



LEGEND

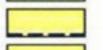


PROPOSIKO DEDICATED ROAD RESIKEVE



BUILDING ENVELOPE

PUBLIC OPEN SPACE



ZERO LOT LINE (Refer Cl 8.1.2)



NON-MANDATORY ZERO LOT LINE (Refer Cl 8,1,2)

60% REAR BUILDING ENCROACHMENT ARRA (Refer Cl 8.1.2)

INDICATIVE VEHICLE ACCESS LOCATION

- Other locations possible. Only one accessway per lot (Refer Cl 7.3,2, 8,1,11)

ALLOTMENT NUMBER RESTRICTED LOT ACCESS

(Refer Cl 7.3.2)

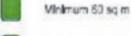
POSSIBLE BUS ROUTE

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

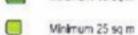
REDUCED REAR SETBACK FOR IRREGULAR SHAPED ALLOTMENTS

MAJOR PRIVATE OPEN SPACE - other locations possible

(Refer Cl 8.1.5)



Minimum 40 sq m



LOCAL ARRA 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

PT PREMIUM TRADITIONAL LOT

COTTAGE LOT

TRADITIONAL (Economy traditional Lots in DCP)

PREMIUM COURTYARD COURTYARD LOT PREMIUM VILLA LOT VILLALOT

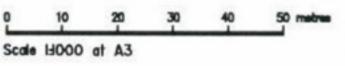
PATIO LOT

MEDIUM DENSITY - TOWN VILLA LOT MD-TPV MEDIUM DENSITY - TOWN PREMIUM VILLA LOT TOWNHOUSE UNITS (Max. 3 units)

POSSIBLE DUPLEX OWELLING SITE

NORTHERN RESIDENTIAL NORTH-EASTERN SECTOR 64

SECTOR PLAN MAP (6 of 6)





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February 2012

Stage 12

FIGURE 5f