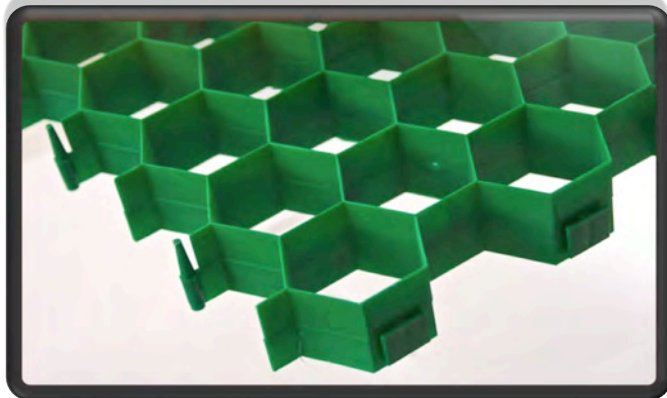
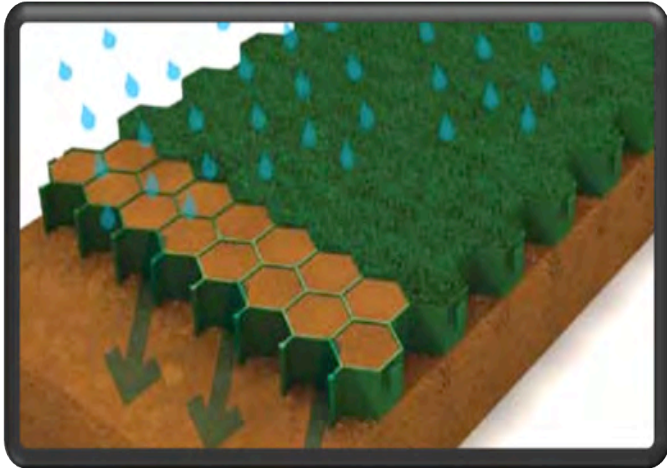




Product Code: GD grass 50-35mm ; GD grass 60-40mm

The sheets should be laid on a suitable sub-base (see CBR sub-base guide table below) Alternatively they can be laid over existing; tarmac, concrete or gravel driveways as follows.



Environmentally Friendly: Completely porous and SUDS compliant (Sustainable Urban Drainage System).

Perfect For: Driveways, car parks, access roads, emergency access routes, hard-standings, bridleways and pathways.

Suitable For: Bicycles, Cars, 4x4s, Light Commercial Vehicles and fully DDA Compliant (Disability Discrimination Act).

Sustainability: Available in green 100% recycled Polypropylene.

Load Bearing:

GD grass 50-35 = 150 tons p/m² empty and 250 tons p/m² full (approximately 20 tons of axle weight).

GD grass 60-40 = 200 tons p/m² empty and 300 tons p/m² full (approximately 25 tons of axle weight)

Summary

- Easy to self-install.
- Easy to manage sheet size or large sheets for quicker install time on larger projects.
- Easy to cut using small angle grinder or disc cutter.
- The sheets are highly flexible, allowing them to bend slightly and follow the contour of the ground.



Brief Install Guide

Existing suitable surfaces: blind over existing surface with sharp sand to form a continuous smooth base level, lay grid and clip together to form one continuous matrix. Fill with structural soil (as per GREEN DRIVEWAY recipe) then damp down with water to allow soil to settle into cells, this forms a soil/loam mix. Surface dress the cells and cover by approximately 10-15mm, seed the area and water thoroughly.

Laying GD grass with required excavation work: excavate to required sub-base depth, lay 100-350 mm of suitable sub-base material (crushed type 1 or washed aggregate) and follow steps from install guide above.

Coverage:

GD grass 50-35 = 0.86m² per 1200x720mm sheet.

GD grass 60-40 = 1.15m² per 1150x1000mm sheet.





CBR Sub-base Guide

| Application Load | CBR (%) Strength of Subgrade soil (see chart below) | DoT Sub-base Thickness (mm) |
|--------------------------------------------|--------------------------------------------------------|-----------------------------|
| Fire Engine and occasional HGV access | ≥6 | 100 |
| | =4 <6 | 120 |
| | =2 <4 | 190 |
| | =1 <2 | 380 |
| Light vehicle access and overspill parking | ≥6 | 100 |
| | =4 <6 | 100 |
| | =2 <4 | 135 |
| | =1 <2 | 260 |

The above table showing sub-base thicknesses is intended as a general guide in accordance with BS7533. For further details on permeable paving design refer to BS7533 Part 13; for installation refer to BS7533 Part 3. The design for pavements should satisfy two parts – to support the traffic load and to manage surface water. To determine CBR (California Bearing Ratio) of site ground please refer to the table below.

Subgrade Field Assessment

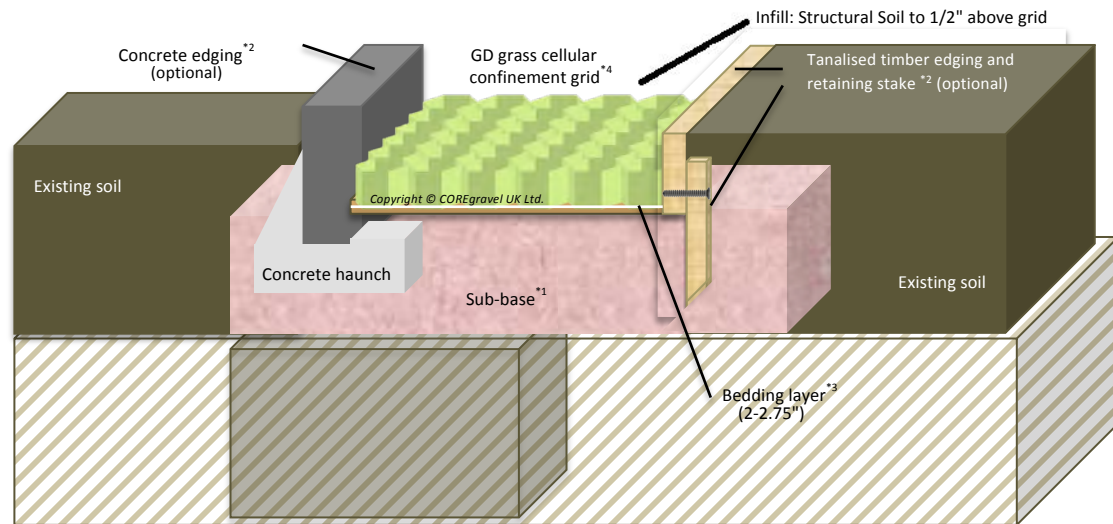
| Consistency | Indicator | | | Strength | |
|-------------|------------------------------------------------|------------------------------------------|-----------------------|----------|----------------------|
| | Tactile (feel) | Visual (observation) | Mechanical (test) SPT | CBR % | CU kN/m ² |
| Very Soft | Hand sample squeezes through fingers | Man standing will sink >75mm | <2 | <1 | <25 |
| Soft | Easily moulded by finger pressure | Man walking sinks 50-70mm | 2-4 | Around 1 | Around 25 |
| Medium | Moulded by moderate finger pressure | Man walking sinks 25mm | 4-8 | 1-2 | 25-40 |
| Firm | Moulded by strong finger pressure | Utility truck ruts 10-25mm | 8-15 | 2-4 | 40-75 |
| Stiff | Cannot be moulded but can be indented by thumb | Loaded construction vehicle ruts by 25mm | 15-30 | 4-6 | 75-150 |

Product Data

| Description | Data | | Description | Data | |
|---------------------|-----------------------------------|-----------|-----------------------|--------------------------------------------|--------------------------------|
| Product | 50-35 | 60-40 | UV Resistance | High | |
| Cell Diameter/Depth | 50mm/35mm | 60mm/40mm | General Use | Car/4x4/Transit Van/Fire Engine/HGV | |
| Chemical Resistance | Excellent | | Small Sheet Size/Area | N/A | 1150x1000mm/1.15m ² |
| Cell Wall Thickness | 2.3mm | 2.5mm | Large Sheet Size/Area | N/A | N/A |
| Max Weight (Filled) | 250 tons | 300 tons | Max Weight (Empty) | 150 tons | 200 tons |
| Material | 100% recycled green Polypropylene | | Interlock Mechanism | Overlapping Slot/Pin and Socket Connection | |



Technical install Diagram



Sub-base^{*1} = Once the CBR has been established lay the sub-base at the required depth for the intended traffic load.

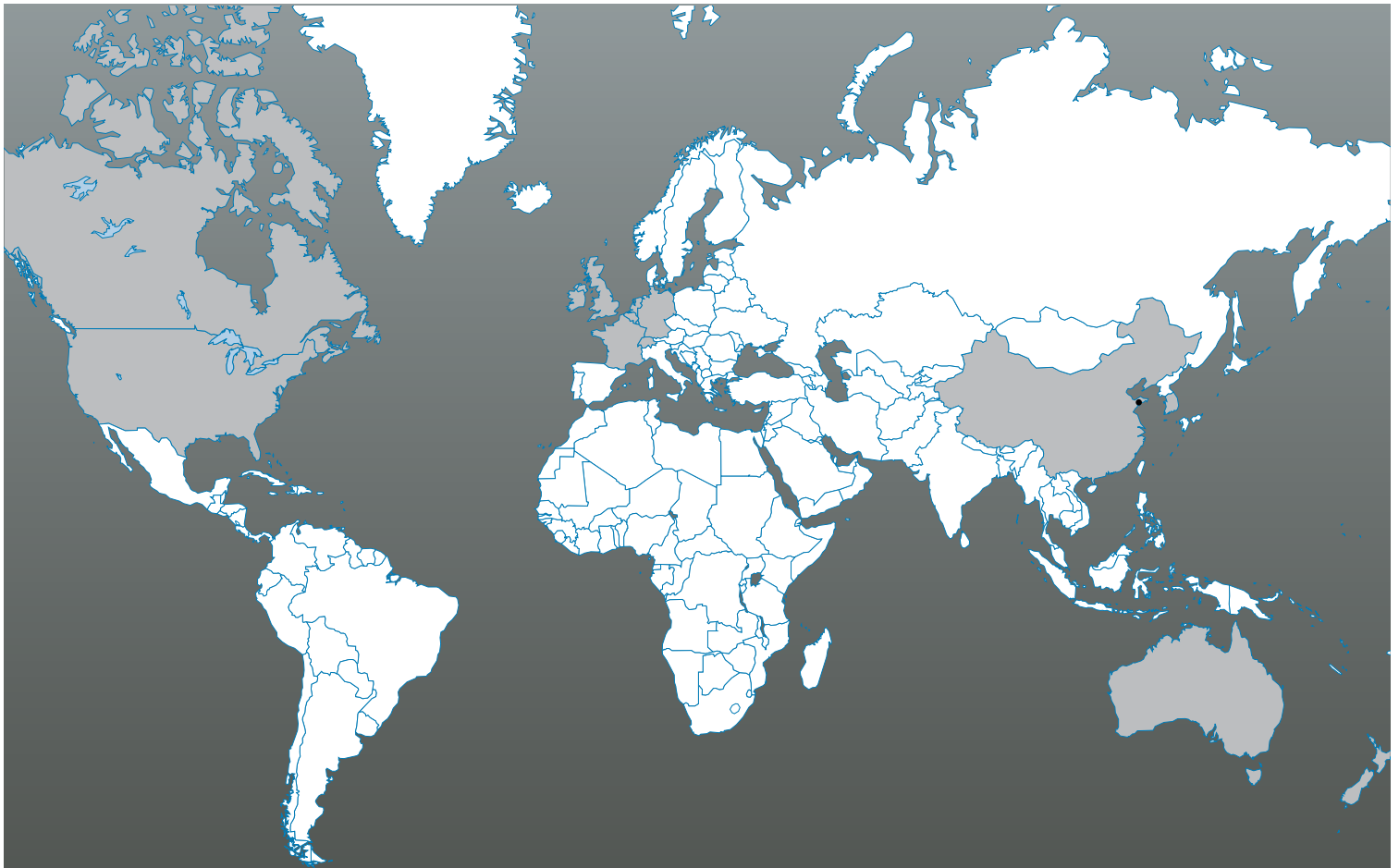
Standard sub-base could be DoT type 1; scalpings; crushed limestone; firm existing surface i.e. old gravel driveway, asphalt or concrete. Sharp sand or road crush should be laid (10-20mm) to form a bedding layer and iron out any minor deformities in the sub-base.

SUDS compliant sub-base should contain no fines (nothing smaller than 2mm). This prevents the base from binding together; allowing water to penetrate freely i.e. clean angular gravel or clean crushed aggregate. The smaller aggregate should be laid to form a bedding layer on top of the larger aggregate, when compacted this will form a suitable surface on which the grid system can be laid.

Edging^{*2} = The choice of edge restraint is partly dependant on the intended application and the intended traffic load. Concrete, timber, metal and recycled plastic are all suitable.

Bedding Layer^{*3} = Sharp sand (not recommended for extreme cold weather environments) or road crush should be used for non SUDS compliant installs. 3-6mm clean crushed aggregate should be used for a truly SUDS compliant install.

Specific advice on the use of GD Gravel & Grass products on steep slopes, drainage sustainability and Sustainable Urban Drainage Systems (SUDS) applications can be obtained from GREEN DRIVEWAY.



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