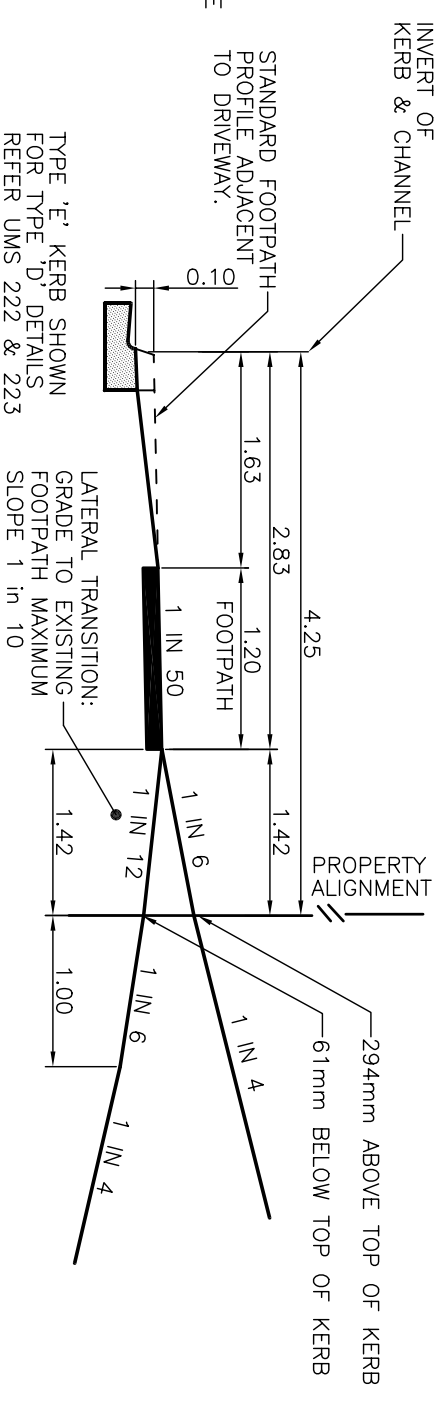
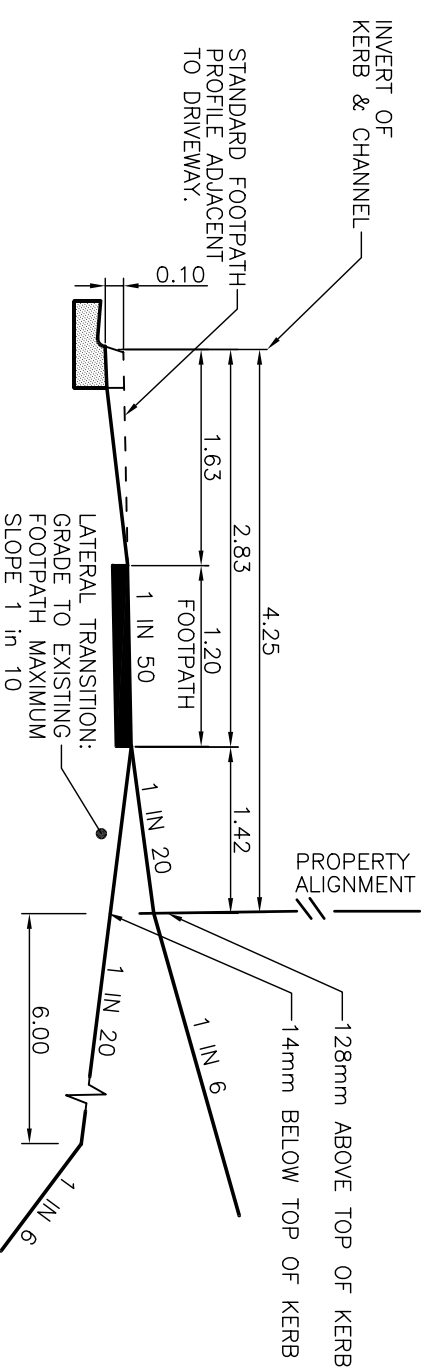


DESIRABLE GRADES



MAXIMUM GRADES RESIDENTIAL VEHICULAR ENTRANCE (SINGLE DWELLING)



MAXIMUM GRADES NON-RESIDENTIAL VEHICULAR ENTRANCES & RESIDENTIAL (OTHER THAN SINGLE DWELLING)

- NOTES:**
1. ALTERNATIVE GRADES MAY BE ADOPTED TO SUIT SPECIFIC SITUATIONS AND TYPES OF VEHICLES AS SPECIFIED IN THE "TRANSPORT, ACCESS, PARKING AND SERVICING PLANNING SCHEME POLICY" OF BRISBANE CITY PLAN.
 2. ROUNDING MAY BE REQUIRED WHERE CHANGE IN PROFILES EXCEED 5%. REFER TO BRISBANE CITY PLAN, GENERALLY A ROUNDING APPROXIMATING TO THE AVERAGE SLOPE OVER 6.4m IS SUITABLE.
 3. WHEN FOOTPATH WIDTH EXCEEDS 4.25m THE DESIRABLE POSITION OF STRIP FOOTPATH IS 1.42m FROM PROPERTY ALIGNMENT.
 4. THE NEED FOR A FLAT APPROACH GRADE (EG. QUEUE LENGTH) FROM THE PRIVATE PROPERTY TO THE FOOTPATH IS DEPENDENT ON CARPARK CAPACITY AND TURNOVER RATES. THE HIGHER THE CAPACITY AND EXPECTED TURNOVER RATES, THE MORE CRITICAL ARE THESE REQUIREMENTS. REFER "TRANSPORT, ACCESS, PARKING AND SERVICING PLANNING SCHEME POLICY" OF BRISBANE CITY PLAN.
 5. THE LAYOUTS OF DRIVEWAYS ARE DETAILED IN STANDARD DRAWINGS UMS 221, UMS 222 & UMS 223.
 6. DIMENSIONS IN METRES (U.N.O.).

ISSUE				
A	ORIGINAL ISSUE	APRIL '01	MAY '01	JUNE '01
	AMENDMENT	DRAWN DATE	CHK'D DATE	APPR'D DATE

DESIGN AUTHORISED FOR ISSUE B. BALL SIGNATURE ON ORIGINAL DATED 29/6/01	DESIGN DRAWN	STD DWG GROUP CITY DESIGN	DATE April '01
MANAGER ASSET SUPPORT - R.P.E.G. 3, 8, 5, 2 DESIGN APPROVED B. HANSEN SIGNATURE ON ORIGINAL DATED 27/6/01	CHECKED DRAWING FILENAME	M. STEER UMS 225	DATE May '01
PRINCIPAL ASSET OFFICER ROADS & DRAINAGE	ASSOCIATED PLANS		



BRISBANE CITY COUNCIL - URBAN MANAGEMENT DIVISION

STANDARD DRIVEWAY
ENTRANCE GRADES
(4.25m WIDE FOOTPATH)

SCALE: NOT TO SCALE
DWG NO: UMS 225
ORIGINAL SIZE: A3
REVISION: A