

Appendix B Amendment schedule (Mapping)

Strategic Framework Map 1 Land Use Elements

Defined Management Boundaries

- Urban Growth Management Boundary (Note 1)
- Rural Residential Growth Management Boundary (Note 1)

Land Use Categories

- Urban Area (Note 1)
- Rural Residential Area (Note 1)
- Industry and Enterprise Area
- Rural Enterprise and Landscape Area (Note 2)
- Major Sport and Recreation Open Space (Note 3)
- Major Conservation Area (Note 4)
- Further Investigation Area

Activity Centre Network

- Principal Regional Activity Centre
- Major Regional Activity Centre
- District Activity Centre
- Local (Full Service) Activity Centre (Note 5)
- Specialist Regional Activity Centre - Sunshine Coast

Major Transport Elements

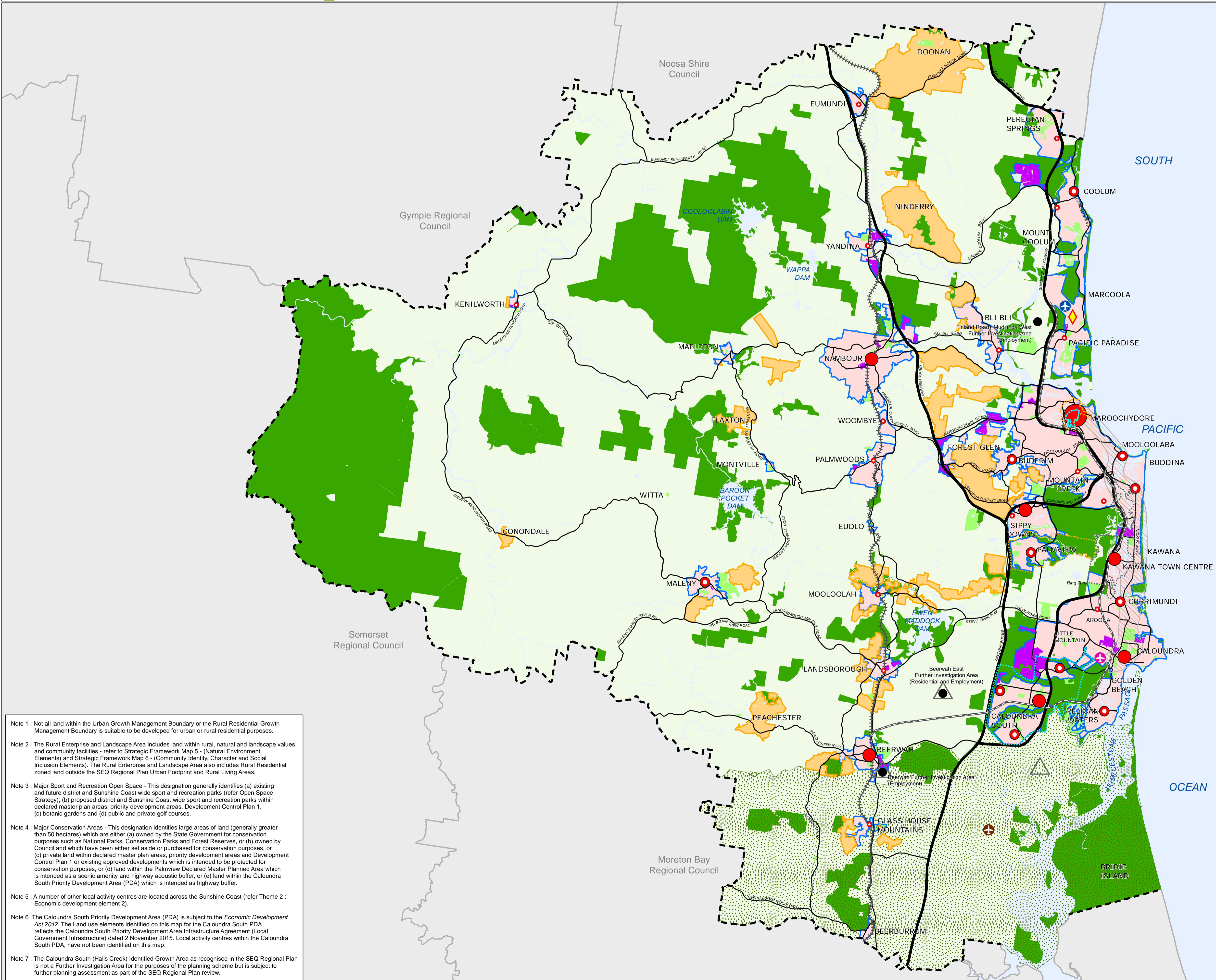
- Highways and Motorways
- Road
- North Coast Rail Line (subject to upgrade investigations)
- Dedicated Public Transport Corridor - CAMCOS
- Maroochydore to Caloundra Priority Transit Corridor
- Sunshine Coast Airport
- Caloundra Aerodrome
- Possible Future Aerodrome

Major Landscape Elements

- Regional Inter-urban Break

Other Elements

- Local Government Area Boundary
- Declared Master Planned Area (see Part 10 - Other Plans)
- Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
- Priority Development Area (subject to the *Economic Development Act 2012*) (Note 6)
- SEQ Regional Plan Identified Growth Area (Note 7)
- Ocean, Waterways and Waterbodies



Note 1: Not all land within the Urban Growth Management Boundary or the Rural Residential Growth Management Boundary is suitable to be developed for urban or rural residential purposes.

Note 2: The Rural Enterprise and Landscape Area includes land within rural, natural and landscape values and community facilities - refer to Strategic Framework Map 5 - (Natural Environment Elements) and Strategic Framework Map 6 - (Community Identity, Character and Social Inclusion Elements). The Rural Enterprise and Landscape Area also includes Rural Residential zoned land outside the SEQ Regional Plan Urban Footprint and Rural Living Areas.

Note 3: Major Sport and Recreation Open Space - This designation generally identifies (a) existing and future district and Sunshine Coast wide sport and recreation parks (refer Open Space Strategy), (b) proposed district and Sunshine Coast wide sport and recreation parks within declared master plan areas, priority development areas, Development Control Plan 1, (c) botanic gardens and (d) public and private golf courses.

Note 4: Major Conservation Areas - This designation identifies large areas of land (generally greater than 50 hectares) which are either (a) owned by the State Government for conservation purposes such as National Parks, Conservation Parks and Forest Reserves, or (b) owned by Council and which have been either set aside or purchased for conservation purposes, or (c) private land within declared master plan areas, priority development areas and Development Control Plan 1 or existing approved developments which is intended to be protected for conservation purposes, or (d) land within the Palmview Declared Master Planned Area which is intended as a scenic amenity and highway acoustic buffer, or (e) land within the Caloundra South Priority Development Area (PDA) which is intended as highway buffer.

Note 5: A number of other local activity centres are located across the Sunshine Coast (refer Theme 2: Economic development element 2).

Note 6: The Caloundra South Priority Development Area (PDA) is subject to the *Economic Development Act 2012*. The Land use elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015. Local activity centres within the Caloundra South PDA, have not been identified on this map.

Note 7: The Caloundra South (Halls Creek) Identified Growth Area as recognised in the SEQ Regional Plan is not a Further Investigation Area for the purposes of the planning scheme but is subject to further planning assessment as part of the SEQ Regional Plan review.

This Strategic Framework map graphically represents elements of the Settlement Pattern theme at a conceptual level and is not intended to be interrogated at the cadastre level.

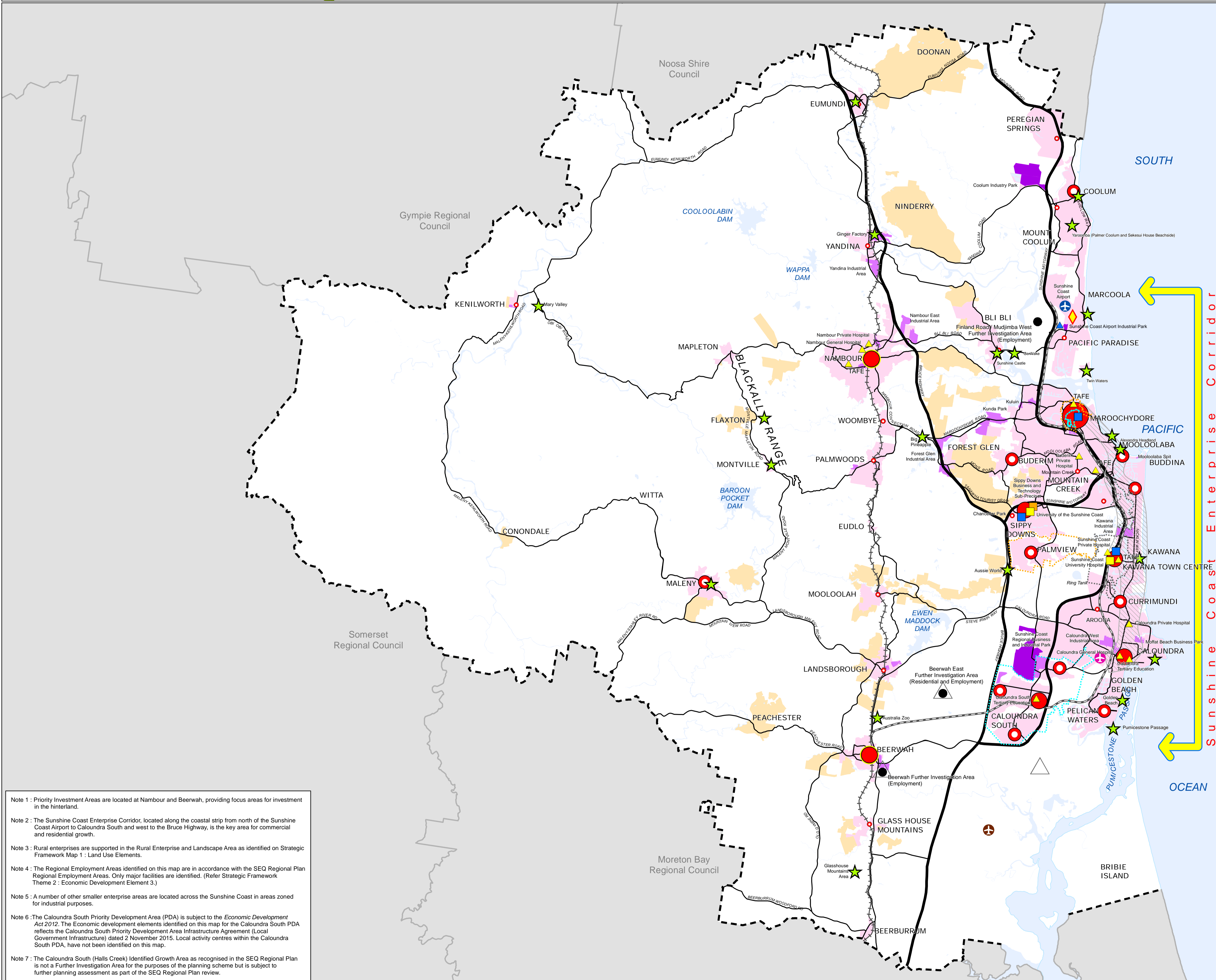
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Strategic Framework Map SFM1

Strategic Framework Map 2 Economic Development Elements

- Land Use Categories**
- Urban Area
 - Rural Residential Area
- Activity Centre Network**
- Principal Regional Activity Centre
 - Major Regional Activity Centre
 - District Activity Centre
 - Local (Full Service) Activity Centre
 - Specialist Regional Activity Centre - Sunshine Coast Airport
 - Priority Investment Areas (Note 1)
- Employment, Industry and Enterprise Areas (Note 3)**
- Regional Employment Area (Note 4)
 - Regional Employment Area (Science and Technology) (Note 4)
 - Regional Employment Area (Aviation) (Note 4)
 - Regional Employment Area (Health, Education and Training) (Note 4)
 - Other Employment Area (Note 4)
 - Tourism Focus Area
 - Regional Industry and Enterprise
 - Other Industry and Enterprise (Note 5)
 - Further Investigation Area
- Major Transport Elements**
- Highways and Motorways
 - Road
 - North Coast Rail Line (subject to upgrade investigations)
 - Dedicated Public Transport Corridor - CAMCOS
 - Maroochydore to Caloundra Priority Transit Corridor
 - Sunshine Coast Airport
 - Caloundra Aerodrome
 - Possible Future Aerodrome
- Other Elements**
- Local Government Area Boundary
 - Declared Master Planned Area (see Part 10 - Other Plans)
 - Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
 - Priority Development Area (subject to the *Economic Development Act 2012*) (Note 6)
 - SEQ Regional Plan Identified Growth Area (Note 7)
 - Ocean, Waterways and Waterbodies



Note 1: Priority Investment Areas are located at Nambour and Beerwah, providing focus areas for investment in the hinterland.

Note 2: The Sunshine Coast Enterprise Corridor, located along the coastal strip from north of the Sunshine Coast Airport to Caloundra South and west to the Bruce Highway, is the key area for commercial and residential growth.

Note 3: Rural enterprises are supported in the Rural Enterprise and Landscape Area as identified on Strategic Framework Map 1: Land Use Elements.

Note 4: The Regional Employment Areas identified on this map are in accordance with the SEQ Regional Plan Regional Employment Areas. Only major facilities are identified. (Refer Strategic Framework Theme 2: Economic Development Element 3.)

Note 5: A number of other smaller enterprise areas are located across the Sunshine Coast in areas zoned for industrial purposes.

Note 6: The Caloundra South Priority Development Area (PDA) is subject to the *Economic Development Act 2012*. The Economic development elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015. Local activity centres within the Caloundra South PDA, have not been identified on this map.

Note 7: The Caloundra South (Halls Creek) Identified Growth Area as recognised in the SEQ Regional Plan is not a Further Investigation Area for the purposes of the planning scheme but is subject to further planning assessment as part of the SEQ Regional Plan review.

This Strategic Framework map graphically represents elements of the Economic Development theme at a conceptual level and is not intended to be interrogated at the cadastral level.

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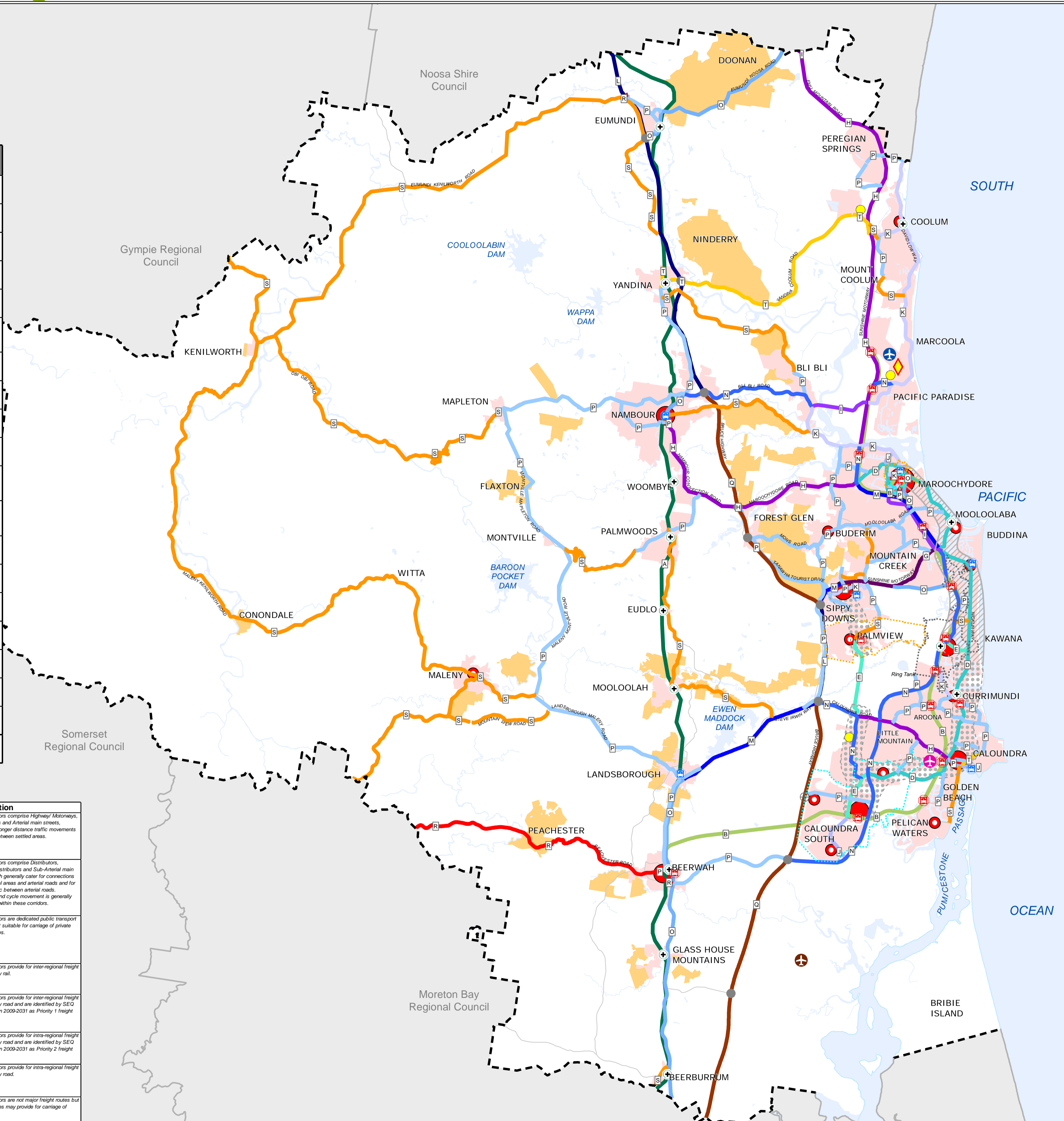
Strategic Framework Map 3 Transport Elements

Strategic Transport Network

Corridor Reference	Corridor Name	Public Transport	Cycle	Corridor Hierarchy	Freight
A	Dedicated Public Transport and Inter-Regional Freight Corridor (North Coast Rail Line)			PT	
B	Dedicated Public Transport Corridor (CAMCOS)			PT	N/A
D	Priority Public Transport and Cycle Arterial Transport Corridor			A	
E	Priority Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
F	Priority Public Transport, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
G	Public Transport Advantage, Cycle and Priority Intra-Regional Freight Arterial Transport Corridor			A	
H	Public Transport Advantage, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
I	Public Transport Advantage and Cycle Arterial Transport Corridor			A	
J	Public Transport Advantage, Cycle and Intra-Regional Freight Sub-Arterial Transport Corridor			SA	
K	Public Transport Advantage and Cycle Sub-Arterial Transport Corridor			SA	
L	Other Public Transport, Cycle and Priority Inter-Regional Freight Arterial Transport Corridor			A	
M	Other Public Transport, Cycle and Priority Intra-Regional Freight Arterial Transport Corridor			A	
N	Other Public Transport, Cycle and Intra-Regional Freight Arterial Transport Corridor			A	
O	Other Public Transport and Cycle Arterial Transport Corridor			A	
P	Other Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
Q	Limited Public Transport, Cycle and Priority Inter-Regional freight Arterial Transport Corridor			A	
R	Limited Public Transport and Cycle Arterial Transport Corridor			A	
S	Limited Public Transport and Cycle Sub-Arterial Transport Corridor			SA	
T	Limited Public Transport, Cycle and Intra-Regional Freight Sub-Arterial Transport Corridor			SA	
U	Alignment subject to detailed investigation				

Explanation of Symbols

Mode	Mode Detail	Description	Mode	Mode Detail	Description
Public Transport	Dedicated Public Transport	Existing and proposed transport corridors dedicated exclusively to the provision of public transport, including the North Coast Rail Line and the CAMCOS public transport corridor.	Corridor Hierarchy	Arterial A	These corridors comprise Highway/ Motorways, Arterial roads and Arterial main streets, catering for longer distance traffic movements within and between settled areas.
	Public Transport Priority	These corridors may involve bus priority lanes (dedicated lanes for buses and emergency vehicles) or transit lanes (a dedicated lane for buses, cars with passengers and emergency vehicles, including Coast Connect).		Sub-Arterial SA	These corridors comprise Distributors, Controlled Distributors and Sub-Arterial main streets, which generally cater for connections between local areas and arterial roads and for through traffic between arterial roads. Pedestrian and cycle movement is generally provided for within these corridors.
	Public Transport Advantage	These corridors may involve bus queue jumps (an additional length of lane to enable buses to bypass traffic waiting at traffic lights) and bus priority signals at traffic lights (a three to six second head start for buses).		PT	These corridors are dedicated public transport corridors, not suitable for carriage of private motor vehicles.
	Public Transport Other	These corridors provide for intra-regional public transport services on existing and future road corridors.	Inter Regional Freight (Rail)	These corridors provide for inter-regional freight movement by rail.	
	Limited Public Transport	These corridors provide nil or limited public transport services, they may be serviced by local services, including flexi links or community public transport services.	Inter Regional Priority 1 Freight (Road) SEQIP	These corridors provide for inter-regional freight movement by road and are identified by SEQIP Regional Plan 2009-2031 as Priority 1 freight corridors.	
Cycle	Principal Cycle	These corridors currently incorporate or will incorporate on-road and/or off-road routes forming the higher order principal cycle network.	Intra Regional Priority 2 Freight (Road) SEQIP	These corridors provide for intra-regional freight movement by road and are identified by SEQIP Regional Plan 2009-2031 as Priority 2 freight corridors.	
	Non-Cycle Routes	These corridors are not principal cycle routes and are generally not set up for cycling in the life of this Strategy.	Intra Regional Freight (Road)	These corridors provide for intra-regional freight movement by road.	
			Limited Major Freight	These corridors are not major freight routes but in some cases may provide for carriage of haulage.	



Legend

- Priority Transit Corridor
 - Transit Corridor
 - Transit Station
 - Existing Transit Hub
 - Future Transit Hub
 - Existing Interchange (Bruce Highway)
 - Proposed Interchange (Bruce Highway)
 - Sunshine Coast Airport
 - Caloundra Aerodrome
 - Possible Future Aerodrome
- ### Activity Centre Network
- Principal Regional Activity Centre
 - Major Regional Activity Centre
 - District Activity Centre
 - Specialist Regional Activity Centre - Sunshine Coast
- ### Industry and Enterprise Areas
- Regional Enterprise Opportunity Area
- ### Land Use Categories
- Urban Area
 - Rural Residential Area
- ### Other Elements
- Local Government Area Boundary
 - Declared Master Planned Area (see Part 10 - Other Plans)
 - Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
 - Priority Development Area (subject to the Economic Development Act 2012) (Note 1)
 - Ocean, Waterways and Waterbodies
 - Lower Order Road

Note 1: The Caloundra South Priority Development Area (PDA) is subject to the Economic Development Act 2012. The Transport elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015.



This Strategic Framework map graphically represents elements of the Transport theme at a conceptual level and is not intended to be interrogated at the cadastre level.

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Strategic Framework Map 4 Infrastructure Elements



Major Water Supply and Sewerage Infrastructure

-  Water Supply Pipeline
-  Sewage Treatment Plant


Major Energy Infrastructure

-  Gas Pipeline (Easement Only)
-  High Voltage Electricity Transmission Line



Major Telecommunications Infrastructure

-  Broadband Infrastructure
-  Wireless Base Station








Major Waste Management Infrastructure

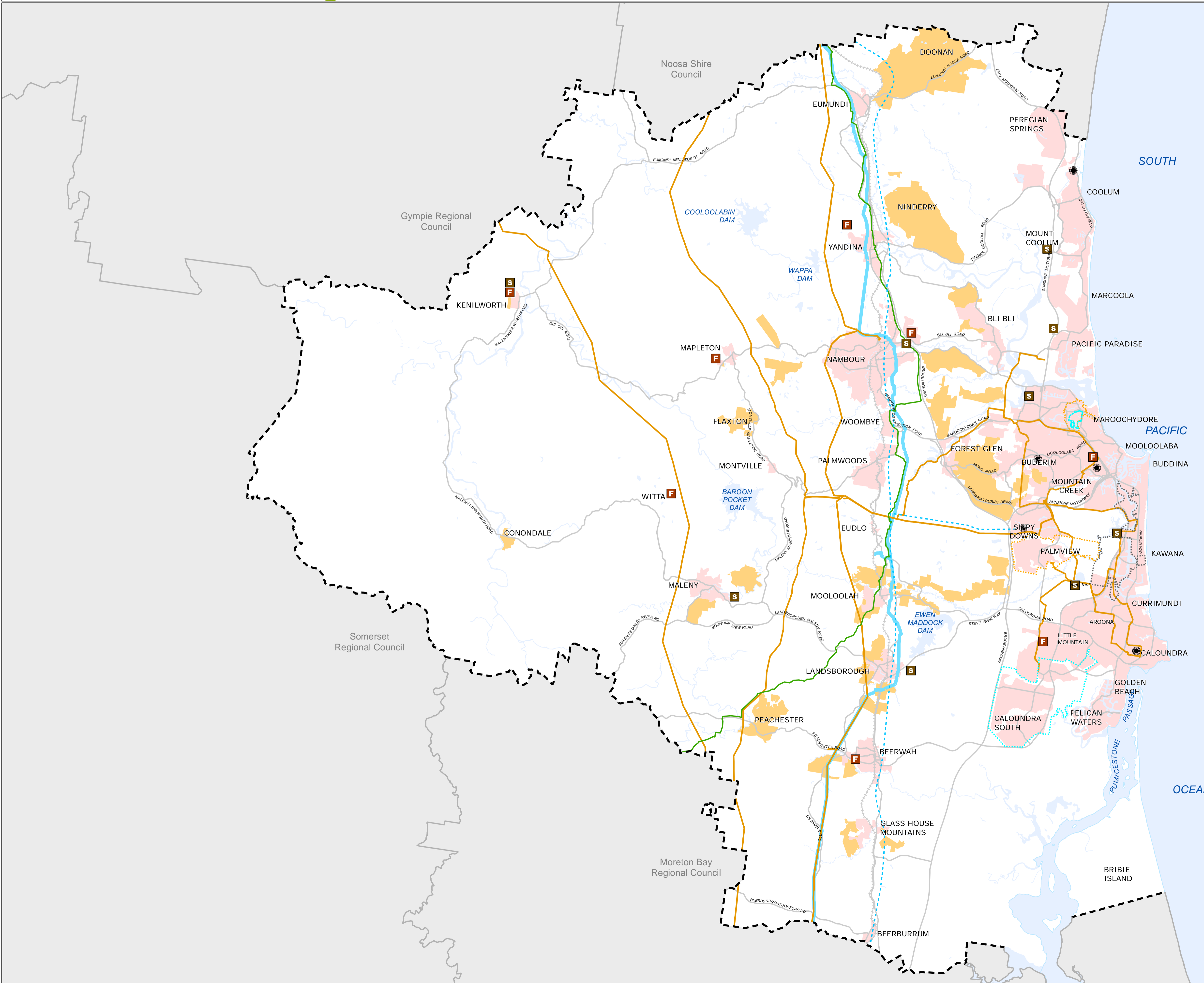
-  Resource Recovery and Waste Management Facility

Land Use Categories

-  Urban Area
-  Rural Residential Area

Other Elements

-  Local Government Area Boundary
-  Declared Master Planned Area (see Part 10 - Other Plans)
-  Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
-  Priority Development Area (subject to the Economic Development Act 2012) (Note 1)
-  Ocean, Waterways and Waterbodies
-  Road
-  Rail



Note 1: The Caloundra South Priority Development Area (PDA) is subject to the Economic Development Act 2012. The Infrastructure elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015.

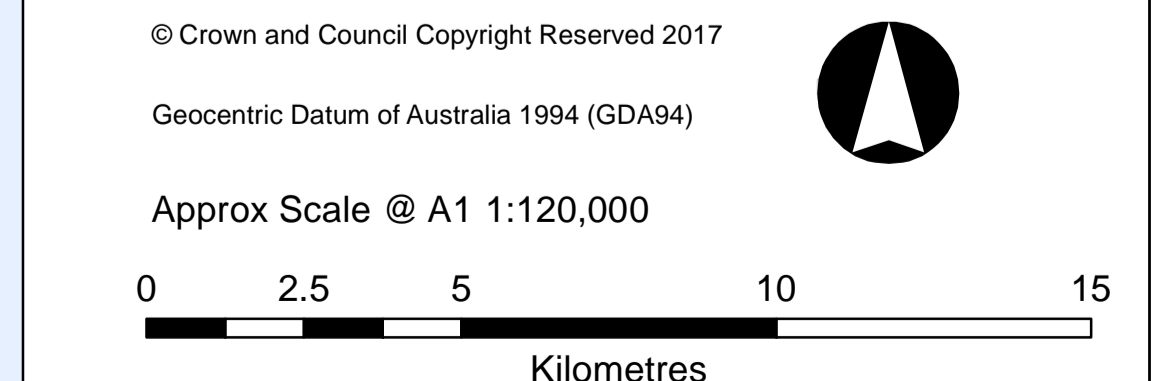
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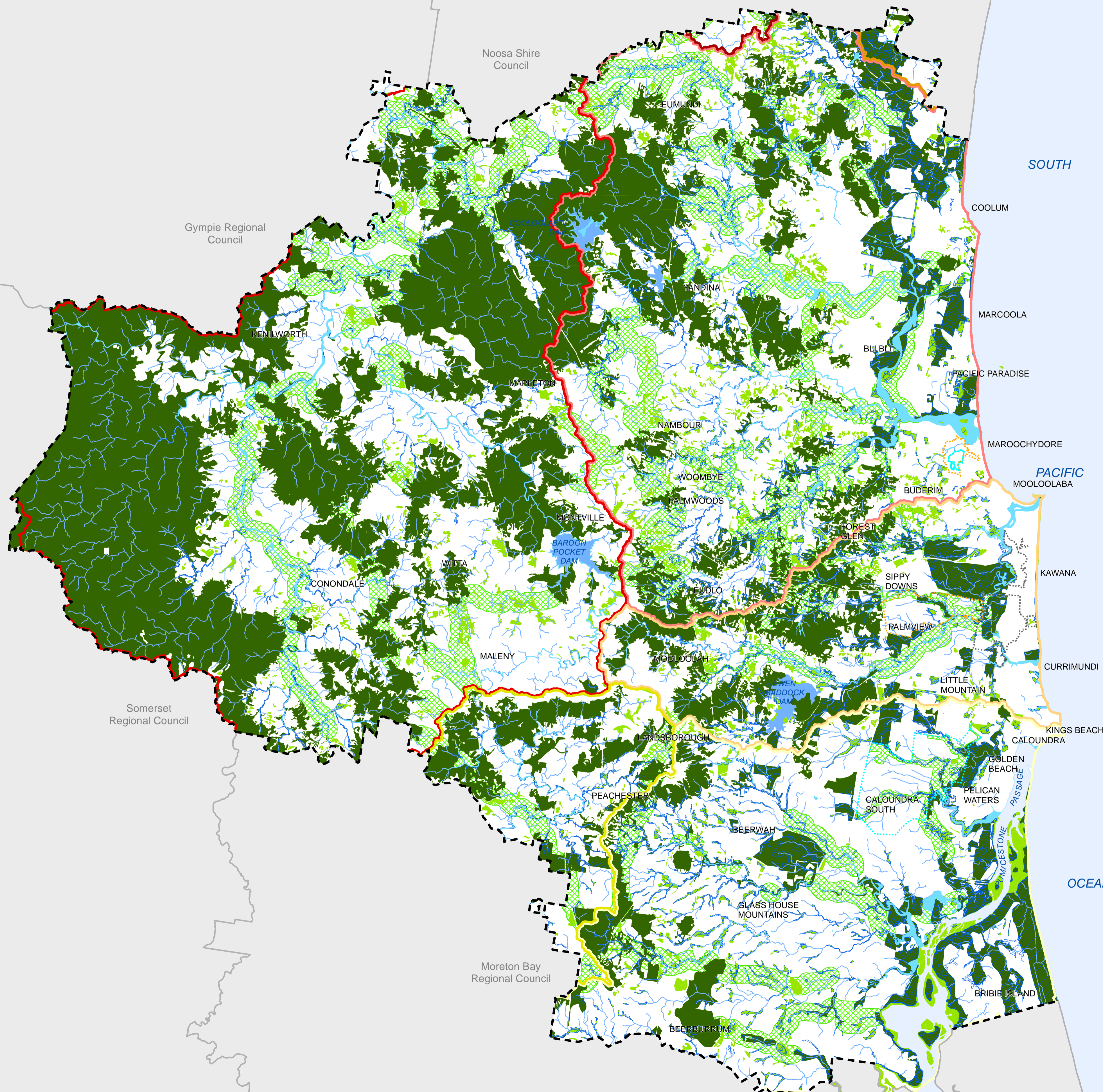
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Strategic Framework Map 5 Natural Environment Elements



Ecologically Important Areas (Note 1)

- Core Habitat Areas (Note 2)
- Connecting Habitat Areas (Note 3)
- Natural Wetlands
- Natural Waterbodies
- Natural Waterways (Note 4)

Ecological Linkages

- Existing and Future Linkages (Note 5)

Major Natural Catchments

- Maroochy River Catchment
- Mary River Catchment
- Mary River North Catchment
- Mooloolah River Catchment
- Noosa River Catchment
- Pumicestone Passage Catchment
- Stanley River Catchment

Other Elements

- Local Government Area Boundary
- Declared Master Planned Area (see Part 10 - Other Plans)
- Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
- Priority Development Area (subject to the *Economic Development Act 2012*) (Note 6)
- Ocean
- Water Supply Dams

Note 1 : Ecologically Important Areas
Identified on this map include areas of High Ecological Value as Identified by the State Government (Regional Ecosystem Version 6b - Publication Date: 06/11/2009).

Note 2 : Core Habitat Areas
Defined as an area greater than 50 hectares of contiguous (connected) remnant and regrowth vegetation and may comprise:
 - Multiple vegetation community types (Regional Ecosystems);
 - Wetlands, rivers and wide coastal waterways that traverse the core area;
 - Known rare and threatened flora and fauna populations;
 - Lands with a variety of tenures;
 - Small non-habitat areas (e.g. clear paddocks) that are enclosed within the core;
 - Infrastructure easements (e.g. transmission lines) that retain a grassy ground cover or shrubby understorey that reflects the habitat characteristics of nearby habitat types; and
 - Relatively narrow infrastructure corridors such as local roads or rail easements.

Note 3 : Connecting Habitat Areas
Defined as all other remnant and regrowth vegetation not within a Core Habitat Area and may comprise:
 - Habitat areas less than 50 hectares in size;
 - Fragmented and isolated patches of vegetation/habitat greater than 1 hectare in size;
 - A group of loosely aggregated, but proximal, small habitat fragments in natural or near natural condition; and
 - Groups of habitat fragments within discrete physical regions such as catchments, landform elements that were not identified as Core Habitat Areas.

Note 4 : Natural Waterways
Stream orders 3 and above only are identified on this map.

Note 5 : Existing and Future Linkages
Comprise of:
 - Existing (identified through previous council studies) or future opportunities to connect Core Habitat Areas;
 - Linear habitat or landscape features that provide a link or are components of a more extensive link between Core Habitat Areas; and
 - Terrestrial or riparian habitat landscape features.

Note 6 : The Caloundra South Priority Development Area (PDA) is subject to the *Economic Development Act 2012*. The Natural environment elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015.

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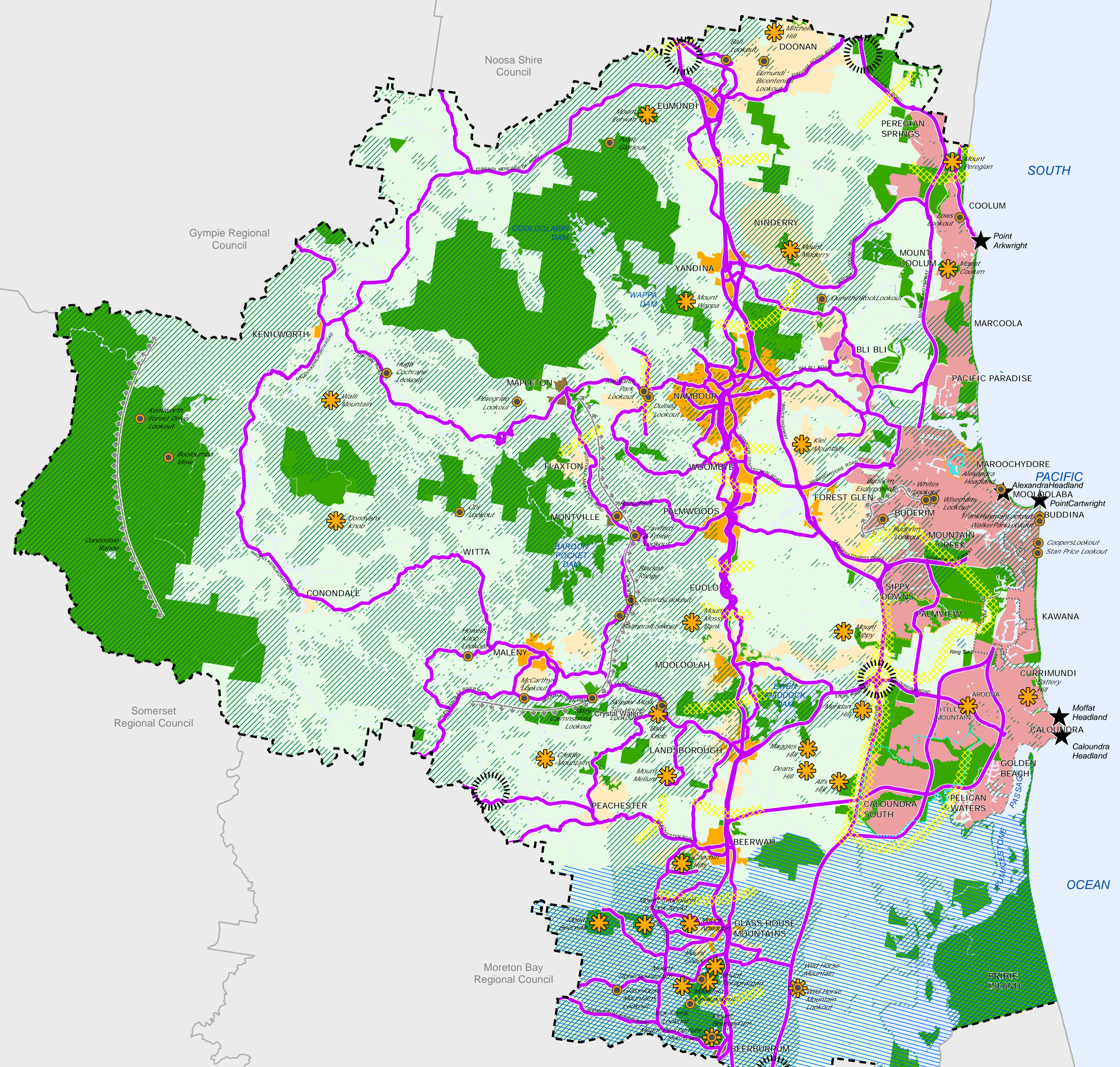
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Strategic Framework Map 6 Community Identity, Character and Social Inclusion Elements

Community Identity, Character and Social Inclusion Elements

- Coastal Urban Setting
- Rural Town Setting
- Rural Village Setting
- Rural Residential Setting
- Rural Setting
- Major Conservation Area
- High Value Scenic Area
- Scenic Route
- Mountains and Hills
- Major Escarpment
- Lookout
- Headland
- Regional Gateway
- Sub-Regional Inter Urban Break
- Regional Inter Urban Break
- Other Elements**
- Local Government Area Boundary
- Declared Master Planned Area (see Part 10 - Other Plans)
- Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
- Priority Development Area (subject to the *Economic Development Act 2012*) (Note 1)
- Ocean, Waterways and Waterbodies



Note 1: The Caloundra South Priority Development Area (PDA) is subject to the *Economic Development Act 2012*. The Community Identity, character and social inclusion elements identified on this map for the Caloundra South PDA reflects the Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure) dated 2 November 2015.

This Strategic Framework map graphically represents elements of the Landscape Character and Community Identity theme at a conceptual level and is not intended to be interrogated at the cadastre level.

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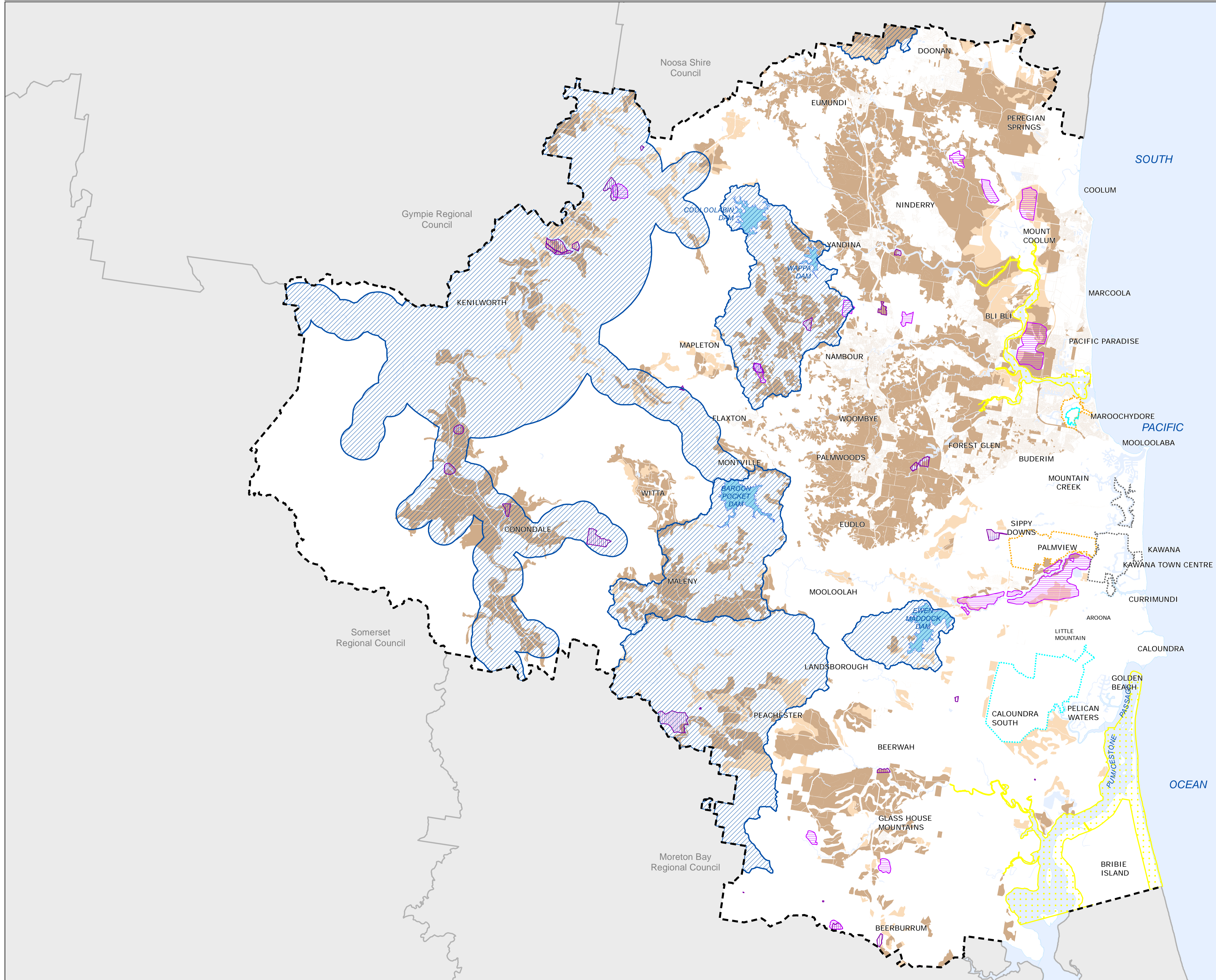
Strategic Framework Map 7 Natural Resource Elements

Natural Resource Elements

-  State Key Resource Area (Note 1)
-  Local Resource Area (Note 1)
-  Water Resource Catchment Area
-  Water Supply Dam
-  Declared Fish Habitat Area
-  Agricultural Land Classification (ALC) : Class A
-  Agricultural Land Classification (ALC) : Class B

Other Elements

-  Local Government Area Boundary
-  Declared Master Planned Area (see Part 10 - Other Plans)
-  Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)
-  Priority Development Area (subject to the Economic Development Act 2012) (Note 2)
-  Ocean, Waterways and Waterbodies



Note 1: Includes resource processing area only.

Note 2: The Caloundra South Priority Development Area (PDA) is subject to the Economic Development Act 2012. The Natural resource elements for the Caloundra South PDA have not been identified on this map.

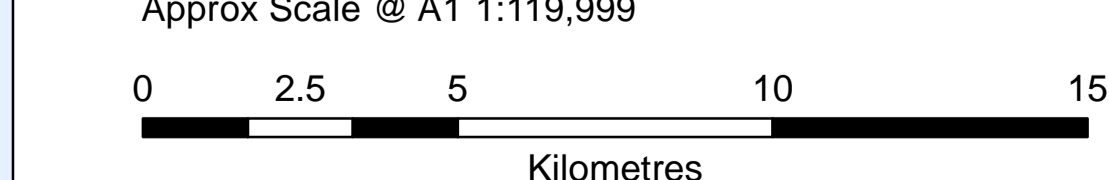
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