## **Street Catchpit**

### Technical Guide D5.8

The Street Catchpit has been developed with the Auckland Council for improved hydraulic capture of stormwater flow.



### Applications

Municipal and residential stormwater drainage

### **Product Attributes**

Standard and extended versions available

Galvanised steel edging makes it robust and durable

Imprinted with "Dump No Waste Flows To Sea" as specified by the Auckland Council

Designed to suit 800 x 500 mm Hydro Manning, Tasman.

Street catchpit grates and frames are pedestrian and bicycle safe

### **Approvals/Standards**

NZS 3109 Concrete Construction

### Quality

ISO 9001:2008 Quality Management Standard

We are the supply partner of choice for New Zealand's civil construction industry, specialising in water and infrastructure based solutions.



# The Street Catchpit has been developed with the Auckland Council for improved hydraulic capture of stormwater flow.

### The street catchpit consists of:

- Syphon catchpit
- Channel blocks (Type A and Type B)
- Kerb block (Type VS or S)
- Hydro Grate Class D rating 210 kN (Manning, Tasman frame and grate also available on request)
- Soft spots are cast into all four sides of the syphon catchpit for easy connection of the outlet pipe



FIG. 1 Street Catchpit with Hydro Grate

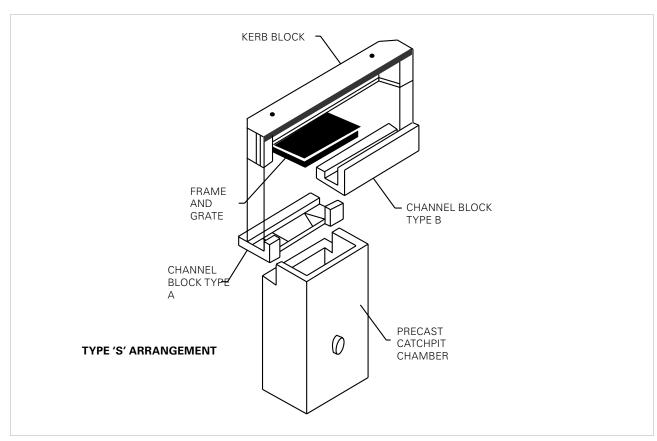


FIG. 2 Type 'S' component layout

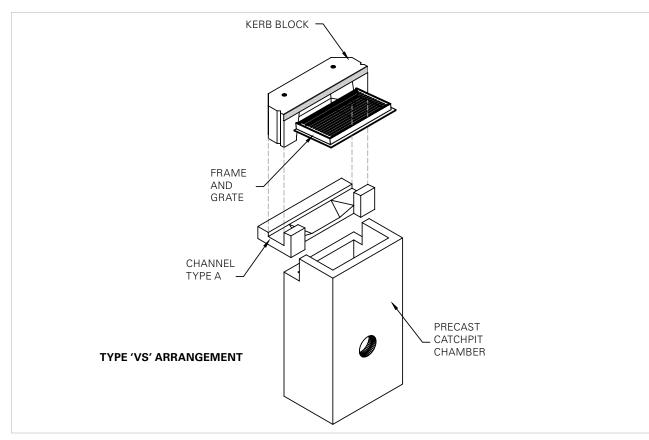


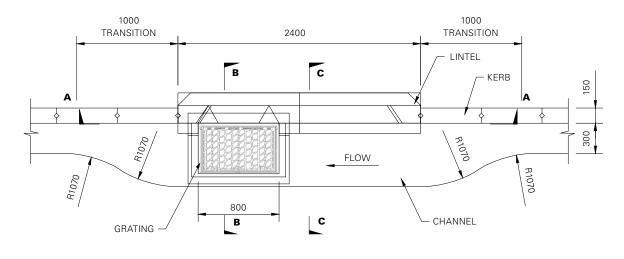
FIG. 3 Type 'VS' component layout

### TABLE 1 Street Catchpit Component Details

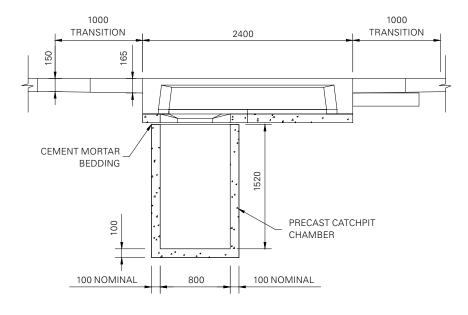
Product Code	Component	Ext. Dimensions L x W x D (mm)	Mass (kg)
CP800500SBE	Syphon Catchpit	900 x 650 x 1875	1325
CP800500CHA	Channel Type A	1200 × 400 × 270/120	164
CP800500CHB	Channel Type B	1200 × 400 × 270/120	219
CP800500KBVS	Kerb Block VS	1200 x 300 x 405	278
CP800500KBS	Kerb Block S	2400 × 300 × 405	478
CIMAN800500	Max Q Manning Frame and Grate (Class D)	930 x 530 x 80	87
CITAS800500	Max Q Tasman Frame and Grate (Class D)	930 x 530 x 80	61
DIHSTGFD800450	Hydro DI Frame and Grate (Class D)	920 x 520 x 76	73

### Hynds type 'S' Street Catchpit installation drawing T2586-1A

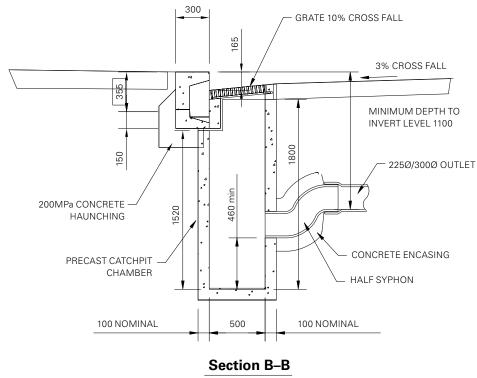
- Suitable for Hydro, Manning and Tasman, Class D Grates and Frames 800 x 500 mm opening.
- Auckland Council specifies Tasman grates.
- Transition Kerb height changes from 150 to 165 mm.
- Refer to Auckland Transport Drawing RD038 RD041 or Hynds drawing T2586-1A for the arrangement of the catchpit.
- Refer to Auckland Transport Drawing RD002 RD003 for design charts.



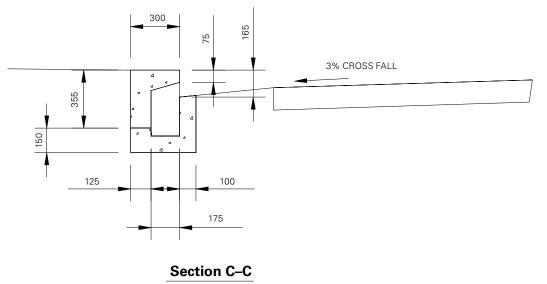
PLAN Scale: NTS



Scale: NTS



Scale: NTS



Scale: NTS

### Lifting and Handling

All Hynds Street Catchpits incorporate Swiftlift lifting anchors for safe lifting and must be used with the correct lifting clutch.

Hynds Pipe Systems has designed and manufactured Hynds Street Catchpits with a minimum dynamic factor of 1.2. This dynamic factor requires that all the following conditions are observed when lifting, moving or placing the catchpits:

- Lifting with mobile plant (such as an excavator or similar) where equipment is specifically exempt from the requirements of the PECPR Regulations 1999, subject to the conditions outlined in the New Zealand Gazette, No. 104, September 2015 and
- 2. Lifting, travelling and placing over rough or uneven ground where anchor failure is not anticipated to cause harm or injury, by adopting procedures such as:
  - a. Transporting the element as close as practical to ground level (300mm recommended)
  - b. Establishing and maintaining exclusion zones
  - c. Transporting only precast concrete elements that are unlikely to topple if they were to hit the ground
  - d. Inspecting lifting anchors both after transportation and before final lifting into place

Refer to "Safe work with precast concrete - Handling, transportation and erection of precast concrete elements" published by Worksafe New Zealand (October 2018)

Shock loads resulting from travelling with suspended street catchpits over rough terrain and uneven ground may exceed design, dynamic and safety factors of the lifting systems. It is essential that care is taken during lifting and transporting as additional stresses could result in anchor failure.

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