

■ NORTH LAKE/*

LEGEND

PROPOSED DEDICATED ROAD RESERVE
PUBLIC OPEN SPACE

BUILDING ENVELOPE

ZERO LOT LINE
(#wir Cl 8.1.42(1) and 8.1.4.2(1))

NON-MANDATORY ZERO LOT LINE
(#wir Cl 8.1.4.2(1) and 8.1.4.3(1))

60% REAR BUILDING ENCROACHMENT AREA (Refer Cl 8.1.4.2(1))

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INDICITIVE VEHICLE ACCESS LOCATION

- Other locations possible.

Only one accessway per lot "Swing-in" access permitted where practicable.
(Refer Cl 7.3.2.1, 7.3.2.2, 8.1.10.1)

RESTRICTED LOT ACCESS
(Rafer Cl 7.3.2.3)
POSSIBLE BUS ROUTE

POSS

Final bus routes and bus stop locations ere subject to resolution with Queens and Transport, Council and bus service provider.

REDUCED REAR SETBACK

MAJOR PRIVATE OPEN SPACE - other contions possible (Refer Cl 8.1.5.1)

Minimum 80 sq m

Minimum 40 sq 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

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

PV PREMIUM VILLALOT
VILLALOT
COTT
COTTAGE LOT

MD-S MEDIUM DENSITY SWINGER LOT
P PATIO LOT



GCE 'B' RESIDENTIAL PRECINCT RESIDENTIAL SECTOR 32

SECTOR PLAN MAP (4 of 4)

0 10 20 30 40 50 60 metr Scale Id250 at A3



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FIGURE 5d