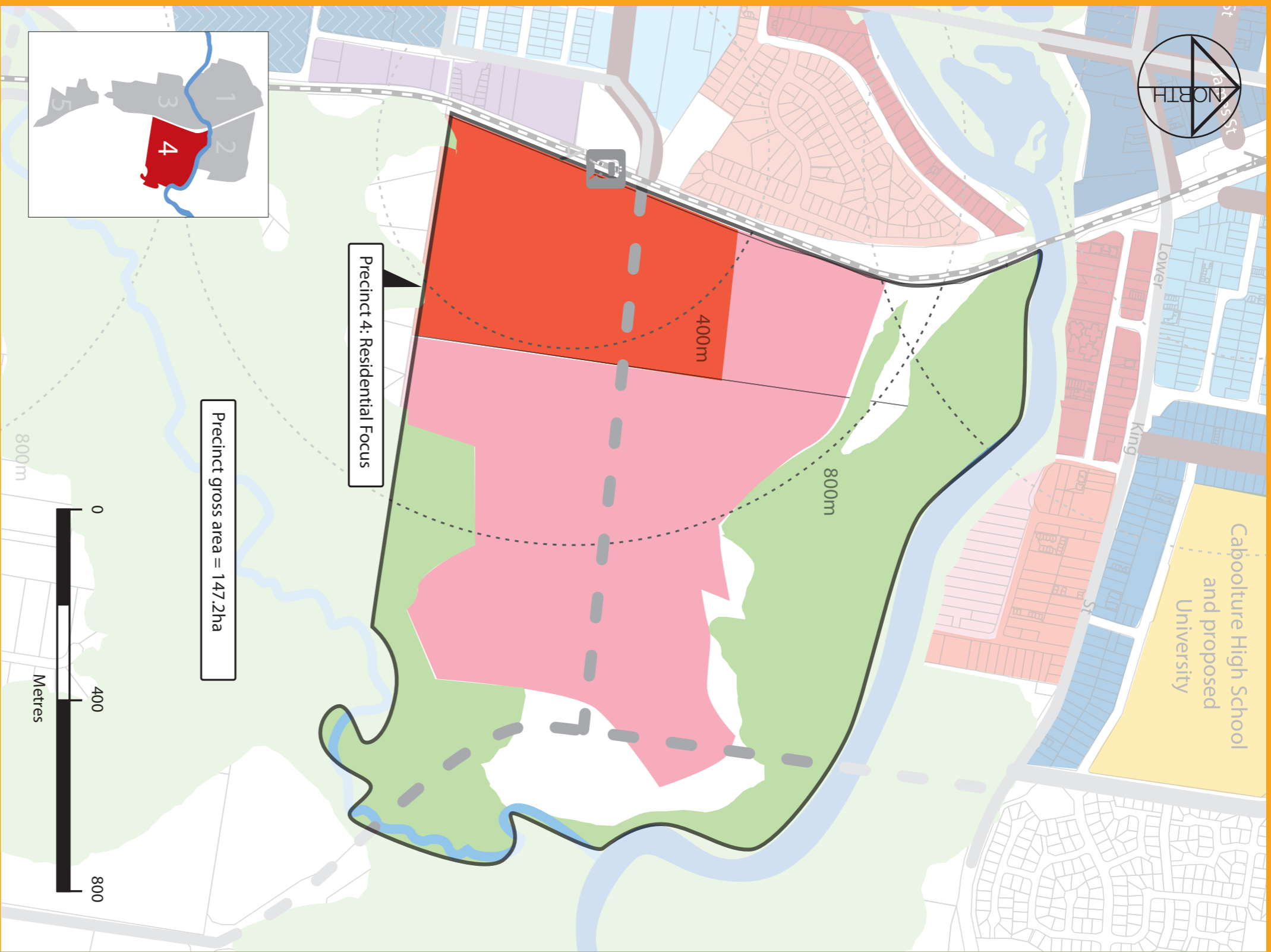
Table 5.6 Precinct 4 – Residential Focus – key strategies

	Key strategies
Land use	<ul style="list-style-type: none"> <li>• Preserve opportunities for medium density development within 400m from the railway corridor.</li> <li>• Preserve opportunities for higher density development along high amenity areas associated with the Caboolture River and public open space.</li> <li>• Ensure public transport connections with the employment areas in Precinct 1 and Precinct 2.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>• East-west street pattern to support northern orientation for houses.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Connect the Precinct 4 to the local and arterial road network through the provision of a new east-west sub-arterial link, this will connect to the new north-south link when constructed. A recently constructed grade separated crossing of the rail line linking to Market Drive and Dixon Road.</li> <li>• Provide a secondary link from the Precinct 4 to Buchanan Road via Visentin Road to improve network resilience and reduce reliance on Morayfield Road for access to the Precinct 4. The flood immunity of this link can be low as it is a lower-order link.</li> <li>• Extend Graham Road to link to Mewett Street to connect the Precinct 4 to the Health and Education Precinct and reduce reliance on Morayfield Road.</li> <li>• Provide a bus services that connects the Precinct 4 with the Health and Education Precinct, the Caboolture CBD/ Train Station and Morayfield.</li> <li>• Improved pedestrian connections to and across the Caboolture River via new river crossings at the railway line and the north-south arterial link.</li> <li>• Implementation of north-south and east-west greenways to provide active transport connectivity to and within the Precinct 4.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>• Develop quality public space along the Caboolture River.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>• Private sector drivers</li> <li>• Opportunity – development of signature open space – Riverside Park.</li> </ul>



Potential concept design for Precinct 4, Architectus 2010

Figure 5.4 Precinct 4 – Residential Focus



## 5.5 Precinct 5 – Service Industry Focus

### 5.5.1 Precinct intent

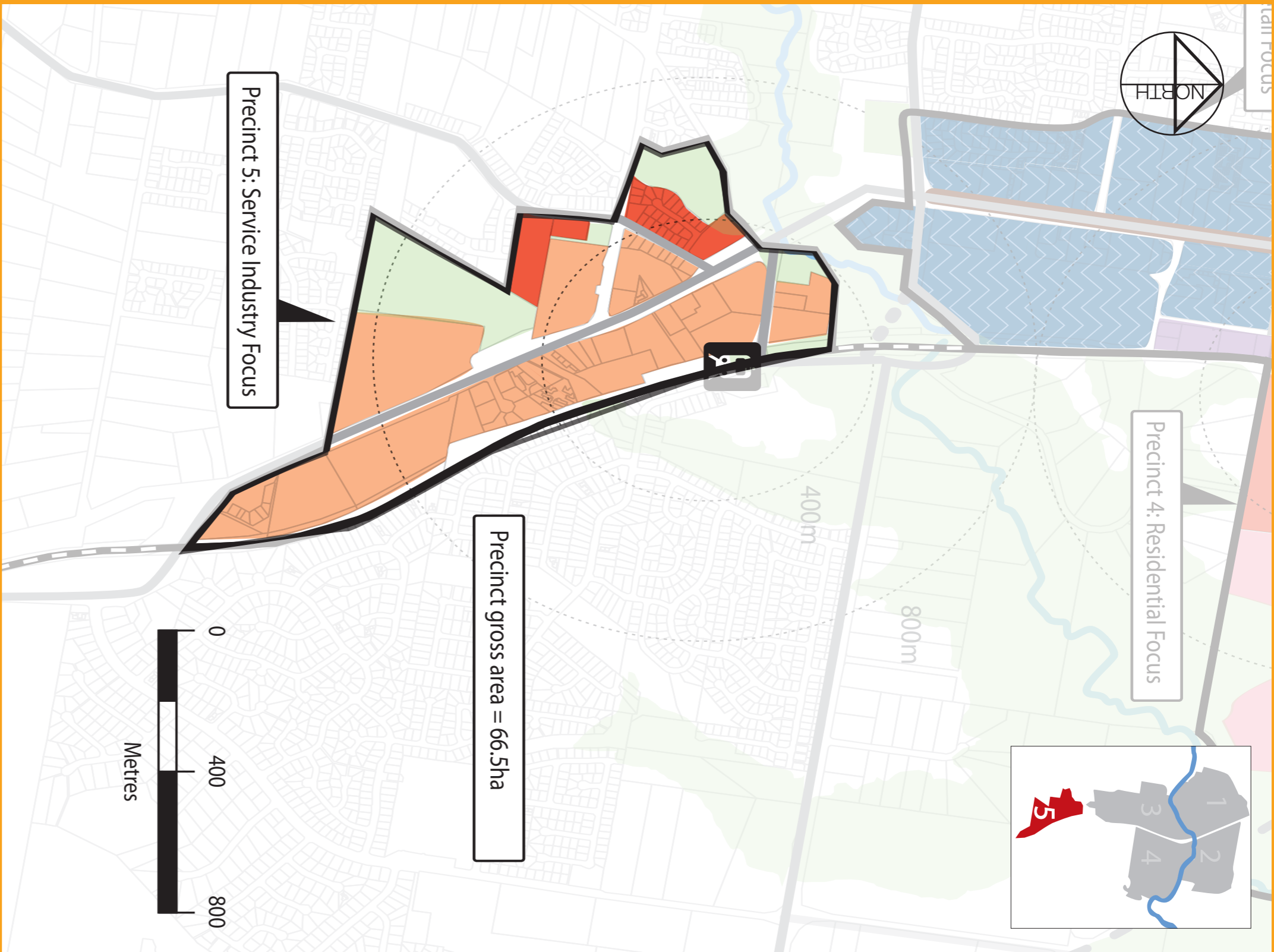
The role of Precinct 5 is to continue to support key PAC functions through the provision of large format retail (warehouse) and service industries. This precinct will be complimented by an increased medium density component which takes full advantage of the views offered to Sheepstation Creek.

### 5.5.2 Key strategies

**Table 5.7 Precinct 5 – Service Industry Focus – key strategies**

Key strategies	
Land use	<ul style="list-style-type: none"> <li>• Encourage design led redevelopment of large format retail (warehouse) to a more intense urban form.</li> <li>• Retain existing level of service industries to support a diverse employment population of the PAC.</li> <li>• Encourage the redevelopment of low density residential areas to medium density residential.</li> </ul>
Built form	<ul style="list-style-type: none"> <li>• Priorities pedestrian and cycle movements and access.</li> <li>• Encourage active street frontages along Oakey Flat Road and Walkers Road.</li> <li>• Orient buildings towards streets/roads to provide passive surveillance.</li> <li>• Large format retail (warehouse)/ service industry (1-3 storeys)</li> <li>• Medium density residential development (2-4 storeys)</li> <li>• Utilise borrowed landscape strategy to provide residential amenity.</li> <li>• Incorporate subtropical design principles into medium density residential development.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Speed management measures on Morayfield Road to cater for all users.</li> <li>• Develop Morayfield Road as a priority transit corridor.</li> <li>• Maintain a highly permeable active transport network through the area and improve the overall street/road condition.</li> <li>• Provide end of trip facilities in all new developments and at Morayfield Train Station.</li> </ul>
Open space and public realm	<ul style="list-style-type: none"> <li>• Streetscape improvements along Morayfield Road, Oakey Flat Road and Walkers Road.</li> </ul>
Catalytic projects	<ul style="list-style-type: none"> <li>• Private sector drivers</li> </ul>

Figure 5.5 Precinct 5 – Service Industry Focus



**Legend**

	High density residential (apartment living)		Mixed use – local centre		Transport Investigation Hub
	Medium density residential		Retail (large format)		Existing railway station
	Low density residential		Local industry		Existing railway lines
	Future residential intensification opportunity		Special use		Multi-purpose transport corridor/ potential future public transport corridor
	Mixed use – commercial focus (CBD)		Open space		Major roads (arterials)
	Mixed use – commercial focus (hospital and education precinct)		Service industry/ Retail (Warehouse)		Proposed roads
	Mixed use – residential focus		Precinct Boundary		Activated streetscape/main street treatment