



Faculty application report for resurfacing and site improvements at Holy Trinity Church, Hurdsfield

1. Introduction

Holy Trinity Church has an active and lively congregation which is keen to see the growth of God's kingdom in the parish of Hurdsfield and across Macclesfield. As part of our hopes to bring growth we have developed a project to improve and develop our church site so that we have a secure foundation for creative and fruitful ministry over the next 50 years.

As we have considered this, we have developed a project called '*Building for the future*' which seeks to address three areas of our church life to enable and promote the growth of God's kingdom. The three areas are:

- *investing in our facilities* – we are currently developing plans for a new building to replace and enhance the facilities currently provided by the church office and classroom portacabins. Our current office and classroom only have temporary permission from Cheshire East and the DAC which run out at the end of 2020 and 2021 respectively. This new building will be the subject of a separate faculty which we are currently preparing. We have provided initial information to the DAC secretary in the form of our pre- application planning package.
- *investing in our site* – in order to ensure that people are safe on our site and that the site and building is welcoming we have developed proposals that include:
 - repairing our roadways and footpaths.
 - the addition of a new footpath along the sough side of the church
 - increasing car parking
 - introducing cycle storage
 - improved lighting around the church
 - improved signage to welcome people to the site and direct them around the site
 - improved and easier access into the Church building by reducing the gradient of the access ramp
 - redecoration of the lobby and coffee lounge in the church
- *investing in people* – we believe that to encourage growth we need to put in people resources to develop new ministries and encourage the faith in existing and new members. To ensure that we do not miss the opportunities that the project presents we are planning on looking to fund a new missional ministry post for 2 years to resource this growth.

2. This application

This application relates to the second aspect of our *Building for the future* project, namely '*investing in our site*', and describes what we propose to do in each of the areas listed above.

The additional car parking we are introducing, while very much part of this aspect of the project, is not described in this application as we have been advised by the registrar that, since this will be located on diocese land, we do not need a faculty for this part of the project. (This work does

however need planning consent and an application was made to Cheshire East on the 6 January 2020).

A separate application will be made in relation to 'investing in our facilities' and the building of a new building to replace our office and classroom portacabins.

3. Why do we need to do this work?

The purpose of the proposals within this application is to make the site at HTH safe, welcoming and accessible to all. With the increasing use of the church and its surrounds both by a growing and active congregation, as well as members of the community who come to use our facilities, we have become increasingly aware of the need to improve the condition of our site. For many years now, the drive and roadways around the church have been 'patched-up' and they now need to be properly repaired and resurfaced. Alongside of this, we want to make our church site and buildings as accessible as possible to the whole community to use and so we not only want to resurface the roadways but also improve the lighting, signage and parking for both cars and bikes. We believe that the works proposed will enable the ongoing and flourishing growing ministry here at Holy Trinity Hurdsfield.

4. What are we proposing to do?

Appendix 1 shows a plan (Drawing 3B) of the works that we are proposing. Further detail on each aspect is included below.

4.1 Repairing our roadways and footpaths

The current state of repair of the roadways on the church site is generally poor (see photos in Appendix 2). The access road from Hurdsfield Road in particular is potholed and in a very poor condition. This roadway is used by both vehicles and pedestrians and is a significant trip risk. The surface is broken up and does not provide a safe or welcoming way for people to drive or walk into the site. The proposal is to repair and resurface the access road, the roadway which runs around the Church and the pedestrian access from Hurdsfield road.

4.2 A new footpath

In recent years, as we have seen more people attending our church, both on a Sunday as well as during the week, the Parochial Church Council have become increasingly concerned about safety on the roadway along the south side of the church. This roadway is used both by vehicles, as they leave the church site having parked or dropped off at the main church door, and pedestrians, as they walk from the main car parking areas to the main church door. Several near misses between vehicles and pedestrians have been reported in the past few years. (Appendix 3 – photos showing south roadway).

Adjacent to the east end of the roadway is a single war grave. This war grave presents several additional safety issues including:

- the narrow restriction to the main access route to the church entrance that it presents. This affects cars, our church minibus which we use on a regular basis for the older members of our community, as well as emergency service vehicles should they need to gain access to the building.

- the significant risk to pedestrians, who share this same access route to get from our car parking areas to the main entrance of the church as well as our church office. Due to the restriction presented by the headstone, there is not enough room for both cars and pedestrians to pass by.
- the significant potential for damage to the headstone from vehicles as they pass by, as well as general damage as it is in a very exposed position. Indeed, it was noted that the stone has some evidence of damage to the top of the stone.
- the risk to our children and young people as they are use the grassed area for outdoor games and activities.

As a result of these concerns, the PCC reviewed the safety of this area of the site and determined that, in order to allow safe access to the church, that we need to widen this access route and add a footpath alongside the roadway as shown on the plan in Appendix 1. This new footpath, located along the edge of the grass beside the south roadway, will allow the safe passage of car and pedestrians along this route.

It is important to note, that in order to provide a safe and sensible routing for this new pathway, we are requesting permission, in a separate faculty, to relocate this single war grave to a nearby location (we do not propose to exhume any remains). This would both alleviate the concerns we have regarding vehicle and pedestrian safety but also create an enhanced focal point for the headstone itself and in turn for our annual act of Remembrance when it is our tradition to gather beside the headstone. The provision of this new footpath to the south roadway is an important part of these proposals and will be greatly enhanced by the relocation of this war grave. These issues are discussed in more detail in the separate application which we have submitted to the DAC for consideration alongside this application.

4.3 Increased car parking

As mentioned in section 2, this application does not include the work associated with the provision of additional provision of car parking spaces as it is on Diocesan land and does not need a faculty. Further information in relation to the carparking is included in section 5.2.

4.4 Introduction of cycle storage

In 2016 we carried out a "Space Review" (reported in January 2017) which looked at how we use spaces within the Church. As part of this review we considered how the congregation travelled to Church. From this work it was apparent that there was a significant demand from the congregation for the provision of secure cycle storage. This would encourage people to cycle to church as they would be able to confidently leave their bicycles unattended and know that they were unlikely to be stolen. By increasing bicycle usage we expect it to reduce car usage, being good for the environment, reducing the number of cars on the church site and therefore making the site safer and allowing those who do need to use their car more likely to find a car parking space. We propose to use Sheffield stands (see image in Appendix 4).

4.5 Improve lighting for site roadways

At the moment, the lighting on the north side of the church is quite poor with only one flood light located on the church wall, just below gutter level, opposite the top of the pedestrian pathway (see Appendix 5) and provides light to the pedestrian entrance from Hurdfield road and some of the roadway. To improve visibility both for cars and pedestrians, we propose to install 2 similar LED floodlights, one at each end of the church just below gutter level. This will ensure safe good visibility along the whole roadway.

4.6 Improved signage

Whilst we operate an informal one-way system for vehicles around the church at the moment it is not well signed and on occasions people do not follow the correct route. In order to improve safety and reduce the risk of collisions between vehicles and accidents involving pedestrians, we need to clearly sign the one-way system. As part of this improvement we will also be introducing some dedicated disabled and drop off parking bays by the main church entrance. Appendix 6 shows a schematic of the one-way system and the location of new signs. Another benefit of clear signage will be that visitors to the site will be able to identify the way to the main entrance of the church and the location of the office (neither are visible from Hurdsfield Road). The benefit being that visitors will feel more confident about coming into the site and therefore more likely to visit. The signs will be printed on laminated aluminium, giving a high quality and durable finish. They will be mounted on posts. Since they will not be attached the church building we understand that they will not require faculty permission and we have only included this information for completeness.

4.7 Improved and easier access into the Church building.

The surface of the area surrounding the main entrance of the church is currently a mixture of York stone, cobbles and tarmac (see photos in Appendix 7). This is very challenging for anyone of limited mobility and or visibility and presents trip hazards at every turn and step. In the last year, at least 2 elderly people have fallen due to the uneven surfaces and steep entrance ramp to the church. In addition to this, the gradient of the slope up to the church door is quite steep (currently in excess of 1 in 12) which can be challenging for wheelchair users and families with push chairs.

We want to improve this by changing the surface material of the car parking and entrance area and by reducing the gradient of the existing ramp into the main Church entrance. We propose to improve the safety of the surface by using tarmac across the whole area to give a smooth trip free surface and profile the new surface such that we will reduce the gradient of the access ramp into the main church entrance. These improvements will benefit a significant number of people, both young and old, as they gather at HTH church for Sunday Worship, Toddler groups, Evergreens (our older persons' bible study) and more.

We will also introduce a drop off parking bay, as well as dedicated disabled car parking in the area just outside the main door of the church for people who are less physically able. This will provide considerable benefit for those people with disabilities who otherwise struggle to come to church or other community activities.

5. Other elements of our proposals

5.1 Improvements to the Church entrance foyer and coffee lounge

Proposals are being developed at the moment for the improvement and redecoration of the church entrance foyer and coffee lounge. Once we have determined the extent of these improvements we will make a separate application if needed.

5.2 Increasing provision of car parking

We have agreed heads of terms with the properties department of the Diocese, for a lease of some land located in front of the vicarage to allow the development of an extra 6 car parking spaces. The demand for these spaces was identified through the Space Review 2017. The proposed layout of the carpark is shown in Appendix 8. As this land is owned by the diocese, we are not required to obtain a

faculty but have made a planning application to Cheshire East Council. A copy of the planning application has been sent to the DAC secretary for information.

6. New Homes Bonus

HTH has been awarded £16,500 grant under the New Homes Bonus programme from Cheshire East Council to help fund this programme of work. To fulfil the grant conditions and claim the grant we must obtain all necessary approvals before the end of April 2020. An approval of this application is therefore a requirement of our grant agreement.

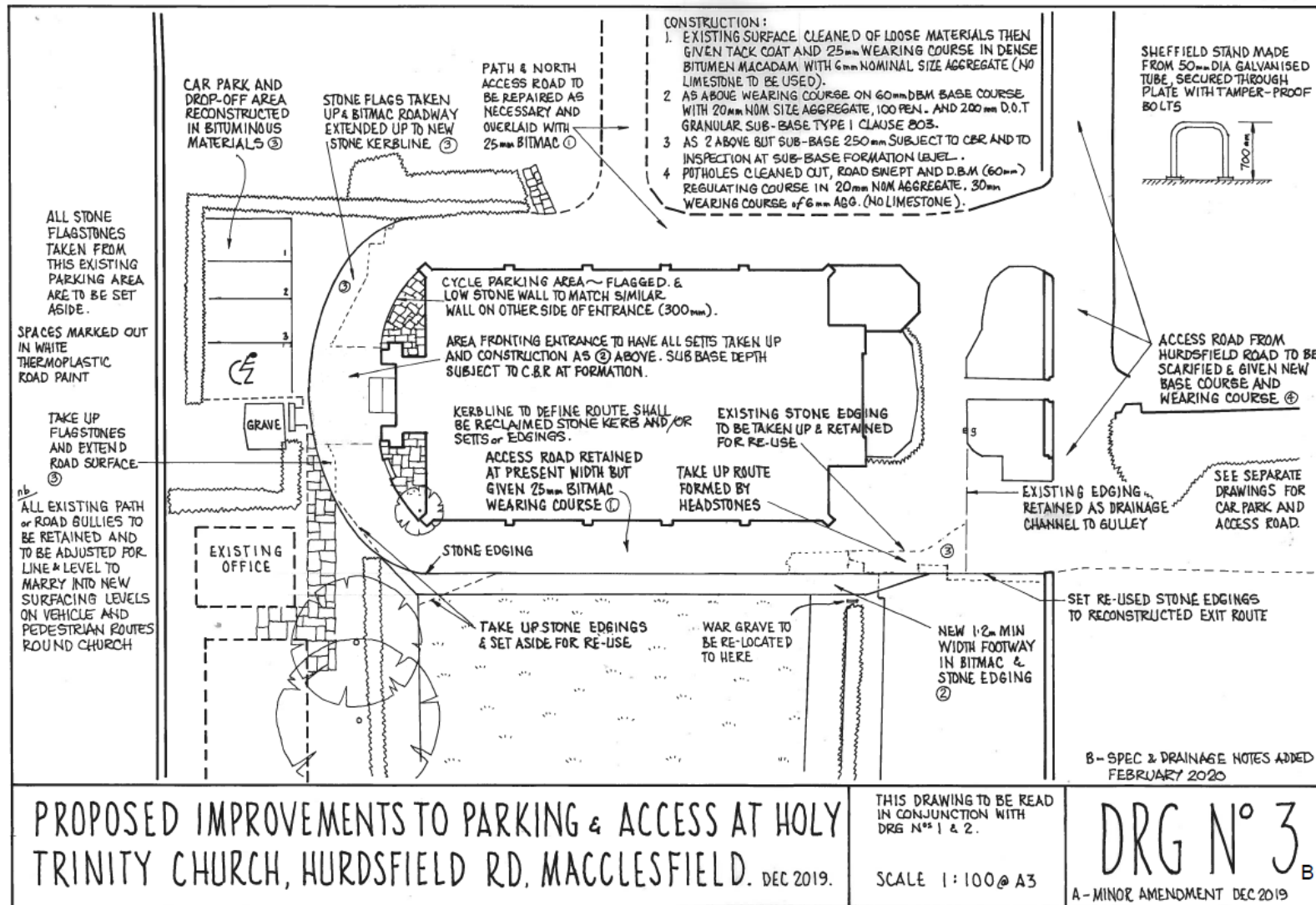
7. Conclusion

This faculty application contains a number of proposals which together make up a coherent plan to provide a safer, more welcoming site to encourage the growth of God's Kingdom. Alongside the other elements of the whole 'Building for the Future' project we believe that it will establish a firm foundation for the future thriving and growth of HTH's ministry in Hurdsfield and the whole of Macclesfield. We would be happy to answer any questions the DAC may have about our proposals.

John Burt and James Gibson

On behalf of the Building for the Future working group and the PCC

Appendix 1 – Layout and description of resurfacing and improvement works



Appendix 2 – Photos of the church drive and roadways

Main Access from Hurdsfield Road to the church site



Pedestrian access from Hurdsfield Road



Appendix 3 – Photos of the south roadway.

Photo of south roadway

- new path will be constructed along the edge of the grass allowing separate and safe passage of vehicles and pedestrians.
- note position of lone war grave at east end of roadway.

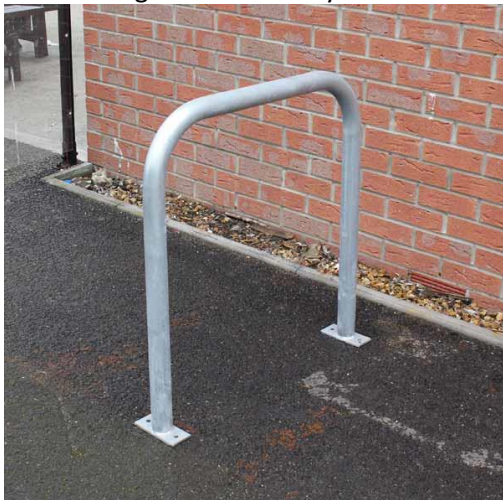


Photos illustrating the restriction caused by the narrow roadway, lack of pedestrian pathway and the location of the lone war grave.



Appendix 4 – Sheffield Cycle Stand

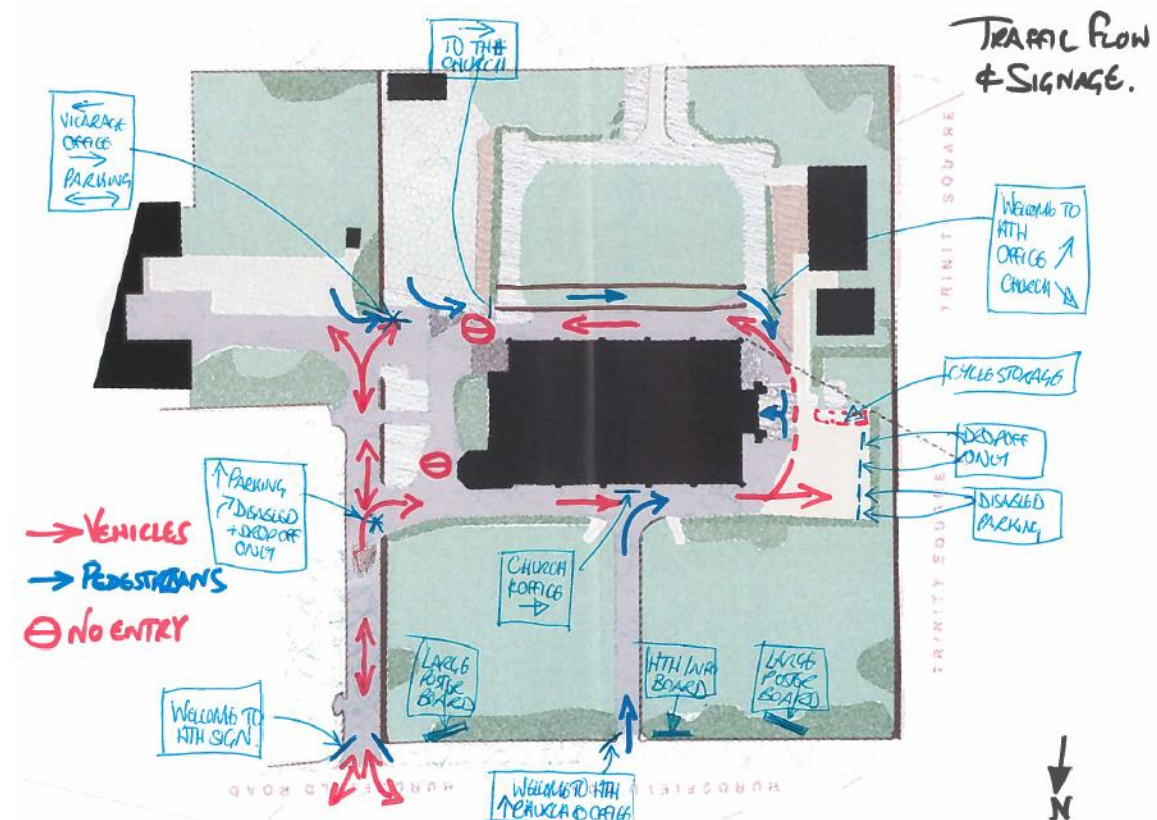
- Stock image of Sheffield cycle stand



Appendix 5 – photo of flood light on north wall of the church.



Appendix 6 – Schematic showing traffic flow and signage locations



Appendix 7 – Photos of main entrance to the church and parking

View of main church entrance

- note the mix of materials – tarmac, York stone and cobbles



View of parking area outside main entrance to church

- note unevenness of your stones making access very difficult both for wheelchairs and those less mobile.

- space for 4 x parking bays for disabled and drop off



Appendix 8 – Existing and proposed layout of carparking outside the vicarage

