

MORTH LAKES*

LEGEND

PROPOSED DEDICATED ROAD RESERVE
PUBLIC OPEN SPACE

BUILDING ENVELOPE

ZERO LOT LINE
(Refer Cl 8.1.4.2(7) and 8.1.4.3(9)
NON-MANDATORY ZERO LOT LINE

(Rofer CI 8.1.4.2(17) and 8.1.4.3(19)) 60% REAR BUILDING ENCROACHMENT AREA (Rufer CI 8.1.4.2(1))

INDICITIVE VEHICLE ACCESS LOCATION

- Other loadfons possible.
Only one accessively per ut "5w/ng-in" excess permitted where practicable.
(Referr Cl 7 3.2.1, 7.3.2.2.6.1.10.1)

RESTRICTED LOT ACCESS

(Refer Cl 7.3.2.3)

POSSIBLE BUS ROUTE

Finel bus routes and bus stop coaffons are subject to resolution with Quiencland Transport, Council and bus service provider.

REDUCED REAR SETBACK FOR SQUARE SHAPED ALLOTMENTS

MAJOR PRIVATE OPEN SPACE - other locations possible (Refer C 8.1.5.1)

Minimum 60 ag m

Minimum 40 aq m

Minimum 25 sq 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

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

PV PREMUMVILLALOT
V VILLALOT
COT COTTAGELOT

MD—S MEDIUM DENSITY SWINGER LOT P PATIO LOT



GCE 'B' RESIDENTIAL PRECINCT RESIDENTIAL SECTOR 32

SECTOR PLAN MAP (3 of 4)

D 10 20 30 40 50 60 metre



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FIGURE 5c