

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT HEMSELY CONSULTING AND SPECIALIST CONTRACTORS PLANS AND DETAILS.

ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH ALL CURRENT REGULATIONS AND CODES OF PRACTICE AND TO BE IN ACCORDANCE WITH ALL APPROVED INSPECTORATE STANDARDS.

MANHOLE FRAMES SHALL BE SET TO LEVEL, BEDDED AND LAUNCHED TO BE SQUARELY OVER THE BASE AND SIDES OF THE FRAME IN MORTAR, IN ACCORDANCE WITH THE MANUFACTURERS' INSTRUCTIONS. THE FRAME SHALL BE SEATED TO THE TOP OF THE FRAME WITH THE USE OF ENGINEERING BRICKS, ON PRECAST CONCRETE MASONRY UNITS OR ON PRECAST CONCRETE COVER FRAME SEATING RINGS TO REGULATE THE DISTANCE BETWEEN THE TOP OF THE COVER AND THE TOP RUNG TO NO GREATER THAN 675MM.

A MORTAR FILLET SHALL BE PROVIDED WHERE THE CORNERS TO AN OPENING IN A SLAB ARE CHAMFERED AND THE BRICKWORK IS NOT FLUSH WITH THE EDGES OF THE OPENING. FRAMES FOR MANHOLE COVERS SHALL BE BEDDED IN A POLYESTER RESIN BEDDING MORTAR IN ALL SITUATIONS WHERE COVERS ARE SITED IN NRSWA ROAD CATEGORIES I, II OR III (IE: ALL EXCEPT RESIDENTIAL CUL-DE-SACS).

MANHOLE COVERS AND FRAMES SHALL COMPLY WITH THE RELEVANT PROVISIONS OF BS EN 124, BS 7903 AND HIGHWAYS AGENCY GUIDANCE DOCUMENT HA 104/09. THEY SHALL BE OF A NON-ROCKING DESIGN WHICH DOES NOT RELY ON THE USE OF CUSHION INSERTS.

MANHOLE COVERS ON FOUL-ONLY SEWERS SHALL BE OF LOW LEAKAGE TYPES IN ORDER TO PREVENT EXCESSIVE SURFACE WATER INGRESS.

AS A MINIMUM, CLASS D 400 COVERS SHALL BE USED IN CARRIAGEWAYS OF ROADS (INCLUDING PEDESTRIAN STREETS), HARD SHOULDERS AND PARKING AREAS USED BY ALL TYPES OF ROAD VEHICLES.

(A). CLASS B 125 SHALL BE USED IN FOOTWAYS, PEDESTRIAN AREAS AND COMPARABLE LOCATIONS.

(B). IN SITUATIONS WHERE TRAFFIC LOADING IS ANTICIPATED TO BE HEAVIER THAN WOULD OCCUR ON A TYPICAL RESIDENTIAL ESTATE DISTRIBUTOR ROAD

(C). ALL MANHOLE COVERS SHALL BE THE NON-VENTILATING TYPE AND SHALL HAVE CLOSED KEYWAYS.

4. PIPE BEDDING DETAILS ARE AS FOLLOWS:

(I). THESE DETAILS ARE FOR GUIDANCE AND BEDDING TYPE IDENTIFICATION REFER ALSO TO 'SEWERS FOR ADOPTION' AND TRRL 'SIMPLIFIED TABLES OF EXTERNAL LOADS ON BURIED PIPELINES'

(II). BEDDING AT SIDES OF PIPES TO BE WELL COMPACTED.

(III). FOR CLASS Z BED AND SURROUND THE CONCRETE MUST BE ALLOWED TO GAIN STRENGTH BEFORE IT IS SUBJECTED TO LOADING FROM TRAFFIC OR CONSIDERABLE HEIGHTS OF BACKFILL. BACKFILLING, APART FROM PLACING AN INITIAL 300MM LAYER OF BACKFILL, SHOULD NOT COMMENCE UNTIL AT LEAST 24 HOURS AFTER THE PLACING OF CONCRETE IS COMPLETE.

(IV). DIMENSION Y - GRANULAR BEDDING:

(A) IN UNIFORM SOILS, $Y=1/6 BC$ OR 100MM WHICHEVER IS THE GREATER UNDER THE BARRELS BUT NOT LESS THAN 50MM UNDER THE SOCKETS (SUBJECT TO 400MM MAX).

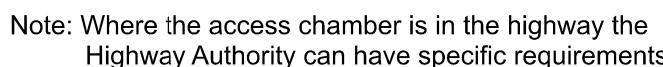
(B) IN ROCK OR MIXED SOILS CONTAINING ROCK BANDS, BOULDERS, LARGE FLINTS OR OTHER IRREGULAR HARD SPOTS, $Y=1/4$ BC OR 150MM WHICHEVER IS THE GREATER UNDER THE BARRELS BUT NOT LESS THAN 150MM UNDER THE SOCKETS.

FOR CONCRETE BEDDING, THE MINIMUM DIMENSION IS 150MM.

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Note: Refer to BS EN 13242 for full details.



This pavement design is considered to be suitable for adoptable estate roads in accordance with Traffic Category 6 (Table 20.5 of the SuDS Manual 2015).

The design has been based upon 'Design and Construction of Concrete Block Permeable Pavements' published by Interpave and BS 7533-13.

It is assumed that the CBR of the natural soils at formation level is at least 5%. The design will require a change where CBR are measured to be less.

CRAWLEY DOWN VILLAGE HALL