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*Urban Management Division
Subdivision and Development Guidelines
Part B Infrastructure Elements*

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1.0 INTRODUCTION

A development should be provided adequately with utility services that can operate safely and efficiently, perform to the required standard of service appropriate for the development, and meet the future servicing requirements for its intended use/s. This chapter sets out the requirements for the provision of street lighting, electricity, gas, and telecommunications infrastructure.

2.0 GENERAL REQUIREMENTS

Unless stated otherwise, the Developer is responsible for the design of public utility services including liaison with the relevant public utility authorities, supply and installation of all service conduits, including the provision of all services and/or conduits along the full length of any rear allotment access or access easement. The Developer should also meet the cost of any alterations to the public utility mains, existing mains, services or installations required in connection with the development. This includes the relocation of any fire hydrant, water meter and/or valves from within the limits of the development's vehicular crossings, if applicable.

If road widening is required along the frontage of the development, the Developer should arrange relocation of the services with the relevant authority onto the correct alignment within the verge. In some instances, the services may need to be lowered to provide sufficient cover when the footpath is regraded to the design profile. Services may also need to be raised if significant fill is used to raise the level of the verge.

The service corridors and alignments should conform to the relevant **Standard Drawings UMS 121, UMS 122, UMS 123 or UMS 124**. Also refer **Chapter 1 of Part B of this document**.

3.0 STREET LIGHTING

3.1 SCOPE

Street lighting should be provided at the following locations.

- New public streets (including laneways) created as part of the subdivision.
- All road frontage(s) to the development including any road construction required outside the limits of the development.

3.2 APPROVAL PROCESS

3.2.1 Electrical Engineering Consultant

The Developer should appoint a suitably qualified Electrical Engineering Consultant to liaise with Council for the approval of street lighting. The Consultant should be rated to perform work under Energex's SWP 47.3 (Design of Rate 2 Public Lighting Systems).

Council has also instituted a system of rating applicable to Consultants that are suitably qualified to submit electrical/street lighting plans. Within the Council rating system, the Consultant should be a Registered Professional Engineer in Queensland (RPEQ) and hold a professional indemnity insurance to the value of not less than \$1 000 000. It is encouraged that 'A' or 'B' Council rated designers are used in order to maintain a high standard of submission that meets the numerous requirements of this chapter. Further reduced fees would apply to submissions made by these suitably rated Consultants. Refer to document titled *Guidelines for Self Certification of Street Lighting Designs for Subdivisions and Developments*, which can be obtained from the City Lighting Unit.



3.2.2 Submissions

Prior to the commencement of any street lighting design, the Electrical Engineering Consultant should lodge an appropriately completed 'Street Light Design Parameters' form (refer Appendix A) with the City Lighting Unit. This can be done by post or alternatively by facsimile if the preliminary road layout of the streets can show sufficient detail at A4 size. Council will in turn complete the form with appropriate road categories and any other specific requirements and return by facsimile. The Consultant can then proceed to lodge the 'Street Lighting Design Submission' form (refer Appendix B) and payable fees.

3.2.3 Life Cycle Analysis

Where the proposed street lighting equipment deviates from Council standards outlined in this chapter and the *Centres Detail Design Manual*, the Developer is responsible for any additional life cycle costs that may be incurred by Council. Any deviation from Council standards should be limited to centre activities. Centres provide a wide range of activities to be clustered together, including shops, offices, community, cultural, high density residential and some lower industrial uses.

The Electrical Engineering Consultant should submit life cycle cost comparisons to Council for assessment. The comparison of costs between standard lighting and proposed non-standard lighting should evaluate the life cycle costs of a design based on standard lighting and the proposed design utilising non-standard lighting. Design based on non-standard lights generally requires more lights. The Net Present Values (NPV) of capital and operating costs should be calculated over a 50 year life cycle based on the following parameters:

- Equipment replacement at the end of useful life: Manufacturer's guarantee period or other period deemed appropriate by Council. (Note: Energex and Brisbane City Council are responsible for replacement costs under Rate 2 and Rate 3 tariffs respectively.)
- Equipment repair due to damage: Where Brisbane City Council is liable for repair costs under Rate 3 tariff, Council will supply data on the frequency of replacement and associated unit rates. Energex is responsible for repair costs under Rate 2.
- Discount rate: The latest 10 year Commonwealth Treasury bond rate as published by the Reserve Bank of Australia. Sensitivity analyses are also required for the 10 year bond rate $\pm 2\%$.
- Inflation: Long term inflation target set by the Reserve Bank of Australia.
- Ongoing energy (and maintenance if applicable) costs: As detailed in the tariff schedule gazetted by the Queensland Government.

3.3 STANDARDS

Unless specified otherwise in this chapter or as directed by Council, the provision and detailed design of street lighting installations should conform to the following standards.

- Australian Standard AS/NZS 1158 Road Lighting.
- Energex Policies and Standard Work Practices.



The nominal lighting categories that are applicable in Brisbane City are set out in **Table B7.1**. However the varying 'selection criteria' as referred to in Tables 1.1 to 1.5 in AS/NZS 1158.3.1:1999 or Table 1.1 in AS/NZS 1158.1.1:1997 may dictate a more stringent lighting category for a particular development. The lighting categories referred to in AS 1158 are broadly described as follows:

- Category V (previously Category A) lighting. Lighting which is applicable to roads on which the visual requirements of motorists are dominant, for example on traffic routes.
- Category P (previously Category B and C) lighting. Lighting which is applicable to roads on which the visual requirements of pedestrians are dominant, for example on local roads, pathways, and bikeways. This category also include lighting which is applicable to outdoor public areas such as outdoor shopping precincts, car parks, and stairs.

TABLE B7.1 LIGHTING CATEGORIES

Road hierarchy ⁽¹⁾		AS 1158 lighting category
Description	Min. Reserve Width ⁽²⁾	
Local access (cul-de-sac)	14.0 m	P5
Local access	14.0 m	P5
Neighbourhood access	16.0 - 19.5 m	P4
District access	19.5 - 24.0 m	V5
Suburban route	33.0 - 38.0 m	V5
Industrial access	22.5 m	P5 ⁽³⁾
Arterial route	40.0 - 45.0 m	V3
Lane or pathway	N/A	P5
Cycleway	N/A	P3/P4

NOTES:

1. Refer to **Chapter 1 of Part B of this document** for details.
2. These dimensions are applicable to new road construction.
3. Lighting on a traffic route through or adjacent to industrial areas should comply with the relevant Category V.

Council may vary the required street lighting category for any street or road in consideration of special circumstances or require additional lighting in the following situations:

- Intersections.
- Roundabouts.
- Sharp bends.
- Speed control devices.
- Pedestrian crossings.
- Cul-de-sacs.
- Bridges and culverts.
- Night time accident locations.
- Frequently used night time bus stops.
- Areas that may generate pedestrian traffic or vehicle night traffic.



3.4 DESIGN PRINCIPLES

3.4.1 Objective

The lighting design should be cost effective in regard to minimising the annual operating costs to Council and where possible, the installation capital costs.

3.4.2 Costs

The Developer is responsible for all capital costs associated with the design and installation of the street lighting scheme as well as any 'loss of asset charges' required by Energex for removal/relocation of existing street lighting equipment. Where it may be advantageous for the Developer to install lighting work outside the specified limits at the time of development, Council may contribute towards some of the capital costs, but this arrangement should be specifically agreed between the Council and the Developer prior to any work being undertaken.

Once the lighting has been installed in accordance with the approved plan and accepted by Energex, Council will pay Energex the necessary annual operating costs under the Public Lighting Tariff. In accordance with the standard Rate 2 lighting requirements, Energex assumes ownership and maintenance of the installation.

3.4.3 Underground Electricity Services

Underground electricity services should be provided to all new street lighting unless the new lights are attached to existing electricity distribution poles.

3.4.4 Partial Road Construction

Where the development requires partial road construction (typically when the development adjoins an undeveloped site), the lighting should be designed for the ultimate road width. However, the lights on the development side only, assuming a staggered or opposite arrangement, would need to be installed.

3.4.5 Aesthetics

The lighting design for the development should integrate aesthetically with the adjoining developments/estates/stages. Also, the design should incorporate as far as practicable, the future planning of the area. Any enquiry pertaining to the future planning of street lighting in an area should be directed to the City Lighting Unit.

3.4.6 Frangible Type Poles

Street light poles should not be installed in locations where they are vulnerable to damage from vehicles, for example in narrow medians. Where this is unavoidable, suitable protection should be provided to minimise the risk of injury and/or the pole should be of a frangible/slip base type.

3.4.7 Pedestrian Facilities

Pedestrian underpasses will require special consideration. The Electrical Engineering Consultant should contact the City Lighting Unit for site specific requirements before the commencement of design. Lighting at pedestrian zebra crossings should comply with AS 1158.4. Where the crossing is located in a P category road, the requirement for three spans of Category V lighting is not required.



3.4.8 Subdivisions in Rural/Environmental Protection Areas

The lighting design and all associated conduit installation should be installed on the basis of an average of 1 light per every 5 allotments. Typically the road frontage of each lot in these areas exceeds 50 m.

3.4.9 Curved Horizontal Alignment

The spacing between lights on the curved sections should not exceed that for a straight section with similar road reserve width. A straight line drawn between successive luminaires should lie within the road reserve.

3.4.10 Boardwalks

For lighting on boardwalks along the Brisbane River, refer to Council's publication *Public Riverside Facilities Design and Maintenance Manual* for specific requirements.

3.4.11 Footpath Awning

Where a development includes an awning over the footpath, refer to the Awning Lighting Code of *Brisbane City Plan* for specific requirements.

3.5 EQUIPMENT

3.5.1 Standard Stock Items

In accordance with the current equipment available from Energex, Mercury Vapour (M) luminaires are generally used on residential streets and High Pressure Sodium (S) luminaires along traffic routes. Unless specified otherwise in this document, the luminaire support pole should be the Base Plate Mounted (BPM) steel type. Some of the typical pole/outreach/luminaire combinations that are acceptable to Council are given in Table B9.2.

TABLE B9.2 POLE/OUTREACH/LUMINAIRE COMBINATIONS

Luminaire	Pole length (out of ground)	Horizontal outreach size	Mounting height
M50	4.5 m	1.5 m*	6.5 m
M50 Nostalgia	4.5 m (Estate)	Curved	5.1 m
M80	4.5 m	1.5 m*	6.5 m
M80 Nostalgia	4.5 m (Estate)	Curved	5.1 m
S70 Nostalgia	4.5 m (Estate)	Curved	5.1 m
S70	5.5 m	1.5 m*	7.5 m
S100	7.0 m	1.5 m*	9.0 m
S150	7.0 m	1.5 m*	9.0 m
S150	8.5 m	3.0 m*	10.5 m
S250	8.5 m	3.0 m*	10.5 m

* outreach has an inbuilt 2.0 m uplift

Where the new development extends an existing street, the new poles/lights should match the existing types to the maximum practicable extent. This is not applicable when the existing street contains the superseded GI poles with fluorescent luminaires. In this case, the spacing of lights should take into account the future replacement and re-spacing of the GI poles with modern equipment by Council.



3.5.2 Aeroscreen Luminaires

Aeroscreen luminaires are not generally used except for in laneways or in the vicinity of airports where it is a statutory requirement. For pedestrian laneways an aeroscreen luminaire on a 4.5 m Base Plate Mounted (BPM) pole fitted with special 0.5 m laneway bracket should be used. The light should generally be located midway along the laneway at abutting property boundaries. If the laneway exceeds 60 m in length then more than one light may be required.

3.5.3 Decorative lighting

Decorative lighting cannot be used on Category V roads as the primary method to illuminate the roadway. Council will not accept any decorative light or supporting pole for the lighting of public roads and laneways unless it is a current standard stock item of Energex (ie available under Rate 2). At this stage the preferred residential decorative luminaire and pole is the Nostalgia or Avenue on a wide base Estate pole. If the development is an extension of an existing estate already installed with decorative lighting units, then the new development should match the existing units.

3.6 ALIGNMENT

To achieve a balanced streetscape, it is preferred that lights are installed alternately on the opposite sides of the street (staggered arrangement). Installation of lights on one side of the street only (single sided arrangement) is unacceptable unless this is on a temporary basis or the existing lighting in the street is single sided.

The location of light poles should avoid the likely vehicle conflict points, minimise the risk of damage to both poles and vehicles and injury to vehicle occupants, minimise glare complaints, and minimise conflicting driveway locations. The following factors should be considered when determining the street lighting alignment:

1. Locate street light poles in line with abutting property boundaries or on truncation points at intersections. Exception may apply to traffic routes where spacings of lights are to be maximised. In cul-de-sac locations, the alignment is measured along a radius line relative to and taken from the property frontage and then projected to the centre point of the cul-de-sac.
2. Lighting poles should be located sufficiently clear of existing features. A 1.2 m clearance is required from the edge of driveways and bikeways. Where this is not possible, agreement should be reached with City Lighting.
3. Locating poles in cul-de-sac adjacent to or in front of narrow property frontages is undesirable due to possible conflict with adjoining driveways.
4. Lighting poles in new roads should be located generally in accordance with the relevant **Standard Drawings UMS 121, UMS 122, UMS 123 or UMS 124**. Poles in existing roads would need to match the original road alignment, unless road widening is proposed.
5. Where the verge (footpath) width exceeds 4.75 m, the centre of the street lighting pole should be located not more than 0.8 m behind the nominal face of the kerb or 0.98 m behind the kerb invert. Note the distance between the nominal face and invert for a Type D kerb and channel or Type D kerb is 180 mm. In subdivisions designed to AMCORD specifications where the 'common trench' arrangements are applicable, lighting poles are permitted to be 0.7 m behind the nominal kerb face.



6. The preferred configuration of lighting at a small roundabout is for a light pole to be located on the approach side of each intersecting street. Poles should not be located in the central median island as this area is often landscaped thus impeding maintenance access. On larger roundabouts, Council would only consider the installation of central island lights if a single pole is used and is of the cantilever (pivot arm) type. In this instance, it is necessary to confirm with Energex that maintenance of the lights is not an issue.
7. New light poles should not be positioned closer than 7 m to any street tree. Conversely, trees should not be planted closer than 7 m to any existing light pole.
8. For mid-block LATM devices, a light should be located on the nearest intersecting property boundary to the device, where possible avoid the vehicle departure side.

4.0 ELECTRICITY

4.1 GENERAL

In the context of these guidelines, 'underground electricity' means the installation of conduits and supply of services such as electrical reticulation (up to and including 11 kV), pilot cables, street lighting, traffic signals and public lighting to transport facilities, parks, bikeways and telephone booths, etc. The key objectives of these guidelines are:

- To ensure that there is no extension of overhead electricity supply networks within Brisbane City.
- To achieve aesthetic improvement to the streetscape.
- To ensure that there is better integration of existing overhead supply areas with new underground supply developments.
- To make it more economical and practical in the future for the supply authority and/or local authority to consider a planned approach to the undergrounding of existing overhead areas.

4.2 APPROVAL PROCESS

All the design and construction work on the electricity supplier's assets should be carried out by the electricity supplier or an approved electricity supplier's consultant/contractor. The verification of the underground electricity services will be done in conjunction with the approval of the street lighting layout plans by the City Lighting Unit (also refer [Section 3.2.2](#)).

Prior to signing and sealing of the survey plan by Council, a copy of the 'Certificate for Electricity Supply' should be submitted to Council. If street lighting is required, the electricity supplier will need to sight documentary evidence of street lighting approval by Council before the 'Certificate for Electricity Supply' is issued.) It is strongly recommended that the Developer approach Energex or an Electrical Engineering Consultant early in the project as the planning and construction of electricity reticulation can have long lead times.

4.3 STANDARDS

All electricity distribution and reticulation design and installation should comply with the appropriate Policies and Standard Working Practices of Energex.



4.4 COSTS

The Developer is responsible for all the design, approval and construction costs including any relocation of the electricity supplier's assets, if required as part of the development.

4.5 SUBDIVISION IN A NEWLY DEVELOPING AREA

This development category refers to the construction of new estates and associated infrastructure in green field sites, typically in the Emerging Community Area. Full underground electricity reticulation including the installation of underground electricity supply pillars should be provided within the new dedicated road reserve to all lots including any adjacent parkland. An underground electricity supply pillar of adequate power capacity should be provided on at least one park frontage to cater for future embellishment of the park, which may include internal park lighting and other electrical park equipment.

4.6 DEVELOPMENT/ REDEVELOPMENT IN AN ESTABLISHED AREA

This development category usually involves the intensification of land use in a site either fully or partly surrounded by developed sites. Typical examples include:

- The start of a new use of the premises (eg construction of a factory on a vacant lot).
- The re-establishment on the premises of a use that has been abandoned.
- A material change in the intensity or scale of the use of the premises (eg changing use of land from a house to a multi-unit dwelling, increasing the gross floor area, etc).
- Changing the intensity of use by virtue of increasing lot yields (eg reconfiguring an existing 1215 m² lot to 3 individual 405 m² lots with frontage to an existing road, that is no new public streets are created).

The electricity supplier will determine the point of origin, route, point of attachment and facilities required for the attachment and connection of the service line. Existing overhead electricity supply can continue to service the development provided that there are no new poles within the road reserve (additional property poles are acceptable) nor any extension to the overhead mains. However underground electricity service pillars located in the road reserve are required to service developments involving the creation of two or more rear lots. Existing overhead supply line that crosses lot boundaries should also be altered to meet the electricity supplier's requirements.

Where the proposed structure or building encroaches on the statutory safety clearances, for example a two storey multi-unit dwelling which is in close proximity to the overhead power lines at the front property boundary, then any existing overhead reticulation (and telecommunication) should be converted to underground. The extent of the undergrounding should be between the existing power poles at or beyond the limits of encroachment.



4.7 CONDUITS

The Developer should install conduits (quantity, size and placement of the necessary conduits to be nominated by the electricity supplier) at the following locations:

- Designated electricity corridor along the footpath. This requirement generally applies to a subdivision in a newly developing area.
- Full length of any rear allotment access or access easement (preferably before any concrete driveway is installed) to cater for the proposed future LV consumers mains. This requirement generally applies to a subdivision in an established area.

Where required, the Developer should also install future use conduits if this is a design parameter set by the electricity supplier.

4.8 HIGH VOLTAGE FEEDERS

All existing transmission lines of 33 kV or above may remain overhead. However if the Developer wishes to remove high voltage feeder lines, the necessary approvals should be obtained direct from Energex/Powerlink. New or relocated high voltage systems may be overhead at the discretion of Energex/ Powerlink.

4.9 TRANSFORMERS

All new transformers required for a development within an existing underground area or an underground reticulated subdivision should be the pad mounted transformer (PMT) type even if their location is remote from the development.

The erection of new pole transformers (PT) will only be considered provided that there are no new poles, nor any extension to the overhead mains. Where a PT is proposed in an established area, the Developer should consult with the residents within the neighbourhood to ensure acceptance of the proposal by the community. The erection of new PT is generally limited to small or staged developments. Upgrading of an existing PT is allowed (and possible pole replacement) provided that it is not sited at a different location.

5.0 GAS

If underground gas is to be supplied to the new development, these service conduits should be shown on the engineering plans.

6.0 TELECOMMUNICATIONS

6.1 GENERAL

This section applies to the provision of infrastructure required to facilitate affordable access for very high-speed broadband telecommunications (fibre optic cabling) to business and residents including new housing, high rise developments and urban renewal projects.

The telecommunications conduits, jointing pits and fibre optic cables will be owned and managed by Council for the common benefit of the community and made available as far as possible to all carriers.



6.2 CONDUITS

The Developer should install two 100 mm diameter conduits (UPVC Class PN9, white, in accordance with AS 1477) to enable the connection of every property to the telecommunications networks. The conduits should connect into pits outside every property (refer Standard Drawing Nos. UMS 121, UMS 122, UMS 123 and UMS 124 for details). This can be achieved by installing a jointing pit on every second property boundary to allow services to every property in a similar manner to power, or by whatever other means necessary to bring the two conduits to every property.

The conduits may be marked with the words "Telecommunications" or "Communications", but not bear the name or logo of any carrier. Conduit bends should be of the same material and specifications and have a bend radius of no less than 3 m. The conduits should enter pits at the ends and not the sides, and should be about 25 mm above the pit floor.

The pits should be type J6, as per Section 7.3 of AS 3084. The pits should not be placed in areas subject to vehicular traffic. The pit lids should bear the words "BCC", "Brisbane City Council", "Communications" or "Telecommunications" and should not bear the name or logo of any telecommunications carrier. Additional pit(s) should be placed at the boundary or boundaries of the development to facilitate connections to the external networks. Where fibre optic cables are provided by the Developer, the conduits will concentrate via the node room mentioned in Section 6.3.

Since the conduits need to go to the every property in the same manner as electricity, the Developer may wish to consider a shared trench in the places where the electricity and telecommunications alignments are adjacent to each other. In these cases the Developer should comply with the electricity provider's technical and safety requirements for shared trenches.

The conduits and pits should be provided in favour of Council. Council intends to license space in the conduits under the Council Duct Space Licensing resolution to carriers to provide telecommunications services to the occupants.



Conduits are required at the following locations:

- Designated telecommunications or shared electricity/telecommunications corridor inside the dedicated road reserve corridor. This requirement generally applies to a subdivision in a newly developing area (greenfield development).
- Full length of any rear allotment access or access easement, that is before any concrete driveway is installed. This requirement generally applies to a subdivision in an established area.
- Wide development frontage¹ in a development/ redevelopment in an established area.
- Development involving the construction of specialised footpath surfacing other than plain concrete (eg exposed aggregate concrete and pavers) of 30 m or more in contiguous lengths.
- Any road crossing (where necessary) to properties on the opposite side of the road. For a development in an established area, this work usually extends to new road construction outside the development boundary. For a subdivision in a newly developing area, this work is required if telecommunications conduits are only installed on one side of the road.

6.3 FIBRE OPTIC CABLES

The provision of at least one dedicated single mode fibre optic cable (to provide dedicated service at ≥ 100 Mbps bidirectionally) to every property is mandatory in major developments and public projects. These requirements will be assessed on a case by case basis, depending on the type and size of development. Fibre optic cabling should terminate at one central point, for example in a 3.5 x 2.5 x 2.5 m node room which should also be provided in favour of Council.

Council intends to license the fibre optic network to a suitable operator to provide common services within the community, and facilitate open access to all content and service providers, including provision from the customers themselves, on a cost effective and equitable basis.

¹ Wide development frontage is defined as:

- For blocks bounded by a single street, the length of the street frontage is 60 m or more.
- For blocks bounded by two or more streets (eg a corner block), the aggregate sum of the street frontages is 60 m or more in contiguous lengths or the discrete individual length of any one street frontage is 60 m or more.

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APPENDIX A STREET LIGHTING DESIGN PARAMETERS FORM

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Brisbane City Council
City Lighting Unit
Local Asset Services
503 St Pauls Terrace
FORTITUDE VALLEY QLD 4006

Facsimile: 07 3403 0690

REQUEST FOR STREET LIGHT DESIGN PARAMETERS FORM

DEVELOPMENT DETAILS

Development/Subdivision Name

Stage (if applicable)

Development Approval Reference DRS/USE/H

Address

No. of Lots (if applicable)

ELECTRICAL CONSULTANT

Company Name

Contact Name

Address for Correspondence

Telephone

Facsimile

Signature of Consulting Engineer

Date

Street Name	Road Category (suggested by Consultant)	Road Category (accepted by Council)
.....		
.....		
.....		
.....		
.....		
.....		

Specify special requirements below

.....
.....

Note: A preliminary plan showing the road (including any traffic islands, LATMs, etc) and lot layout for the development should accompany this form.

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APPENDIX B STREET LIGHTING DESIGN SUBMISSION FORM

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Brisbane City Council
City Lighting Unit
Local Asset Services
503 St Pauls Terrace
FORTITUDE VALLEY QLD 4006

Facsimile: 07 3403 0690

STREET LIGHTING DESIGN SUBMISSION FORM (2 PAGES)

DEVELOPMENT DETAILS

Development/Subdivision Name

Stage (if applicable)

Development Approval Reference DRS/USE/H

Address

No. of Lots (if applicable)

ELECTRICAL CONSULTANT

Company Name

Contact Name

RPEQ No.

Address for Correspondence

Telephone/Facsimile

SUBMISSION

Street Lighting Drawing Nos.

Checking Fees (contact City Lighting for current fee schedule)

CHECKLIST

Y or N or N/A

- | | | |
|---|---|--------------------------|
| 1 | Show name of development, street names (if known), suburb, allotment boundaries and numbers, pathways, parks, development boundary, etc. | <input type="checkbox"/> |
| 2 | Show Drawing Number including the appropriate amendment or revision. | <input type="checkbox"/> |
| 3 | A locality plan is provided for remote development site; or where the design drawing does not contain at least two existing streets shown on the current UBD, or adjoins a previous development. | <input type="checkbox"/> |
| 4 | For the first stage of a multi-stage development, an overall concept plan showing the various stages and extent of the road network is provided. As the development progresses and if changes are made to the overall layout, then an amended copy should be subsequently submitted to Council. | <input type="checkbox"/> |

