

DEPARTMENT OF MAIN ROADS - REFERRAL AGENCY ROLE

Purpose

To advise building certifiers on the role of the Department of Main Roads (Main Roads) as a referral agency in the development approval process.

Referral triggers

On 1 December 1999, Main Roads became a referral agency under the IDAS process. The *Integrated Planning Regulation 1998* was amended to provide for the referral of certain development which impacts on State-controlled roads, to Main Roads.

Only development assessable under a planning scheme for a material change of use (MCU), reconfiguring a lot, or operational works (involving filling or excavation not associated with an MCU or reconfiguration), is to be referred to Main Roads.

Generally, the main referral triggers are where development:

- has direct access to a State-controlled road;
- is within 100 m of a State-controlled road, regardless of access; or
- is within 200 m of, and has access via a local road that intersects with, a State-controlled road.

Note: • State-controlled road includes a future State-controlled road.

- The type and size of development also determines whether a development proposal needs to be referred.

Further information is contained in the Department of Main Roads' Development Application Referral Guide. This is available from the local District Offices of Main Roads, and on this Departments' IPA website:- www.dcilgp.qld.gov.au/index_ipa.html

Responsibilities of building certifiers

Development applications involving only building work do not require referral to Main Roads. However, for development proposals involving other assessable development, private certifiers have an obligation to await all other assessments prior to issuing a development permit for building work.

Building certifiers must also ensure building work is consistent with any earlier approval. Any necessary local government development approval will address any requirements of Main Roads, including vehicular access. The building certifier must ensure the building work is consistent with that development permit. For example, the location of buildings should not interfere with the location of any vehicular access required under the local government development permit.

