







LEGEND

-  PROPOSED DEDICATED ROAD RESERVE
-  PUBLIC OPEN SPACE
-  BUILDING ENVELOPE
-  ZERO LOT LINE (Refer CI 8.1.5.2 (v) and 8.1.5.3 (iii))
-  NON-MANDATORY ZERO LOT LINE (Refer CI 8.1.5.2 (v) and 8.1.5.3 (iii))
-  60% REAR BUILDING ENCROACHMENT AREA (Refer CI 8.1.5.2(iv))



← INDICATIVE VEHICULAR ACCESS LOCATION - Other locations possible. Only one accessway per lot. "Swing-in" access permitted where practicable. (Refer CI 7.3.2.1, 7.3.2.2, 8.1.9.6 and 8.1.11.1)

— RESTRICTED LOT ACCESS (Refer CI 7.3.2.3)

--- 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 SQUARE SHAPED ALLOTMENTS

MAJOR PRIVATE OPEN SPACE - other locations possible (Refer CI 8.1.6.1)

-  Minimum 60 sq m
-  Minimum 40 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

- DC DRESS CIRCLE
- T TRADITIONAL LOT
- PC PREMIUM COURTYARD LOT (Economy Traditional Lots in DCP)
- C COURTYARD LOT

FUTURE ADJACENT RESIDENTIAL

- ⊗ PREDOMINANTLY TRADITIONAL LOTS
- ★ PREDOMINANTLY SMALLER LOTS (TYPICALLY ZERO LOT LINE)



GCE 'A' RESIDENTIAL PRECINCT RESIDENTIAL SECTOR 25

SECTOR PLAN MAP

0 20 40 60 80 100 metres

Scale 1:2000 AT A3

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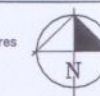


FIGURE 5



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 drawing is to be considered in conjunction with the report for Residential Sector 25 (No. 013-2000).

The setbacks shown hereon do not take into account any existing or proposed easements, other underground services and/or the provisions of Section 47 of the Standard Building Regulations (ie corner truncation setbacks) which may require increased building setbacks.