MARSHALLS LANDSCAPE PRODUCTS

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GUIDELINES FOR THE MAINTENANCE OF MARSHALLS PRIORA CONCRETE BLOCK PAVING

These notes are intended for general guidance and are not intended to be exhaustive.

Marshalls manufacture a range of paving materials in clay, concrete and natural stone which provide a durable, hardwearing surface. All surfacing materials may, during service, experience some degree of surface staining and therefore require regular maintenance and good cleaning practice to maintain the overall appearance of the paving.

MAINTENANCE

To ensure the performance of the Priora permeable paving, Marshalls recommend that there is a maintenance regime undertaken.

The maintenance of the pavement is to ensure the infiltration of the paving is not compromised. The following guidelines are offered as an initial regime, but maybe either increased or decreased depending on paving's local environment and any external contributing factors.

- A visual inspection of the paving should be carried out on a regular basis, ensuring that the joints are kept fully filled. This will confirm the effectiveness of the agitation maintenance due to variations between sites and allow any refinement of the regular agitation activity if necessary.

- The paving should be agitated (e.g. brushed, vacuumed, etc.) at least twice a year. This is to ensure no vegetation of any sort is allowed to grow and develop in the joints. Ideally, this activity should be carried out in the spring and autumn seasons.

- The paving should be inspected after any heavy precipitation to ensure no displacement of any organic matter onto the surface of the pavement.

- For winter maintenance, the controlled use of de-icing products may be used without causing significant detrimental effects towards the permeable pavements performance. When used carefully, the use of these chlorides will not result in an increase in the chloride levels in the local ground.

- Where non-infiltration systems have been employed, the inspection of the outfalls should be undertaken initially on a twice-yearly basis.

- Weed growth – when sedimentation occurs in areas of permeable paving then there is the potential for weed growth, this will typically occur where there are overhanging trees or soft landscaping slopes down on to the paving or in areas which do not receive over run from vehicles particularly frequently.

- Weeds can be removed from the surface through the application of weed killers containing Glyphosate. Glyphosate based weed killers are the most common for general-purpose use, they are most effective on grasses and perennial weeds with non-woody stems. Weeds should be sprayed when they are actively growing so that the Glyphosate will go down to the root and kill the weed completely. Glyphosate will be neutralized upon contact with the ground, which makes it safe to plant in the area soon after treatment. It is available ready mixed or as a concentrate. With the ready mix you will paying a lot for the water that it is diluted with, but if you only have a small plot or if you don't have a safe chemical storage cupboard, then ready mix is the best option.

- Glyphosate based weed killers include: ***Roundup, Tumbleweed*** **and** ***B&Q complete*****.**

Depending on the amount of usage and the environment the permeable pavement has received and been exposed to, the laying course material may require either cleaning after a 25 to 30 year period. This would be evident if the infiltration rate of

the paving became prolonged, allowing ponding to develop. Should this occur, the uplifting and cleaning (or replacing) of the laying course maybe considered. The laying course material, jointing and Priora blocks may be reused, minimising costs.

Marshalls would advise during the design stage of the project, consideration should be given to the placement and location of underground utilities. This is intended to minimise the need to carry out any excavation work within the main permeable pavement construction

Should a situation arise where access is required, Marshalls would suggest the following approach to the works.

- The initial trench width for excavating should be related to the depth of the sub-base material. For example, consideration to the width of the utility should be considered, plus a degree of working space. The utility undertaker will decide this. In addition to this figure, Marshalls would advise the overall width is determined by the depth of the open graded material plus 20%.

- When removing the first block, a suitable location, such as at the perimeter of the installation or where a unit exists with a larger joint width surrounding it should be considered. Next, as much jointing material should be cleared as possible to reduce the integrity being offered by this material.

- Once a block has become suitably loosened, a block lifter should used to remove it. Due to the interlock offered by the spacer nib profile, it may be necessary to have the block being lifted held in a lifted position, whilst a second person taps the adjacent blocks with a suitable lump hammer or rubber mallet. This may be repeated for the first few units during removal.

- Once the desired area of paving has been removed and carefully staked for reuse, a suitable surfacing material (e.g. membrane, wooden boards, etc.) should be placed on the surrounding paving for the laying course and sub-base materials to be separately stock-piled.

- Once completion of the utility work, the pavement should be reconstructed in accordance with the Marshalls Installation Guide.

- If the pavement construction contains any water-proof membranes or geotextiles, these should be sliced, folded back and weighed down during the opening of the pavement.

- Upon reinstatement, these should be folded back into their original position and be overlaid with a new corresponding material (overlap dimension to be determined between the utility contractor and the membrane/geotextile manufacturer; consideration to bonding/welding the reinstated material should be given depending on site conditions) which has been cut to an appropriate size, before continuing with the next layer of construction.