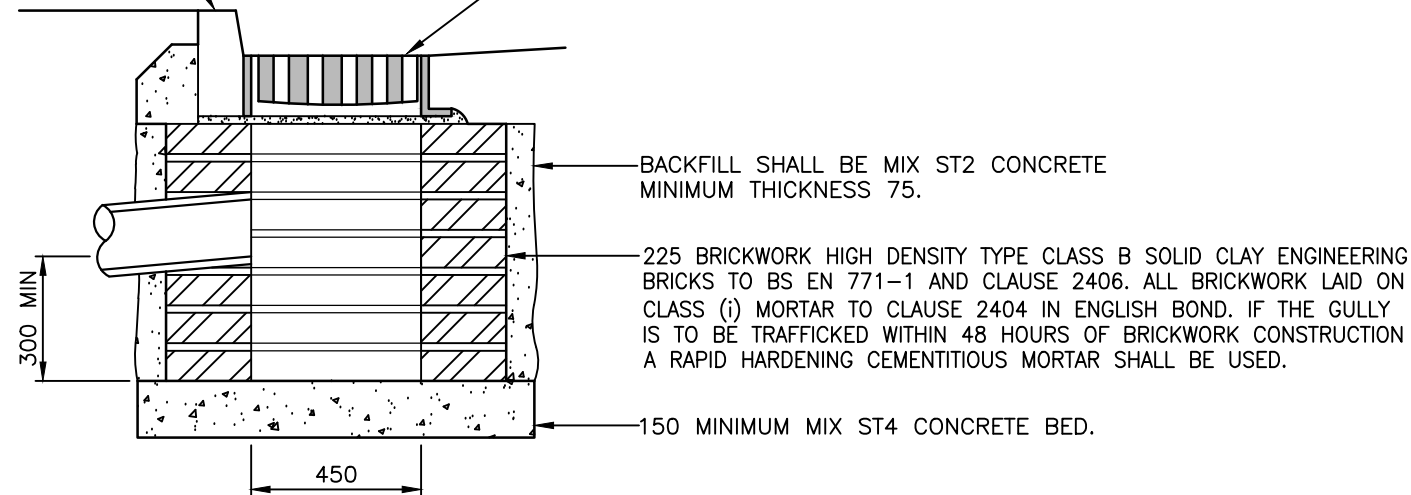
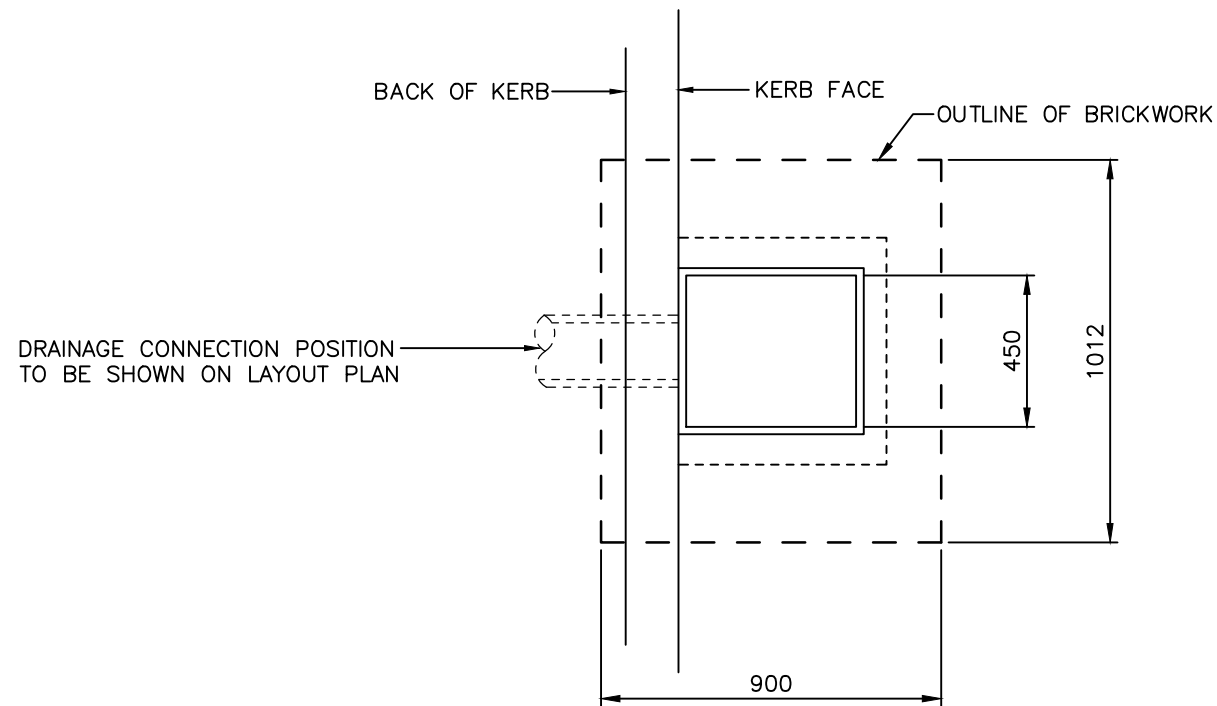


WHERE KERB/S CROSS THE BRICKWORK TO THE GULLY, SAW CUT KERB SO THAT THE BOTTOM EDGE OF THE KERB CORRESPONDS TO THE BOTTOM EDGE OF THE GRATING FRAME. BED KERB ON MINIMUM 15 THICKNESS OF POLYESTER RESIN MORTAR TO CLAUSE 2601 AND BACK WITH A MINIMUM OF 150 THICKNESS OF MIX ST1 CONCRETE.

GRATING AND FRAME SHALL BE AS DESCRIBED IN APPENDIX 5/1. THE FRAME SHALL BE BEDDED ON A MINIMUM 15 THICKNESS OF POLYESTER RESIN MORTAR AND SHALL BE SET TO CROSSFALL AND PROFILE OF CARRIAGEWAY 0 TO 6 BELOW CHANNEL LEVEL.



SECTION



TYPICAL PLAN  
GRATING OMITTED FOR CLARITY

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. THE OUTLET PIPE SHALL HAVE MINIMUM 600 COVER AND A TYPE Z BED.
3. UNLESS STATED OTHERWISE IN APPENDIX 5/1, ALL GRATINGS SHALL HAVE A 450 X 450 CLEAR OPENING CONFORMING TO BS EN 124 - GROUP 4 AND CD 534.
4. GRATINGS SHALL BE EITHER LEFT HAND OR RIGHT HAND HINGED AS VIEWED WHEN FACING THE KERB. THE HINGED END SHALL BE NEAREST ON-COMING TRAFFIC. THE GRATING SHALL BE CAPTIVE WITHIN THE FRAME.
5. EXISTING CARRIAGEWAY REINSTATEMENT SHALL BE AS SPECIFIED ON LAYOUT DRAWINGS OR IN APPENDIX 7/2.
6. ALL CEMENT USED IN INSITU CONCRETE SHALL BE CII(A OR B)-S OR CIII A OR B TO BS 8500-2, TABLE 1 AND ANNEX A.
7. UNLESS AGREED OTHERWISE WITH THE HIGHWAY AUTHORITY, APART FROM THE INITIAL BEND FROM THE GULLY OUTLET, THE CONNECTION TO THE CARRIER DRAIN OR CHAMBER SHALL BE STRAIGHT.

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CONSULTANT

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

SCHEME

STANDARD DETAILS

DRAWING TITLE

GULLY  
TYPE 2

HCC CADplot: 24.Mar.2020 at 8:34am		
DRAWN	CHECKED	SCALE @ A3
RB	JPR <i>JPR</i>	N.T.S
CAD	APPROVED	DATE
RB	CDP <i>CDP</i>	March 2020
DRG No.	REVISION	
HCC11/D/020		

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