



- LEGEND**
- PROPOSED DEDICATED ROAD RESERVE
 - Park
 - BUILDING ENVELOPE
 - ZERO LOT LINE
(Refer CI 8.1.2)
 - NON-MANDATORY ZERO LOT LINE
(Refer CI 8.1.2)
 - 60% REAR BUILDING ENCROACHMENT AREA
(Refer CI 8.1.2)
 - INDICATIVE VEHICLE ACCESS LOCATION
- Other locations possible.
Only one accessway per lot
(Refer CI 7.3.2, 8.1.8)
 - (85) ALLOTMENT NUMBER
 - RESTRICTED LOT ACCESS
(Refer CI 7.3.2)
 - POSSIBLE BUS ROUTE
Final bus routes and bus stop locations
are subject to resolution with Queensland
Transport, Council and bus service provider.
 - REDUCED REAR SETBACK FOR
IRREGULAR SHAPED ALLOTMENTS

- MAJOR PRIVATE OPEN SPACE - other locations possible**
(Refer CI 8.1.5)
- Minimum 60 sq m
 - Minimum 40 sq m
 - Minimum 25 sq m

- LOCAL AREA TRAFFIC MANAGEMENT**
- Mid-street 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 | PREMIUM TRADITIONAL LOT |
| T | TRADITIONAL
<small>(Economy traditional Lots in DCP)</small> |
| C | COURTYARD LOT |
| PV | PREMIUM VILLA LOT |
| V | VILLA LOT |
| COT | COTTAGE LOT |
| P | PATIO LOT |
| | TOWNHOUSE UNITS (Max. 3 units) |
| | POSSIBLE DUPLEX DWELLING SITE |
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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 land, existing or proposed easements or other underground services which may require increased building setbacks.

NOTE:
LATM devices to be located on proposed collector road at the southern end of precinct to control through traffic.

**BRIDGEHAVEN RESIDENTIAL PRECINCT
RESIDENTIAL SECTOR 40**

SECTOR PLAN MAP (2 of 2)



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FIGURE 5b