

GULLIES AND CONNECTIONS

5.7.1 Spacing of gullies shall be determined on the basis of one gully per 180 square metres of impervious area to be drained, including footways, access crossings, lay-bys and verges.

5.7.2 Double gullies must always be provided at low points and each must have its individual connection to the main sewer.

5.7.3 All gullies shall be trapped.

5.7.4 Gully laterals shall not exceed 12m in length.

5.7.5 Gully laterals shall be protected in accordance with Clause 5.13.4.

5.7.6 Where footways and cycle ways are separated from carriageways, gullies connected to the highways drainage system must be provided where surface water could otherwise discharge onto adjacent property or cause flooding of footways or carriageways.

5.7.7 Where gullies are to be installed at road junctions they should be sited upstream of the tangent point at road junctions so that surface water in the channel line does not flow across the junction. Care shall be taken to avoid ponding bear the midpoint of radius kerbs. Where the road super-elevates, a gully should be sited just before the point where the adverse camber is removed to prevent water in the upstream channel flowing across the carriageway.

5.7.8 Care should be taken to avoid ponding in the transition length, when the longitudinal gradient is flat or where there are traffic islands, central reserves or traffic-calming measures. Gullies shall not be sited within pedestrian crossing points. They should be located directly upstream of the crossing point..

5.7.9 Gullies should be sited carefully and not where traffic would be prevented from passing the maintenance gully tanker whilst they are being emptied, for example within a carriageway width restriction.

5.7.10 Gullies shall be precast concrete (see figure 5/7 – Typical Gully Details).

5.7.11 Precast concrete gullies shall be unreinforced and comply with the requirements of BS5911-4+A2:-2010 and BSEN1917:2002..

5.7.12 Salt glazed ware gullies shall comply with the requirements for round gullies as specified in BS65.

5.7.13 Gullies shall be at least 750mm deep by 450mm diameter with 150mm outlet, trapped and with stoppered rodding eye and chain.

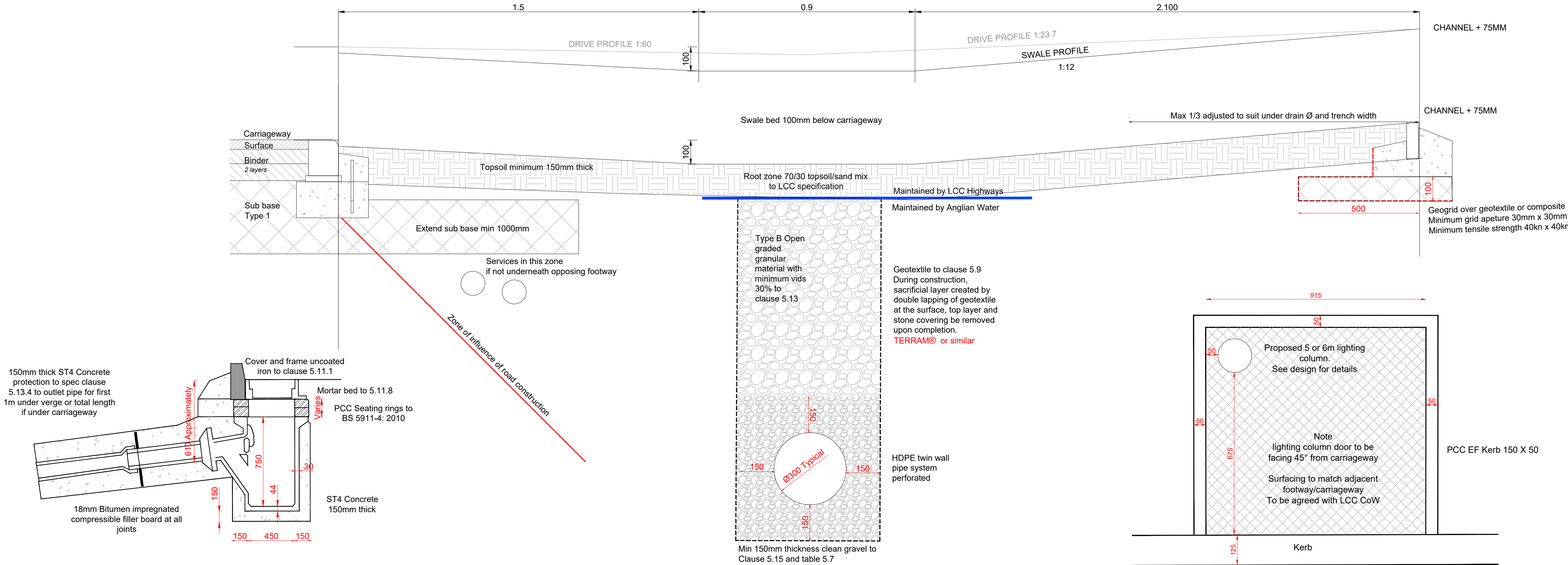
5.7.14 Footway gullies shall be rectangular self-glazed ware or precast concrete to the approval of the Highway and Flood Authority. The gullies shall be 250mm square and 475mm deep, internal dimensions, and have a 150mm diameter outlet unless otherwise agreed with the Highway and Flood Authority.

5.7.15 Gullies shall be laid on and surrounded with 150mm thickness of ST4 concrete to clause 12.1 made with sulphate resisting cement unless agreed otherwise.

5.7.16 Junction pipes for gullies which are laid but not immediately connected to gullies shall be fitted with temporary plastic stoppers or seals and the position of all such junctions shall be clearly defined by means of stakes or tracing wires, properly marked and labelled.

NOTES

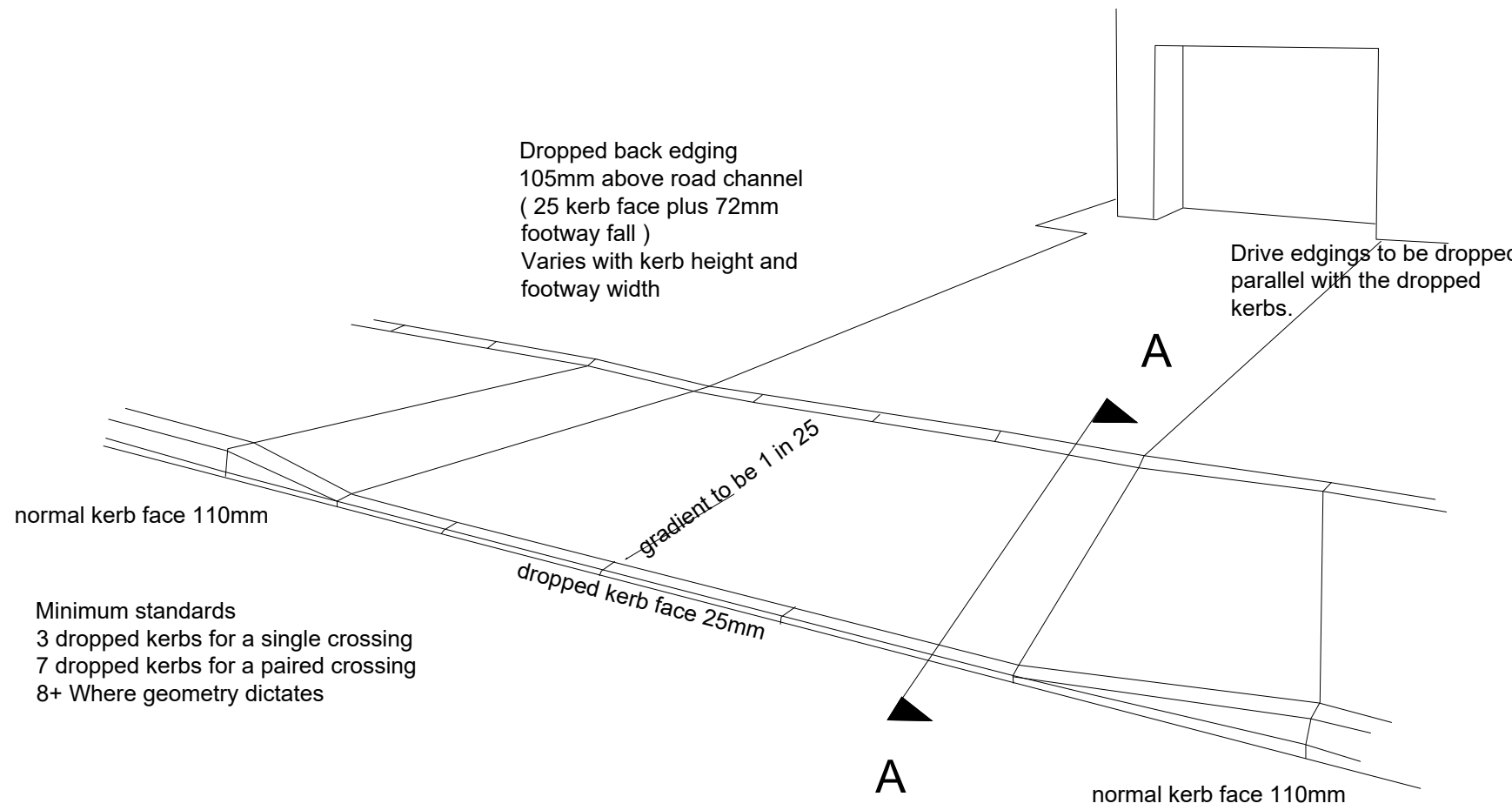
- 1) Cover and frame uncoated iron to clause 5.11.1
- 2) Mortar bed and benching to clause 5.11.8
- 3) Standard pre-cast seating rings to comply to BS 5911-4:2010
- 4) All in situ concrete to be ST4 with sulphate resisting cement unless agreed otherwise.
- 5) Position of outlet pipe varies in plan.
- 6) In situ ST4 concrete 150mm thick surround to outlet pipe for first one metre under verge or total length if under carriageway.
- 7) Where grating is to be trafficked or laid against within 24 hours of frame being placed in position, then a suitable ultra rapid hardening mortar and concrete (Monoset 241 or similar) shall be used to bed cover and frame.



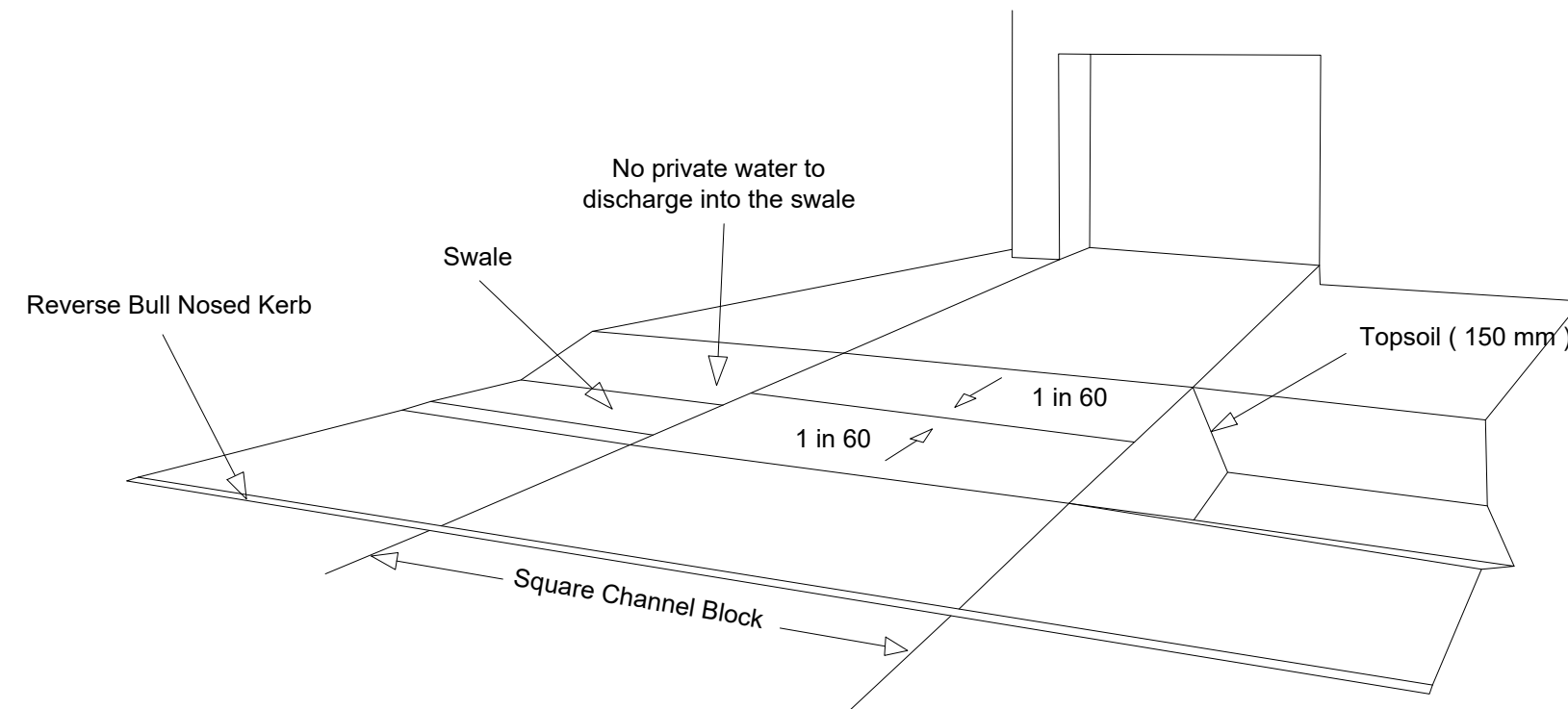
Highway gully
LCC Fig 5/7

Proposed road side filter drain
LCC Fig 5/11

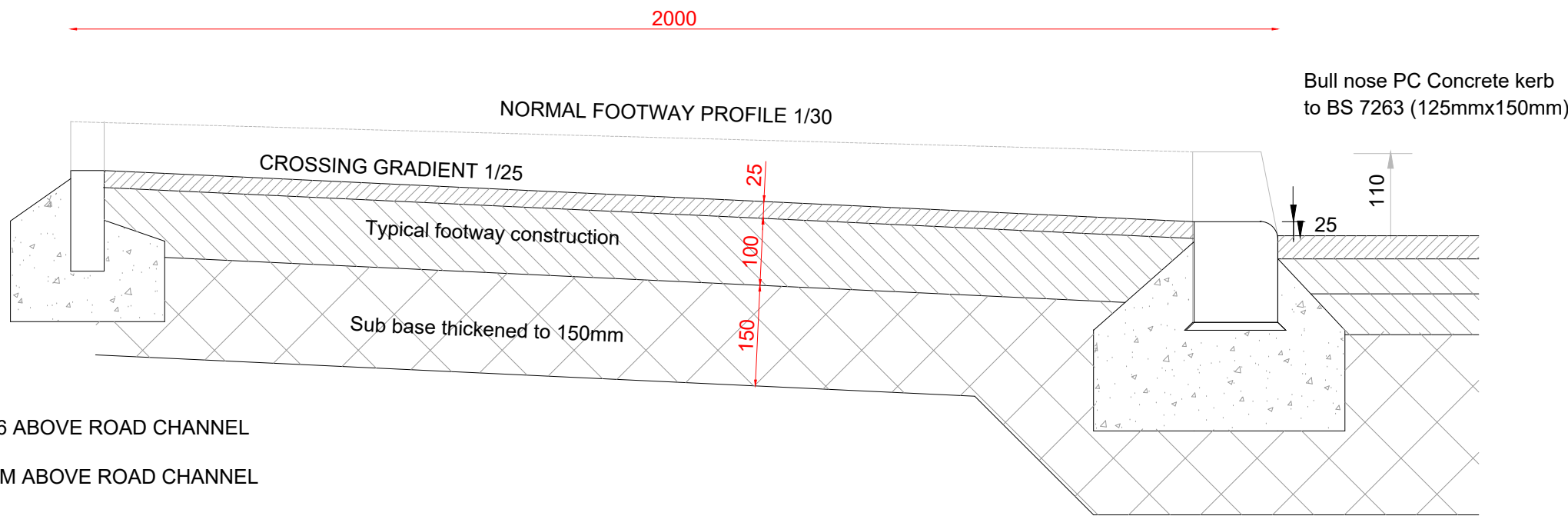
Adoptable street lighting build out arrangement
LCC SD/14/2D



Proposed drive crossover Isometric



Proposed swale drive crossover Isometric



Section A-A through light domestic crossing

THIS DOCUMENT IS BASED ON THE LINCOLNSHIRE COUNTY COUNCIL DEVELOPMENT ROAD SPECIFICATION 2021 REVISED EDITION AND IS FOR GUIDANCE PURPOSES ONLY. IN THE EVENT OF DISCREPANCY THE SPECIFICATION SHALL SUPERSEDE THIS DRAWING

THE CONTRACTORS ATTENTION IS EXPRESSLY DRAWN TO THE NEED TO CERTIFY THE ROAD CONSTRUCTION VIA THE COUNTY ENGINEER AT VARIOUS STAGES AS PRESCRIBED IN THE CURRENT SPECIFICATION DOCUMENT AND TO PROVIDE ADEQUATE AND MINIMUM NOTICE PERIODS TO THE COUNTY ENGINEER IN ADVANCE OF THE INSPECTIONS BEING REQUIRED

B	Amended in line with client mark-ups (26.08.22)	5-9-22	EN
A	To Aug 22 scheme	22-8-22	SD
rev	description	date	initial
Stephen Daykin Consulting Ltd A design consultancy for the development industry 31A Longacre Bingham Nottinghamshire NG13 8AF Tel 01949 838831 mobile 07968 765381 steve@sdccivils.com Managing Director Stephen W Daykin I.Eng MICE MCIOHT			

client	gleeson		
project	Proposed residential development at York Gardens Gosburton		
title	LCC Standard Highway Construction Details SuDs, Drainage & Crossings		
drawn	SD	date	15-03-22
scale	Various	size	A1
purpose of issue	Tender		
dwg no.	E827-31		rev. B