Additional information regarding resurfacing and site improvement application

This note includes additional information requested by the reviewing architects questions below:

1) The specification must detail how the drain gullies will be reset

"All existing path and road gullies to be retained and to be adjusted for line and level to marry into new surfacing levels on vehicle and pedestrian routes around church"

- SEE SECTION 1 FOLLOWING

2) Drawing 3B should include details of drainage points as described above

- SEE SECTION 1 FOLLOWING

3) There is no detail of the cycle racks (I didn't resend all the information from last month, so I have advised that we have seen this already, and have said I will send this on)

- SEE SECTION 2 FOLLOWING

4) Please could we have photos of each of the signage location points? (this is usually required)

- SEE SECTION 3 FOLLOWING

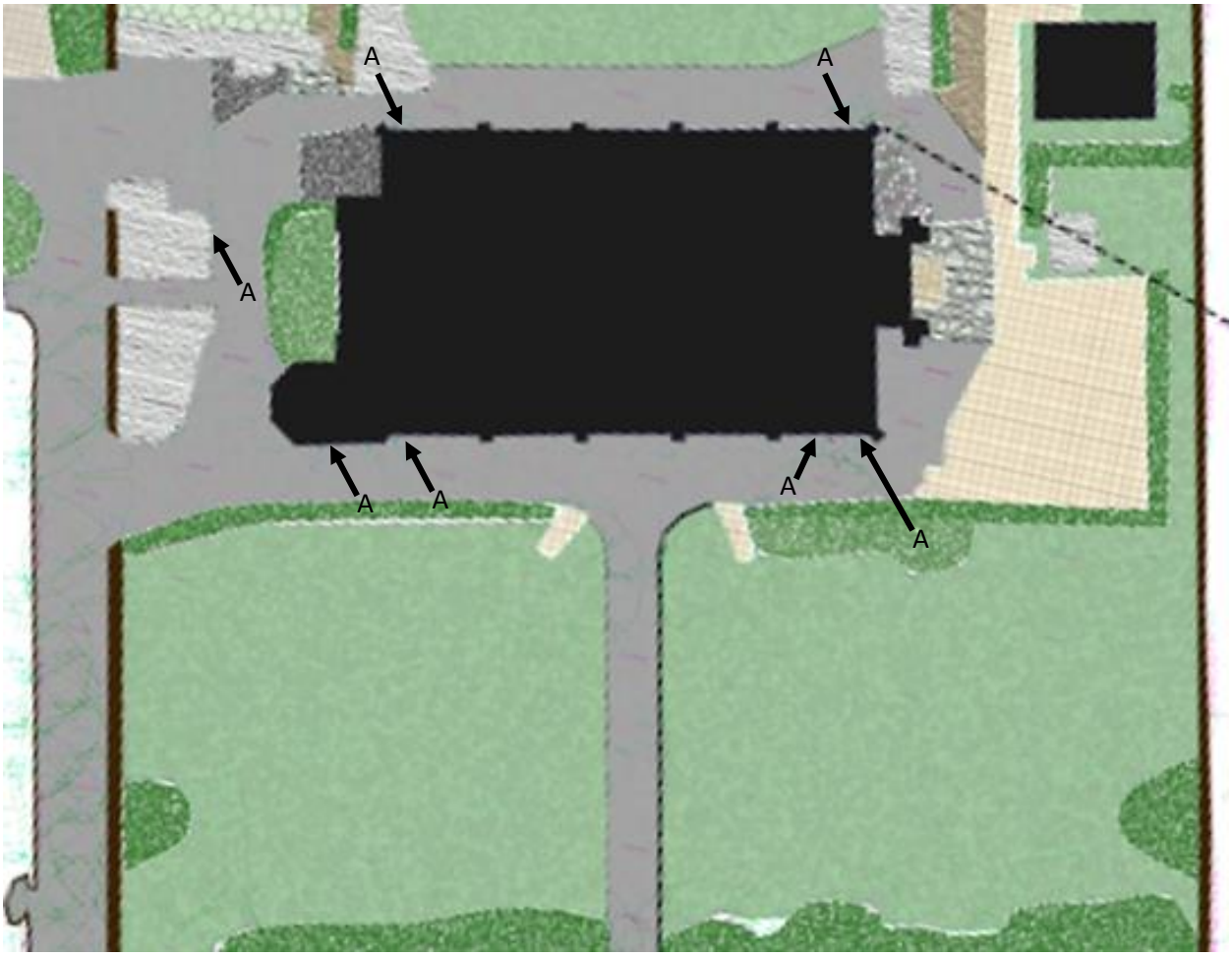
James GIBSON

13/02/2020

1. Drain Gullies location and specification

1.1 Plan showing location of gullies

A = Location of gulley



1.2 Specification for resetting of drainage gullies

The current gullies are all trapped drainage units. These will be removed as the resurfacing works are prepared. If possible they will be retained for reuse. If this is not possible, they will be replaced with suitable new trapped units.

The surrounding area will be excavated to reveal connecting pipework, allowing inspection and required adjustments to the connecting underground pipework.

The set-aside, or new gullies units, will be installed, connected to the existing pipework and set at the required level. They will be bedded in with suitable backfill to ensure they are stable and to prevent future distortion. The wearing course, as specified in the technical specification, will be blended in to ensure free flow of surface water from the roadways into the into the gullies.

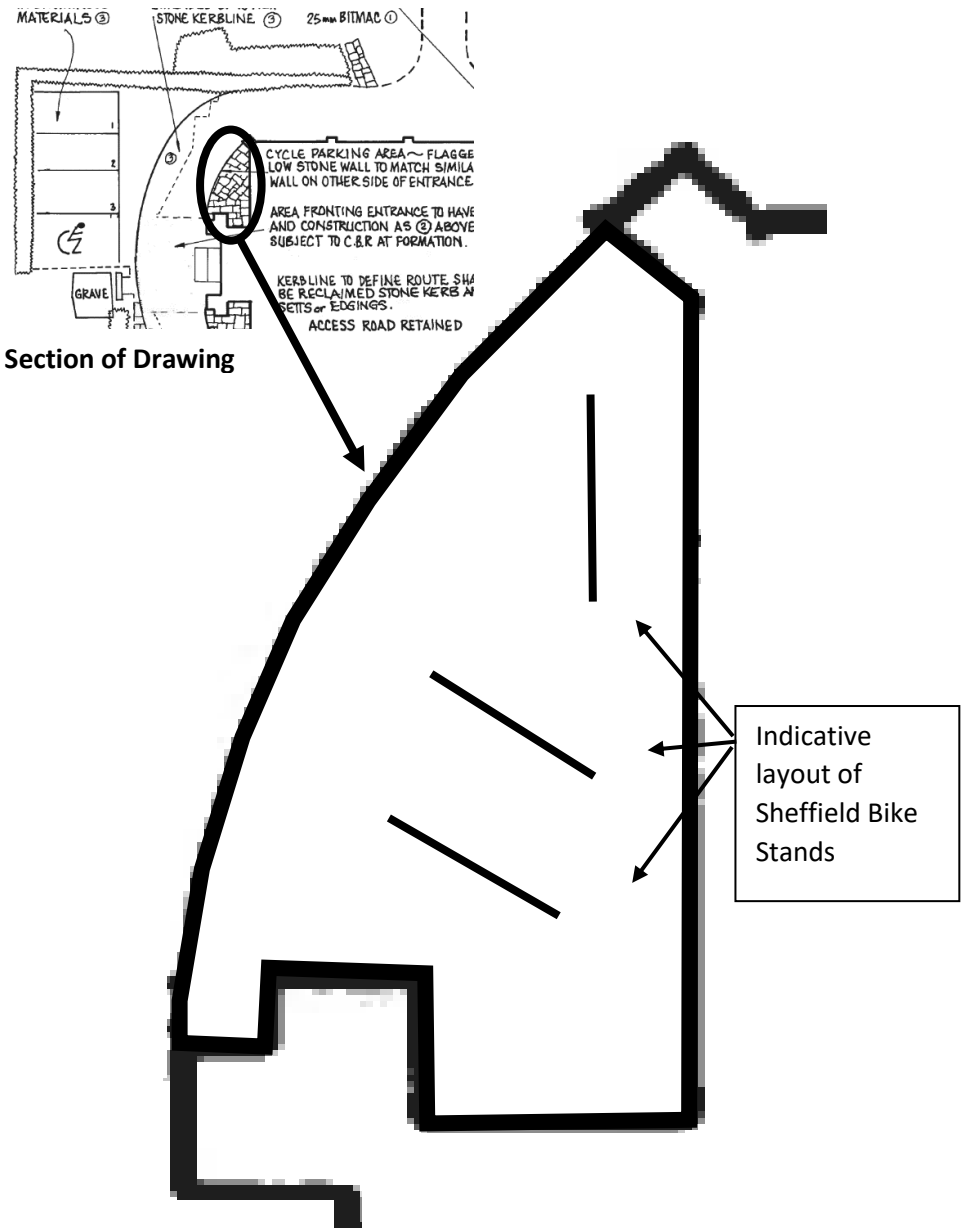
2. Cycle parking details

2.1 Specification

Cycle parking area at the northwest corner of the church to be created.
- Area will be flagged and delineated with a low (300mm stone wall) using stones reused from the existing parking area to match the similar wall on the other side of the entrance.
- 700mm high Sheffield stands, made from 50mm diameter galvanised tube, secured through a base plate with tamper proof bolts will be installed.

2.2 Illustration of bike stand layout

The sketch below shows the indicative layout of the cycle stands.



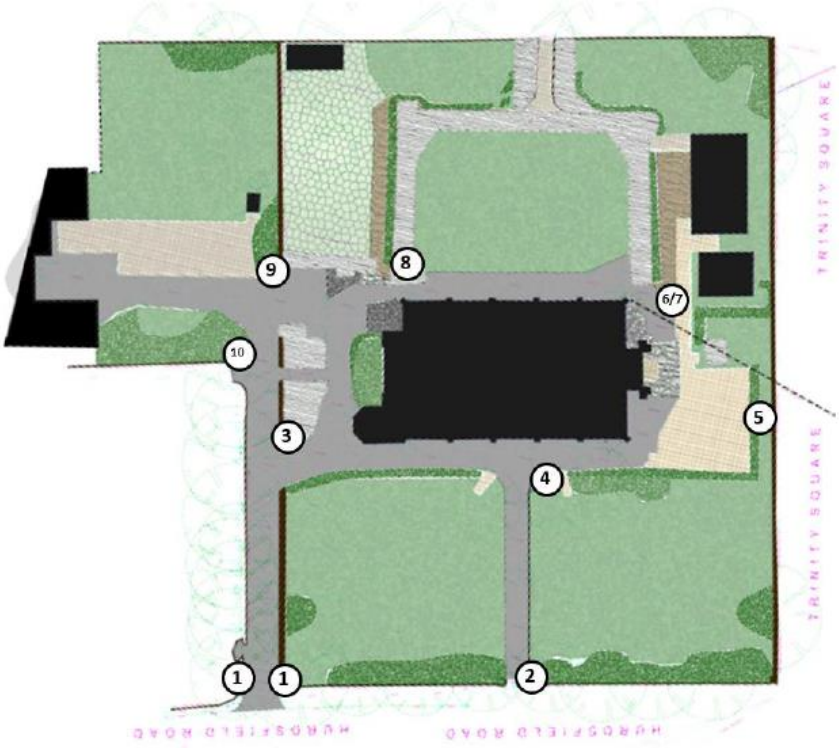
2.3 Stock image of a Sheffield bike stand

- showing base plate secured with tamper proof bolts

3. Photos showing the location of signage points

Number on the plan below refers to photos of each location following.

Please refer to the specification document for the information to be included on each sign.



Note regarding photos following:

Post and sign board in the photos are not to scale and are indicative only to show position and local surroundings of each sign.

1. Bottom of Drive (left side)
Note current sign was mounted on the wall
But has fallen down – new sign will be
screwed to the wall where the old sign was

1. Bottom of Drive (right side)
Will replace the existing signs

2. Bottom of pedestrian entrance
- old disabled sign to be removed

3. Mid-point of drive
- post mounted at top of wall height

4. Top of pedestrian pathway

5. 3 x signs for parking spaces

6. Entrance to office
(this will not be needed until our new Office building is in place)

7. South side of main entrance

8. Carpark end of south drive

9. Top of drive
(old signs will be removed)

10. Top of drive looking towards Hurdsfield Road