

From:
To: [DCAdmin](#)
Cc: [Nick Hirst](#)
Subject: Planning Application 2020/93954 - Longitudinal Cracks
Date: 21 January 2023 14:32:48
Attachments: [longitudinal cracks.pdf](#)

Good afternoon,

Please find attached a personal comment concerning the revised housing development off Lingards Road.

I ask that my personal details are not made public.

Kind regards

The applicant is proposing to build dwellings along the side of Lingards Road.

Yet, there is nothing, I have seen, in the plans, to tackle the underlying structural integrity issue the road has long suffered.

In the 1970's, the road was widened, when the bungalows opposite the site were built.

Infill material was used as the base, which, overtime, has seen movement, causing longitudinal cracks to appear down the majority of its length.

It is believed earth excavated to facilitate building of the bungalows was used as the base for the road widening.



The whole road then being resurfaced.

Resurfacing was also undertaken within the last few years, which means cracks (seen today) have reappeared since.

The northern side of the road, since being widened, has never stopped moving.

With cracks in that surface now reaching up to 25mm in width, this represents significant movement: *see image above right*.



In 1982, the road had moved so much it caused a gas pipe to rupture, which resulted in one house being completely destroyed (no.84) and neighbouring properties being very badly damaged: *see image left*.

Movement, since the last resurfacing, can be seen to have continued in the image right.

In all probability, it will continue until something is done to address the underlying issue.

With cracks being untreated and exposed for so long, water entering them has undoubtedly weakened the base, which will continue further without treatment.

One option, sealing the cracks, will for a brief period prevent future water ingress, but would be as bad as papering over cracks in a wall; doing nothing to address the fundamental issue.

This is effectively what the last resurfacing delivered.



Movement will continue unabated and the cracks will once more become exposed.

Going back to the proposed dwellings, building them, along this stretch of road, would impose a bigger load, on the neighbouring ground.



That load, as the dwellings settle, could be sufficient to hasten movement in the road.

The proposed dwellings are close enough to the road, sections of the embankment would need to be dug away, to accommodate part of their foundations.

Potentially creating even more instability.



This could well speed the movement up, meaning the road's base (if not the embankment itself) moves faster than it has so far.

Back in 1982, fortunately, no one was seriously injured.



If the proposed construction proves sufficient to hasten the road's movement, enough to *break the camel's back*, who knows what the cost will be next time.

And for whom.

As such, it should go without saying, the stability of the embankment is fundamental to any development.

If the planners, as I fear could happen, allowed this matter to be dealt with as a planning condition (what some might consider an after-thought), to my mind, it could literally be playing with people's lives.

I believe, there is too much at stake for that.

The road's unquestionable movement and the stability of the embankment are intertwined, not mutually exclusive.

They must be treated as such and investigated professionally.

I have to question whether a developer with a digger is best equipped to form that judgement.