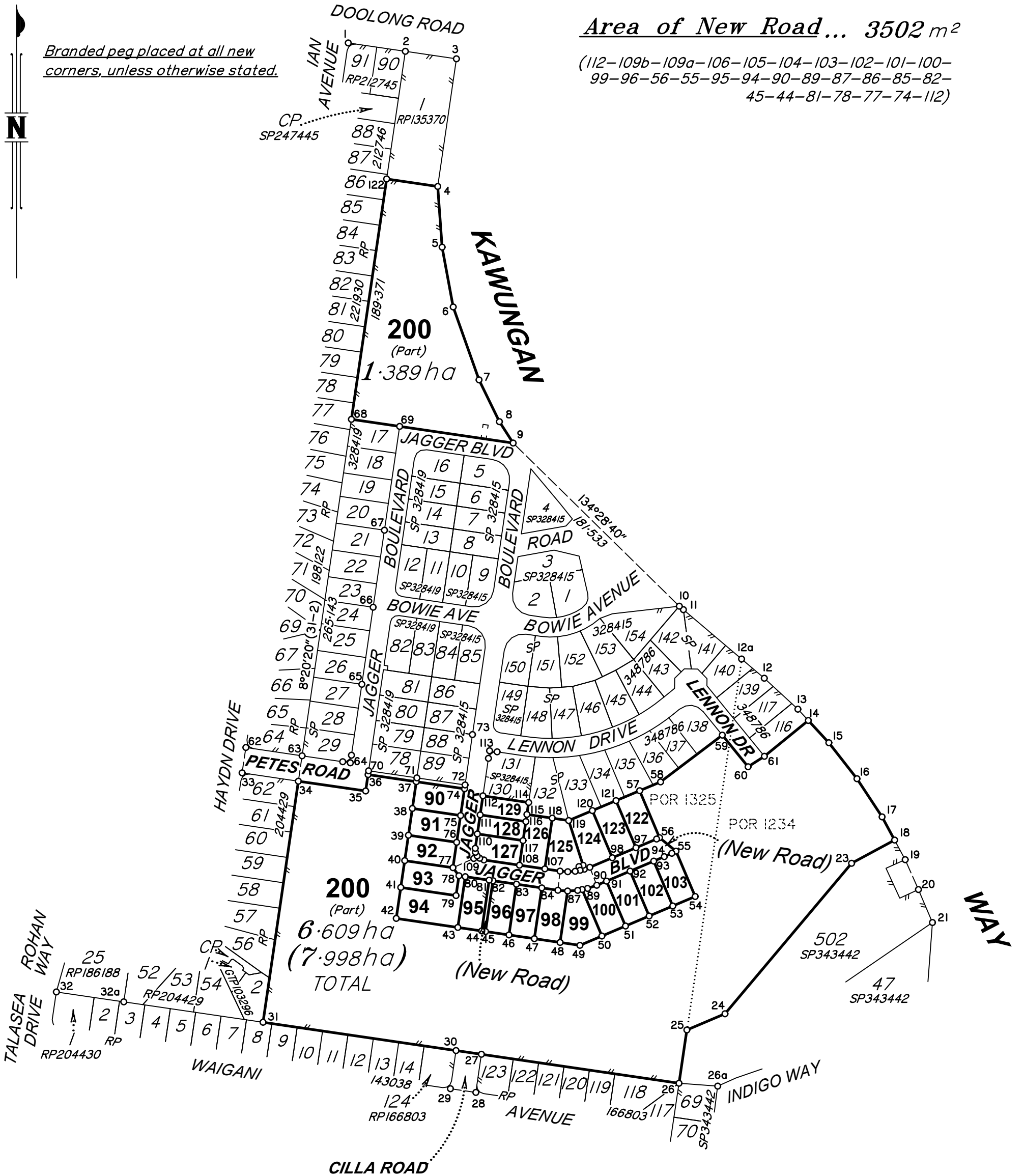


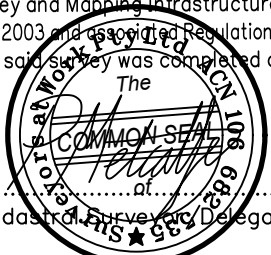
Branded peg placed at all new corners, unless otherwise stated.

Area of New Road... 3502 m²

(112-109b-109a-106-105-104-103-102-101-100-99-96-56-55-95-94-90-89-87-86-85-82-45-44-81-78-77-74-112)

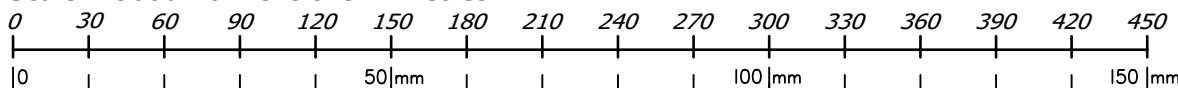


Surveyors At Work Pty Ltd (ACN 106 682 535) hereby certify that the land comprised on this plan was surveyed by the corporation, by Lee Richmond GRIST, Surveying Associate, for whose work the corporation accepts responsibility, under the supervision of Patrick James METCALFE, Cadastral Surveyor, and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 18-7-2025



29-8-2025 Date

Scale 1:3000 dimensions in metres



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Plan of Lots 90-103, 122-129, and 200

Cancelling Lot 200 on SP348786

LOCAL GOVERNMENT: FRASER COAST REGIONAL COUNCIL LOCALITY: KAWUNGAN

Meridian: MGA Zone 56 vide SP328419

Survey Records: No

Scale: 1:3000

Format: STANDARD



SP355695

Land Title Act 1994 ; Land Act 1994
Form 21B Version 2

WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.

Sheet
2of
8

(Dealing No.)

4. Lodged by

(Include address, phone number, email, reference, and Lodger Code)

I. Existing

Created

Title Reference	Description	New Lots	Road	Secondary Interests
51378662	Lot 200 on SP348786	90–103, 122–129 and 200	New Rd	

ENCUMBRANCE EASEMENT ALLOCATIONS

Easement	Lots to be Encumbered
723212170 (Emt A on SP328415)	200

SURVEY REPORT

Plans Searched
SP348786, SP338950, SP328419, SP343442, SP328415, SP314473, IS252161, SP261095, RP212746, RP204430, RP204429, RPI98122
RPI86188, RPI66803, RPI43038

- Stns 1, 3, 4, 9, 10, 19–26, 28, 29, 32, 33, 35, 59, 60–62, 64b, 64a, 65–67, 69, 70, 73, 74, 113a and 113b are reinstated by original reference marks and/or corner marks.
- Line 1–3 measures –40” and 9mm short of SP328419. Stn 2 is reinstated by proportioning distances per SP328419.
- Line 3–4 measures in agreement with SP328419.
- Lines 4–5–6–7–8–9 are reinstated by adjustment between Stns 4 and 9, proportioning slight excess.
- Line 9–69 measures +15” and 2mm short of deed per SP328419. Stn 68 is reinstated by intersection of Line 9–69 with Line 31–2.
- Lines 10–11–12a–12–13–14–15–16–17–18 are reinstated by SP314473 dimensions between Stns 10 and 21.

NOTE: OIPs at Stns 12a and 15 are shown measured and form the basis of the Kawungan Way reinstatement on SP348786. These OIPS are shown gone on IS252161 and confirmed gone by this survey. This is the likely explanation for the disagreement with original marks measured and found at Stns 11, 12a, 12, 13, and 14. In addition to this, marks found at Stns 12a, 12, 13, 14, 58, and 115 seem likely to have been placed by SP348786 and incorrectly noted as pegs.

- Line 18–23 measures –25” and +4mm compared to SP343442.
- Line 23–24 measures –1’05” and +20mm compared to SP343442.
- Line 24–25 measures –1’05” and +4mm compared to SP343442.
- Line 25–26 measures +25” and –7mm compared to SP343442.
- Line 26–32 is reverted to a straight line as shown on previous plans, disregarding the bend introduced at Stn 27 on previous plan SP328419. Line 26–32 now measures +15” and +265mm in excess of RPI43038, RPI43039, RPI66803 and RP204430, and –10” +59mm compared to SP328419.
- Line 31–2 thus measures +5” and +39mm compared to SP328419. Stn 68 is reinstated by intersection of Line 9–69 with Line 31–2, leaving Line 68–2 8mm short of SP328419. Stn 122 is reinstated by deed distance from Stn 2. Line 31–68 is then 47mm in excess of SP328419. Stns 34 & 63 are reinstated by original pegs, providing deed road width, leaving Line 31–34 37mm in excess of SP328419 and Line 63–68 10mm in excess of SP328419.
- Line 34–35 measures –55” and +2mm compared to SP328419.
- Line 35–70 measures +50” and in agreement for distance compared to SP328419.
- Lines 70–72 and 36–74 each measure +50” and +4mm compared to SP328419 and SP328415.
- Line 73–74 measures +20” and +4mm compared to SP328415.
- Line 112–113a measures –1’15” and +13mm compared to SP328415.
- Lines 112–114–115–119–58–59 are reinstated by adjustment between Stns 112 and 59, proportioning slight excess. This solution generally agrees with OP at Stn 119 and Screws found at Stns 115 and 58, likely placed by SP348786 and incorrectly noted as pegs.
- Line 59–60 measures deed per SP348786.
- Line 60–61 measures –1’15” and +16mm compared to SP348786.
- Line 61–14 measures –1’ and in agreement for distance compared to SP348786.
- OIPs gone at Stns 31 and 32a are noted as being in close proximity to existing sewer main, likely destroyed at time of construction.

90–103 and 122–129 200	Por 1325 Pors 1234 & 1325
Lots	Orig

2. Orig Grant Allocation :

3. References :
Dept File :
Local Govt : MCU21/0037, RAL21/0033, OPW24/0042
Surveyor : J250220 S4

5. Passed & Endorsed :
By : INSITE PLANNING & SURVEYING PTY LTD
Date : 29-8-2025
Signed : 
Designation : DELEGATE

6. Building Format Plans only.
I certify that :
* As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road;
* Part of the building shown on this plan encroaches onto adjoining * lots and road

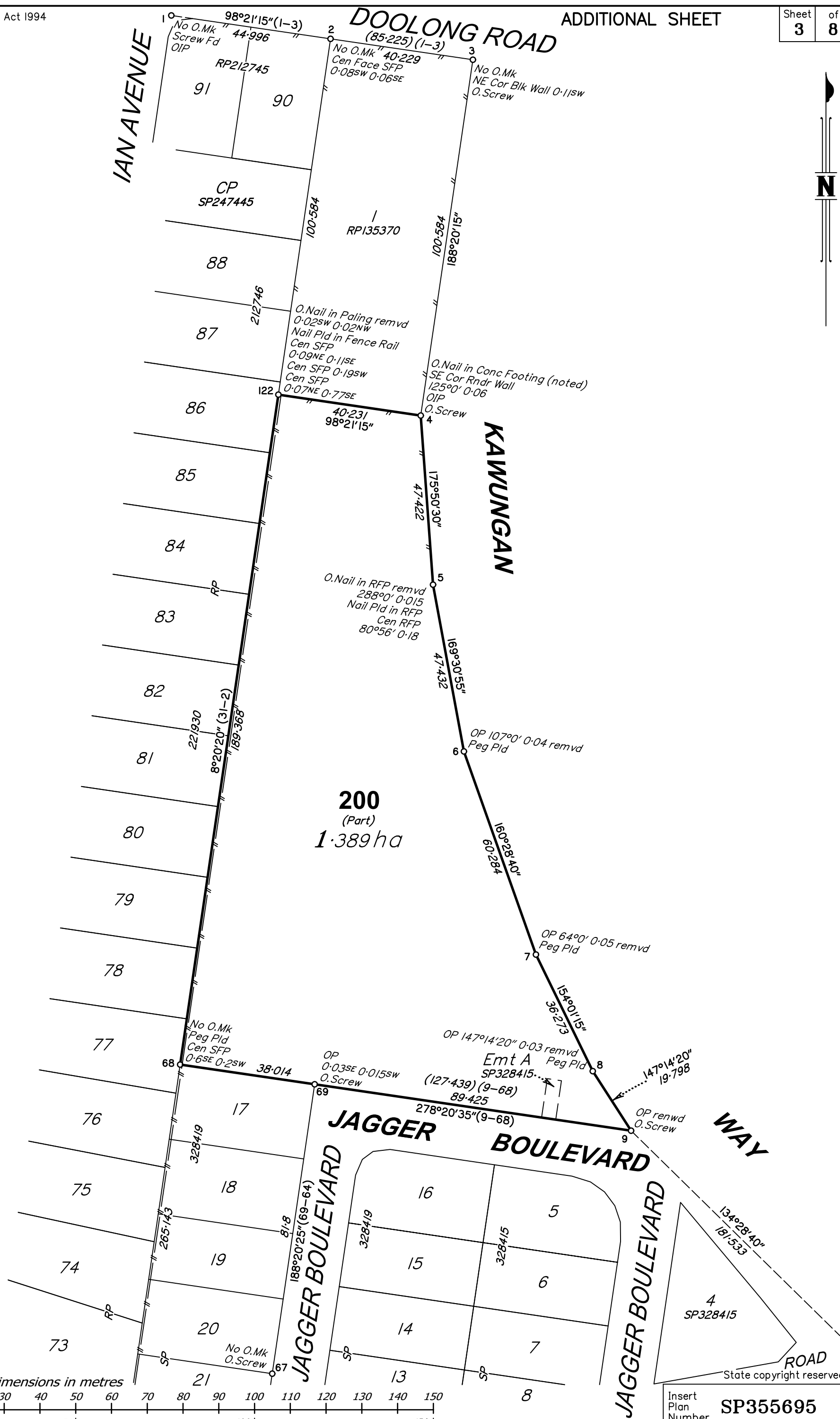
.....
Cadastral Surveyor/Director* Date
*delete words not required

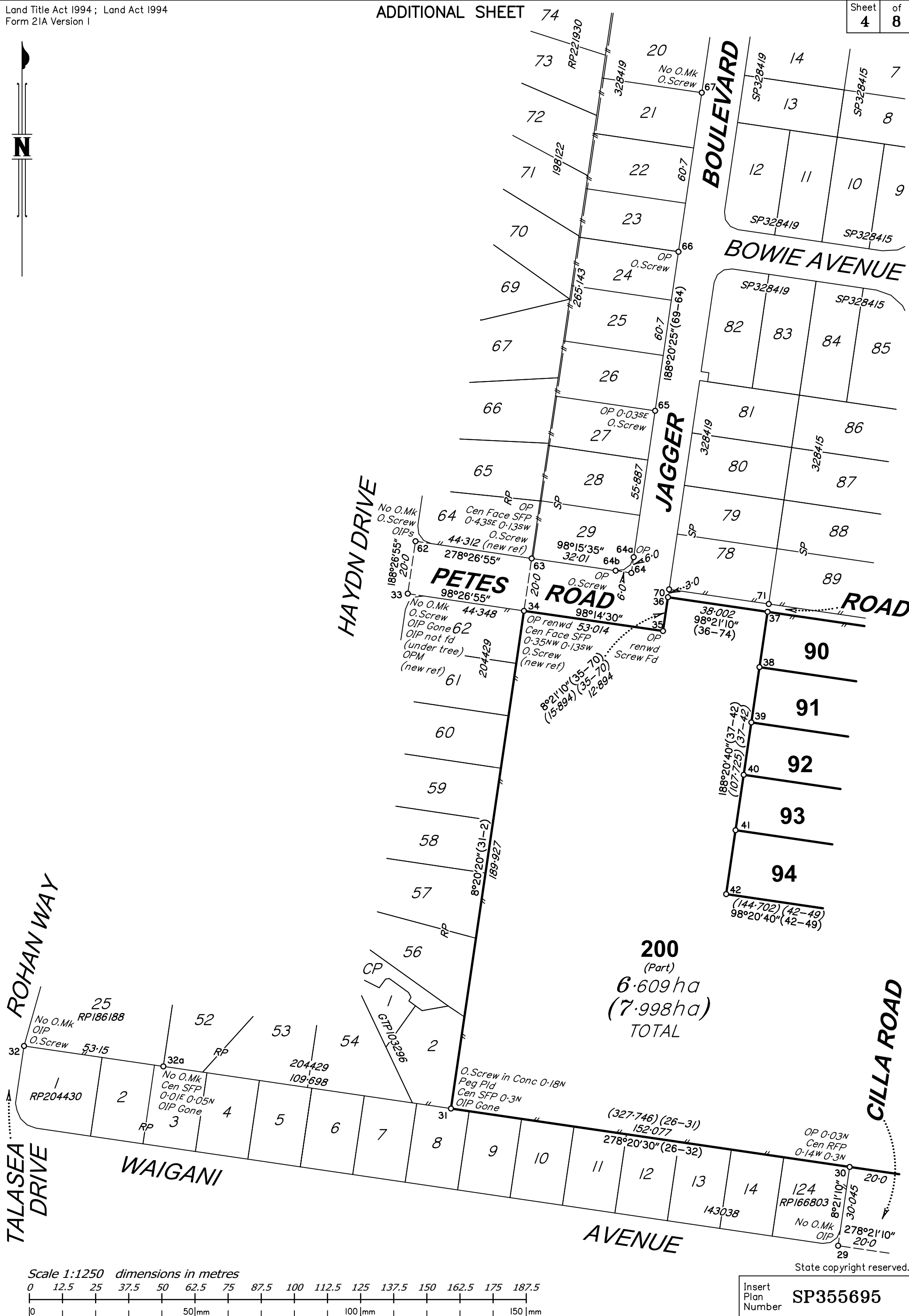
7. Lodgement Fees :

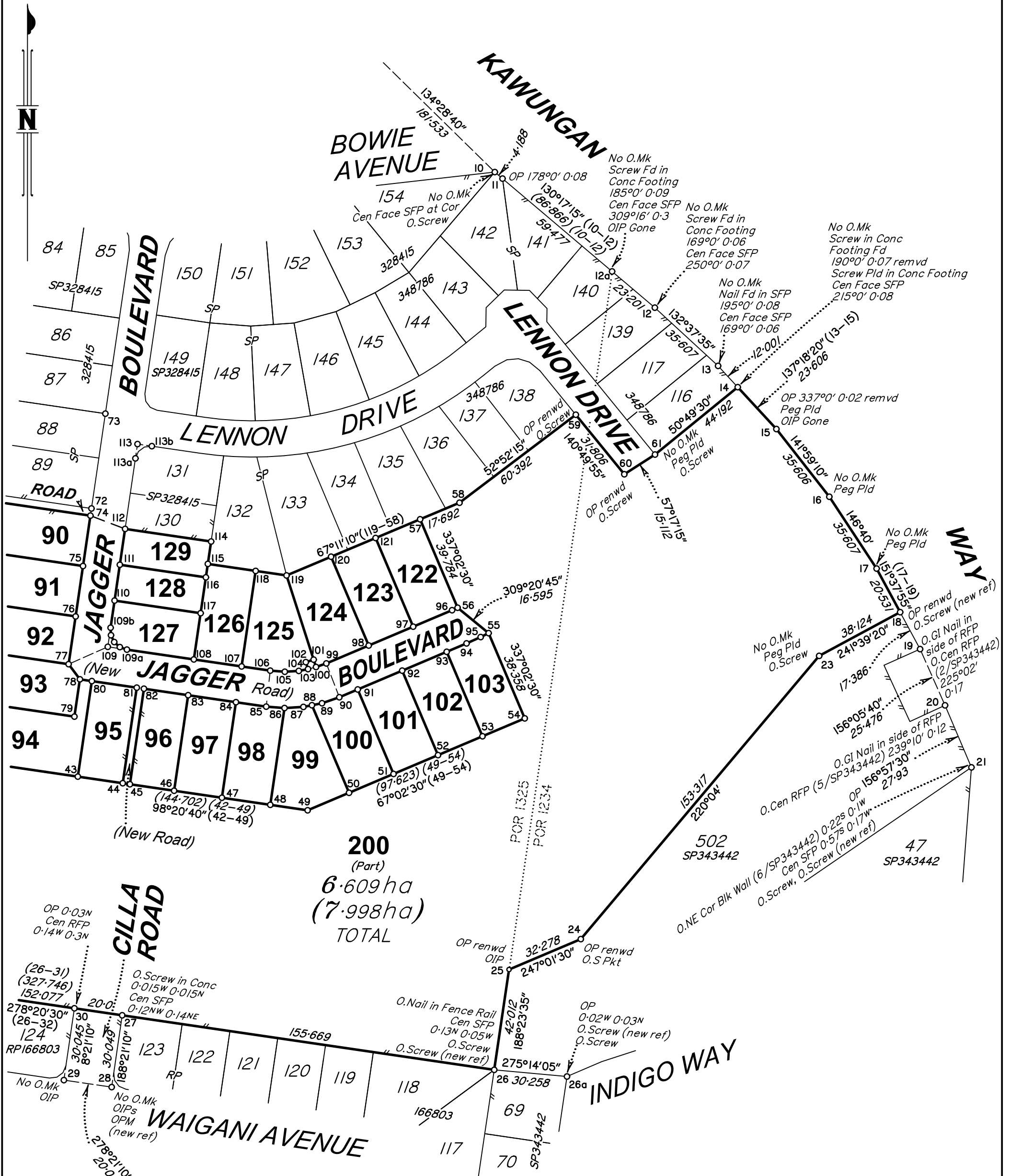
Survey Deposit	\$
Lodgement	\$
.....New Titles	\$
Photocopy	\$
Postage	\$
TOTAL	\$

8. Insert Plan Number
SP355695

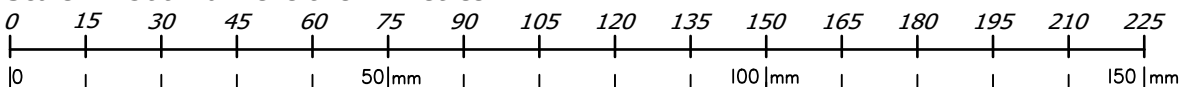
J250220 S4







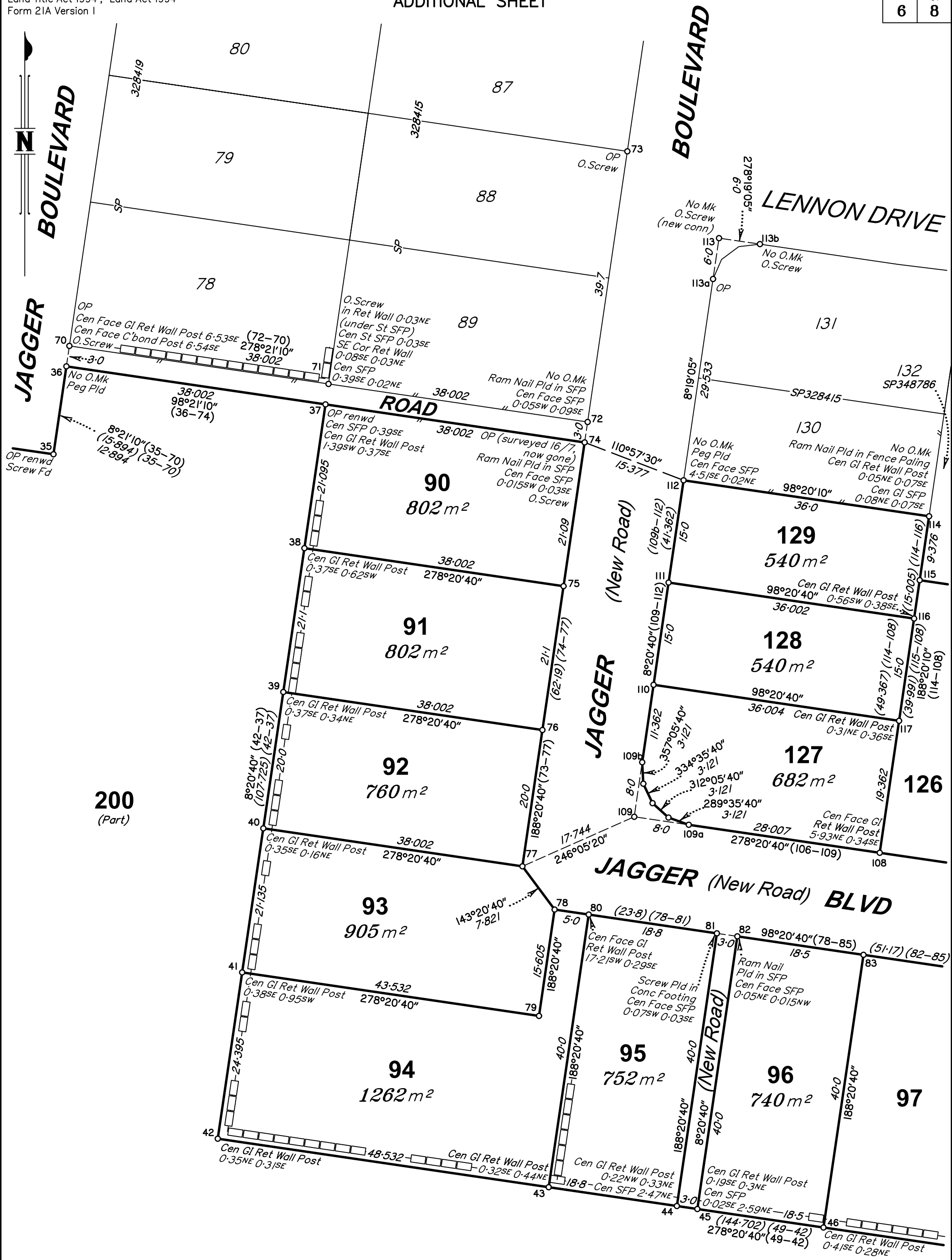
Scale 1:1500 dimensions in metres



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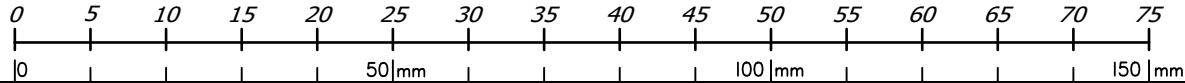
Insert
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Number

SP355695



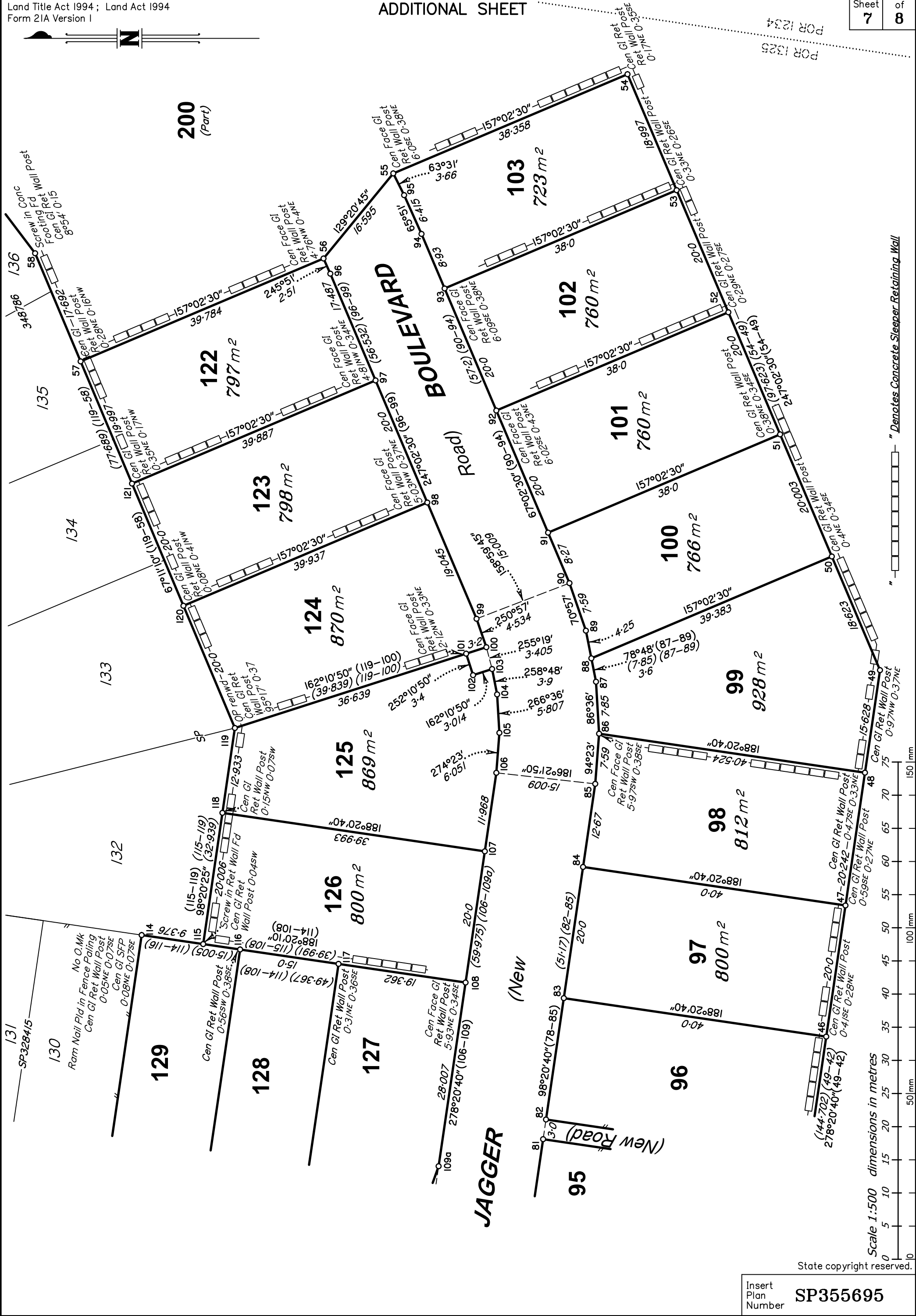
" ——— " Denotes Concrete Sleeper Retaining Wall

Scale 1:500 dimensions in metres



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Insert Plan Number
SP355695



ADDITIONAL SHEET

REFERENCE MARKS

STN	TO	ORIGIN	BEARING	DIST
1	Screw in Kerb Fd		347°17'	2.021
1	OIP	5/RP212746	98°21'15"	5.0
2	Screw in Kerb		2°05'	3.742
3	O.Screw in Kerb	5/1S252161	76°55'	4.669
4	OIP	40/SP261095	167°29'	1.187
4	O.Screw in Kerb	41/1S252161	143°32'	21.87
9	Screw in Kerb		245°0'	7.997
9	O.Screw in Kerb	23/SP328415	271°13'	26.533
9	Screw in Conc F'path		20°02'50"	32.419
10	O.Screw in Kerb	35a/1S252161	47°43'	7.474
10	Screw in Conc F'path		314°49'20"	42.754
12a	OIP Gone	34/SP261095	56°16'	0.62
12a	Screw in Conc F'path		27°18'10"	26.937
14	Screw in Conc F'path		76°16'20"	28.976
15	OIP Gone	33/SP261095	355°16'	1.294
18	O.Screw in Kerb	1/SP343442	110°26'	12.724
	(new ref)			
18	Screw in Conc F'path		48°07'50"	27.403
21	O.Screw in Kerb	32a/1S252161	51°05'	7.929
21	O.Screw in Conc	6/SP343442	63°16'	24.152
	(new ref)			
23	O.Screw in MH	49/SP343442	106°16'	1.213
24	O.S Pkt	48/SP343442	166°40'20"	2.669
25	OIP	16/SP314473	119°25'20"	8.3
26	O.Screw in MH Surr	46/SP343442	65°58'	1.156
26	O.Screw in MH Surr	46/SP343442	92°13'10"	28.613
	(new ref)			
26a	O.Screw in MH Surr	56/SP343442	317°02'	2.259
	(new ref)			
26a	O.Screw in MH Surr	56/SP343442	95°05'	8.624
27	Screw in Kerb		229°15'	7.607
28	OIP	RP166803	8°21'10"	5.0
28	OIP	RP166803	98°21'10"	5.0
29	OIP	RP166803	278°21'10"	5.0
30	Screw in Kerb		139°55'	6.654
31	OIP Gone	1/RP204429	278°20'30"	1.0
31	Pin		51°19'	3.207
32	OIP	4/RP204430	278°20'20"	1.0
32	O.Screw in Kerb	3/RP204430	278°20'20"	8.0
32a	OIP Gone	2/RP204429	188°27'30"	1.0
33	O.Screw in Kerb	38/SP328419	335°16'10"	3.87
33	OIP Gone	31/RP198122	98°26'55"	5.0
33	OIP not fd (under tree)	31/RP198122	188°26'55"	5.0
34	O.Screw in Kerb (new ref)	2/SP328419	357°31'20"	6.06
34	Screw in Kerb		70°00'35"	12.669
35	Screw in Kerb Fd		286°38'	13.369
37	Screw in Conc F'path		24°16'	0.93
39	Screw in MH		219°54'	1.651
42	Screw in SW Pit		149°46'	0.938
49	Pin		191°16'	3.248
54	Pin		10°10'	3.081
55	Screw in Kerb		261°28'40"	12.765
56	Screw in Kerb		231°07'25"	13.049
57	Pin		97°36'	2.314
59	O.Screw in Kerb	8/SP348786	50°33'10"	3.558
60	O.Screw in Kerb	7/SP348786	34°36'10"	3.7
61	O.Screw in Kerb	6/SP348786	232°30'10"	3.551
62	O.Screw in Kerb	37/SP328419	207°28'10"	4.238
62	OIP	30/RP198122	98°26'55"	5.0
62	OIP	30/RP198122	8°26'55"	5.0
63	O.Screw in Kerb (new ref)	3/SP328419	200°13'	5.914
64	O.Screw in Kerb (new conn)	19/SP328419	171°00'40"	3.148
64b	O.Screw in Kerb	19/SP328419	121°42'10"	7.557
65	O.Screw in Kerb	42/SP328419	93°26'05"	3.38
66	O.Screw in Kerb	17/SP328419	96°59'05"	3.41
67	O.Screw in Kerb	44/SP328419	102°06'05"	3.372
68	Pin		63°40'	3.148
69	O.Screw in Kerb	5/SP328419	146°01'05"	12.941
70	O.Screw in Kerb	12/SP328419	237°40'05"	4.673
73	O.Screw in Kerb	34/SP328415	94°53'20"	3.569
74	O.Screw in Kerb	18/SP328415	99°17'20"	3.589
77	Screw in Kerb		47°16'30"	9.715
81	Screw in Kerb		14°44'	3.469
85	Screw in Kerb		316°18'	5.687
88	Screw in Kerb		46°02'	6.587
90	Screw in Kerb		37°04'	6.981
99	Screw in Kerb		219°02'	6.72
106	Screw in Kerb		243°32'	6.102
108	Screw in Kerb		208°29'	3.72
109	Screw in Kerb		348°42'	10.443
112	Screw in Kerb		294°23'	3.603
113	O.Screw in Kerb (new conn)	26/SP328415	311°14'25"	1.017
113b	O.Screw in Kerb	26/SP328415	282°55'45"	6.876
122	Pin		152°38'	5.031

PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO	TYPE
28-OPM (new ref)	28/RP166803	188°21'10"	3.309	55148	Standard
33-OPM (new ref)	38/SP328419	232°03'	7.177	121712	Brass Plaque

M.G.A. COORDINATES GDA-2020

STATION	EASTING	NORTHING	ZONE	P.U.	LINEAGE	METHOD	REMARKS
14	484 087.484	7 200 771.638	56	0.03	Derived	Network RTK	Screw in Conc Footing
25	483 992.82	7 200 530.486	56	0.03	Derived	Network RTK	OP renwd
34	483 690.076	7 200 724.313	56	0.03	Derived	Network RTK	OP renwd
42	483 766.349	7 200 617.409	56	0.03	Derived	Network RTK	Peg

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