



SARA reference: 2504-45818 SRA
Council reference: MCU/25/0008
Applicant reference: 24013

16 June 2025

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

Attention: Carl Ewin

Dear Sir/Madam

SARA referral agency response – 50-54 Byrnes Street, Mareeba

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 12 May 2025.

Response

Outcome:	Referral agency response – with conditions
Date of response:	16 June 2025
Conditions:	The conditions in Attachment 1 must be attached to any development approval.
Advice:	Advice to the applicant is in Attachment 2 .
Reasons:	The reasons for the referral agency response are in Attachment 3 .

Development details

Description:	Development permit	Material change of use for Warehouse
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1	

(Planning Regulation 2017) - Material change of use of premises near a State transport corridor

SARA reference: 2504-45818 SRA

Assessment manager: Mareeba Shire Council

Street address: 50-54 Byrnes Street, Mareeba

Real property description: Lot 2 on RP700540 and Lot 9 on M35611

Applicant name: Graeme Eade C/- Scope Town Planning

Applicant contact details: 183 Summerfields Drive
CABOOLTURE QLD 4510
scopetownplanning@gmail.com

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR25-045814
- Date: 10 June 2025

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads (DTMR) at Far.North.Queensland.IDAS@tmr.qld.gov.au.

Human Rights Act 2019 considerations:

A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

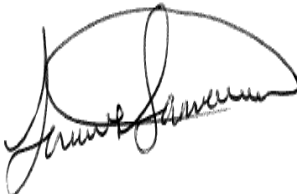
Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Charlton Best, Senior Planning Officer, on 07 4037 3200 or via email CairnsSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
A/ Manager (Planning)

cc Graeme Eade, C/- Scope Town Planning, scopetownplanning@gmail.com

enc Attachment 1 - Referral agency conditions
 Attachment 2 - Advice to the applicant
 Attachment 3 - Reasons for referral agency response
 Attachment 4 - Representations about a referral agency response provisions
 Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Material change of use of premises near a State transport corridor – 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 conditions:	
1.	<p>(a) Road access is located generally in accordance with TMR Layout Plan (664 – 2.70km) prepared by Queensland Government Transport and Main Roads, dated 10/06/2025, Reference TMR25-045814 and Issue B.</p> <p>(b) Provide road access works comprising of a sealed left-in / left-out residential vehicle crossover at the road access location, referred to in part (a) of this condition.</p> <p>(c) Design and construct the road access works, referred to in part (b) of this condition, in accordance with Far North Queensland Regional Organisation of Councils (FNQROC) Standard Drawing S1015 – Access Crossovers, dated 05/12/23, Revision F.</p>	<p>(a) At all times.</p> <p>(b) & (c): Prior to the commencement of use.</p>

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) version 3.2. If a word remains undefined it has its ordinary meaning.
Further development permits required	
2.	<p>Road works approval</p> <p>Under section 33 of the Transport Infrastructure Act 1994, written approval is required from DTMR to carry out road works on a state-controlled road.</p> <p>Please contact the Cairns district office of DTMR on 4045 7144 or by email at Far.North.Queensland.IDAS@tmr.qld.gov.au to make an application for road works approval.</p> <p>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>Please contact DTMR as soon as possible to ensure that gaining approval does not delay construction.</p>

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the SARA's decision are:

- The proposed development is unlikely to compromise the safety, function, and efficiency of Byrnes Street, a state-controlled road.
- The proposed development will not impact on the ability or cost to plan, construct, maintain or operate state transport corridors.
- The proposed development is unlikely to result in a notable flooding impact within the state-controlled road corridor.
- Required connections to council services, essential utilities and infrastructure for the proposed development can be obtained without impacting on the state-controlled road.
- SARA has carried out an assessment of the development application against State code 1: Development in a state-controlled road environment and has found that with conditions, the proposed development complies with relevant performance outcomes.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The State Development Assessment Provisions (version 3.2)
- The Development Assessment Rules
- SARA DA Mapping system
- *Human Rights Act 2019*

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank – attached separately)

Attachment 5—Plans referenced in conditions

(page left intentionally blank – attached separately)

Our ref TMR25-045814
Your ref 24013
Enquiries Ronald Kaden



10 June 2025

Department of
Transport and Main Roads

Decision Notice – Permitted Road Access Location (s62(1) *Transport Infrastructure Act 1994*)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number MCU/25/0008, lodged with Mareeba Shire Council involves constructing or changing a vehicular access between Lot 2RP700540, 9M35611, the land the subject of the application, and Mareeba - Dimbula Road (Byrnes Street) (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Applicant Details

Name and address Graeme Eade
C/-Scope Town Planning 183 Summerfields Drive
Caboolture QLD 4510

Application Details

Address of Property 54 Byrnes Street Street, Mareeba QLD 4880
Real Property Description 2RP700540, 9M35611
Aspect/s of Development Development Permit for Material Change of Use for Warehouse

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
1	Lot 2RP700540 The permitted road access location is at the common boundary with Lot 3RP709403, in accordance with: a) TMR Layout Plan (664 - 2.70km) Issue A 10/06/2025	At all times.
2	Direct access is prohibited between Mareeba - Dimbula Road and Lot 2RP700540 at any location other than the permitted road access location described in Condition 1.	At all times.
3	The use of the permitted road access location described in Condition 1 is to be restricted to:	At all times.

¹ Please refer to the further approvals required under the heading 'Further approvals'

No.	Conditions of Approval	Condition Timing
	a) Left-In, Left-Out vehicle movements only b) Design vehicles up to a maximum size short sedan - Class 1 Short Length Light Vehicle ** Note: ** as described in Austroads Vehicle Classification System	
4	Road works comprising a residential vehicle access must be constructed, generally in accordance with: a) FNQROC Standard Drawing S1015 - Access Crossovers	Prior to the commencement of the use of the Road Access Works and to be maintained at all times.

Reasons for the decision

The reasons for this decision are as follows:

- a) The application is for a development permit for Material Change of Use – Warehouse.
- b) The proposed development is seeking to establish a new warehouse on site to provide storage space for the business, Think Water, which is located on the adjacent allotment (Lot 9 on M35611) including a single vehicle carport for the existing residential dwelling contained on-site.
- c) The subject site is identified as Lot 2 on RP700540.
- d) Lot 2 on RP700540 has road frontage to Mareeba – Dimbulah Road (Byrnes Street), a state-controlled road and Railway Avenue, a local council road.
- e) Vehicular access to Lot 2 on RP700540 is via Railway Avenue.
- f) The planning report and proposal plans indicate that the new warehouse will block the existing access to the residential dwelling contained on-site.
- g) A new left-in / left-out driveway crossover via Mareeba-Dimbulah Road will be required to access the existing dwelling.
- h) As the proposed development is seeking a new access and increasing generation, a TIA section 62 approval is required to be issued by TMR.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. This decision has been based on the current land use and the historic nature of the access subject to this decision. Be advised that if the land is further developed and/or intensified, the department will reassess the access requirements in accordance with the department's policies at that time to ensure that the road safety and transport efficiency outcomes for the state-controlled road network are maximised. This may or may not require all future access to be provided via the local road network.
3. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.
3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. Road Access Works Approval Required – Written approval is required from the department to carry out road works that are road access works (including driveways) on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Ronald Kaden, Technical Officer (Development Control) should be contacted by email at cairns.office@tmr.qld.gov.au or on (07) 4045 7151.

Yours sincerely



Liliya Yates
Principal Engineer (Civil)

Attachments: Attachment A – Decision evidence and findings
Attachment B - Section 70 of TIA
Attachment C - Appeal Provisions
Attachment D - Permitted Road Access Location Plan

Attachment A

Decision Evidence and Findings

Evidence or other material on which findings were based:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version / Issue
TMR Layout Plan (664 - 2.70km)	Queensland Government Transport and Main Roads	10 June 2025	TMR24-045814	B
Site Plan	Own Home Design	14 June 2024	WD2	B
Access Crossovers	FNQROC	05 December 2023	S1015	F
Vehicle Access to state- controlled roads policy	Queensland Government Transport and Main Roads	2023	-	-

Attachment B

Section 70 of TIA

Transport Infrastructure Act 1994

Chapter 6 Road transport infrastructure

Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
 - (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the **original decision**) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—

relevant entity means—

(a) if the reviewed decision may be reviewed by QCAT—QCAT; or

(b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

(a) if a decision notice is given to the person—28 days after the notice was given to the person; or

(b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

(a) the decision notice did not state the reasons for the decision; and

(b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.



Permitted Road Access Location

At the common boundary 3RP709403

GPS location x 145.421611, y -16.989450

Access Restrictions

- a) Left-In, Left-Out vehicle movements only
- b) Design vehicles up to a maximum size short sedan
- Class 1 Short Length Light Vehicle**

Note: ** as described in Austroads Vehicle Classification System



Branch/Unit : **Corridor Management / Far North District**

Projection/Datum : Geocentric Datum of Australia (GDA) 2020

Land parcels Subject land

State-controlled road corridor

TMR Layout Plan (664 - 2.70km)



Queensland Government
Transport and Main Roads

Plan:
1 / 1

Issue:
B

Date:
10/06/2025

Drawn by:
RPK

File ref:
TMR25-045814

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.



PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE



SARA ref: 2504-45818 SRA

Date: 16 June 2025

Permitted Road Access Location
At the common boundary 3RP709403

GPS location x 145.421611, y -16.989450

Access Restrictions

- a) Left-In, Left-Out vehicle movements only
- b) Design vehicles up to a maximum size short sedan
- Class 1 Short Length Light Vehicle**

Note: ** as described in Austroads Vehicle Classification System

Branch/Unit : **Corridor Management / Far North District**

Projection/Datum : Geocentric Datum of Australia (GDA) 2020

Land parcels

Subject land

State-controlled road corridor

**TMR Layout Plan
(664 - 2.70km)**



Queensland Government
Transport and Main Roads

Plan:
1 / 1

Issue:
B

Date:
10/06/2025

Drawn by:
RPK

File ref:
TMR25-045814

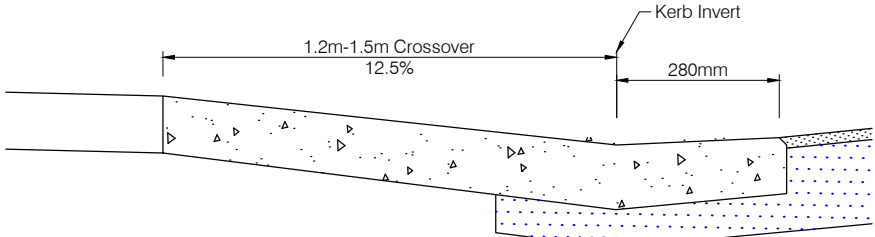


PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

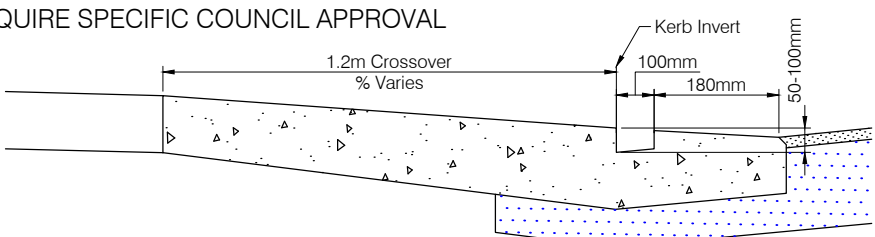
SARA ref: 2504-45818 SRA

Date: 16 June 2025

*OPTIONS 1 TO 6 REQUIRE SPECIFIC COUNCIL APPROVAL



Option 1: 12.5% Ramp NTS



Design Considerations

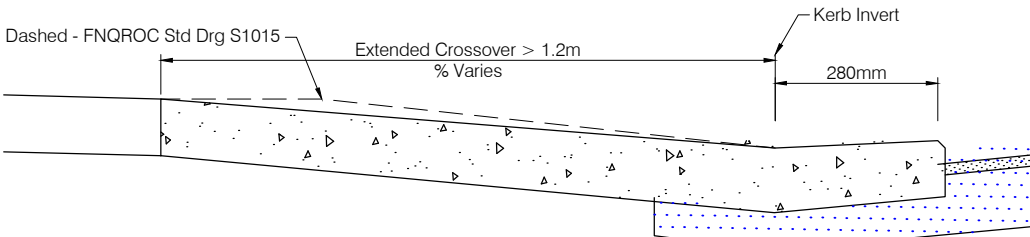
Positives:

- To improve vehicle clearances (helpful with steeper verges)

Negatives:

- Less smooth transition for vehicles.
- Minor noise increase
- Minor blockage risk - not suitable where there is excessive vegetation matter present
- Slight reduction in road shoulder, stormwater, flow capacity
- Potential obstruction/hazard to non-vehicle users

Option 4: 100mm channel at kerb invert NTS



Design Considerations

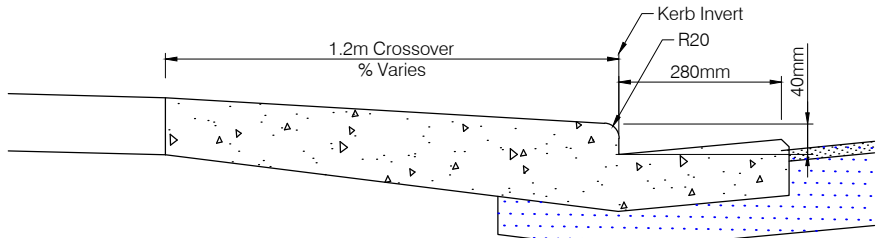
Positives:

- To improve vehicle clearances (helpful with steep shoulder crossfalls)

Negatives:

- Proximity of pedestrian footpaths may restrict crossover lengths.

Option 2: Extended access crossover similar To FNQROC standard drawing S1015 NTS



Design Considerations

Positives:

- To improve vehicle clearances (helpful with steeper verges)

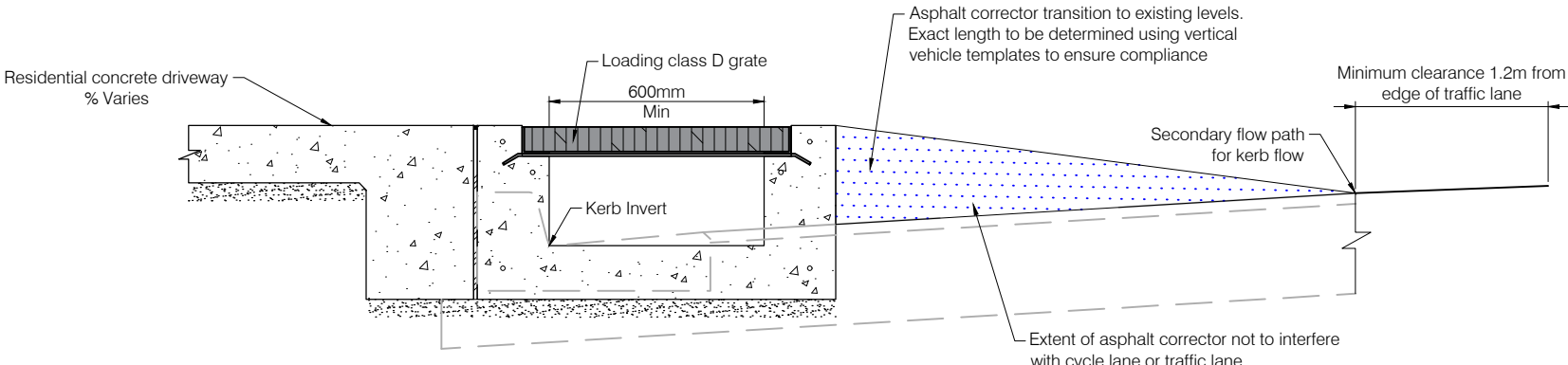
Negatives:

- Less smooth transition for vehicles.
- Minor noise increase.

Option 3: 40mm lip at kerb invert NTS

NOTES

1. All reinforcing for options 1-4 to be as per sheet 1 for relevant crossing type.
2. Option 5 & 6 - refer project specific drawings for structural details.
3. All modified treatment options to have vertical vehicle template checks to comply with AS2890.1 (Vehicle B85 or B99 as applicable)
4. Consideration of impacts on stormwater flooded widths by selected option to be assessed by project engineer for compliance with minor & major stormwater events
5. Modified treatments for constrained applications on this drawing require an application to council and a specific site approval by council.
6. Options 1 to 6 generally provide increasing complexity and interference/loss of amenity to road users, therefore higher level options are considered less desirable by council and will not be accepted without reasonable consideration and assessment of the lower level options.
7. The development application to council proposing the selected access crossover treatment design shall include:
 - A. Documented design drawings
 - B. Justification in writing for the selected higher level treatment options
 - C. Reasons why simpler lower level treatments and the standard treatment not be adopted
8. Justification of the selected higher level treatment option shall include design considerations of the following where relevant:
 - A. Location, function, road geometry, road hierarchy and posted speed limit
 - B. Obstruction and hazard presented to all road users including vehicles, cyclists and pedestrians
 - C. Obstruction to stormwater drainage including risk of flooding of traffic lanes
 - D. Potential for debris to block stormwater flow
 - E. Roadway and stormwater channel maintenance and cleaning
 - F. Safety of roadway access and egress for crossover users
 - G. Adequate and safe vertical vehicle clearance



Design Considerations

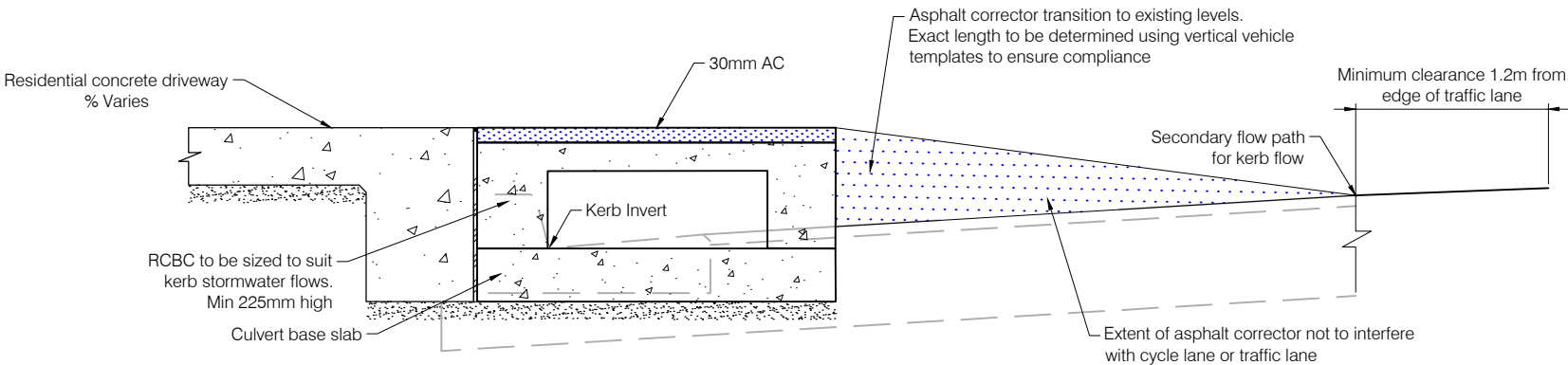
Positives:

- Improve vertical vehicle clearance where there is a significant difference in height between road shoulder and property levels.
- Grates make for easier clearance of debris

Negatives:

- Less smooth transition for vehicles.
- Minor noise increase
- Minor blockage risk
- Significant reduction in road shoulder, stormwater, flow capacity (potentially only suitable for extremely wide shoulders)
- Medium blockage risk

Option 5: Grated vehicle crossing NTS



Design Considerations

Positives:

- Improve vertical vehicle clearance where there is a significant difference in height between road shoulder and property levels.

Negatives:

- Less smooth transition for vehicles.
- Minor blockage risk
- Significant reduction in road shoulder, stormwater, flow capacity (potentially only suitable for extreme)
- Medium blockage risk

Option 6: RCBC with 30mm asphalt overlay over culvert NTS

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.

DISCLAIMER

The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.



ACCESS CROSSOVERS
Sheet 2 of 2

Modified Treatments For Constrained Applications

Standard
Drawing

S1015

A	ORIGINAL ISSUE	05/12/23
REVISIONS		DATE

A				
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