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.

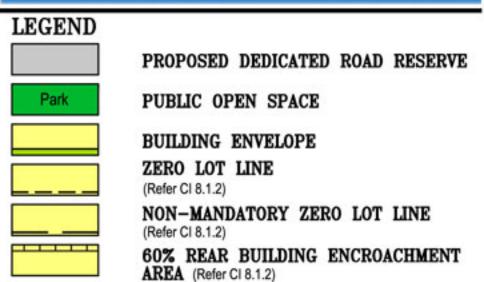
This Sector Plan Map is an integral component of the Sector Plan and is to be read in conjunction with the Sector Plan. This map illustrates the setbacks required by Table 1 of the Sector Plan. However, in some circumstances a different setback is required and has been specifically dimensioned on this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









- Other locations possible. Only one accessway per lot (Refer Cl 7.3.2, 8.1.11)

(256)

ALLOTMENT NUMBER

RESTRICTED LOT ACCESS (Refer Cl 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

INDICATIVE VEHICLE ACCESS LOCATION

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 incorperated 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

MDT MDV MDPV

MEDIUM DENSITY TERRACE LOT MEDIUM DENSITY TOWN VILLA LOT MEDIUM DENSITY TOWN PREMIUM VILLA LOT TOWNHOUSE UNITS (Max. 3 units)

POSSIBLE DUPLEX DWELLING SITE

TOWN CENTRE FRAME 'N' SECTOR 42

SECTOR PLAN MAP (1 of 2)

Scale I:1500 at A3



File No 2836-042 Dwg TCFNsectorFig5 July 2012

Stages 1

FIGURE 5a