ISO FULL BLEED A3 420 X 297 MM
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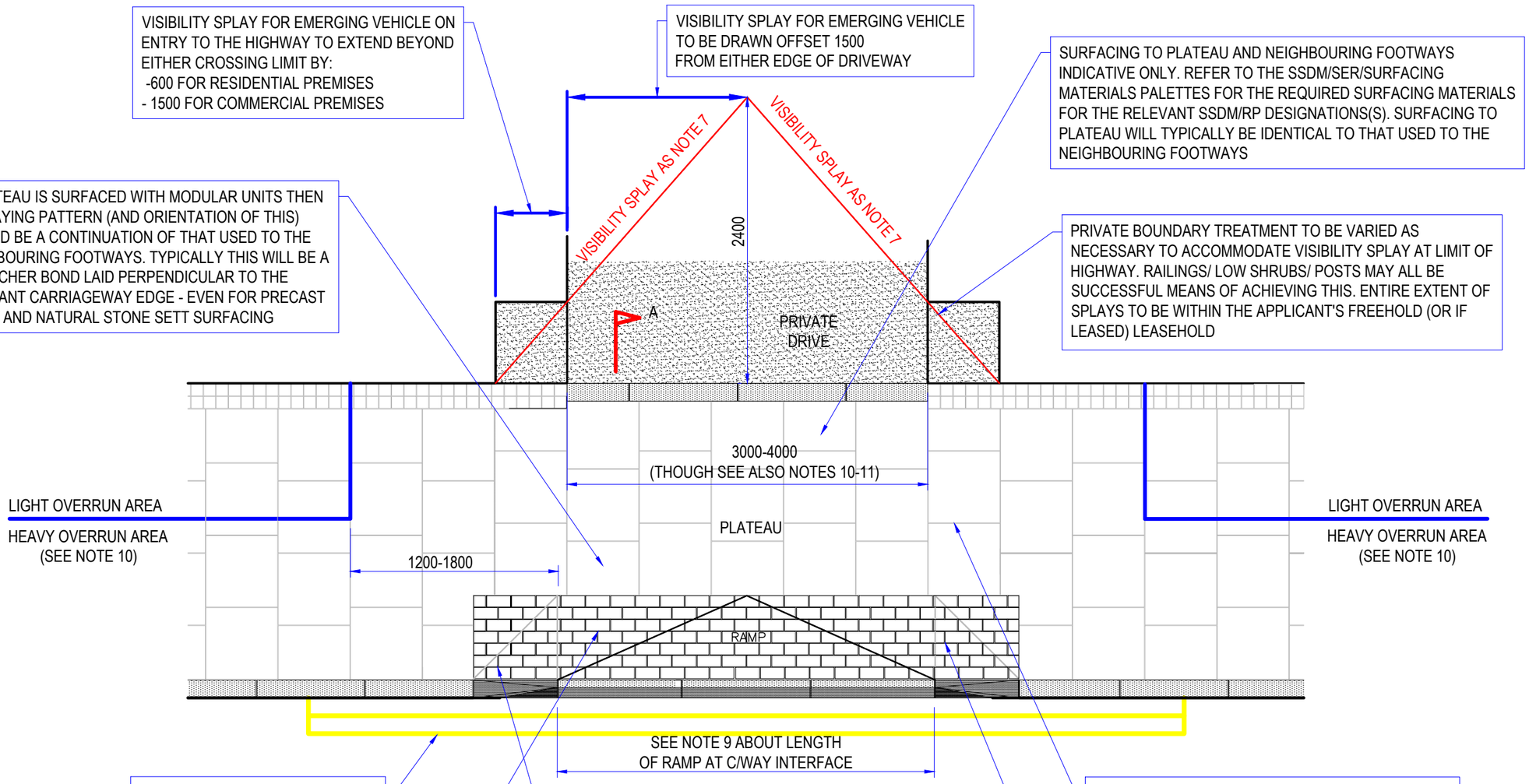
TYPE 2 - OCCASIONAL USE
(BOTH RESIDENTIAL AND COMMERCIAL PREMISES)



NOTES

1. All dimensions are in millimeters unless otherwise stated.
2. Do not scale from this drawing. Use only written dimensions.
3. All references to Clauses are to Southwark Highway Specification Clauses unless otherwise stated.
4. This drawing is intended to show how the requirements of SSDM/DSR standards may be met. In the event of any conflict with those standards, the standards shall prevail.
5. This drawing should be read in conjunction with SSDM/DSR standard DS.132. This states overall use and design requirements for Vehicle Crossings
6. See standard DS.002 about providing no waiting at any time restrictions through and in the vicinity of Vehicle Crossings. Broadly, for most crossings these are required along the carriageway edge through and for 2000 either side of ramps. Normally they will be lined, though in Restricted Parking Zones they will be signed only (and not lined). However, where Vehicle Crossings exit onto Classified Roads these restrictions will typically need to be extended for the duration of related visibility splays (for which see note 7).
7. See SSDM/DSR standard DS.117 for detailed requirements about setting out visibility splays and restrictions within these. Where Vehicle Crossings exit onto Classified Roads (A and B Roads) then note that an additional splay is also required at the carriageway interface for emerging drivers.
8. See SSDM/DSR standard DS.601 for details about the respective extents of footway pavement Heavy Overrun and Light Overrun Areas and their implications. Except in narrow footways, Heavy Overrun Areas normally apply to the first 1500 back from the edge of carriageway. However, as per SSDM/DSR standard DS.132 they also apply to all parts of Vehicle Crossings, extending 1200-1800 either side of these as shown.
9. Ramp width to be minimum necessary value in the range 3000-5000. Vehicle tracking to be provided to demonstrate appropriateness. Subject to Level 1 Departure this may be increased to 6200 for crossings leading to double drives.
10. Subject to Level 1 Departure, width may be increased to 5000 if the hard standing provides space for two vehicles to wait side by side and a sufficient turning area for both vehicles to emerge onto the Highway in forward gear. Vehicle tracking simulations will be required to demonstrate both these points.
11. This width must all be within the applicant's freehold or (if the land is leased) leasehold. It may not extend onto neighboring properties.

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY

Southwark Council
southwark.gov.uk
160 TOOLEY STREET LONDON SE1P 5LX

PROJECT: SOUTHWARK STREETSCAPE DESIGN MANUAL STANDARD DETAILS

TITLE: VEHICLE CROSSING

STATUS: DRAFT		DRAWN	SR
		DESIGNED	DF
SCALE: N.T.S.		CHECKED	-
		APPROVED	-
DRAWING NO: LBS/1100/43		REV: -	
DATE DRAWN: SEPTEMBER 2017	DATE ISSUED: 28 Feb 2019		

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