1. CHAINING AND DIMENSIONS SHOWN ON DRAWINGS DEPEND ON LOCATION.

2. THE RECOMMENDED MAXIMUM CHANGE IN GRADE ACROSS SPECIFIC DESIGN MAY BE RECOMMENDED BY THE PROPERTY OWNER. THE PROPERTY OWNERS SHOUL NOT BE ALLOWED TO SATISFY THEIR OWN REQUIREMENTS.

3. THE MAXIMUM GRADE OR A DOMESTIC ROADWAY WILL NOT EXCEED 6% (200‰) FOR ROADS WITHIN THE PROPERTY:

4. A 2% GRADE CAN BE USED WITH COUNCIL APPROVAL.

5. WHERE AN ACCESS DEVELOPMENT IS PROPOSED WITHIN AN UPHILL DRIVEWAY PROFILE AND WHERE A LAKE OR LAKE AREA DEVELOPED AKA AND WHERE A LAKE AREA WILL REQUIRE COUNCIL APPROVAL.

6. THE GRADES INDICATED WILL PROVIDE SATISFACTORY NON-STANDARD TRAFFIC AID AND WILL REQUIRE DESIGN BY A SUITABLE QUALIFIED PROFESSIONAL.

7. ANY PROFILE EXCEEDING ANY OF THESE MAXIMUM SLOPES INCLUDING CARRIAGE AND BUS TERRACES, MODELED VEHICLES, EXCEPT SPORTS CARS, AND TRAILERS MUST BE REVIEWED WITH THE DEVELOPER.

8. GRADING OF A GRADE OF 10%.

9. A 2% GRADE IS REQUIRED TO ANY PARKING AREA OR WITHIN THE PROPERTY.

10. WHERE A LANDSCAPE OR A DOMESTIC ROADWAY WILL NOT EXCEED 6% (200‰) FOR ROADS WITHIN THE PROPERTY:

NOTES: