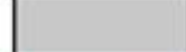


The boundaries and design and siting parameters shown hereon are subject to detailed engineering design, final survey and approval of subsequent development applications by the relevant authorities.


This Sector Plan Map is an integral component of the Sector Plan and is to be read in conjunction with the Sector Plan. This map illustrates the setbacks required by Table 1 of the Sector Plan. However, in some circumstances a different setback is required and has been specifically dimensioned on this map. This dimension applies in lieu of the requirement stated on Table 1 of the Sector Plan.

The setbacks shown hereon do not take into account any features of the land, existing or proposed easements or other underground services which may require increased building setbacks.


LEGEND




PROPOSED DEDICATED ROAD RESERVE



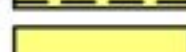
PUBLIC OPEN SPACE



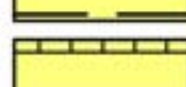
BUILDING ENVELOPE



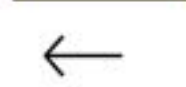
ZERO LOT LINE
(Refer CI 8.1.2)




NON-MANDATORY ZERO LOT LINE
(Refer CI 8.1.2)



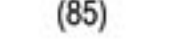
60% REAR BUILDING ENCROACHMENT AREA
(Refer CI 8.1.2)




INDICATIVE VEHICLE ACCESS LOCATION
- Other locations possible.
Only one accessway per lot
(Refer CI 7.3.2, 8.1.8)




ALLOTMENT NUMBER




RESTRICTED LOT ACCESS
(Refer CI 7.3.2)




POSSIBLE BUS ROUTE
Final bus routes and bus stop locations
are subject to resolution with Queensland
Transport, Council and bus service provider.



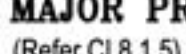
REDUCED REAR SETBACK FOR
IRREGULAR SHAPED ALLOTMENTS




MAJOR PRIVATE OPEN SPACE - other locations possible
(Refer CI 8.1.5)



Minimum 60 sq m




Minimum 40 sq m




Minimum 25 sq m

LOCAL AREA TRAFFIC MANAGEMENT




Mid-street speed control device to be incorporated in the
final streetscape design.




NOTE: Speed control devices may be installed at any
intersection shown on the Sector Plan Map.
These devices may necessitate site specific driveway
alignments for lots adjacent to intersections.


LOT TYPES




PREMIUM TRADITIONAL LOT




TRADITIONAL
(Economy traditional Lots in DCP)




PREMIUM COURTYARD




COURTYARD LOT




PREMIUM VILLA LOT




VILLA LOT




COTTAGE LOT




PATIO LOT



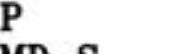
MEDIUM DENSITY - SWINGER



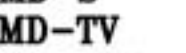
MEDIUM DENSITY - TOWN VILLA LOT




MEDIUM DENSITY - TOWN PREMIUM VILLA LOT



TOWNHOUSE UNITS (Max. 3 units)



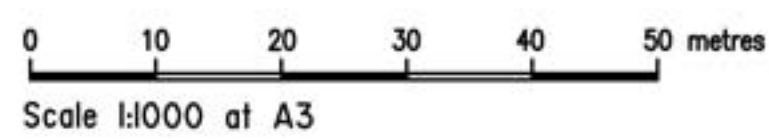
POSSIBLE DUPLEX DWELLING SITE



MANDATORY TWO STOREY

HILLTOP RESIDENTIAL SECTOR 42

SECTOR PLAN MAP (11 of 12)



North-South Arterial

