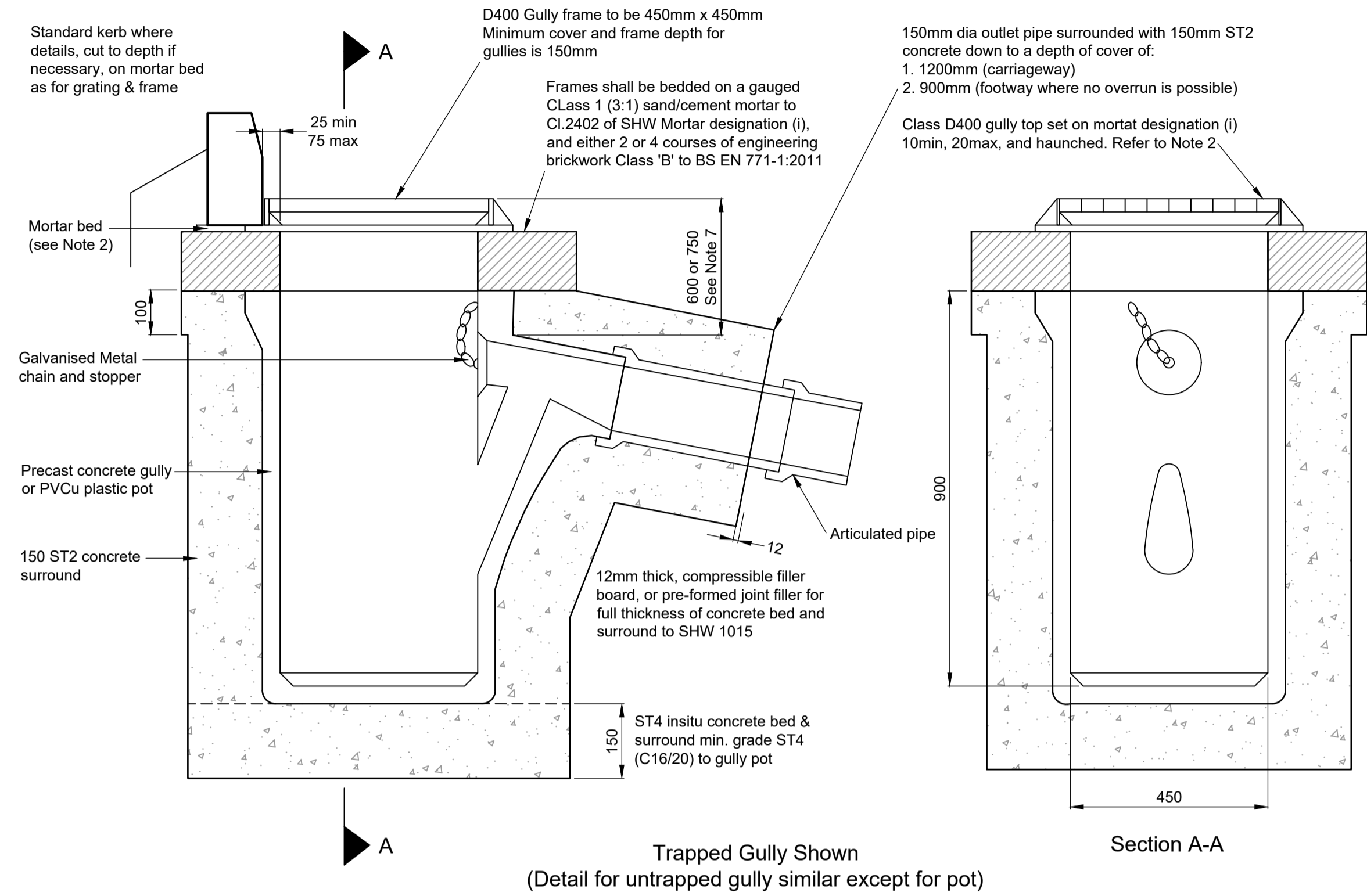


**Notes**

Do not scale this drawing  
 This drawing shall be read in conjunction with all other relevant Engineering, Architectural, Landscaping details, drawings and specifications and all relevant Highway Authority Plans.

Alternative gully pot:  
 PVCu plastic pots (BBA Approved) to CP312, of the dimensions below, may only be used at the discretion of KCC.  
 The typical details of this type of gully installation shall incorporate suitable provisions to prevent the pots floating and distorting when the concrete is placed and compacted. The installation shall be in accordance with the BBA approval certificate requirements.



**Gully Notes:**

All dimensions are in millimetres

Frames shall be bedded on a gauged Class 1 (3:1) sand/cement mortar to cl.2402 of SHW Mortar Designation (i), and either 2 or 4 courses of engineering Brickwork Class 'B' to BS EN771-1:2011

900 x 450mm trapped precast concrete gully pots to BS5911-6

One-sixteenth circle bends may be used to correct pipe alignment between gully and carrier pipe (note more than three per gully)

Direction of outfall of gully is as shown on layout drawings

Gully frame to be set 0 to 6mm lower and in the same plane as adjacent surfaces

Minimum depth from top of gully top to top of outlet shall be:  
 750mm under carriageway  
 600mm elsewhere

For details of gully top, see Appendix 5

For details of type of gully pot, see Gully Schedule in Appendix 5

Gully pots used in the carriageway shall be precast concrete using Sulphate Resistant Cement (SRC) in accordance with BS 5911 part 230, 2004.

All ironwork shall carry a BSI kite mark

All gully grating and frames to be 'hinged' heavy duty ductile iron, minimum grade D400 in accordance with BS EN124:1994 and Section 508 of the SHW

Selection of gully grating type shall be to suit the application area, i.e. carriageway, footway/cycleway

**Surface water pipes:**

**Permitted types as follows:**

Clay (100 dia - 1200 dia)  
 All pipes shall be Vitrified Calyware to BS EN 295-1:1991

UPVC: (100 dia - 1100 dia)  
 All pipes shall be to BS EN 1401-1:1998  
 All pipes shall be ribbed 'twin wall' to provide a suitable networks (pipes & couplings)

Concrete: (300 dia min)  
 All pipes shall be made with Sulphate resistant Cement to BS 5911-1:2001  
 \* All jointing and installation shall be undertaken to manufacturer  
 \* All material shall be BBA certified

**Suds Notes:**

This drawing should be read in conjunction with the relevant KCC Making It Happen Design Guide documents

All dimensions are in millimetres unless otherwise stated

The river bed and banks must be reinstated to the Environment Agency or KCC satisfaction

If outfall velocity exceeds a maximum of 1.4m/sec, then additional bed and bank protection may be required to prevent scour. A stilling basin can, if necessary, be provided to reduce the velocity

The headwall and wingwalls shall neither project beyond, nor above, the natural line of the bank

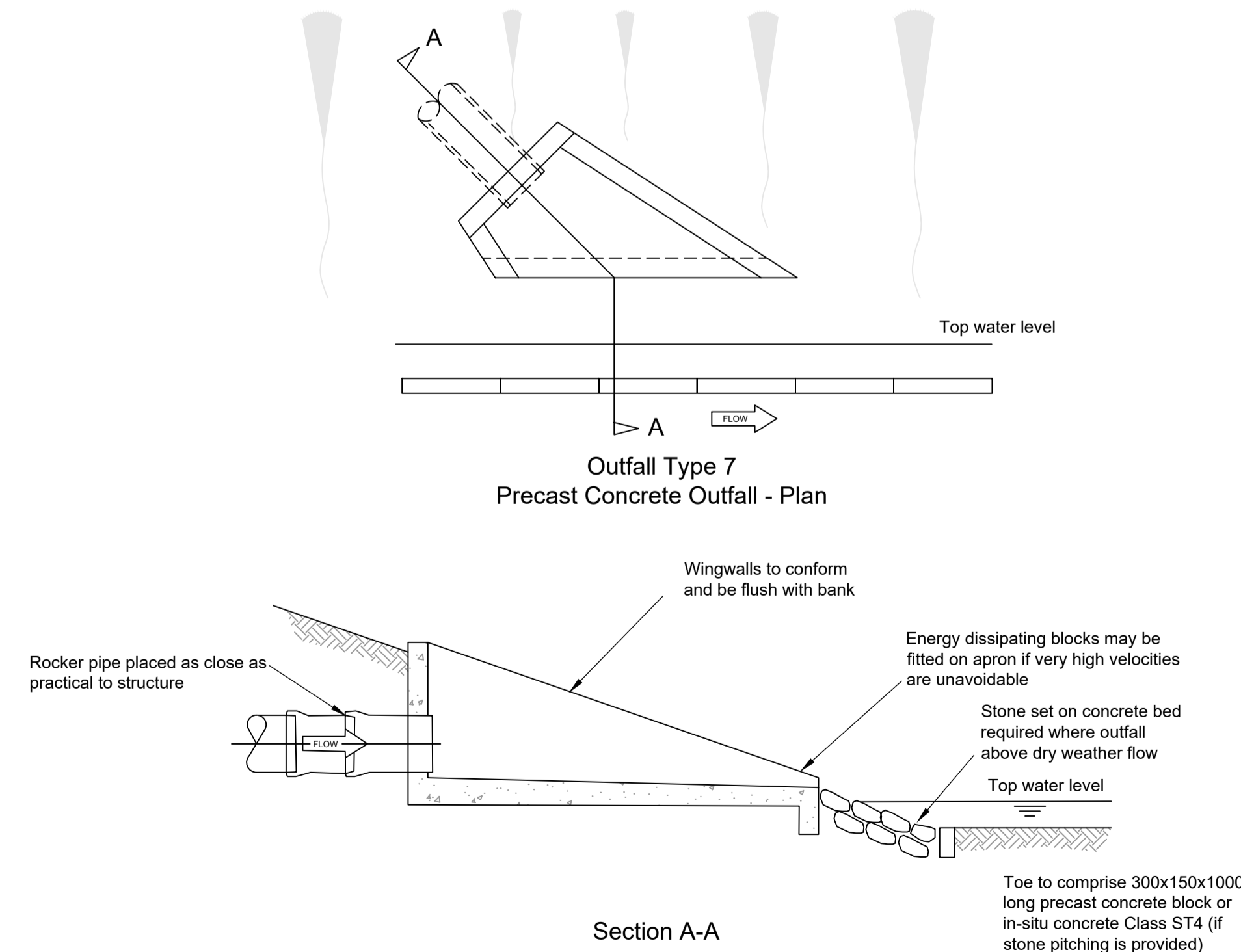
Pipes should be directed into the flow of the river at maximum 60°

The outfall pipe shall project a minimum of 50 beyond the headwall to allow the discharge to be sampled

Grilles on outfalls shall be avoided unless there are exceptional circumstances

Outfalls shall discharge downstream of bridges/culverts where possible

Precast culvert details shall be in accordance with culvert manufacturer's details and design specification. Technical Approval may be required



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CLIENT	Memoria		
PROJECT	Faversham Crematorium		
TITLE	Highway Improvements S278 Works Standard Details		
DRAWN BY	JCB	DESIGN BY	JCB
DATE	25/07/22	CHK BY	ITR
SCALE	As Shown @ A1	DRAWING No.	5324 / 1005