

DELEGATED REPORT

SUBJECT: LAKELAND WINDFARM PTY LTD – RECONFIGURING A LOT – SUBDIVISION (1 INTO 2 LOTS) – LOT 427 ON SP287159 – 421 WETHERBY ROAD, MOUNT MOLLOY - RAL/17/0012

DATE: 11 April 2018

REPORT OFFICER'S TITLE: Senior Planner

DEPARTMENT: Corporate and Community Services

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	Lakeland Windfarm Pty Ltd	ADDRESS	421 Wetherby Road, Mount Molloy
DATE LODGED	20 December 2017	RPD	Lot 427 on SP287159
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot – Subdivision (1 into 2 lots)		

FILE NO	RAL/17/0012	AREA	1,100 hectares
LODGED BY	RPS Australia East Pty Ltd	OWNER	Kathleen Colless Pty Ltd
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Rural zone		
LEVEL OF ASSESSMENT	Code Assessment		
SUBMISSIONS	n/a		

ATTACHMENTS:

1. Proposal Plan/s
2. Department of State Development, Manufacturing, Infrastructure and Planning Referral Agency Response – 29 March 2018

EXECUTIVE SUMMARY

Council is in receipt of a development application described in the above application details.

The application is code assessable and was not required to undergo public notification.

It has been assessed against the relevant statutory planning instruments, including the Regional Plan and the Planning Scheme and does not conflict with any relevant planning instrument.

Draft conditions were provided to the Applicant/care of their consultant and have been agreed.

It is recommended that the application be approved in full with conditions.

OFFICER'S RECOMMENDATION

1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	Lakeland Windfarm Pty Ltd	ADDRESS	421 Wetherby Road, Mount Molloy
DATE LODGED	20 December 2017	RPD	Lot 427 on SP287159
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot – Subdivision (1 into 2 lots)		

and in accordance with the Planning Act 2016, the applicant be notified that the application for a development permit for the development specified in (A) is:

Approved by Council in accordance with the approved plans/documents listed in (B), subject to assessment manager conditions in (C), assessment manager's advice in (D), referral agency conditions in (E), relevant period in (F), further permits in (G), and further approvals from Council listed in (H);

And

The assessment manager does not consider that the assessment manager's decision conflicts with a relevant instrument.

(A) APPROVED DEVELOPMENT: Development Permit for Reconfiguring a Lot – Subdivision (1 into 2 lots)

(B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
SP301680	Plan of Lots 1 & 4 and Emt B in Lot 4	RPS Australia East Pty Ltd	-

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

1. Development must be carried out substantially in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, subject to any alterations:
 - found necessary by Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
 - to ensure compliance with the following conditions of approval.

2. Timing of Effect

- 2.1 The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the endorsement of the plan of survey, except where specified otherwise in these conditions of approval.

3. General

- 3.1 The development approval would not have been issued if not for the conditions requiring the construction of infrastructure or the payment of infrastructure charges/contributions contained within the conditions of approval.
- 3.2 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.
- 3.3 All payments required to be made to the Council (including contributions, charges and bonds) pursuant to any condition of this approval must be made prior the endorsement of the plan of survey and at the rate applicable at the time of payment.
- 3.4 The developer must relocate (in accordance with FNQROC standards) any services such as water, sewer, drainage, telecommunications and electricity that are not wholly located within the lots that are being created/serviced where required by the relevant authority, unless approved by Council's delegated officer.
- 3.5 Where utilities (such as sewers on non-standard alignments) traverse lots to service another lot, easements must be created in favour of Council for access and maintenance purposes. The developer is to pay all costs (including Council's legal expenses) to prepare and register the easement documents.
- 3.6 Where approved existing buildings and structures are to be retained, setbacks to any new property boundaries are to be in accordance with Planning Scheme requirements for the relevant structure and/or Queensland Development Code. Where existing building/s are in proximity to new property boundaries, a plan demonstrating compliance with the required setback must be submitted prior to endorsement of the plan of survey.
- 3.7 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements and to the satisfaction of Council's delegated officer.
- 3.8 Bushfire Management

A Bushfire Management Plan must be prepared for proposed Lot 1 to the satisfaction of Council's delegated officer. The future use of proposed Lot 1 must comply with the requirements of the Bushfire Management Plan at all times.

3.9 Rural Addressing

The applicant must pay the relevant fee per additional lot for provision of rural addressing at the rate identified in the Fees and Charges Schedule at the time of payment.

3.10 Charges

All outstanding rates, charges and expenses pertaining to the land are to be paid in full.

4. Infrastructure Services and Standards

4.1 Access - Proposed Lot 1

An access road must be constructed within proposed Easement B from the Mulligan Highway to the boundary of Lot 1, to a gravel all-weather standard, to the satisfaction of Council's delegated officer.

(D) ASSESSMENT MANAGER'S ADVICE

- (a) A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.

(b) Endorsement Fees

Council charges a fee for the endorsement of a Survey Plan, Community Management Statements, easement documents, and covenants. The fee is set out in Council's Fees & Charges Schedule applicable for each respective financial year.

(c) Compliance with applicable codes/policies

The development must be carried out to ensure compliance with the provisions of Council's Local Laws, Planning Scheme Policies, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by a condition of this approval.

(d) Notation on Rates Record

A notation will be placed on Council's Rate record with respect to each lot regarding the following conditions:

- a registered easement over the subject site
- an approved bushfire management plan

(e) Environmental Protection and Biodiversity Conservation Act 1999

The applicant is advised that referral may be required under the *Environmental Protection and Biodiversity Conservation Act 1999* if the proposed activities are likely to have a significant impact on a matter of national environmental significance. Further information on these matters can be obtained from www.environment.gov.au

(f) Cultural Heritage

In carrying out the activity the applicant must take all reasonable and practicable measures to ensure that no harm is done to Aboriginal cultural heritage (the “cultural heritage duty of care”). The applicant will comply with the cultural heritage duty of care if the applicant acts in accordance with gazetted cultural heritage duty of care guidelines. An assessment of the proposed activity against the duty of care guidelines will determine whether or to what extent Aboriginal cultural heritage may be harmed by the activity. Further information on cultural heritage, together with a copy of the duty of care guidelines and cultural heritage search forms, may be obtained from www.datsip.qld.gov.au

(E) REFERRAL AGENCY CONDITIONS

Department of State Development, Manufacturing, Infrastructure and Planning conditions dated 29 March 2018.

(F) RELEVANT PERIOD

When approval lapses if development not started (s.85)

- Reconfiguring a Lot – four (4) years (starting the day the approval takes effect);

(G) OTHER NECESSARY DEVELOPMENT PERMITS AND/OR COMPLIANCE PERMITS

- Nil

(H) OTHER APPROVALS REQUIRED FROM COUNCIL

- Nil

THE SITE

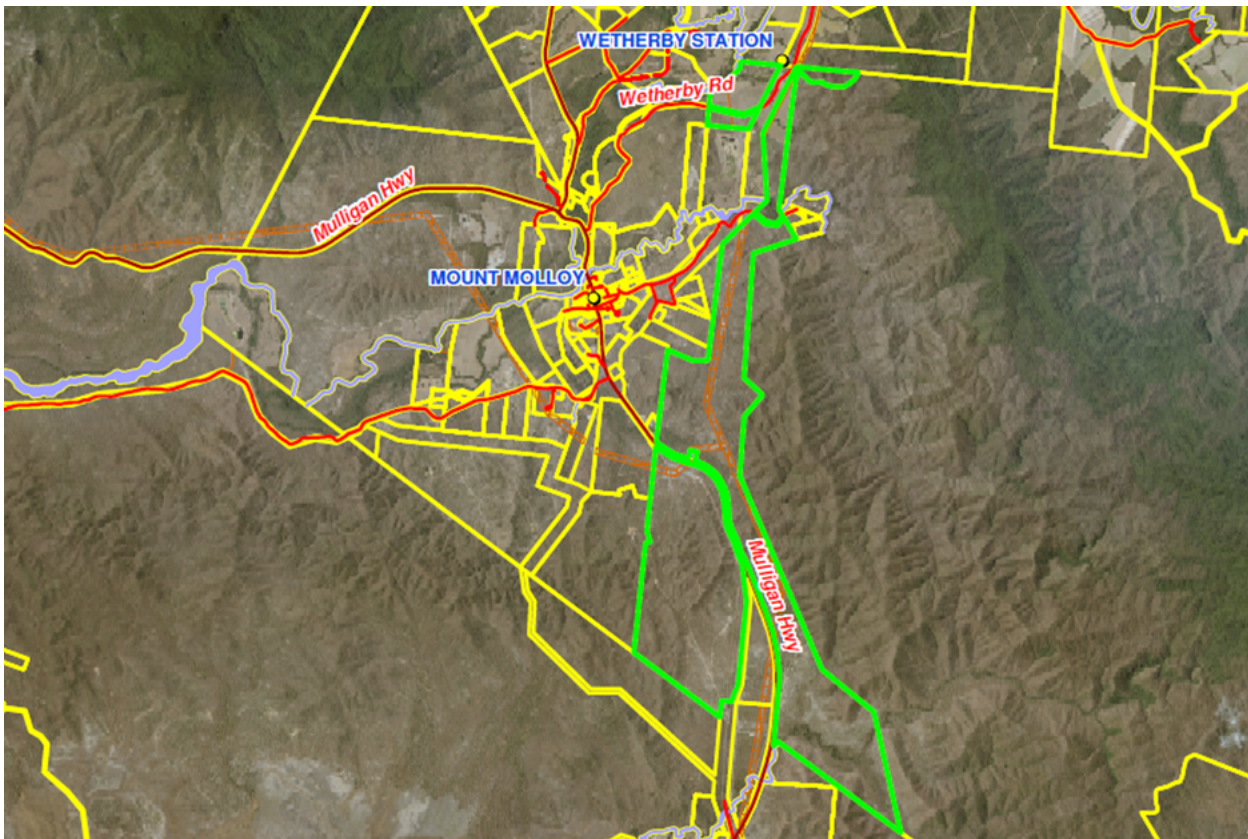
The subject site is Wetherby Station, being land described as Lot 427 on SP287159, situated at 421 Wetherby Road, Mount Molloy, immediately to the east of Mount Molloy.

Lot 427 is an irregular shaped lot, with an area of 1,100 hectares, and having extensive road frontages to the Mulligan Highway, Wetherby Road and Frazer Road.

The Mulligan Highway transects the lower portion of Lot 427 in a north-south direction. The Mulligan Highway is a State controlled road and is constructed to a two lane bitumen sealed standard.

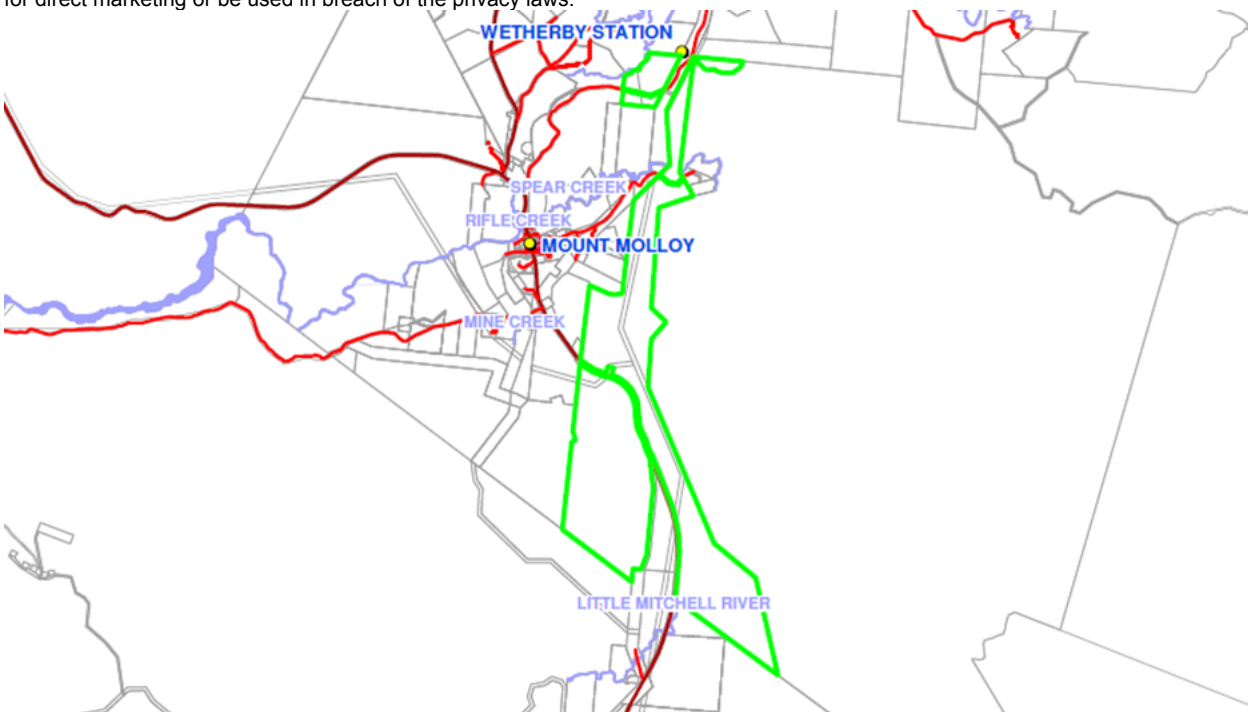
The existing land use is primary industry (grazing). Most of the adjoining land is zoned Rural and currently used for various rural and conservation purposes. Land adjoining to the east is National Park and zoned Conservation.

The site traversed by Spear Creeks and abuts Rifle Creek and the Little Mitchell River and is naturally vegetated. The site also contains a number of electricity easements which contain overhead high voltage transmission lines.



Map Disclaimer:

Based on or contains data provided by the State of Queensland (Department of Environment and Resource Management) (2009). In consideration of the State permitting use of this data you acknowledge and agree that the State gives no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accepts no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.



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The site is access via a number of existing crossovers from the Mulligan Highway and Wetherby and Frazer Roads.

The site is connected to all available services, being Power and Telecommunications and provided with all required services a being domestic water supply and the provision of effective effluent disposal systems for the existing Wetherby Station.

BACKGROUND AND CONTEXT

NIL

PREVIOUS APPLICATIONS & APPROVALS

On 31 October 2017, Council approved, under delegated authority, development application DA/17/0032 for reconfiguring a lot – subdivision (1 into 8 lots) over Lot 427 on SP287159.

As at the time of preparing this report, this previous reconfiguration is still to be completed.

Proposed Lot 4, with an area of 78.04 hectares is relevant to the current application. Notwithstanding the excision of proposed Lot 1 (9,100m²) under the current application, proposed Lot 4 will remain a compliant rural allotment.

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Reconfiguring a Lot – Subdivision (1 into 2 lots) in accordance with the plans shown in **Attachment 1**.

The applicant proposes the subdivision of the subject site into the following allotments:

- Lot 1 area of 9,100 square metres, access to the Mulligan Highway via proposed Easement B; and
- Lot 4 (balance of Lot 427) - area of 1,099 hectares, extensive frontages to the Mulligan Highway, Frazer Road and Wetherby Road;

Proposed Lot 1 is located immediately adjacent to the existing substation on Lot 8 on SP145517 and is being created to enable the expansion of this existing substation. The substation expansion will facilitate the development of the recently approved Lakeland Windfarm.

Both proposed allotments will be accessed off the Mulligan Highway. Proposed Lot 1 will share the existing substation access and will be provided with an access easement through Lot 4.

REGIONAL PLAN DESIGNATION

The subject site is included within the Regional Landscape and Rural Production Area land use category in the Far North Queensland Regional Plan 2009-2031. The Regional Plan Map 3- 'Areas of Ecological Significance' also identifies the site is:

- *Strategic Rehabilitation Area*
- *State & Regional Conservation Corridors*
- *Wetland Area of General Ecological Significance*
- *Terrestrial Area of High Ecological Significance*
- *Terrestrial Area of General Ecological Significance*

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Land Use Categories
	<ul style="list-style-type: none"> • <i>Rural Agricultural Area</i> • <i>Rural other</i>
	Natural Environment Elements
Zone:	<ul style="list-style-type: none"> • <i>Ecological corridor</i> • <i>Biodiversity Areas</i> • <i>Habitat Linkage</i>
	Infrastructure Elements
	<ul style="list-style-type: none"> • <i>Major Electrical Infrastructure</i>
Overlays:	Rural zone
	Agricultural land overlay
	Bushfire hazard overlay
	Environmental significance overlay
	Flood hazard overlay
	Regional infrastructure corridors and substations overlay
	Transport infrastructure overlay

RELEVANT PLANNING INSTRUMENTS

Assessment of the proposed development against the relevant planning instruments is summarised as follows:-

(a) Far North Queensland Regional Plan 2009-2031

Separate assessment against the Regional Plan is not required because the Mareeba Shire Council Planning Scheme appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies to the planning scheme area.

(b) State Planning Policy

Separate assessment against the State Planning Policy (SPP) is not required because the Mareeba Shire Council Planning Scheme appropriately integrates all relevant aspects of the SPP.

(c) Mareeba Shire Council Planning Scheme 2016

Relevant Development Codes

The following Development Codes are considered to be applicable to the assessment of the application:

- 6.2.9 Rural zone code
- 8.2.1 Agricultural land overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.4 Environmental significance overlay code
- 8.2.6 Flood hazard overlay code
- 8.2.9 Regional infrastructure corridors and substations overlay code
- 8.2.12 Transport infrastructure overlay code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.4 Reconfiguring a lot code

9.4.5 Works, services and infrastructure code

The application included a planning report and assessment against the planning scheme. An officer assessment has found that the application satisfies the relevant acceptable solutions (or probable solutions/performance criteria where no acceptable solution applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Rural zone	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Agricultural land overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Bushfire hazard overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Environmental significance overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Flood hazard overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Regional infrastructure corridors and substations overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Transport infrastructure overlay code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Landscaping code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Parking and access code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Reconfiguring a lot code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.
Works, services and infrastructure code	The application can be conditioned to comply with the relevant acceptable solutions/performance outcomes contained within the code.

(e) Planning Scheme Policies

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

All development works will be conditioned to be designed and constructed in accordance with the FNQROC Development Manual.

(f) Additional Trunk Infrastructure Condition (Section 130 of PA)

The subject land is located outside the identified Priority Infrastructure Area (PIA).

Section 130 of the Planning Act 2016 allows Council to condition additional trunk infrastructure outside the PIA.

As the additional allotment, proposed Lot 1, is accessed directly off the Mulligan Highway (State controlled road), no additional infrastructure condition/contribution is required.

REFERRALS

The application triggered a referral to the State Referral Agency for state transport infrastructure and clearing of vegetation matters.

That Department advised in a response dated 29 March 2018 that they require the conditions to be attached to any approval (**Attachment 2**).

Internal Consultation

Technical Services

PLANNING DISCUSSION

NIL

Date Prepared: 11 April 2018

DECISION BY DELEGATE

DECISION

Having considered the Senior Planner's report detailed above, I approve, as delegate of Council, the application subject to the conditions listed in the report.

Dated the 11TH day of APRIL 2018



BRIAN MILLARD
SENIOR PLANNER

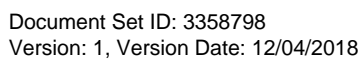


ANTHONY ARCHIE
MANAGER DEVELOPMENT & GOVERNANCE

MAREEBA SHIRE COUNCIL
AS A DELEGATE OF THE COUNCIL

APPROVED PLANS

URP-12/2011-1.2



ATTACHMENT 2

RA6-N



Department of
**State Development,
 Manufacturing,
 Infrastructure and Planning**

Our reference: 1712-3180 SRA
 Your reference: RAL/17/0012

29 March 2018

Chief Executive Officer
 Mareeba Shire Council
 PO Box 154
 Mareeba QLD 4880
 planning@msc.qld.gov.au

Attention: Brian Millard

Dear Sir/Madam

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 21 December 2017.

Applicant details

Applicant name:	Lakeland Wind Farm Pty Ltd C/- RPS Australia East Pty Ltd
Applicant contact details:	135 Abbott Street Cairns QLD 4870 owen.caddick-king@rpsgroup.com.au

Location details

Street address:	421 Wetherby Road, Mount Molloy
Real property description:	Lot 427 on SP287159
Local government area:	Mareeba Shire Council

Application details

Development permit	Reconfiguring a lot (1 Lot into 2 Lots) and access easement
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Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

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Far North Queensland regional office
 Ground Floor, Cnr Grafton and Hartley
 Street, Cairns
 PO Box 2358, Cairns QLD 4870

- 10.3.4.2.1 Clearing native vegetation
- 10.9.4.2.1.1 State transport corridors and future State transport corridors

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the assessment manager

Under section 56(3) of the Act, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Reconfiguring a lot				
TMR Layout Plan 1 (34A - 35.77km)	Queensland Government Transport and Main Roads	26/03/18	TMR17-23381 (500-1140)	Issue A
TMR Layout Plan 2 (34A - 35.77km)	Queensland Government Transport and Main Roads	26/03/18	TMR17-23381 (500-1140)	Issue A
Yalkula Access Footprint and Swept Path Analysis'	Premise	28/02/18	C402	Revision 1
Guide to Road Design, Figure 7.4 - Example of a rural property access specifically designed for articulated vehicles	Austroads	2017	AGRD04-2017	-
Plan of Lots 1 & 4 and Emt B in Lot 4: Cancelling Lot 4 on SP - Sheets 1 and 3 of 3 (as amended in red)	RPS Australia East Pty Ltd	Received 26 March 2018	P301680	-

A copy of this response has been sent to the applicant for their information.

1712-3180 SRA

For further information please contact Jenny Sapuppo, Senior Planning Officer, on 5644 3212 or via email CairnsSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

cc Lakeland Wind Farm Pty Ltd, owen.caddick-king@rpsgroup.com.au

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Advice to the assessment manager
Approved plans and specifications

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Reconfiguring a lot		
State transport corridor (state-controlled road) —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>(a) The road access location for Part Lot 427 on SP287159 (Proposed Lot 4 on SP301680) and Proposed Lot 1 is to be located generally in accordance with the following plans:</p> <ul style="list-style-type: none"> • 'TMR Layout Plan 1 (34A - 35.77km)', prepared by Queensland Government Transport and Main Roads, dated 26/03/18, reference number TMR17-23381 (500-1140), Issue A; • 'TMR Layout Plan 2 (34A - 35.77km)', prepared by Queensland Government Transport and Main Roads, dated 26/03/18, reference number TMR17-23381 (500-1140), Issue A; and • 'Yalkula Access Footprint and Swept Path Analysis', prepared by Premise, dated 28/2/18, reference C402, Revision 1. <p>(b) Road access works comprising Rural Property Access must be provided at the road access location, generally in accordance with Austroads AGRD04-2017 Guide to Road Design Part 4 - Figure 7.4.</p> <p>(c) Direct access is not permitted between the Mulligan Highway and Part Lot 427 on SP287159 (Proposed Lot 4 on SP301680) or Proposed Lot 1 at any other location other than the permitted road access location described in Condition 1.</p>	<p>(a) At all times</p> <p>(b) Prior to submitting the Plan of Survey to the local government for approval</p> <p>(c) At all times</p>
2.	<p>(a) The applicant must register an access easement on the title of Part Lot 427 on SP287159 (Proposed Lot 4 on SP301680) for the purpose of a shared access.</p> <p>(b) The applicant must provide to the Department of Transport and Main Roads Cairns Corridor Management at Far.North.Queensland.IDAS@tmr.qld.gov.au, a copy of the Registration Confirmation Statement and easement registration dealing number as evidence of the registration of the easement referred to in part (a) of this condition.</p>	<p>(a) At the time of survey plan registration.</p> <p>(b) Within 20 business days of registration of the easement</p>
Clearing native vegetation —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Natural Resources, Mines and Energy to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
3.	<p>The development must be carried out generally in accordance with the following plan (as amended in red):</p> <ul style="list-style-type: none"> • 'Plan of Lots 1 & 4 and Emt B in Lot 4: Cancelling Lot 4 on 	At all times

1712-3180 SRA

	SP ¹ , prepared by RPS Australia East Pty Ltd, received 26 March 2018, plan number SP301680, Sheets 1 and 3 of 3.	
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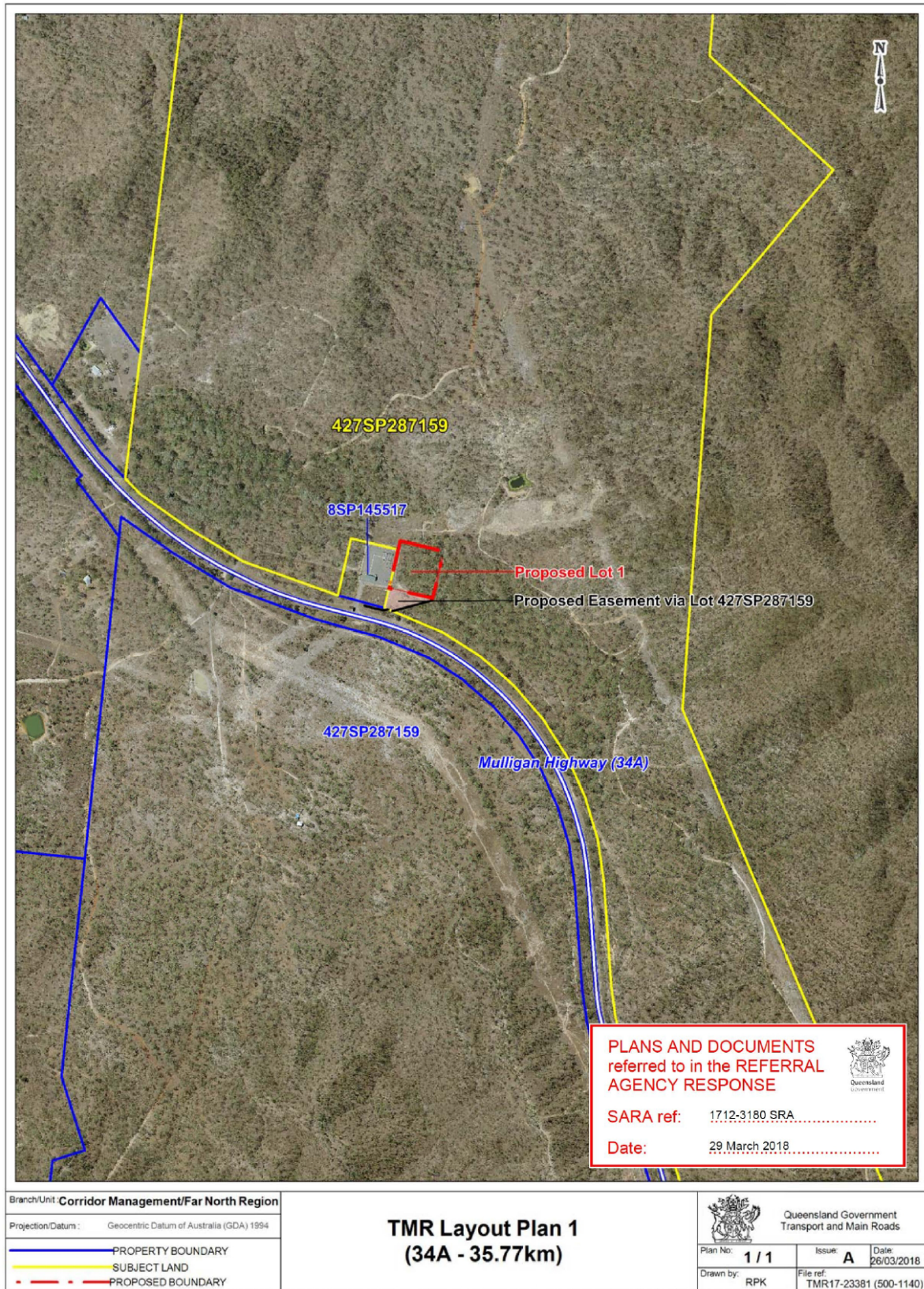
Attachment 2—Reasons for decision to impose conditions

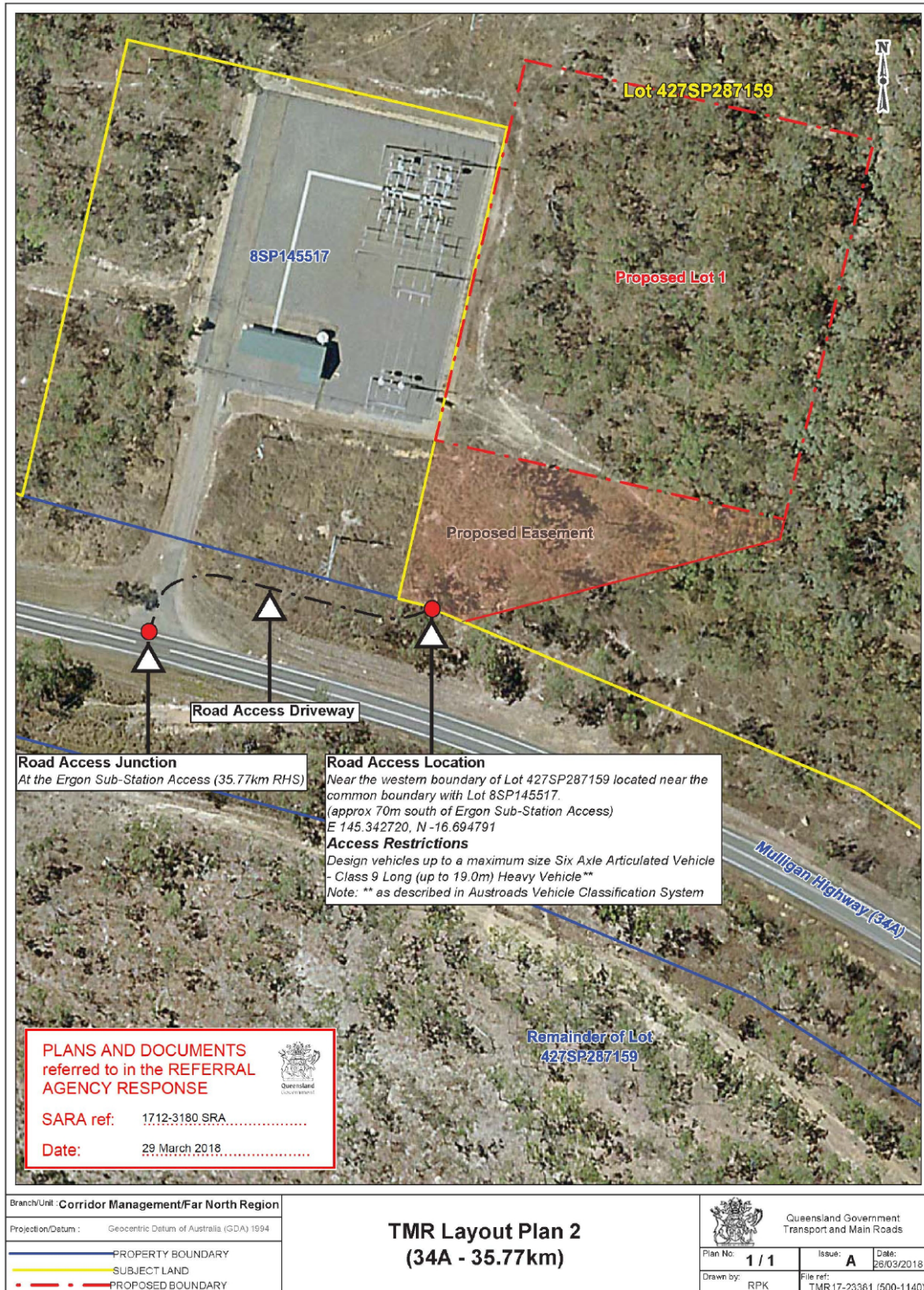
The reasons for this decision are:

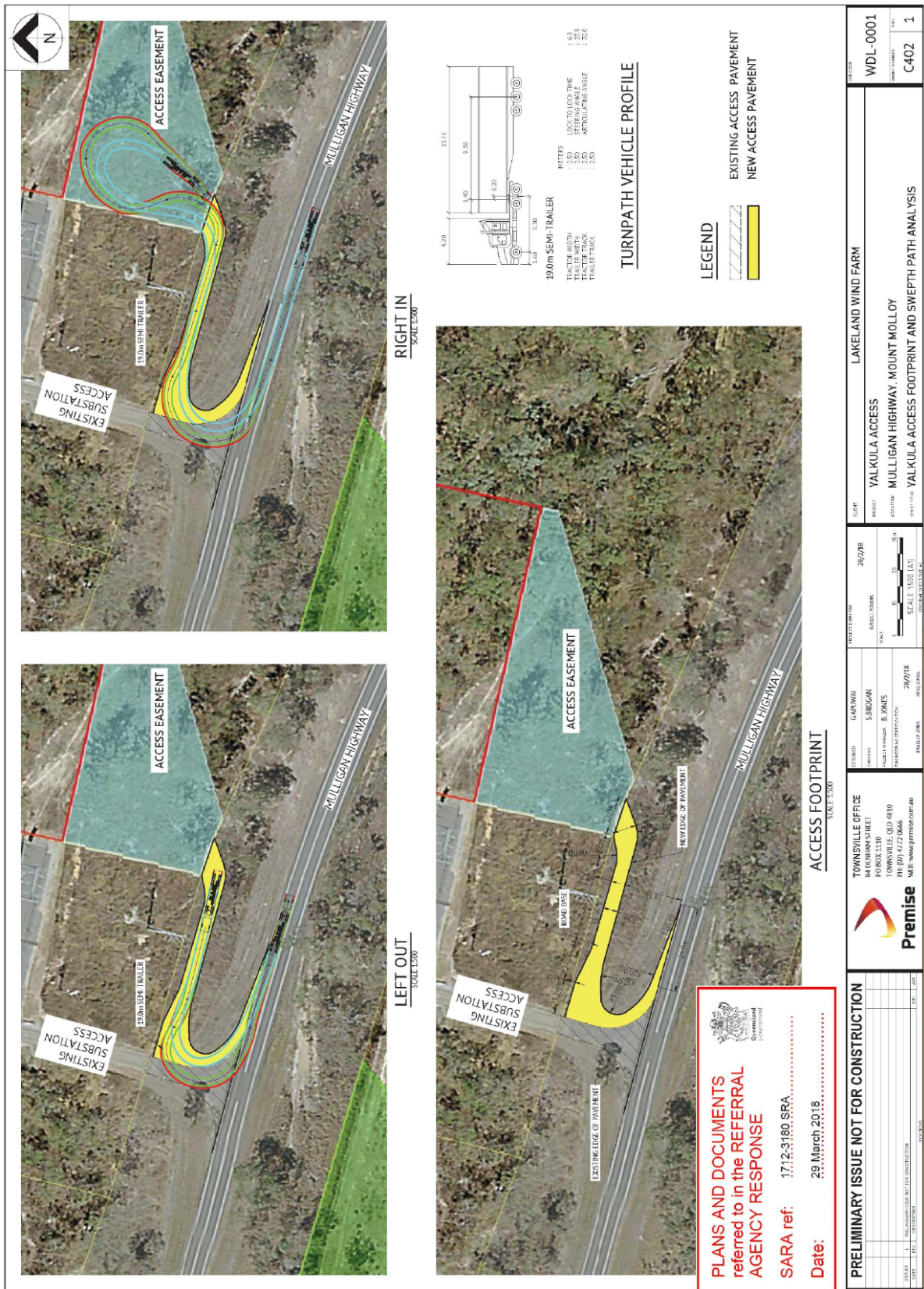
- To ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road.
- Direct access to the state-controlled road is prohibited where not required.
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road the number of road access locations are minimised.
- To ensure clearing minimises adverse impacts on native vegetation and maintains connectivity.

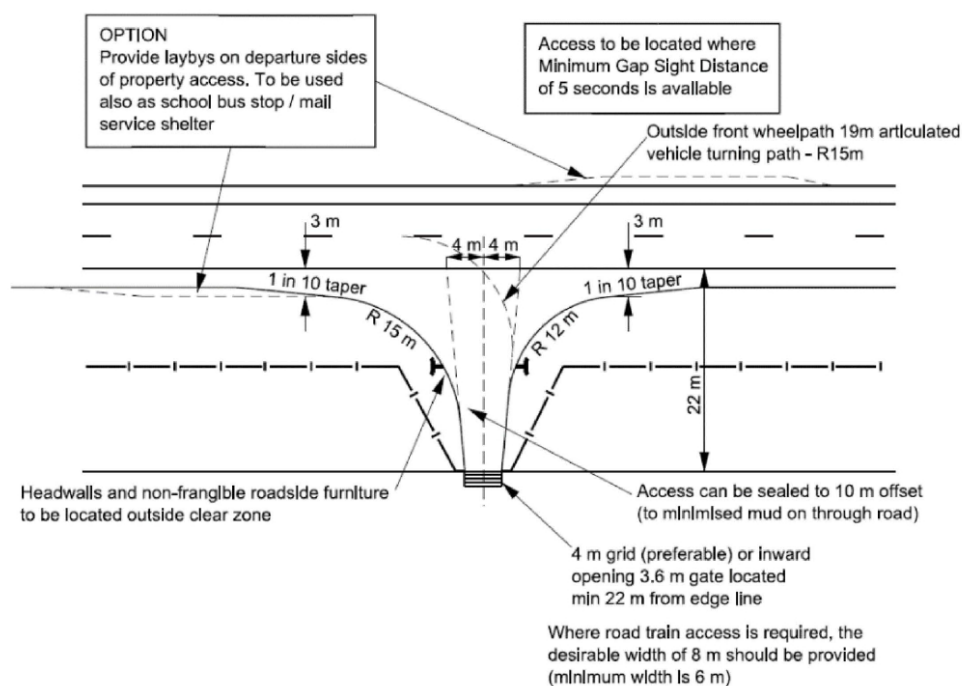
Attachment 3—Advice to the assessment manager

General advice	
1.	<p>In accordance with section 33 of the <i>Transport Infrastructure Act 1994</i> (TIA), an applicant must obtain written approval from Department of Transport and Main Roads (DTMR) to carry out road works, including road access works on a state-controlled road. Please contact DTMR on 4045 7144 to make an application under section 33 of the TIA to carry out road works. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>The road works approval process takes time – please contact DTMR as soon as possible to ensure that gaining approval does not delay construction.</p>









Note: Minimum requirement for a single carriageway with design AADT < 2000 or minimum requirement for dual carriageway left-in-left-out access for single unit truck. Where AADT > 1000 and access is required for a semi-trailer then use the layout.


Source: Department of Main Roads (2006)¹⁰.

7.3 Median Openings

7.3.1 General

The spacing of median openings is an integral part of access management planning. The justification for a median opening is a balance between providing access to an area, the safety outcomes of a particular treatment, the cost of providing the opening and the cost of extra travel and inconvenience. For further information on the location and spacing of median openings refer to *AGTM Part 5* (Austroads 2014).

On freeways, median openings are provided for use by emergency services and maintenance vehicles, and should be signposted as such. On rural non-freeway divided roads, they operate as a general U-turn facility allowing access to the opposing carriageway for property owners as well as emergency services. The location of emergency openings should be determined in consultation with the local emergency service agencies.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE		
SARA ref:	1712-3180 SRA	
Date:	29 March 2018	

¹⁰ Department of Main Roads (2006) has been superseded and Figure 7.4 has not been carried forward into Queensland Department of Transport and Main Roads (2016).

Department of Transport and Main Roads note:
Site specific requirements may not reflect this example in its entirety. Drawing details must reflect site specific conditions for Road Works / Road Access Works.

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