# DELAPADATION SURVERY

Lundhill Road, S73 0RB

Sherwood Oak Consulting Ltd
SOC-Ltd@outlook.com

# Contents

Introduction ..... 2
Weather ..... 3
Survey overview ..... 3
Condition photographs ..... 4
40 ..... 43
Photograph location plan ..... 46

# Introduction

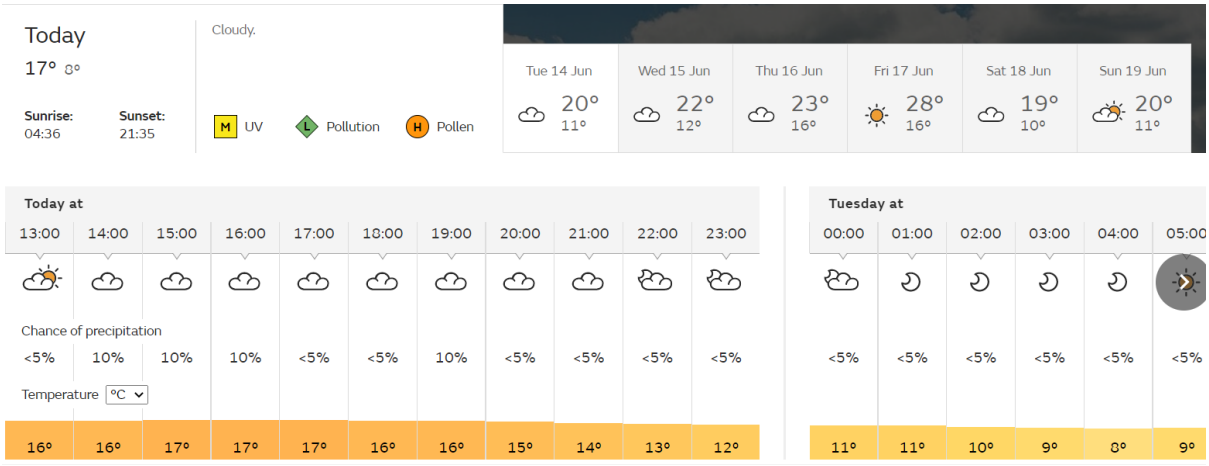
This report is a record of the condition of Lundhill road only. This is based on a survey undertaken by Sherwood Oak Consulting Ltd on 13th June 2022 between the hours of 9:30 and 11:30.

The purpose of this report is to provide an independent record of the condition of the adopted highway Lundhill Road prior to the commencement of the development by Miller Homes Ltd.

Full resolution photographs are available to the client (or any other party with the clients written permission) on request.

No liability is accepted for any changes in condition which occur after the date of the survey, or defects which were not visible at the time of the survey. No intrusive investigation has been carried out, and any debris which may obscure defects has not been cleared. Other limitations are detailed in the report where appropriate.

# Weather




Met office extract

# Survey overview

The surveyed area showed a state of disrepair; much of the surfacing, kerbs and footway has numerous defects with exacerbated deterioration evident around the junctions of both Gypsy Lane and Wath Road although some repairs are evident. Significant centre line longitudinal cracking, edge deterioration with weed growth is present apparent over much of the surveyed section. Continuous longitudinal wheel track depression present along the centre line of the road worsened by on street parking towards the junction with Wath Road

# Condition photographs

1




Photo 1 - General Condition

2




Photo 2 - General Condition

3




Photo 3 - Previous repair. Road surface showing signs of damage. All kerbs showing sufficient signs of wear

4




Photo 4 - General Conditon

5




Photo 5 - General condition

6




Photo 6 - Road surface showing significant signs of wear exposing bases course.

7




Photo 7 - Significant wear to surfacing with exposed base layers. Cracking and edge deterioration present

8




Photo 8 - Significant wear and damage to kerb

9




Photo 9 - Displacement of kerb line, difference in level from previous repair and edge deterioration.

10




Photo 10 - Surface deterioration exposing base course difference in level with main carriage way.

11




Photo 10 - General condition

12




Photo 12 - General Condition

13




Photo 13 - General Condition

14




Photo 14 - Base courses exposed.

15




Photo 15 - Significant longitudinal cracking, crazed cracking and sucken ironwork.

16




Photo 16 - General condition

17




Photo 17 - General Condition

18




Photo 18 – General Condition

19




Photo 19 - Cracking exposing base course. Wheel track depressions

20




Photo 20 - Transverse cracking exposing base layers

21




Photo 21 - General Condition

22




Photo 23 - General Condition

23




Photo 23 - Edge deterioration, kerb line displacement. Level difference caused by previous repairs to the footway with cracking to tactile.

24




Photo 24 - Raised Ironworks with joint separation. Cracking to tactile.

25




Photo 25 - Sunken and raised ironworks, cracking and edge deterioration.  Extensive wheel track depressions

26




Photo 26 - General condition.

Surveying to Wath Road limited due to gas works in the area, heavy traffic due to temporary traffic signals meant visual inspection was limited.

27




Photo 27 - Sunken and raised ironwork. Open joint between Lundhill and Wath road. Damage to kerb line with edge deteriartion and cracking to tactiles.

28




Photo 28 - Kerb line displacment and , weed growth and edge deteriation.

29




Photo 29 - General Condition

30




Photo 30 - Sunken and raised ironworks, cracking and edge deterioration (see picture 21)

31




Photo 31 - Cracking to main carridge way, difference in level to side road and sunken ironwork. Dislodged kerb with edge deterioation previous repair evident.

32




Photo – 32 Cracking to kerb line and tactile with edge deteriation

33




Photo 33 - Transverse cracking spanning entire carriage way

34




Photo 34 - Pot holes showing base course

35




Photo 35 - Dislodged kerbs with edge deterioration. Mixed levels in footway from pervious repairs

36




Photo 36 - Pothole to mixed level junction joint with edge deterioration.

37




Photo 37 - Wheel track depression at previous repair

38




Photo 38 - General Condition

39




Photo 39 - General Condition

40




Photo 40 - Edge deterioration with weed growth. Cracking to tarmac with base layers visible.

41




Photo 41 - Difference in levels previous repairs evident. Cracking to tactile with chipped kerb edgings.

42




Photo 42 - Wheel track depression.

43




Photo 43 - General Condition.

## Photograph location plan

Sherwood Oak Consulting Ltd
SOC-Ltd@outlook.com

**Legend**

Survey Extents (as provided by Miller Homes)

1 Direction of Picture including Reference

Scale 1:1000 @ A3

