

MORTH LAKE



PROPOSED DEDICATED ROAD RESERVE

PUBLIC OPEN SPACE

BUILDING ENVELOPE ZERO LOT LINE

(Refer Cl 8.1.5.2(v) and 8.1.5.3(ii))

NON-MANDATORY ZERO LOT LINE (Refer Cl 8.1.5.2(v) and 8.1.5.3(t))

60% REAR BUILDING ENCROACHMENT AREA (Refer CI & 1.52(N))

INDICITIVE VEHICLE ACCESS LOCATION

Other locations possible.
Only one accesses per lot "Swing-In" access permitted where precitiable.
(Refer Gl 7.3.2.1, 7.3.2.2, 8.1.9.8 and 8.1.11.1)

RESTRICTED LOT ACCESS (Refer Cl 7.3.2.3)

POSSIBLE BUS ROUTE Final bus routes and bus step locations are subject to resolution with Queensiand 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 ag m

Minimum 40 ag m

Minimum 20 aq 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

TRADITIONAL LOT PREMIUM COURTYARD LOT (Economy traditional Lots in DCP) COURTYARD LOT

PREMIUM VILLA LOT VILLALOT **COTTAGE VILLA**

FUTURE ADJACENT RESIDENTIAL

PREDOMINANTLY TRADITIONAL LOTS PREDOMINANTLY SMALLER LOTS (TYPICALLY ZERO LOT LINE)



WOODVALE RESIDENTIAL PRECINCT RESIDENTIAL SECTOR 27

SECTOR PLAN MAP

Scale 1:2000 at A3

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FIGURE 5