

NOTES

- All dimensions are in millimetres unless otherwise stated
- Slip Resistance shall be in accordance with NRL3/CIV/030
- Tactile paviers are to comply with NRL3/CIV/030 and shall be of contrasting buff colour
- Concrete specified in accordance with BS EN 206-1:2000. A detailed design of the precast concrete slab shall be carried out to suit the specific site requirements such as the type & height of the light column and of the platform fence.
- Steel specified in accordance with BS EN 10025-1:2004
- Number and location of lighting columns to be determined by lighting design
- Tolerance to be +0, -25mm for height of platform, measured at right angles to the plane of the rails to the track adjacent to the platform in accordance with 3.3.1 of GI/RT 7016. Platform setting out to be based on designed track alignment
- Tolerance to be +15mm, -0mm for offset to platform edge from the adjacent track in accordance with 3.2.1 of GI/RT 7016. 7016. Platform setting out to be based on designed track alignment.
- Temporary lifting points on precast units to be designed and installed by the manufacturer
- Cladding / panels to meet fire resistance and spread requirements in accordance with BS EN13501 and BS 476. Network Rail fire safety engineer must be consulted during the detailed design process.
- Drainage options to be selected to suit site conditions
- System based on trial site at Sanderstead (UK), Heemstede (NL), Best (NL), Zaltbommel (NL)
- Where the requirements for cables passing through the platform exceeds the capacity of the cable tray option, the alternative cable duct option may be used with access inspection chambers at suitable intervals (nominally at 50metre spacing)
- This system will not provide restraint or resistance against train derailment or collision.
- Site specific platform curvatures can be achieved with modifications to the shape of the precast concrete units and EPS units.
- A detailed design of the precast concrete slab shall be carried out to suit the specific site requirements such as the type & height of the light columns and of the platform fence
- Inspection chambers to be spaced at regular intervals (nominally 50 meters) coordinated with openings in platform slabs and EPS blocks

! SIGNIFICANT DESIGNER'S IDENTIFIED HAZARDS

HAZ 1	This platform design should not be used at sub-surface stations or stations with enclosed platforms
HAZ 2	This design is not suitable in areas with high likelihood of flooding
HAZ 3	This system should not be used where platform can be accessed by road vehicles

- FOR MORE DETAILED INFORMATION ON THE HIGHLIGHTED HAZARDS, REFER TO NETWORK RAIL RISK ASSESSMENT FOR THIS PROJECT.

- 'EVERYDAY' LOW RISK HAZARDS AND THOSE HAZARDS WHICH SHOULD BE OBVIOUS TO A COMPETENT CONTRACTOR HAVE NOT BEEN INDICATED ON THIS DRAWING.

- SHOULD ANY ADDITIONAL HAZARDS BE IDENTIFIED DURING THE COURSE OF THE WORKS, THE CONTRACTOR SHALL NOTIFY ALL RELEVANT MEMBERS OF THE PROJECT TEAM.

A	June 12	FIRST ISSUE	PW	DC
Rev	Date	Description of revision	Design'd	C'kd

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	Name	Position	Signature	Date

Master copy with original signatures held by Network Rail HQ
 CIVIL ENGINEERING STANDARD DESIGN

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PLATFORM PROJECTS

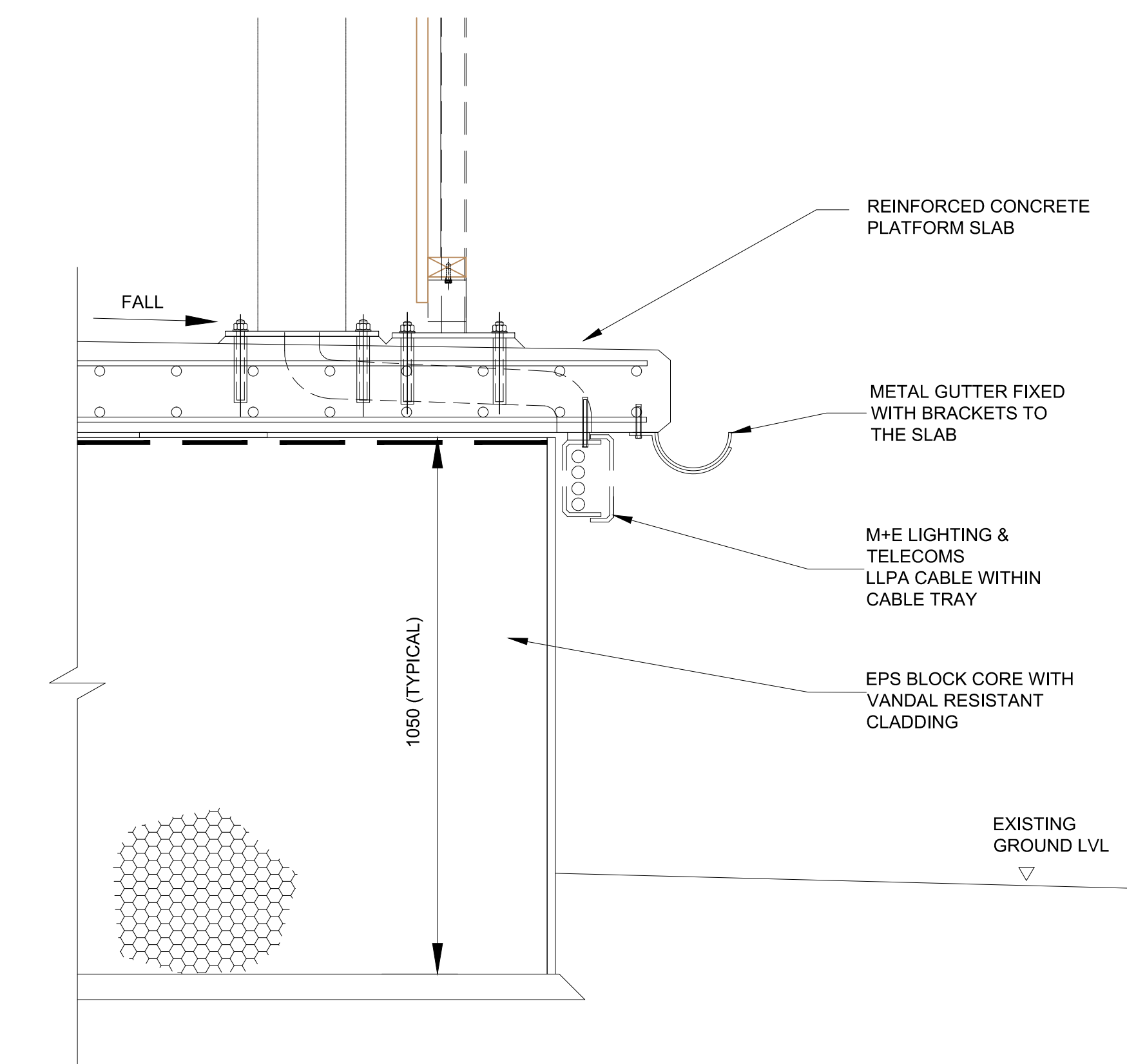
**MODULAR PLATFORMS
 EXPANDED POLYSTYRENE
 BLOCK INFIL PLATFORM
 SYSTEM**

Scale	AS SHOWN
Drawing Number	NR/CIV/DWG/3920 A

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION
 The hazards and risks associated with the works shown on this drawing are considered to be within the reasonable, normal and acceptable limits for general building and maintenance works. Please refer to the Designer's Risk Assessment - BDG/LS/051 (Appendix to Form 00-EXT/GEN/FORM001/003)

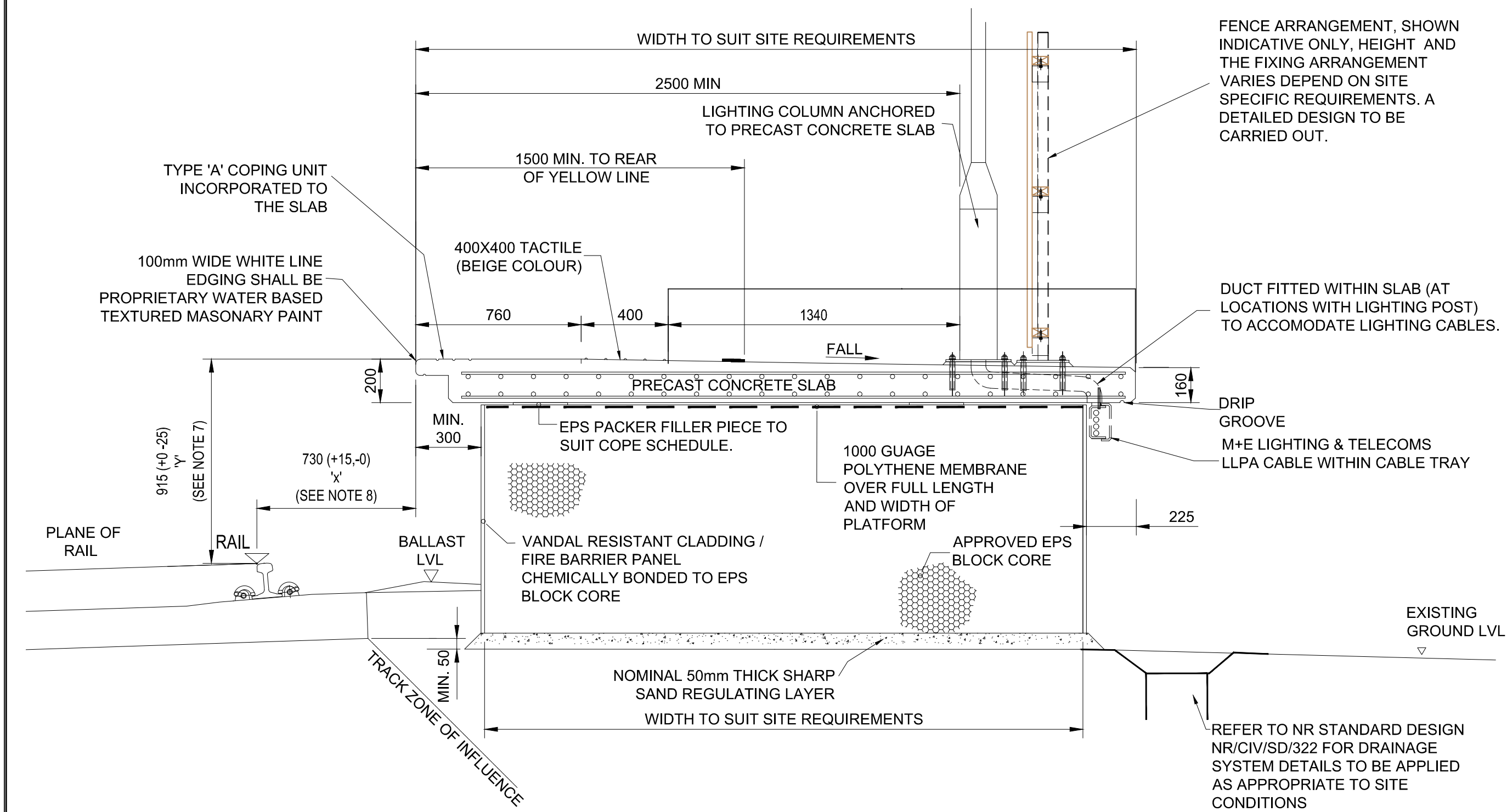
TYPICAL DETAIL SHOWING GUTTER DRAIN OPTION

Scale: 1:10 (SEE NOTE 11)



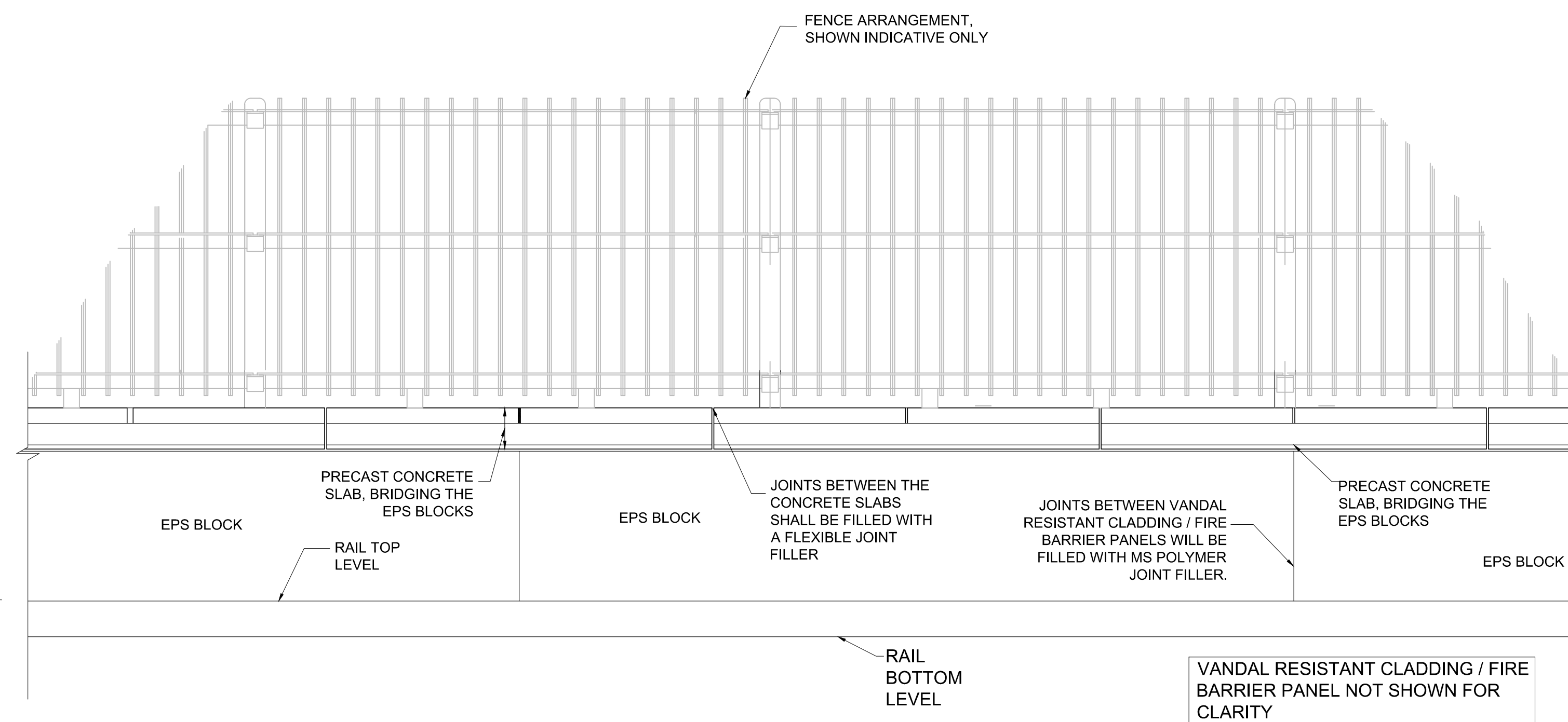
TYPICAL SECTION SHOWING FILTER DRAIN OPTION

Scale: 1:20 (SEE NOTE 11)



TYPICAL ELEVATION

Scale: 1:20



TYPICAL SECTION ALTERNATIVE OPTION SHOWING CABLE DUCTS

Scale: 1:20 (SEE NOTE 13)

