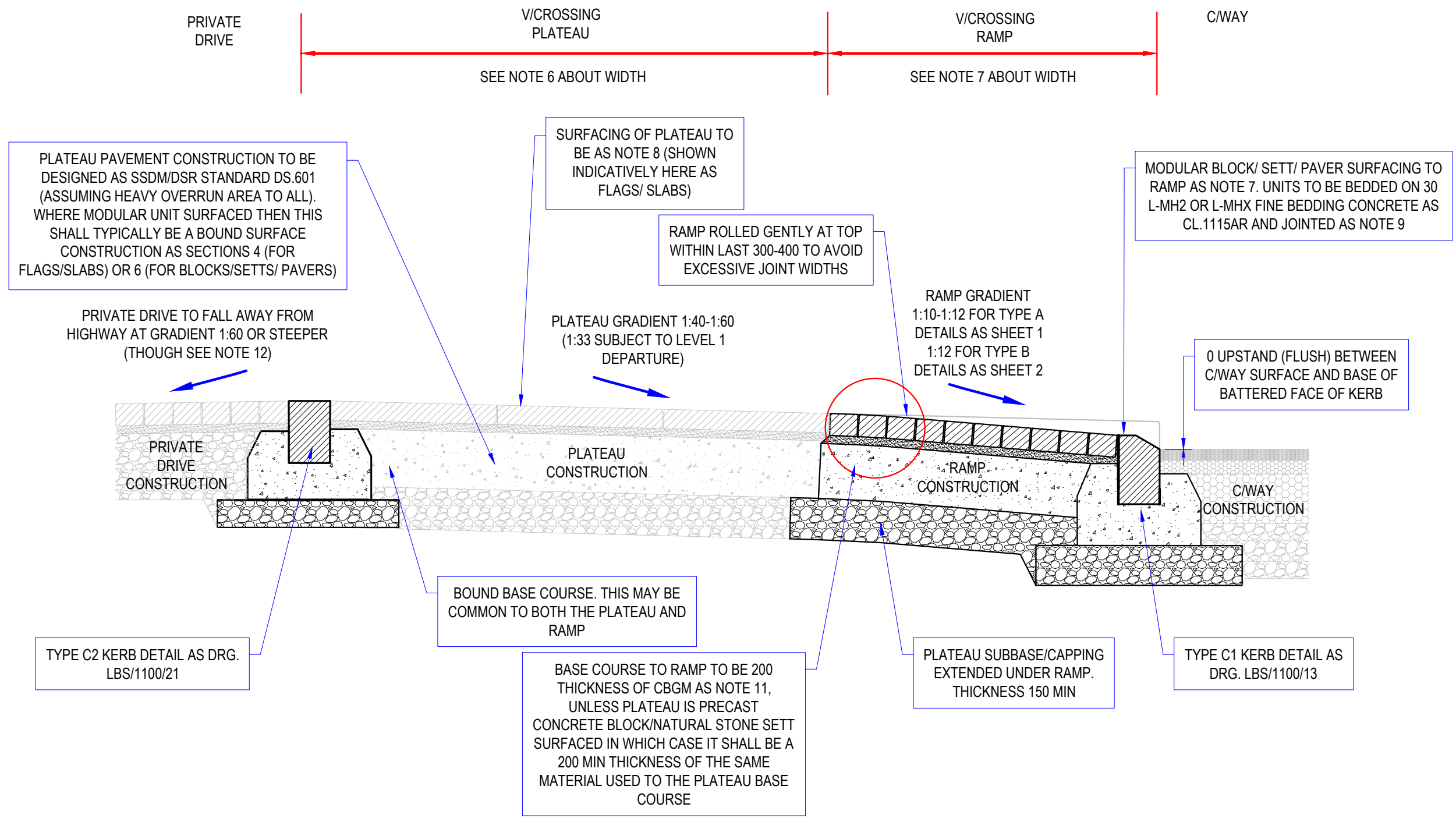


## INDICATIVE SECTION A-A' - OCCASIONAL USE (COMMERCIAL PREMISES)



### 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. Plateau width to be typically
  - 1500 min in existing streets and spaces
  - 1800 min in new streets and spaces
 However, greater widths are required in certain areas. Refer to SSDM/DSR standard DS.132 for full details/ requirements.
7. For Type 1 details as Sheet 1 the ramp width should be both  $\leq 1250$  and  $\leq 40\%$  the total footway width (e.g. ramp + plateau).
8. Surfacing materials for both ramps and plateaus should be as stated in the SSDM/SER Surfacing Materials Palettes for the relevant SSDM/RP designation(s).
9. Natural stone sett units should be 5-8 jointed with J-MH2 or J-MHX mortar. Precast concrete blocks and clay pavers should be 2-4 jointed with J-SS1 sharp sand.
10. If precast concrete blocks and clay pavers are used to plateaus as part of a bound surface construction as Section 6 of SSDM/DSR standard DS.601 then note that - notwithstanding the use of a fine bedding concrete laying course - that section normally requires them to be sand/crushed rock jointed. However, natural stone setts are mortar jointed as normal.
11. CBGM shall be as CL.822. Mechanical performance (compressive strength,  $R_c$ ) C15/20. Coefficient of linear thermal expansion  $<10 \times 10^{-6}$  per  $^{\circ}\text{C}$  when tested as CL.871. Aggregate constituent shall be crushed rock coarse aggregate. Shall comply with the early trafficking requirements of CL.813.17.
12. If it is not possible to grade private drives to drain away from the Highway then the owner must install a linear channel drain or other drainage feature within their land at the Highway interface to avoid surface water from their land shedding onto the Highway. This must be connected to a suitable outfall.

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



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/1100/47	REV:	-
DATE DRAWN:	SEPTEMBER 2017	DATE ISSUED:	28 Feb 2019