

However, in cases where land is constrained by reason of steep topography, proposed subdivision may not be able to achieve the minimum allotment sizes, while at the same time provide for a satisfactory building site and vehicular access free of risk to life and property.

GUIDELINES

In assessing an application for the subdivision of land, involving sites constrained by reason of steep topography the following will need to be taken into account:

- (i) provision of satisfactory access across gradients between the road from the front and proposed building site on the allotment, and should in no instance exceed a ratio of 1 in 6;
- (ii) provision of satisfactory and safe all-weather ingress to and egress from the proposed allotment;
- (iii) the provision of satisfactory servicing;
- (iv) whether any proposed excavation would result in the denuding or scarring of ridgelines; and
- (v) in the case where subdivision of land is proposed:
 - (a) the availability of at least one satisfactory building site, in this respect a satisfactory building site should:
 - not be prone to slip or subsidence;
 - not be subject to the extreme effects of wind;
 - provide separation between proposed buildings and natural vegetation to ensure adequate protection in case of fire;
 - not involve the clearing of vegetation on steep hillsides, which result in visual scarring;
 - not result in the subsequent erosion and siltation of streams and drainage lines; and
 - possess a satisfactory aspect.
 - (b) the degree to which Council would become responsible, at any future date, for extraordinary costs associated with the maintenance of road and other public facilities; and
 - (c) whether the proposal plan minimises the effect on natural vegetation.

Planning Policy No 20.07

BRISBANE CITY COUNCIL

POLICY AFFECTING THE TOWN PLAN OR PART OF SUCH PLAN

Adopted as Policy under Section 11 of the Act, on 23rd June, 1987.

SUBDIVISION OF ALLOTMENTS AND DEVELOPMENT OF SITES WHICH ARE SUBJECT TO OCCASIONAL FLOODING

An application made in terms of Section 20 or Section 25 of the Town Plan for development of land which has been subject to inundation by flood waters should show proposed flood levels, ground surface levels both existing and proposed, and previously recorded highest flood levels in relation to the Australian Height Datum (A.H.D.).

In determining an application, consideration will be given to the level of a flood with a 1% probability of recurrence. In relation to the Brisbane River and associated creek systems, such a level shall be assessed taking into account the combined mitigating effects of the Somerset and Wivenhoe Dams.

In any application for consent for residential purposes —

- (i) floor levels of proposed habitable rooms should be indicated as being above the level of flood waters which would achieve a height at the Brisbane City Gauge of 3.7 metres above A.H.D.; and
- (ii) all electricity outlets should be positioned above the level of flood waters which would achieve a height at the Brisbane City Gauge of 3.7 metres above A.H.D.

Where an application for the subdivision of land proposes the creation of residential allotments which would be affected by flood

waters achieving a height at the Brisbane City Gauge of 3.7 metres above A.H.D., proposed residential allotments should contain sufficient land unaffected by flooding for the erection of anticipated residential buildings.

Planning Policy No. 20.08

BRISBANE CITY COUNCIL

POLICY AFFECTING THE TOWN PLAN OR PART OF SUCH PLAN

Adopted as Policy under Section 11 of the Act, on 23rd June, 1987.

PROVISION FOR CYCLISTS IN NEW RESIDENTIAL LAND DEVELOPMENTS

INTENT

New residential areas in Brisbane should be developed to ensure a safe, convenient and highly accessible environment for cyclists, particularly school-age cyclists. To this end, the following guidelines have been prepared to assist future applicants for new residential subdivisions to incorporate design elements which will promote an improved cycling environment. The guidelines also contain likely Council requirements with respect to the provision of bikeways included in the Brisbane Bikeways Plan.

GUIDELINES

- (i) Provision for proposed bikeways is included in the Brisbane Bikeways Plan."

Council's major bikeway proposals for the City are contained in the Brisbane Bikeway Plan. New bikeway proposals are included as this Plan is updated from time to time.

Several bikeway networks contained in the Plan include links through undeveloped land included in the Residential 'A' or Future Urban Zones. Obviously, proposed bikeways in these locations are indicative only and will be subject to more detail design as residential development occurs.

Council will have regard to bikeway proposals included in the Brisbane Bikeways Plan when considering applications for residential subdivision in these locations. Council may require an applicant to:

- (a) make allowance for the proposed bikeway in the proposed plan of layout;
 - (b) contribute to the construction of the proposed bikeway; and/or
 - (c) construct that part of the proposed bikeway network routed through the proposed subdivision.
- (ii) Subdivision Design Elements which improve cycling conditions.

Applicants should consider the following design elements in the development of a proposed plan of layout for new residential land development:

- (a) the provision of laneways through cul-de-sac heads or from the mid-point of a loop road wherever such a facility will promote a continuity of travel throughout the proposed subdivision for cyclists and pedestrians. The most appropriate location for laneways is where access for cyclists and pedestrians is improved with respect to schools, shops, parks or transport nodes.

Laneways should be of a minimum width of 3.6 metres with a concrete path of a minimum width of 2.4 metres. For further advice in respect of design requirements for bike paths, applicants are encouraged to contact Council's Department of Works.

Normally, most laneways will be of a short length and would not require night lighting. However, where a laneway is potentially hazardous for night travel for reasons of grade or geometry, Council may require illumination of the laneway.

In order to ensure that potentially dangerous cyclist-motorist conflict is avoided, entry/exit points for laneways should be located at a minimum of 40 metres from the nearest intersection. Council may also require