




- LEGEND**
-  PROPOSED DEDICATED ROAD RESERVE
 -  PUBLIC OPEN SPACE
 -  BUILDING ENVELOPE
 -  ZERO LOT LINE
 -  50% MANDATORY ZERO LOT LINE
 -  40% MAX BUILDING ENCROACHMENT AREA
 -  INDICATIVE VEHICLE ACCESS LOCATION
 -  ALLOTMENT NUMBER
 -  RESTRICTED LOT ACCESS
 -  POSSIBLE BUS ROUTE
 -  RESTRICTED ROAD SETBACK FOR BIKEWAY STRAIP ALLOTMENTS

- MINOR PRIVATE OPEN SPACE** — the minimum is 10m
-  Minimum 10m
 -  Minimum 10m
 -  Minimum 10m

- LOCAL AREA TRAFFIC MANAGEMENT**
-  Mid-block speed control device to be incorporated 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	RESIDENTIAL TOWNHOUSE LOT
T	TERRACE/ROW, (2/Storey Residential Units)
C	COURTYARD LOT
PV	RESIDENTIAL LOT
V	VILLAGE
DOE	COMMERCIAL LOT
F	RESIDENTIAL LOT (2/Storey Units)



**BRIDGEHAVEN RESIDENTIAL PRECINCT
RESIDENTIAL SECTOR 37**

SECTOR PLAN MAP (2 of 7)



The boundaries and design and siting parameters shown hereon are subject to detailed engineering design, final survey and approval of subsequent development applications by the relevant authorities.

This Sector Plan Map is an integral component of the Sector Plan and is to be read in conjunction with the Sector Plan. This map illustrates the setbacks required by Table 1 of the Sector Plan. However, in some circumstances a different setback is required and has been specifically dimensioned on this map. This dimension applies in lieu of the requirement stated on Table 1 of the Sector Plan.

The setbacks shown hereon do not take into account any features of the site, existing or proposed easements or other underground services which may require increased building setbacks.