

Public notice

Quebec Way - new loading bay

*The London Borough of Southwark (Loading bays) (No. *) Order 201**

*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under powers of the Road Traffic Regulation Act 1984, as amended.
2. The effect of the orders would be in QUEBEC WAY on the north-east side, outside No. 24-28 Quebec Way:-
 - (a) to provide a new inset loading only bay, 11.5 metres in length, for use of vehicles loading or unloading only, operating between 7am and 7pm Monday to Saturday (maximum stay 40 mins and no return within 2 hours); and
 - (b) to amend existing double yellow lines 'at any time' waiting restrictions in the proposed location to accommodate the new loading bay.
3. For more information contact Ioannis Lampropoulos of the council's Highways – Highway Development team Highways@southwark.gov.uk
4. Copies of this notice, the proposed orders, a statement of the council's reasons for making the orders, and a plan of the proposals may be found online at www.southwark.gov.uk/trafficorders, paper copies may be obtained from or viewed at Highways, Environment and Leisure, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH. Email traffic.orders@southwark.gov.uk (or call 020 7525 3497) for details.
5. Anyone wishing to object to or make any other representations regarding the proposal, may use the form labelled '*Parking - Road traffic and highway schemes - responding to statutory consultation notices*' at www.southwark.gov.uk/statutoryconsultationnotices or send a statement in writing to: Traffic Order consultation, Highways, Southwark Council, Environment and Leisure, P.O. Box 64529, London SE1P 5LX or by e-mail to traffic.orders@southwark.gov.uk quoting reference '*TMO1920-017 Quebec Way*' by 1 August 2019. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
6. When making an objection or representation, please be aware that this may be communicated to other people who may be affected. Information provided in response to this consultation, including in some circumstances personal information, may also be subject to publication or disclosure under the requirements of current access to information legislation.

Dated 11 July 2019

Nicky Costin - Parking and Network Management Business Unit Manager, Regulatory Services

Statement of reasons

Quebec Way - new loading bay

*The London Borough of Southwark (Loading bays) (No. *) Order 201**

*The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *)
Order 201**

These implementations will make improvements to part of Quebec Way which is in Surrey Docks ward, in the London Borough of Southwark.

The developer was granted planning permission (15/AP/2217) on 04 March 2016 which allows the redevelopment of premises No. 24-28 Quebec Way, to provide a mixed-use building (residential and commercial) ranging from 4 to 7 storeys plus basement.

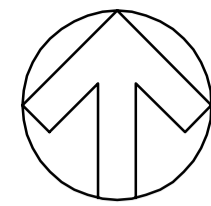
Highway works include the installation of a new inset loading bay on Quebec Way to accommodate servicing and deliveries to the site. The loading only bay will be 11.5 metres in length, for use of vehicles loading or unloading only, operating between 7am and 7pm Monday to Saturday (maximum stay 40 mins and no return within 2 hours).

It will also be necessary to amend existing double yellow lines ('at any time' waiting restrictions) in the proposed location to accommodate the new loading bay.

Dated 11 July 2019

For more information on the design of the scheme, please contact:-

Network Development
Highways
Highways@southwark.gov.uk



RE-LOCATED GULLY

ROBERT'S CLOSE

QUEBEC WAY

24-28 QUEBEC WAY

QUEBEC WAY

FLUSH 150 GRANITE KERB TO PROVIDE NEW CARRIAGEWAY CONSTRUCTION RESTRAINT

45 DEGREE MITRE CUT

45 DEGREE MITRE CUT

LOADING ONLY

KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
- INDICATES A RESIDUAL RISK FOR INFORMATION.
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
- INDICATES A RESIDUAL RISK AS A WARNING.

LIVE SERVICES WITHIN THIS AREA. CONTRACTOR TO VERIFY EXACT EXTENT OF EXISTING UTILITIES AND CONDITION PRIOR TO COMMENCEMENT OF ANY WORKS.

CONTRACTOR SHOULD PROVIDE MECHANICAL LIFTING AIDS FOR ITEMS HEAVIER THAN 20 KGS. IF MECHANICAL LIFTING AIDS ARE IMPRACTICAL A RISK ASSESSMENT SHOULD BE UNDERTAKEN WHICH IDENTIFIES THE APPROPRIATE CONTROL MEASURES REQUIRED TO AVOID RISK OF INJURY FROM MANUAL HANDLING.

KEY CONTINUED:

- P3 NEW FOOTWAY CONSTRUCTION WITHIN EXISTING CARRIAGEWAY
 - 200x100x60 THICK PCC BLOCK PAVERS, COLOURED RED BRINDLE, TO BS 6717 AND BS EN 1338:2003 LAID IN HERRINGBONE PATTERN IN ACCORDANCE WITH BS 7533-3. ALL JOINTS TO BE 2-5mm CLOSE JOINTED WITH [J-X1] STABILISED SAND CONFORMING TO BS 7533-3 TABLE D4
 - 30mm THICK (AFTER COMPACTION) CLEAN SHARP SAND BED CONFORMING TO BS 7533-3 TABLE D2 & D3
 - 150mm THICK TYPE 1 GRANULAR SUB-BASE (BASED ON ASSUMED CBR 5% TO BE CONFIRMED WITH INSITU TESTING).
- PAVEMENT P4: INSET LOADING BAY
 - 200x100x80 THICK PCC BLOCK PAVERS, COLOURED RED BRINDLE, TO BS 6717 AND BS EN 1338:2003 LAID IN HERRINGBONE PATTERN. JOINTS TO BE 2-5mm CLOSE JOINTED WITH [J-X1] STABILISED SAND.
 - 30mm THICK (AFTER COMPACTION) [L-Q24] QUARTZ ARENITE SAND BED CONFORMING TO BS 7533-3 TABLE D2 & D3
 - MIN 130mm THICK BASE C-NF-C20 NO FINES CONCRETE, AIR Voids CONTENT 12-16% (ROAD CATEGORY 3A). C-NF-C20 TO EXTEND TO FULL DEPTH OF ADJACENT KERB FOOTINGS (ACTUAL REQUIRED DEPTH 215-270mm).
 - MIN 150 THICK TYPE 1 SUB-BASE.
 - IF CBR IS <4%, TERRAM 1000 SEPARATION MEMBRANE IS REQUIRED.
- PROPOSED PRECAST CONCRETE BLISTER TACTILE PAVING (400x400x65MM) (COLOUR BUFF YELLOW). JOINTING MORTAR TO BS 7533-10 TABLE 3.
 - 40mm THICK TYPE A MORTAR TO BS EN 7533-7:2010.
 - 150mm THICK PCC C40 CONCRETE.
 - 275mm THICK TYPE 1 GRANULAR SUB-BASE (BASED ON ASSUMED CBR 3% TO BE CONFIRMED WITH INSITU TESTING).
- RELAY 500mm BLOCK PAVING PREVIOUSLY SET ASIDE
- BULLNOSED GRANITE KERB (FINE PICKED SILVER GREY) LAID WITH VARYING UPSTAND 110mm - 130mm UPSTAND TO MATCH EXISTING LEVELS UNLESS OTHERWISE NOTED (300 WIDE X 300 DEEP X 900mm LONG) (TYPE 1 PROFILE - REF K30-T1(H/S) LBS STANDARD DETAILS LBS/C/005)
- BULLNOSED GRANITE RADIUS KERB (FINE PICKED SILVER GREY) WITH 125mm UPSTAND (300 WIDE X 300 DEEP X VARYING LENGTH) 1M OUTER RADIUS (TYPE 1 PROFILE - REF K30 T1(H/R) LBS STANDARD DETAILS LBS/C/005)
- BULLNOSED EXTENDED GRANITE QUADRANT KERB (FINE PICKED SILVER GREY) 300mm RADIUS WITH 125mm UPSTAND (TYPE 1 PROFILE - REF KQ-30(H/E))
- BULLNOSED NORMAL GRANITE QUADRANT KERB (FINE PICKED SILVER GREY) 300mm RADIUS WITH 125mm UPSTAND (TYPE 1 PROFILE - REF KQ-30(H))
- FLUSH GRANITE NATURAL STONE EDGING KERB (65mm WIDE X 200mm DEEP X 700-900mm LONG) SILVER GREY TYPE 0 PROFILE SOUTHWARK REFERENCE E-NS(200)
- FLUSH GRANITE KERB INVERTED TO PRESENT TYPE 0 PROFILE (FINE PICKED SILVER GREY) (150 WIDE X 225 DEEP X 900mm LONG) (TYPE 1 PROFILE - REF K15-T1(M/S) LBS STANDARD DETAILS LBS/C/005) TO BE CONSTRUCTED AS KERB TYPE B1
- FLUSH GRANITE KERB (FINE PICKED SILVER GREY) (300 WIDE X 225 DEEP X 900mm LONG) (TYPE 1 PROFILE - REF K30-T1(M/S) LBS STANDARD DETAILS LBS/C/005)
- TRANSITION GRANITE DROP KERB (FINE PICKED SILVER GREY) (2 UNITS) WITH 126-0MM VARYING UPSTAND (300 WIDE X 275-150 DEEP X 700mm LONG) (TYPE 1 PROFILE - REF K30-T1(H/S-D2) & K30-T1(H/S-D1) LBS STANDARD DETAILS LBS/C/005)
- TRANSITION GRANITE DROP KERB (FINE PICKED SILVER GREY) (1 UNIT) WITH 126-0MM VARYING UPSTAND (300 WIDE X 275-150 DEEP X 900mm LONG)
- HIGH BATTERED GRANITE KERB (FINE PICKED SILVER GREY) LAID WITH 25mm UPSTAND BATTERED FACE (300 WIDE X 225 DEEP X 900mm LONG) (TYPE 2 PROFILE - REF K30-12(M/S) LBS STANDARD DETAILS LBS/C/005)
- BULLNOSED 45 DEGREE ANGLE GRANITE KERB (FINE PICKED SILVER GREY) WITH 125mm UPSTAND (450 LONG X 300 WIDE X 300mm DEEP) (TYPE 1 PROFILE - REF KA-30(45/H) LBS STANDARD DETAILS LBS/C/005)
- COVERS WITHIN THE FOOTWAY TO BE REPLACED WITH RECESSED COVERS AND RESET AT FINISHED FOOTWAY LEVELS. CONTRACTOR TO AGREE REPLACEMENT, RE-LOCATION OF EXISTING CHAMBER AND ORIENTATION AND RECESSING OF THE NEW CHAMBER COVERS WITH THE STATUTORY UTILITIES
- RELOCATED GULLY TO ACCOMMODATE PROPOSED VEHICULAR CROSSOVER

DO NOT SCALE

- NOTES
- DO NOT SCALE FROM DRAWING
 - ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E DRAWINGS.
 - ALL KERBS AND EDGING TO BE IN ACCORDANCE WITH BS EN 1340 2003.
 - KERBS WITHIN, OR ADJACENT TO, EXISTING CARRIAGEWAY TO BE CONSTRUCTED IN A CHASE.
 - INTERNAL AND EXTERNAL CORNERS TO BE DISC CUT TO FORM MITRE.
 - WHERE DROP KERBS ARE TO BE LAID TO A RADIUS THEY SHALL BE DISC CUT IN HALF TO FORM A MITRE.
 - ALL WORK TO BE IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS.
 - ALL DAMAGED UTILITY COVERS ON PUBLIC HIGHWAY/FOOTWAY TO BE REPLACED
 - REFER TO SOUTHWARK DESIGN STANDARDS FOR SPECIFIC MATERIAL REFERENCES

- KEY
- SITE BOUNDARY
 - HIGHWAY BOUNDARY
 - EXTENT OF HIGHWAY LAND STOPPED UP (S247 ORDER DATED 14/06/2017)
 - P1 EXISTING PAVING SURFACE REPLACEMENT
 - 200x100x80 THICK PCC BLOCK PAVERS, COLOURED RED BRINDLE, TO BS 6717 AND BS EN 1338:2003 LAID IN HERRINGBONE PATTERN IN ACCORDANCE WITH BS 7533-3. ALL JOINTS TO BE 2-5mm CLOSE JOINTED WITH [J-X1] STABILISED SAND CONFORMING TO BS 7533-3 TABLE D4.
 - 30mm THICK (AFTER COMPACTION) CLEAN SHARP SAND BED CONFORMING TO BS 7533-3 TABLE D2 & D3
 - 300 THICK TYPE 1 SUB-BASE BASED ON ASSUMED CBR 3%. THICKNESS TO BE CONFIRMED AND ADJUSTED AS NECESSARY FOLLOWING INSITU TESTING. GRANULAR SUB-BASE TO BE REUSED AND TOPPED UP AS NECESSARY.
 - P2 NEW VEHICULAR CROSSOVER CONSTRUCTION
 - 200x100x80 THICK PCC BLOCK PAVERS, COLOURED RED BRINDLE, TO BS 6717 AND BS EN 1338:2003 LAID IN HERRINGBONE PATTERN AND LAID IN STRETCHER BOND PARALLEL TO CARRIAGEWAY EDGE.
 - JOINTING MORTAR TO BS 7533-10 TABLE 3.
 - 40mm THICK TYPE A MORTAR TO BS EN 7533-7:2010.
 - 150mm THICK PCC C40 CONCRETE.
 - 275mm THICK TYPE 1 GRANULAR SUB-BASE (BASED ON ASSUMED CBR 3% TO BE CONFIRMED WITH INSITU TESTING).

REV	DATE	BY	DESCRIPTION	CHK	APP
D	20.08.18	RW	INSET LOADING BAY AMENDED IN ACCORDANCE WITH LBS COMMENTS AND PROPOSED KERBS UPDATED	LC	SD
C	12.12.17	RW	AMENDED FOLLOWING LBS COMMENTS. TREE IN ROBERTS CLOSE HIGHWAY REMOVED	LC	SD
B	18.08.17	MS	AMENDED FOLLOWING LBS COMMENTS	LC	SD
A	06.12.16	LC	FOR TECHNICAL APPROVAL	LC	SD

DRAWING STATUS: FOR TECHNICAL APPROVAL

WSP House, 70 Chancery Lane, London, WC2A 1AF
Tel: +44 (0)20 7314 5000 Fax: +44 (0)20 7314 5099
www.wspgroup.com www.pbworld.com

CLIENT: LONDON SQUARE DEVELOPMENTS LTD

ARCHITECT: ASSAEL

PROJECT: 24 - 28 QUEBEC WAY

TITLE: PAVEMENT CONSTRUCTION AND KERBING

SCALE @ A1:	1:200	CHECKED:	LC	APPROVED:	SD
CAD FILE:	9662-S278-700	DESIGN DRAWN:	LC	DATE:	NOVEMBER 2016
PROJECT No:	70009562	DRAWING No:	9562-S278-700	REV:	D

© WSP Group Ltd

L:\70009562 - QUEBEC WAY/E MODELS AND DRAWINGS/DEVELOPMENT/AUTOCAD/S278 SECTION 278 AGREEMENT/9562-S278-700.DWG 21/08/2018 17:03:55 Chera, Lokipal



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

201* No. 0xx

The London Borough of Southwark (Loading bays) (No. *) Order 201*

Made: xx xxxxxxx 201*

Coming into force: xx xxxxxxx 201*

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as The London Borough of Southwark (Loading bays) (No. *) Order 201* and shall come into force on xx xxxxxxx 201*.

Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"the Order of 2016" means the London Borough of Southwark (Loading bays) (No. 1) Order 2016^b.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2016 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2016/005

Designation of loading bay and application of the Order of 2016 thereto

- 3.1 Each area on a highway comprising the length of carriageway of a street specified in column 2 of the Schedule to this Order and bounded on one side of that length by the edge of the carriageway, is designated as a loading bay.
- 3.2 The provisions of the Order of 2016 (other than Articles 3.1 and 12.1) shall apply to each area designated as a loading bay by this Order as if in those provisions any reference to a loading bay shall include a reference to each area designated as a loading bay by this Order and as if any reference to Schedule 1 to the Order of 2016 included a reference to the Schedule to this Order.

Placing of traffic signs etc.

- 4.1 The council shall:-
- (a) place and maintain traffic signs indicating the limits of each loading bay referred to in the Schedule to this Order;
 - (b) place and maintain in or in the vicinity of each loading bay referred to in the Schedule to this Order, traffic signs indicating that such a loading bay may be used during the permitted hours for the leaving only of the vehicles referred to in Article 4.1 of the Order of 2016; and
 - (c) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a loading bay.

Dated this xxxxxxxx day of xxxxxxxx 201*

[signature here]

NICKY COSTIN
Road Network and Parking Business Unit Manager
Public Realm

SCHEDULE - LOADING BAYS

<i>No. of loading bay (1)</i>	<i>Designated loading bay (2)</i>	<i>Permitted hours (3)</i>	<i>Maximum loading period (4)</i>	<i>Minimum return interval (5)</i>
***.	<p>QUEBEC WAY</p> <p>the north-east side, from a point 30.5 metres south-east of the south-eastern kerb-line of Roberts Close south-eastward for a distance of 11.5 metres.</p>	<p>7 am to 7 pm</p> <p>Monday to Saturday</p>	40 mins	2 hours

EXPLANATORY NOTE

(This note is not part of the Order)

This Order introduces a new loading bay in Quebec Way in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

TRAFFIC MANAGEMENT ORDER

201* No. 0xx

London Borough of Southwark (Waiting and loading restrictions)
(Amendment No. *) Order 201*

Made: xx xxxxxxx 201*

Coming into force: xx xxxxxxx 201*

The council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984^a, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as The London Borough of Southwark (Waiting and loading restrictions) (Amendment No. *) Order 201* and shall come into force on xx xxxxxxx 201*.

Interpretation

- 2.1 In this Order:-

"council" means the council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"the Order of 2015" means the London Borough of Southwark (Waiting and loading restrictions) Consolidation Order 2015^b, as amended.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2015 shall have the same meaning as in that Order.

^a 1984 c.27

^b LBS 2015/082

Amendment of the Order of 2015

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2015 shall have effect as though for the items numbered 801 in Schedule 1 to that Order there were substituted the items similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order.

Dated this xxxxxxx day of xxxxxxx 201*

[signature here]

NICKY COSTIN
Road Network and Parking Business Unit Manager
Public Realm

SCHEDULE - WAITING RESTRICTIONS (SUBSTITUTION)

<i>Item No. (1)</i>	<i>Street (2)</i>	<i>Prescribed hours (3)</i>
801.	QUEBEC WAY	
	(a) the east and north-east side	
	(i) between the south-eastern kerb-line of Canada Street and a point 48 metres south-east of that kerb-line;	At any time
	(ii) between a point 58.5 metres south-east of the south-eastern kerb-line of Canada Street and a point 75 metres north-west of the north-western kerb-line of Roberts Close;	At any time
	(iii) between a point 62.5 metres north-west of the north-western kerb-line of Roberts Close and a point 17.5 metres north-west of the north-western kerb-line of Roberts Close;	At any time
	(iv) between a point 8 metres north-west of the north-western kerb-line of Roberts Close and a point 10 metres south-east of the south-eastern kerb-line of Roberts Close;	At any time
	(v) between a point 29.5 metres south-east of the south-eastern kerb-line of Roberts Close and a point 30.5 metres south-east of that kerb-line;	At any time
	(vi) between a point 42 metres south-east of the south-eastern kerb-line of Roberts Close and a point 43.5 metres south-east of that kerb-line;	At any time
	(vii) between a point 67 metres south-east of the south-eastern kerb-line of Roberts Close and the north-eastern kerb-line of Redriff Road;	At any time
	(b) the west and south-west side	
	(i) between the south-eastern kerb-line of Canada Street and a point 10.4 metres south-east of that kerb-line;	At any time
	(ii) between a point 32.9 metres south-east of the south-eastern kerb-line of Canada Street and a point 53 metres south-east of that kerb-line;	At any time
	(iii) between a point 86.8 metres south-east of the south-eastern kerb-line of Canada Street and a point 17.5 metres north-west of a point opposite the north-western kerb-line of Roberts Close;	At any time
	(iv) between a point 58 metres south-east of a point opposite the north-western kerb-line of Roberts Close and a point 22 metres north-west of the northern kerb-line build-out of Teredo Street;	At any time

SCHEDULE - WAITING RESTRICTIONS (SUBSTITUTION)

<i>Item No.</i> (1)	<i>Street</i> (2)	<i>Prescribed hours</i> (3)
(v)	between a point 10 metres north-west of the northern kerb-line build-out of Teredo Street and the north-eastern kerb-line of Redriff Road.	At any time

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends existing 'at any time' waiting restrictions in Quebec Way to accommodate a new loading bay outside Nos. 24-28 Quebec Way, in the London Borough of Southwark.