

Responses to queries raised by the DAC regarding faculty reports submitted by Holy Trinity Church Hurdfield.

Queries from Katy Purvis (email of 13/01/2020)

- 1) The new signage will probably need to be included in one of the faculty applications, I think the resurfacing would be the best place. I will check the new rules that come into place in April, but this does currently require a faculty, whether the signs are fixed to the church itself or not. Sorry about that, but it shouldn't be controversial, so hopefully won't be a problem, but the DAC will probably ask to see sample mock-ups showing size, colour and font etc, and the wording required for each sign. Your location map is good, thank you for that, you might need to also describe what the signs are fixed to (i.e. posts)

Please see comment below in answer to reviewing architect's questions.

I have not managed to get a mock-up of the signs from our designer yet, but

- 2) I think you're correct that the vicarage carpark won't need a faculty, the resurfacing of the church carpark area will be covered in the resurfacing and path faculty. As you need the resurfacing to be approved by April, we will need to work quite hard to get all the details in place quickly, I don't think we can use List B for this, it's too extensive and isn't like for like, and will need public consultation, but we will do our best to help put it all together.

Thank you very much – we really appreciate all the help you have given us so far as we take our vision for the future of the site forward.

- 3) The DAC will want to see more detail about the floodlights, I'm guessing they will be similar to the one shown on the north wall? The DAC will ask about the fitting itself, location of fitting, fixing and cable routes, possible glare

The flood light will be similar to the one shown in the image below and the one already fitted in the middle of the north wall. It will be fixed to the wall just below the gutter line like the one that is already installed. The two lights will be supplied from the existing light with black cable fixed to the wall about every 40cm as per current regulations. With the 2 additional lights, one at each end of the north wall, there will be sufficient light to light the path for pedestrians and cars. We have a similar setup on the south side of the church and the lighting is more than adequate without glare.

Proposed light similar to this



KSR LIGHTING

Siena 150W 4000K LED IP65 Floodlight Black

Part Number: 2501177957
Mfr Number: KSR5291BLK

Product Type: Floodlights

View of existing light in the middle of the north wall of the church



Queries from the reviewing architect (email of 20/01/20)

A. Resurfacing etc

- In principal OK but, this does depend on agreement to 'B'; resolution of the War Grave.
See response in Section B
- The specification for the roadways appears to be OK but there does not seem to be any drainage noted or adaptation where additional surfacing layers are proposed.
We propose to keep the drainage systems and routing the same. Where required by raised road level, we will raise the drainage covers to accommodate this. We have planned to put a drain as required across the parking area by the vicarage to remove any surface water, although due to the porous materials we will use for the parking areas the surface water is not expected to be any more than current.
- There are contradictory statements on the drawings; no. 2 specifies a patent grass planted scheme; drawing 3 states bituminous materials – please could you advise which is correct?
Referring to the parking area outside the vicarage, the proposal is to tarmac the central area and access to the vicarage and use Netpave (filled and planted with grass) for the parking areas to either side of the driveway.
For the parking area near the main church entrance, we propose to use tarmac to ensure a clear, smooth surface which gives the safest and easiest access to the church for disabled and less mobile visitors.
- Will increase in surface height, at least 50mm, have an adverse effect on adjacent structures or floor levels?
We have looked at this and this will not cause any problems. Where levels are different between adjacent surfaces, we will ensure that they are blended in. Regarding the access to the main entrance to the church, the rise in level will improve the current situation as it will reduce the height difference (all-be-it only slightly) between the parking area and the threshold to the church door thus reducing the slope slightly.
- Signage is not yet shown in detail – it would be most important to avoid the 'municipal car-park' effect while maintaining safety and giving information.
The signs that we have planned are mostly to direct traffic and will be minimalistic in nature. Below is an example of what the signs will look like. The signs will be printed on aluminium di-bond which is very durable, and weather resistant. We will round-off all corners to remove sharp edges and we will mount them on treated wooden posts.
The signs will be sized according to the text requirement but will likely be about 40cm x 60cm. I have attached in appendix 1 a mock-up of a signboard as well as a listing of the signs we plan to install.
- The existing stone pavings are noted for reuse; all? Would the surplus be disposed of? From the photos it doesn't look to be of very good quality.

Some of the paving are in very poor condition and would be disposed of. Those in good condition will be reused as much as is necessary and those remaining would be sold and the proceeds contribute to the cost of the project.

- The Planning and Faculty applications need to define the separate ownership of the church and Vicarage. Are the Parsonage Board happy with the scheme?

Yes. The parsonage board are aware of our plans. We are currently agreeing a lease for the land and have their approval to do the works as planned outside the vicarage.

B. The War Grave

- I understand that the 'Commission have refused. If this is further 'confirmed' the suggestion should be considered for a diversion around the 'stone with subtle suitable surface treatment but, without level changes, as, rightly, the church state would be a hazard.

- Has the family been consulted?

The family has not been consulted. We have no information regarding any living relatives. No one currently attending the church has any knowledge of the 'Ryder' family or their connection with HTH. We would be happy to request the CWGC for information that they may have and follow this up.

- Would moving the 'stone, but clearly marking the burial site in the path with an inscription be acceptable to the CWGC?

The CWGC suggested this idea themselves as something that has been done on other locations where war graves have been moved, and we are very happy to do this if granted permission to move the stone.

Further to the paper, I can only underline our concern about the current location of the war grave and how it is just in the wrong place. We really ask the DAC to support us in our quest to move the headstone to a more suitable and sensible place that will be of benefit to all as we seek to use the site well in the future. If we do not move it now, in this moment as we develop the site, I can not see that it will ever be possible in the future and so will stand in the way for ever. We ask for your support.

C. The Office

- For the tree removal, I note the DAC's previous advice and the supportive comment by the inspecting architect.

Loss of trees is always to be regretted, especially in an urban setting. Is there a proposal for 'compensating planting' further trees?

We are only removing those trees that we have to and we have committed to planting new trees in the place of those we are removing.

- Regarding time scale for settlement, is it proposed to grub up the roots? Otherwise it could be years and the risk of fungal growth.

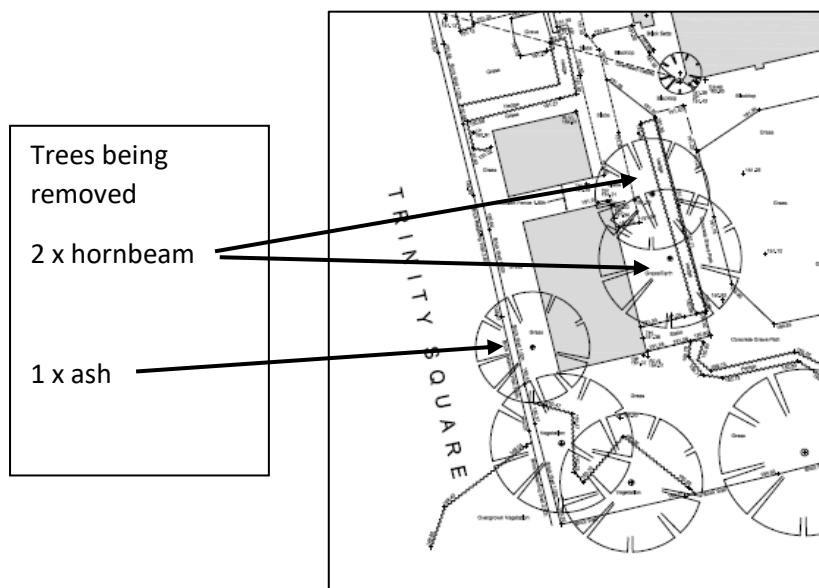
The plan is to remove the trees, grind out the stumps and, as far as is possible without disturbing soil over burial remains, grub up the roots.

- I have not seen a plan clearly identifying which trees are to be removed. The topographical survey in bundle A shows the existing layout, suggesting two or three trees may be ‘a problem’ – further information and reasoning please.

The trees that will be removed, as agreed with Archdeacon Ian, are the 2 trees immediately in front of the current classroom portacabin (in front of the east wall of the portacabin) and a single ash tree that is located at the rear of the current building on the southwest corner.

The section of the topo survey below shows the location of the 3 trees.

They all need to be removed as they already encroach on the existing building and as we put the new building in, they will do the same. The Ash tree is in very poor condition, covered in ivy and stands between the building and the perimeter wall. The hornbeam trees are too large and several of the branches are already drooping over the roof of the existing portacabin. They also block access and light to the front aspect of the new building and so, to allow access to the building from the grassed area need to be removed.



If you require further clarification, please do not hesitate to contact us.

James GIBSON

Vicar

HTH

22/01/2020

Appendix 1 – Signboard illustration



Proposed locations of signs and information required:
(number refers to the location on the plan following)

1. At bottom of drive (replaces existing sign)

Mounting: screwed to the drive entrance post
Text: Welcome to HTH
Church, Office and Vicarage'
Symbols: Arrow pointing up the drive

2. At bottom of pedestrian entrance (replaces existing sign)

Mounting: treated wooden post
Text: Welcome to HTH'
Disabled access via main drive
Symbols: Arrow and Disabled wheelchair logo

3. At mid-point of main drive

Mounting: treated wooden post
Text: Disabled Parking and Drop-off only
Symbols: Arrow pointing right (along north side of the church)

4. At top of pedestrian entrance pathway, sited just to right of pathway

Mounting: treated wooden post
Text: Welcome to HTH'
Church, Office and Community Hub
Symbols: Arrow pointing right along north drive

5. Front of Church disabled and drop off parking

- 2 x disabled spaces
 - Mounting: treated wooden post
 - Text: None
 - Symbols: Disabled parking logo
 - 1 x drop of parking space
 - Mounting: treated wooden post
 - Text: Dropoff parking only
 - Symbols: logo of person with walking stick
6. at edge of entrance path to the new building
 - Mounting: treated wooden post
 - Text: Church office and Community Hub
 - Symbols: arrow pointing towards office
 7. On south side of main entrance area
 - Mounting: treated wooden post
 - Text: Parking and way out
 - Symbols: arrow pointing along the south drive
 8. At the carpark end of the new foot path looking towards the office
 - Mounting: treated wooden post
 - Text: Church office, Main Church and Community Hub
No vehicle access
 - Symbols: arrow pointing along the south drive towards office
Pedestrian logo, no vehicle logo
 9. Top of the drive – pinned to wall where current signs are (replaces existing sign)
 - Mounting: screwed to the end of the wall
 - Text: Church Office, Main Church and Community Hub
Vicarage and parking
 - Symbols: arrow pointing right and left respectively
 10. Top of the drive looking towards Hurdsfield Road
 - Mounting: treated wooden post
 - Text: Exit to Hurdsfield Road
 - Symbol: Arrow pointing down the drive

Signage Locations

- numbers refer to sign detail information on previous pages

