

# Sudspave® - Porous Aggregate Surface

## Structural design, installation and maintenance guidance



### Product Description

Sudspave is a recycled plastic cellular porous paving solution for use in Sustainable Drainage Systems (SuDS). Sudspave is suitable for a wide range of trafficked applications where a stabilised, free-draining gravel surface is required. Typical applications include: car parks, emergency access, maintenance routes, cycle paths, pedestrian and disabled access. Considerations relating to the movement and attenuation of water within the porous pavement are not covered in this document. This document is intended to be a summary presenting typical solutions. Contact ABG for detailed site specific advice.

### Typical Construction Detail

#### Sudspave® 40

Recycled plastic cellular paver infilled with angular aggregate

#### Sub-base stabilisation

ABG Abgrid geogrid (typical)

#### Lower filter / separator geotextile

ABG Terrex NW9 geotextile (typical)

#### Subgrade

#### Bedding layer

Clean, coarse 7-10mm angular aggregate

#### Upper filter / separator geotextile

ABG Terrex NW9 geotextile

60mm

D  
(See Table 1)

#### Paving edge restraint

Various options

#### Sub-base

MCHW Series 800 Type 3 open-graded granular aggregate (typical). Sub-base thickness (D) from Table 1.

### Technical Specification

System	Sudspave® 40
Material	100% recycled and recyclable plastic
Colour	Black - other options available on request
Paving unit dimensions	40mm x 500mm x 500mm
Coverage rate	4 units per m <sup>2</sup> panel - supplied pre-connected. 59m <sup>2</sup> per pallet
Cell dimension	25 round (60mm dia.) & 24 plaque shaped (60x85mm dia.) cells each with 2 basal crossbars (60 x 5mm)
Cell structure	Robust diagonally linked semi-flexural lattice of circular and plaque shaped cells
Paving unit footprint	Open structured with 2 basal load-bearing, reinforcing crossbars per cell
Paver weight	1.28kg/paver & 5.12kg/m <sup>2</sup>
Compression strength (filled)	1,001 tonnes/m <sup>2</sup> $\cong$ 9,332 kN/m <sup>2</sup> (gravel filled)
Permissible axle load	16 tonnes $\cong$ 160kN (gravel filled)
Paver interlock mechanism	Positive self-locking T-shaped lug and clip-slot mechanism. 8 clips per linear metre
Expansion & contraction	In-built flexural cell design. Range -50 to +70 deg C
Parking bay & line markers	White mouldings (60mm dia.) slot & lock into round cells. Other colours available
Chemical resistance	Excellent
UV stability	High resistance to colour & strength degradation
Infiltration capacity	Limited only by the permeability of the specified infill, bedding & sub-base materials
Cell infill material	Porous, clean angular aggregate: 5-14mm particle size, with greater proportion in the 10mm range, and in accordance with Table A.3 of BS 7533-13
Bedding layer material	Porous, clean angular aggregate: 5-14mm particle size, with greater proportion in the 10mm range, and in accordance with Table A.3 of BS 7533-13
Bedding layer thickness	A level & uniform layer thickness: 10mm - 20mm maximum
Upper filter / separator geotextile	ABG Terrex NW9 non-woven geotextile 1.1mm thick, 120g/m <sup>2</sup> , zero breakthrough head
Sub-base material	MCHW Series 800 Type 3 or a slotted pipe / fin drained Type 1, or BS 7533-13 4/20 or 4/40 (Ref. Note C)
Sub-base thickness	Refer to Table 1 for thickness 'D' in millimetres (mm)
Sub-base stabilisation	Typically Abgrid 20/20 or 30/30 geogrid (see Table 1). Alternative options may be suitable (Ref. Note B)
Lower filter / separator geotextile	ABG Terrex NW9 non-woven geotextile 1.1mm thick, 120g/m <sup>2</sup> , zero breakthrough head

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## Sudspave® Installation Process

1. Install the specified lower filter/separator geotextile and sub-base stabilisation onto the prepared subgrade formation. To achieve the required performance, compact the sub-base in accordance with the site-specific advice from the ABG Design Department.
2. Install the specified sub-base and edge restraints.
3. Install the upper filter/separator geotextile on top of the sub-base.
4. Install the specified bedding layer to a uniform thickness.
5. Ensure an accurate right-angled Sudspave laying pattern by setting-out the site using pins and string-lines. Check the lines regularly for accuracy. Start installing the pre-assembled Sudspave panels (4 units/m<sup>2</sup>) by placing the webbed face downwards onto the bedding layer. Place the panels with the T-shaped lugs facing in the direction of laying on the two leading edges, with the clip-slots on the reverse-edges.
6. Progress across the site in rows by slotting panels together in a downward motion, ensuring that the 8 self-lock clips-slots engage fully with the T shaped lugs on adjacent panels.
7. Avoid starting more than 2 new rows of panels prior to completing the row which is in progress. Avoid installing in a diagonal pattern too far ahead of completed rows. Regularly check and adjust the completed leading edge to ensure that it is straight. It is recommended that protective gloves are worn to avoid abrasions during installation.
8. Individual paver units can be separated if required. Insert the tip of a flat-blade screwdriver between each side of T-lug and the slotted paver-face in turn. Gently twist the blade to dislocate each clip-lock & lug, whilst lifting the slotted unit up and apart. Do not force clips open or pull pavers apart as this will break clips.
9. Sudspave can be cut to fit around curves or obstacles using a hand-saw or disc-saw. Using cut-pieces which do not have integral T-lugs & clips should be avoided wherever possible. However, if use of small pieces is unavoidable, these must be securely attached to adjacent panels using strong cable-ties or appropriate screws.
10. Installation of parking bay/line marker inserts is best done prior to filling cells. Push markers into the round cells until they click and lock into place. Rotate slightly to fit if required.
11. Fill the cells with the specified aggregate, so that the final level is to the top of the cells. If placing pavers and filling the cells simultaneously, it is important to keep bulk materials and vehicles away from the leading edge to avoid distortion. Do not drive vehicles on the installed panels until cells are filled with aggregate. Do not over-fill or surcharge the cells unless specified by the designer.
12. After initial settlement and trafficking, aggregate may need topping up.
13. A routine management and maintenance programme to keep the surface in good condition and free of debris and weed growth, will help to sustain the porosity, quality and longevity of the system.

## NOTES

- A. Advice on subgrade CBR% strengths, ground conditions, and construction over weak ground is available from ABG.
- B. Alternative ABG stabilisation geosynthetics may be used in lieu of ABG Abgrid geogrid. These include ABG Gridtex Type 2 high-strength woven geotextile or ABG Abweb geocells. If the sub-base stabilisation is omitted, the total sub-base layer thickness ('D' on Table 1) is typically increased by a minimum of 50%.
- C. A permeable open-graded (reduced-fines) aggregate is recommended, such as MCHW Series 800 Type 3 low-fines roading aggregate, or BS 7533-13:2009 SuDS aggregate (4/20 or 4/40). However, where a conventional MCHW Series 800 Type 1 sub-base is to be used, it is essential that a drainage system such as ABG Fildrain is incorporated. Specific advice is available from ABG.
- D. Maximum sub-base particle size should match minimum sub-base thickness but must not exceed 75mm diameter. For sub-base thicknesses of around 100mm, a minimum 37.5mm particle size should be adopted to allow effective installation of the Abgrid. Type 1 or Type 3 aggregates should be clean, angular and hard enough to withstand traffic loads without crushing under maximum loading conditions.
- E. Typical paving edge restraint solutions include concrete, timber, railway sleepers, steel and heavy-duty plastic.
- F. The sub-base must be overlaid by a Terrex NW9 geotextile to provide separation, enhanced water treatment function and prevent migration of the bedding layer.
- G. To provide a stable bedding layer for Sudspave, the bedding layer must not be sand.
- H. The maximum advised gradient for vehicular trafficked applications is generally 12% (1:8) 7°. For Disabled access applications, a maximum of 8% (1:12) 5° is suggested.
- I. When designed in accordance with the recommendations, Sudspave complies with BS8300:2009 : "Design of buildings and their approaches to meet the needs of disabled people" - Code of Practice (ISBN 9780 580 57419) & Building Regulations Document 'M' Section 6.
- J. All stated dimensions & weights are nominal and in accordance with manufacturing +/- tolerances.
- K. The recommendations in this document are only suitable for use with ABG products.
- L. ABG Ltd shall not be held liable for any warranties or collateral warranties arising from construction undertaken in accordance with this guide.

**Table 1: Sudspave® typical MCHW Series 800 Type 3 sub-base thickness (D) requirements - refer to specific construction drawing**

CBR strength of subgrade soil (%) (see Table 2)	MCHW Series 800 Type 3 sub-base thickness (D, mm)		ABG Abgrid geogrid
	Light vehicles only with emergency HGV access	Light vehicles with one HGV per week	
>6	100	150	20/20
4 - 6	150	150	20/20
2 - 4	150	200	30/30
1 - 2	Contact ABG	Contact ABG	Contact ABG

**Note:** Sub-base thicknesses in Table 1 are indicative and for reference only. Customers must provide project-specific details to ABG Ltd., including subgrade soil condition, traffic loading, and axle loads, to request an assessment.

**Table 2: Field guidance for estimating sub-grade shear strengths**

CBR (%)	DCP Result <sup>1</sup> (Sandy Soils)	HSV Result <sup>1</sup> (Clayey Soils)	Tactile (Clayey Soils)	Visual (Clayey or Sandy Soils)
<1	<1	<30kPa	Easily indented by fingers	Adult standing will sink >30mm
1 - 2	<1	30 - 60kPa	Indented by strong finger/thumb pressure	Adult walking sinks 10 - 30mm
2 - 4	1 - 2	60 - 120kPa	Cannot be indented by thumb pressure	Utility truck ruts 10 - 25mm
5 - 7	2 - 3	120 - 200kPa	Can be indented by thumbnail	Loaded construction vehicle ruts by 25mm
>8	>3	>200kPa	Difficult to indent by thumbnail	Loaded construction vehicle ruts by <10mm

**Note:** DCP results are expressed as blows per 100mm penetration. HSV results are expressed as "undrained shear strength" or C<sub>u</sub>

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