

3.6 Lighting

St Marks Methodist Church Façade

Vertical Central Element

To provide a visual pointer to the cross as well as highlight the art deco presence of the façade we would look to emphasise the vertical nature of the design.

Backlighting the windows is not possible due to the use of the internal rooms. This would also only draw attention to the windows rather than the layers of the frontage construction.

Therefore fittings located externally on the lower ledge will create the desired effect.

Surface
Cylinder



Fitting Concept

- Rated for external use
- Small in size
- Surface mounted fixing
- Internal adjustment
- Anti-glare shield
- Asymmetric optics available
- Painting RAL Colour

Low Profile
Linear



View of ledge
through lower
windows.

3.6 Lighting

St Marks Methodist Church Façade

Vertical Central Element

Proof of Concept



3d Modelling to represent potential outcome from proposed lighting method.

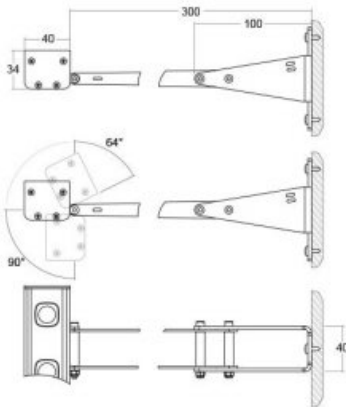
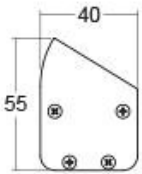
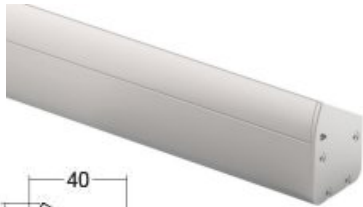
3.6 Lighting

St Marks Methodist Church Façade

Scalloped Panels

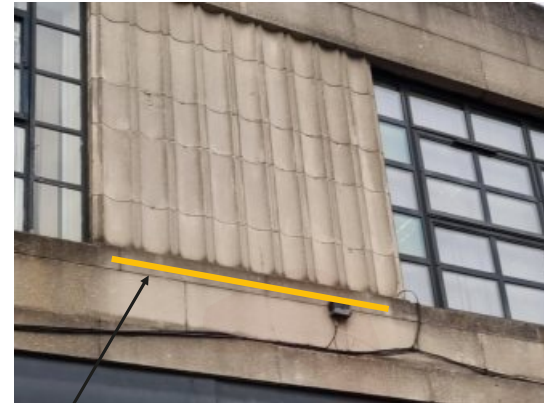
Lighting to the scalloped panels bringing width to the façade.

Some clean-up to the façade will be required, for example the phone cable that is present and lose on the adjacent image.

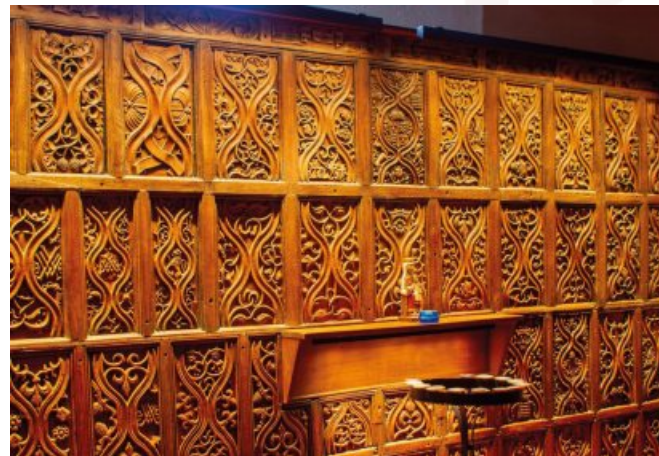


Fitting Concept

- Rated for external use
- Small linear profile
- Surface mounted fixing with adjustable arm/bracket
- Anti-glare shield
- Asymmetric optics available
- RAL colour painting available



Proposed Fitting position



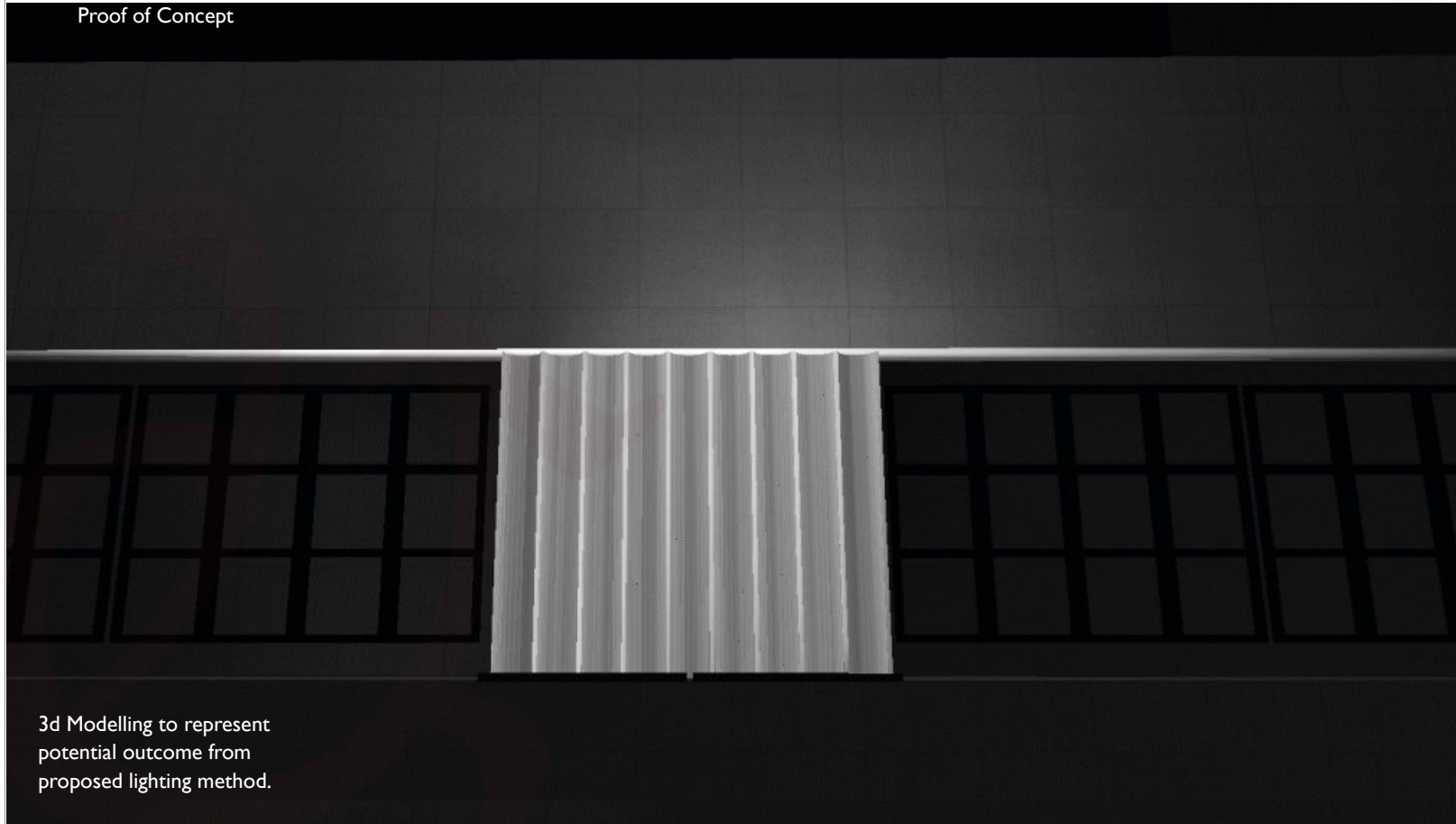
Example of this technique from a recent CES project.

3.6 Lighting

St Marks Methodist Church Façade

Scalloped Panels

Proof of Concept



3d Modelling to represent
potential outcome from
proposed lighting method.

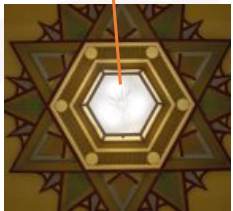
3.6 Lighting

St Marks Methodist Church Façade

Church Entrance / Canopy

As the Canopy design is finalised then lighting will be incorporated accordingly. Lighting principles should be as follows:

- Warm welcoming entrance to the Church
- Non intrusive / minimal glare
- Either “discreet and un-seen” or “commit to matching the art deco architecture”



Art Deco style fittings to complement the façade
Examples from a previous CES Art Deco project



Pool of light to the ground by the door.

3.7 Facade Repairs - Structural Engineer Report

As noted in the Stage 1 report, the façade facing the High Road is showing signs of failure associated with corrosion of underlying steel elements, typical of buildings of the period.

To gain a more in-depth picture of the extent of the issues, the façade was investigated via MEWP and using the scaffolding present to the tower at that time. The findings are contained within the attached drawings and schedule.

The schedule has been arranged to allow an initial cost estimate for the works to be obtained using a 'worst case scenario' basis for the extent of replacement concrete blocks. The defects have been classified according to their relative severity to enable filtering of the repairs to focus on the most urgent in order to suit budgets.

Initial repair methodologies have been prepared to enable an initial picture of the extent of work to be gained. Drawings and schedules are contained within Appendix A.

For the next stage the structural engineer has been recommended a programme of opening-up of the façade to determining the construction of the building and the preferred repair methodology. The structural engineers report is included on the following pages.



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Appendix A: Photographs

Appendix B: Structural drawings

3.7 Facade Repairs

1.0 Introduction

This structural engineering appraisal note has been prepared for the London Borough of Haringey Council, by Stand Consulting Engineers (SCE) to summarise our understanding to date of the existing structure, and condition of St Mark's Methodists' Church, Tottenham High Road. The report focuses on the 1939 Art Deco section of the building.

This report forms part of the RIBA Stage 2 submission for the on-going Tottenham High Road Heritage Action Zone (HAZ) scheme. This report should be read in conjunction with the Stage 2 report prepared by Roger Mears Associates (RMA). We are acting as a sub-consultant to RMA.

A conservation-based approach to the structural repairs was adopted for the work completed in 2015. A similar approach is proposed for the structural repairs in this next phase of work. This approach includes the design of repairs which are based on an understanding of the existing structure and the defects. Wherever possible, the specification is to use compatible materials for repairs, and for the work to be reversible.

The repair of 20th century listed buildings follows the conservation principles of buildings from previous centuries, but there are new challenges from the use of modern materials. A number of documents that cover work to historic buildings from the last century have been produced since the first phase of work at the zoo. These include the ICOMOS International Committee on Twentieth Century Heritage (ISC20) document, Approaches to the Conservation of Twentieth-Century Cultural Heritage. Stuart Tappin, the director at Stand Consulting Engineers, is the UK representative for this committee and help to draft this document. The proposed approach to the structural work that is set out in this report is in line with this document.

2.0 The Site

St Mark's Methodist's Church is located on the west side of Tottenham High Road, Tottenham. It is bounded by a pedestrian alley way off St. Loys Road to the north, Forster Road to the south, and a block of residential flats to the west.

The building is located with the London Borough of Haringey's Bruce Grove Conservation Area and is locally listed.

3.0 Site Geology

The available geological survey maps of the area show the ground conditions on site comprise (from ground level down):

- Made Ground – Variable disturbed materials (approx. 1m to 2m deep)
- Enfield Silt Member - Gravely Sandy Clay and Silts (4 to 5m deep)
- London Clay – Very Silty Sandy Clay (Extend to depth)

No specific site investigation has been carried out as part of the HAZ scheme. However, borehole logs from previous investigations near the site, held by the British Geological Survey, support the geological maps.

Perched ground water flows are expected to be present within the Enfield Silt member on top of the impermeable London Clay. These flows will likely follow the natural topography of the wider area and head east towards the River Lee.

4.0 Site History

St Mark's Methodist Church, formally known as St Mark's Chapel, was constructed in 1867 to replace a smaller church located to the north along Tottenham High Road. The church, built in the gothic revival style, originally comprised a large nave and had a tower and steeple at the east end facing on to Tottenham High Road.

In 1937, concerns were raised over the stability of the tower and steeple. The reason for these concerns is not known to us, however, we do know that a large section of the church, including the tower and steeple were demolished shortly after this date.

In 1939, the church was reopened behind a new parade of shops with a central tower and entrance to the church having been constructed in the location of the former tower. The 1939 addition was built in the Art Deco style.

The nave of the church was also rebuilt in 1960 after it was damaged during the Second World War. It is not known if any repair works were required to the adjacent parts of the building.

3.7 Facade Repairs

5.0 Description of the Existing Structure

Our understanding of the building is based on observations made during our site visits on 27th January 2022 and 24th March 2022. During our visit on the 27th January, we had external access around the building at street level and to the first and second floor internally to the tower. On the 24th March, high level access was provided to the Tottenham High Road elevation of the parade including the tower by a cherry picker and access scaffold. The extent of our high-level access is shown on drawing ES01. To date, no intrusive investigations have been undertaken.

As noted above, the church comprises three distinct structures, the remaining 1867 portion of the building (which is now a nursery), the 1939 art deco parade and tower, and the 1960 nave: see drawing SK01.

The existing sections of the 1867 church are expected to be traditional in form, with solid masonry walls, and a timber roof. The foundations are likely to be shallow corbelled masonry that bear onto the clay and silt of the underlying Enfield Silt Member).

The basic structure of the 1939 parade appears to comprise a steel frame with both reinforced concrete and timber-joisted floors. The steel frame is clad with decorative precast concrete blocks. The precast concrete cladding blocks appear to be notionally reinforced with steel bars. Figure 1 shows a typical detail of masonry-clad, steel-framed buildings during this period and we expect to find a similar arrangement at St Marks.

As is typical for buildings of this age, there are no apparent movement joints in the approximately 35m long elevation. In modern standards, vertical movement joints are installed in masonry cladding roughly every 10 to 12m and are to mitigate against thermal and moisture movements in the cladding relative to the frame behind.

The tower structure appears to comprise solid masonry, with concrete blocks externally and brickwork internally. The tall window mullions to the tower comprise concrete blocks that we expect to be dowelled together with steel pins. The foundations are expected to be shallow strip and pad concrete footings that bear on to the Enfield Silt Member.

The nave is an insitu reinforced concrete frame clad in brickwork and areas of uncoursed stone. Like the 1867 and 1939 sections of the building, the nave is expected to have shallow pad/strip footings bearing onto the Enfield Silt Member.

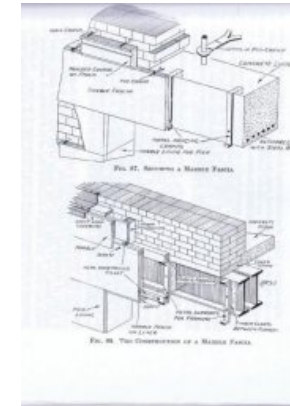


Figure 1 – Extract from the Modern Practical Masonry

6.0 Condition of the Existing Structure

From our observations, both the 1867 and 1960s sections of the building appear to be in a reasonable condition for their respective age and type of construction. The 1939 section of the building was in a poorer condition with a large number of defects noted in the blockwork cladding. The extent of these defects is recorded on drawing ES01 and the attached photo sheet.

Given the area of the buildings, it is likely that there are further structural defects that have not yet been uncovered, or are in areas of the building yet to be accessed. Areas of structure at higher risk of hidden defects are noted in the commentary below. Structural investigations are proposed at Stage 3 to help determine the extent of these defects. The scope of investigations is shown on drawing S01.

Cracks in Blockwork Cladding

At the northern end of the Tottenham High Road elevation, the blockwork above the first-floor window is in a poor condition. A horizontal crack was noted to run through the soffit of blocks directly above the window. In a few locations, sections of the concrete blocks had spalled to expose corroded steel reinforcement, and during our visit in March, we were able to remove sections of loose concrete from the soffit of the blocks. Horizontal 'jacking' cracks were also observed in the bed joints between the courses of blockwork in this area.

3.7 Facade Repairs

Similar defects were noted around the windows along the rest of the elevation, including significant horizontal jacking cracks in the blockwork between the two levels of slender windows to the tower.

At the southern end of the elevation, the panel above the first-floor window has been altered/repared in the past. Instead of concrete blocks, the elevation in this area is rendered, with bed and perp joints inscribed into the render to replicate the original cladding. We suspect that this work was undertaken to address similar defects to those observed at the other end of the elevation.

The external elevations of the tower were being repointed during our visit, and the vast majority of the mortar joints had been raked out in preparation. This removed any evidence of potential cracks. However, the tower structure appeared to be generally in a reasonable condition. We did note some local cracks internally to the slender window mullions and these are noted on the elevation.

The pattern of the cracks is likely to be a combination of two main actions; corrosion of the reinforcement within the concrete blocks (leading to expansive forces which have caused the local cracks to form), and corrosion of the internal steel frame, which like the corrosion of the reinforcement creates an expansive force, resulting in the wider spread crack pattern (propagating diagonally from the windows). As the blockwork is unjointed, some of the cracks may also be due to/exacerbated by thermal movements.

At the time of the building's construction, steelwork was regularly embedded into external wall build-ups. The risk of steel corrosion was understood, but the measures set out in the Code of Practice to mitigate the risk of future corrosion were not as robust as they are today, with only 25mm of concrete encasement being required for embedded steelwork, as opposed to 35 and 50mm for similar applications today. As seen on site, there are some areas where the reinforcement has less cover than would have originally been required at the time. This indicates some areas of poor workmanship and supervision.

When steel is encased in concrete, the alkaline nature of the concrete provides passive protection to the steelwork against corrosion. As concrete ages it undergoes a process called carbonation where atmospheric carbon dioxide reacts with water in the concrete to form an acid which reduces the alkalinity of the concrete. This occurs progressively and works its way into the concrete at a rate of around 15mm every 50 years. Once the carbonation reaches the embedded steelwork there is a risk of corrosion, leading to the formation of cracks as noted above. The formation of cracks then provides a direct path for water ingress that accelerates the rate of decay.

Water Ingress

During our visit on the 24th March, we noted standing water on the flat roof structure around the tower. The source of the water was a faulty overflow from one of the water tanks on the roof. Where the water was ponding, we observed several nails had penetrated the roof covering. There is a high risk that water has penetrated the building fabric in this area leading to potential decay to the building fabric.

In addition to the above, we noted that the flashing detail along the northern parapet had partially failed, increasing the risk of water ingress into this area.

The Primary Steel Frame

As noted above, there are indicators to suggest that the primary steel frame is subject to corrosion as a result of water ingress. Until the investigations are completed at the next stage it is not possible to determine the extent of any decay, or whether the corrosion to the steel frame is structurally significant.

7.0 Next Steps and Approach to the Structural Repairs

As described in section 6.0, there are a number of structural defects that reduce the robustness of the external cladding, and indicate that there are local issues affecting the condition of the primary steel frame. These defects, along with sources and routes of water ingress should be addressed to extend the useful life of the building.

Intrusive structural investigations are required to confirm the arrangement of the existing structure, its condition and the cause and extent of observed defects. The scope of the proposed Stage 3 investigations is shown on drawing No. S01. Whilst the building is not statutory listed, it would seem prudent that the approach to the intrusive investigations is agreed with Haringey's Conservation Officer.

The magnitude of the repairs/intervention to the building is dependent on the results of the investigations. Based on our observations to date we expect the majority of repairs to the 1939 building to a mix of areas of low and medium-level of intervention. In each case we suggest trial repairs are carried out on a representative area of damage to review the methodology and the materials and mix-proportions for new areas of concrete.

3.7 Facade Repairs

Low level intervention

This will be based on the findings of the investigations show only negligible corrosion to the primary steel frame. Heavily damaged blocks will be carefully cut out and replaced with new. The repair works for the local damage to blocks can be addressed insitu using good concrete conservation practices. This includes removing damaged concrete, wire brushing any exposed steelwork where uncovered, applying a corrosion protection and then placing new concrete.

This approach does not deal with underlying risk of corrosion of the steel frame and therefore the building will require a greater level of maintenance in the future to make sure the primary frame remains dry and in a stable environment.

Medium level intervention

Investigations uncover local corrosion to the primary steel frame that requires addressing. Remove concrete blocks around the corroded steel members to fully expose the primary steelwork behind. Wire brush the exposed steelwork and reinstate any concrete encasement/corrosion protection. Make good the concrete blocks, replacing any damage blocks with new. This option deals with the observed defects and helps to limit the on-going maintenance of the structure. There is, however, a risk of corrosion in the untreated areas of the elevation in the future even if defects are not yet present.

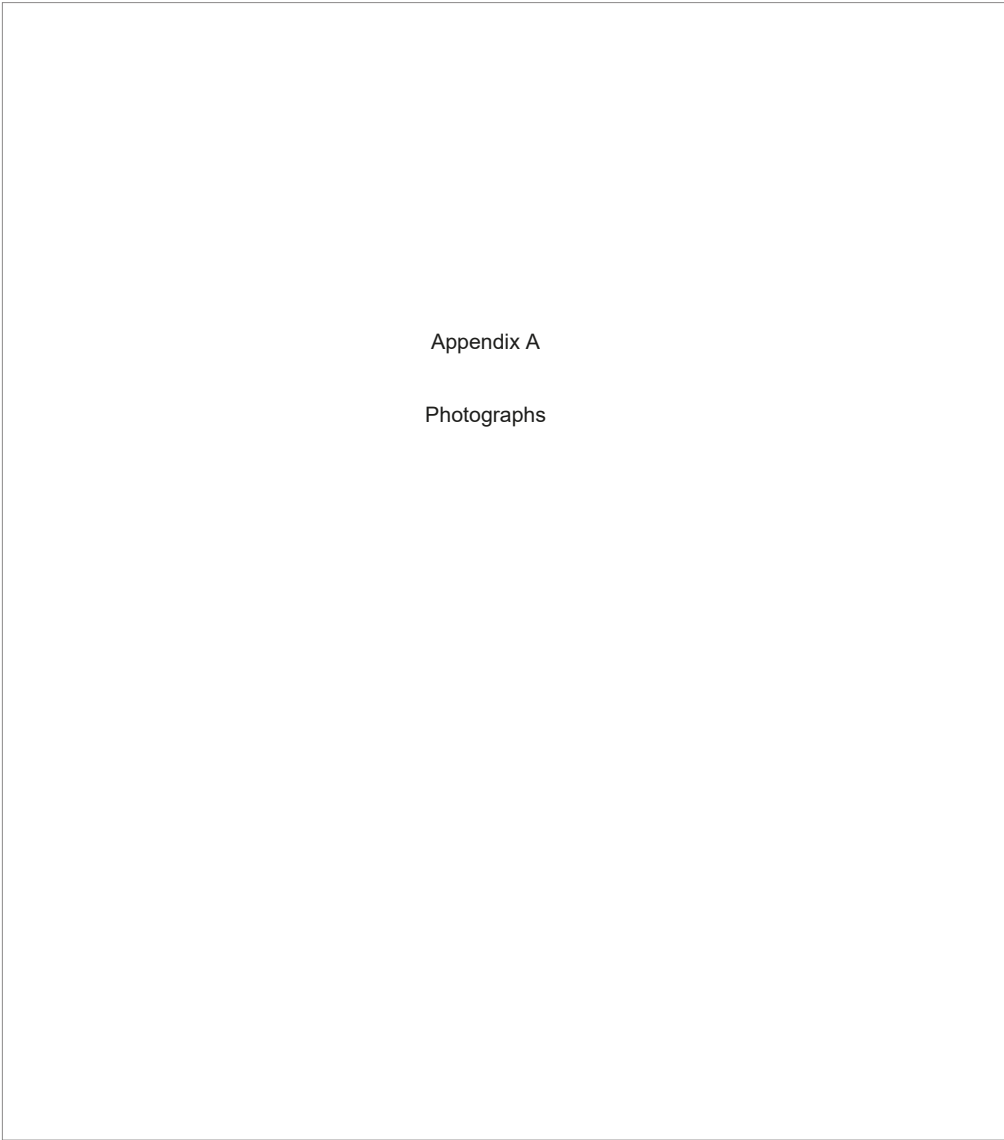
High Level intervention

Investigations find structurally significant corrosion to the primary steel frame that requires strengthening to extend the useful life of the existing structure. The structural frame would need to be fully exposed in the affected area and strengthening/replacement works undertaken to add back the lost capacity due to corrosion. This is likely to require temporary works, designed by the contractor, to enable the structural repair works to be undertaken safely. General repairs to repoint or replace damaged blocks would still be required as noted for the medium level intervention.

Depending on the cause of the decay and the route of water to the steel frame, enhancements to the original waterproofing details may be required to reduce the risk of future water ingress. An alternative to changing any potentially insufficient weathering details would be to cathodically protect the steel frame. Cathodic protection would require the embedment of a sacrificial anode within the cladding and an electrical current to be run through the steel frame. However, it is important that water is kept outside of the biding fabric and there is a risk cathodic protection could cause accelerated corrosion to the precast blocks if not very carefully designed. The installation process can also be lengthy and expensive and will require extensive investigations to locate all the metalwork built into the elevation. Therefore, it is our view is that this is not the right approach for this building.

Once the investigations are complete, we shall be in a position to confirm the level of repair required.

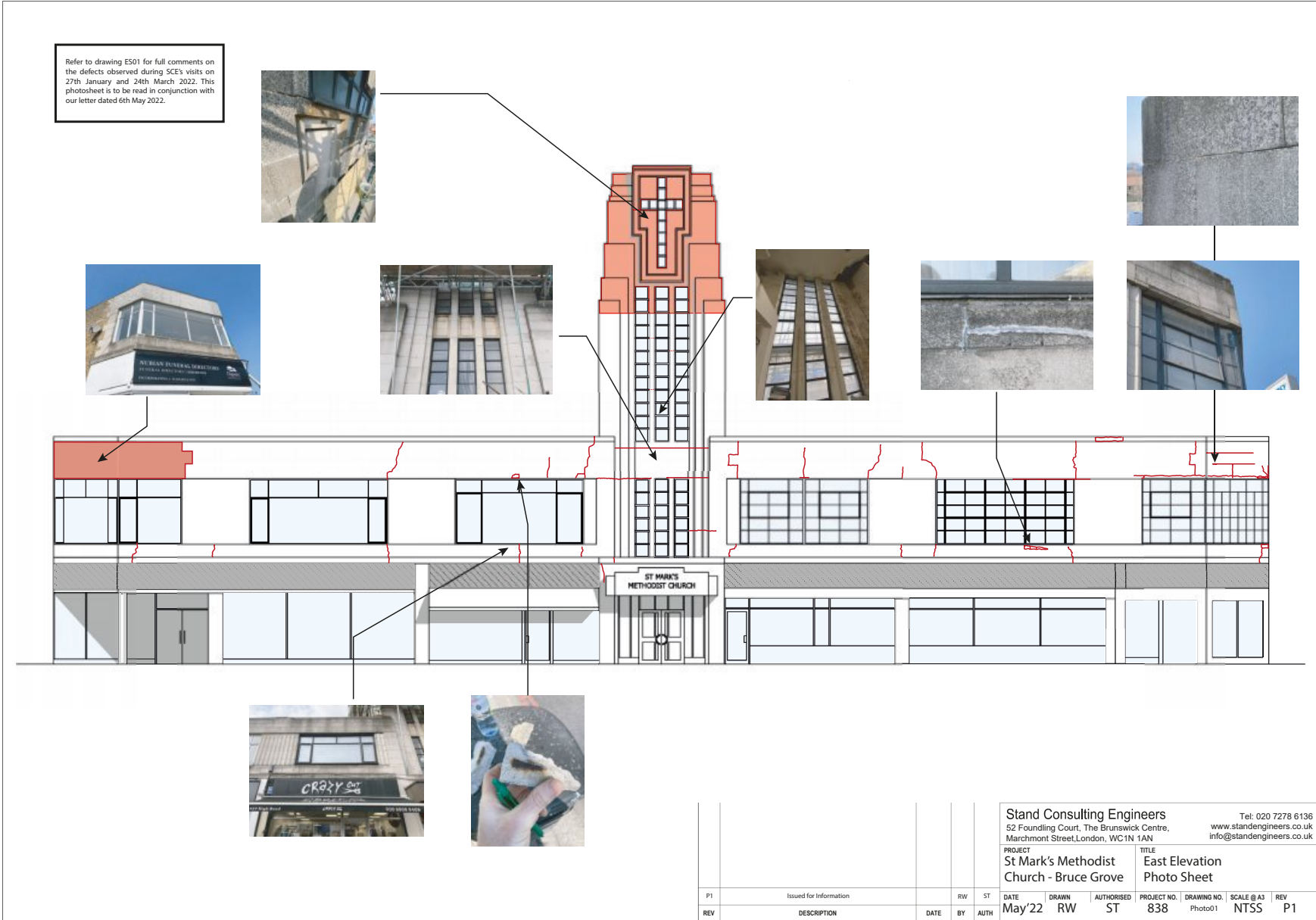
3.7 Facade Repairs



Appendix A

Photographs

3.7 Facade Repairs



3.7 Facade Repairs

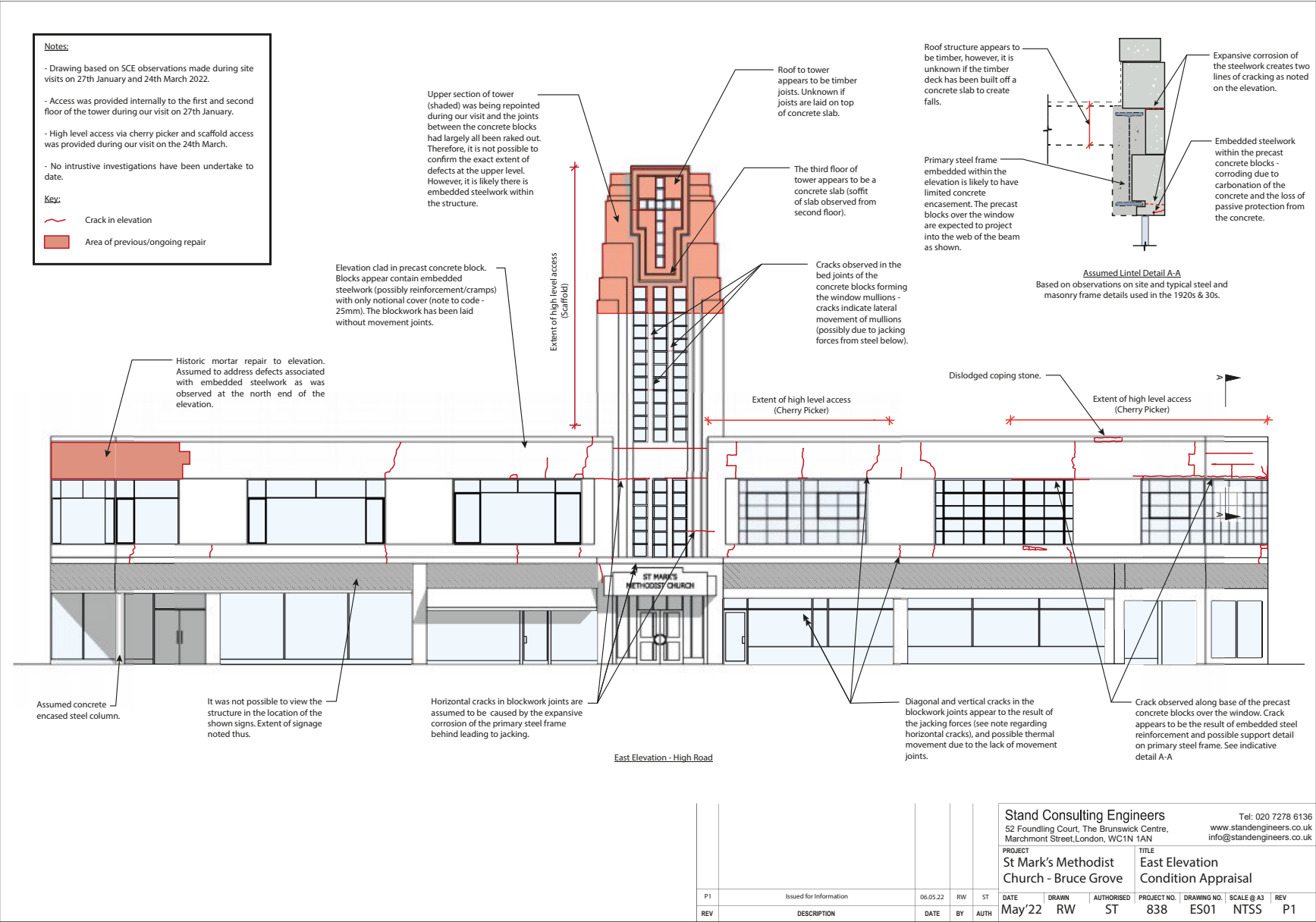
Appendix B

Structural drawings

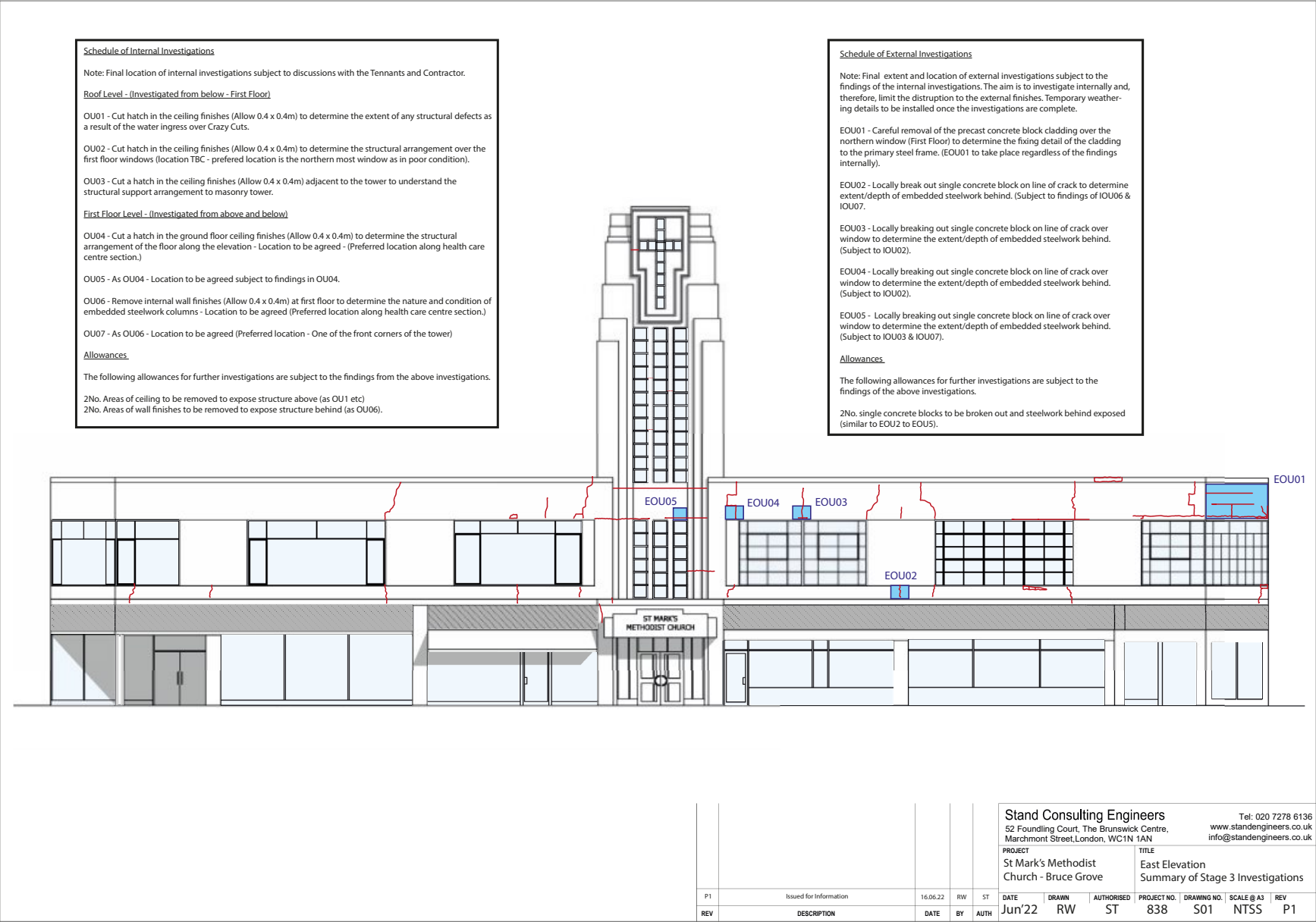
3.7 Facade Repairs



3.7 Facade Repairs



3.7 Facade Repairs



4.0 PROPOSALS - CAR PARK AND BOUNDARY TREATMENTS

4.1 Design Intent

The design intent is to introduce a new 'green edge' to the site, enhancing its amenity value and taking advantage of its location to introduce green space to the heart of the High Road.

The south boundary is to be opened up, with public-facing artwork and new perimeter planting introduced to improved visual permeability through to the building and car park beyond.

The car park is to have new green surfacing to improve the amenity value and improve the sustainable credentials of the site through a new sustainable urban drainage strategy (SUDS).

New lighting is to be introduced to illuminate the perimeter planting and the building facades beyond.

The north boundary is to follow a similar theme to the south, with planting to complete the green edge. Public-facing artwork is to be more opaque to screen the nursery beyond whilst responding to and improving the amenity of the adjacent pedestrian route. Lighting is also to be introduced to illuminate the building facades and improve their contribution to the streetscape along the High Road.

4.2 Car Park

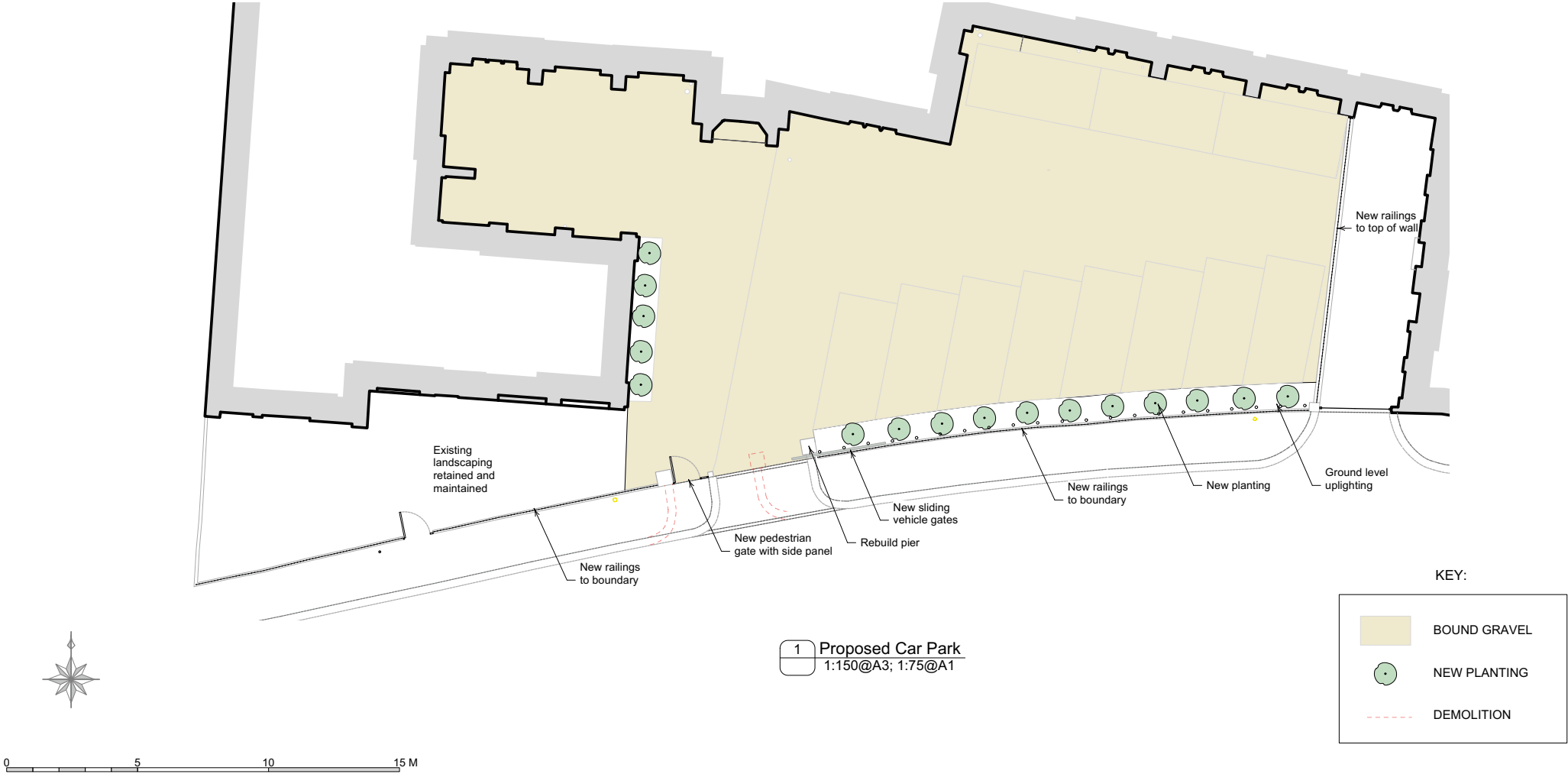
Grasscrete surfacing has been considered for the car park. However, there are concerns regarding maintenance and the potential for the surface to pick up litter, particularly due to the urban nature of the site. As a result, it is proposed to provide a new permeable bound gravel surface. This will enhance the amenity value of the space whilst providing a suitable surface for vehicular traffic. Main pathways between the entrance gates and the building entrances are also to be provided in bound gravel for pedestrian access and pushchairs, etc for the nursery.

As well as improving amenity, the permeable nature of the material will provide a SUDS strategy for the space, allowing surface water to drain over the entire area rather than directing it to the existing surface water drainage system only. This will be in conjunction with the planting beds to the boundary which will also act as rain gardens to assist in water attenuation.



Bound gravel will provide a permeable surface that will provide a SUDS strategy for the space whilst complementing the historic buildings with a hardwearing surface

4.2 Car Park



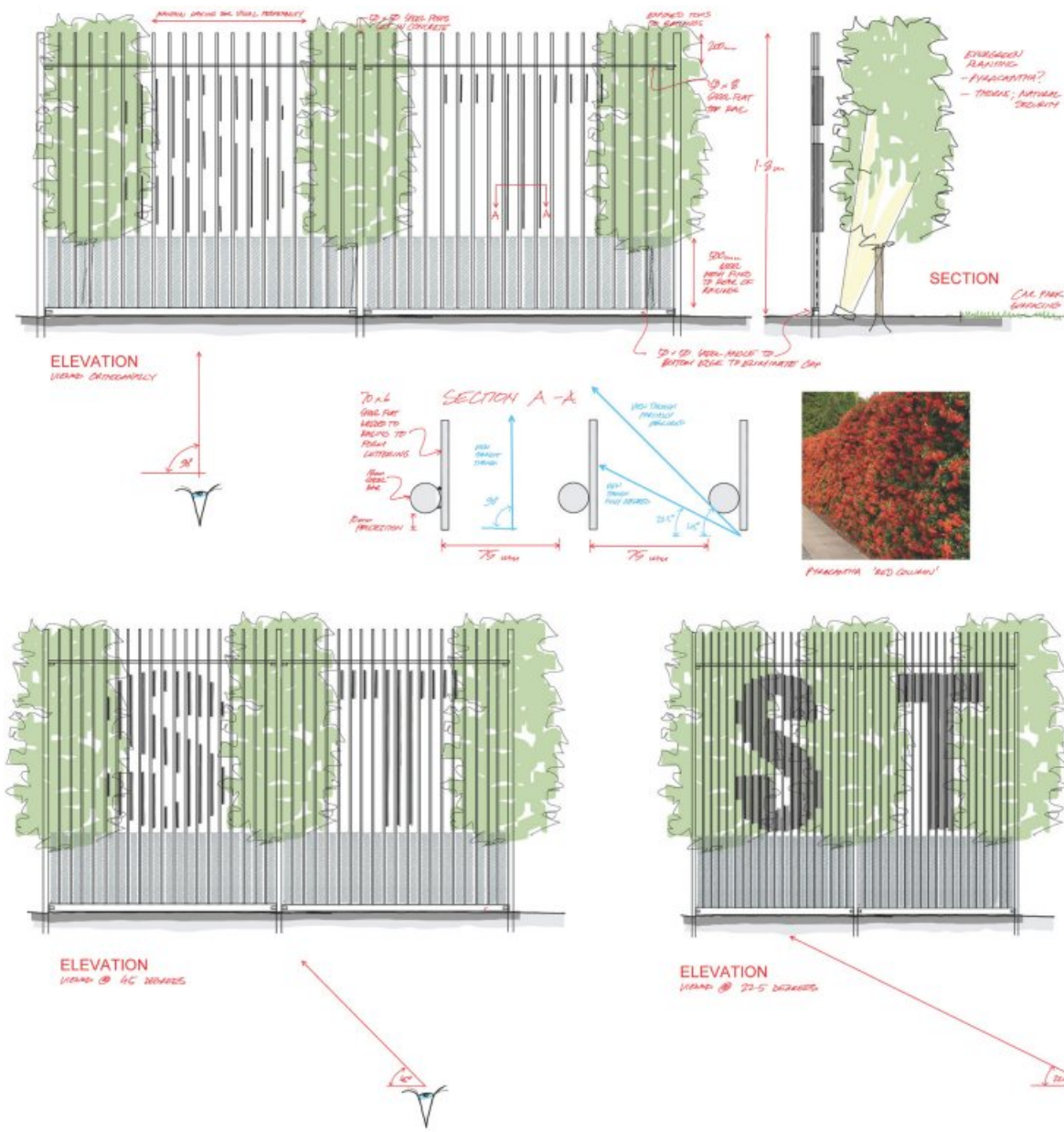
4.3 Boundary - South; Forster Road

The Stage 1 proposal is to replace the existing solid panel concrete fence with new steel railings incorporating public-facing artwork featuring the St Mark's name, reinforcing the identity of the church. Behind the railings planting is to be introduced to improve the amenity of the area and introduce the 'green edge' to the site. Uplighting is to be provided at ground level set between the trees in a planting bed which also acts as a rain garden as part of a Sustainable Urban Drainage Strategy (SUDS). The advice from officers in the pre-app response states that:

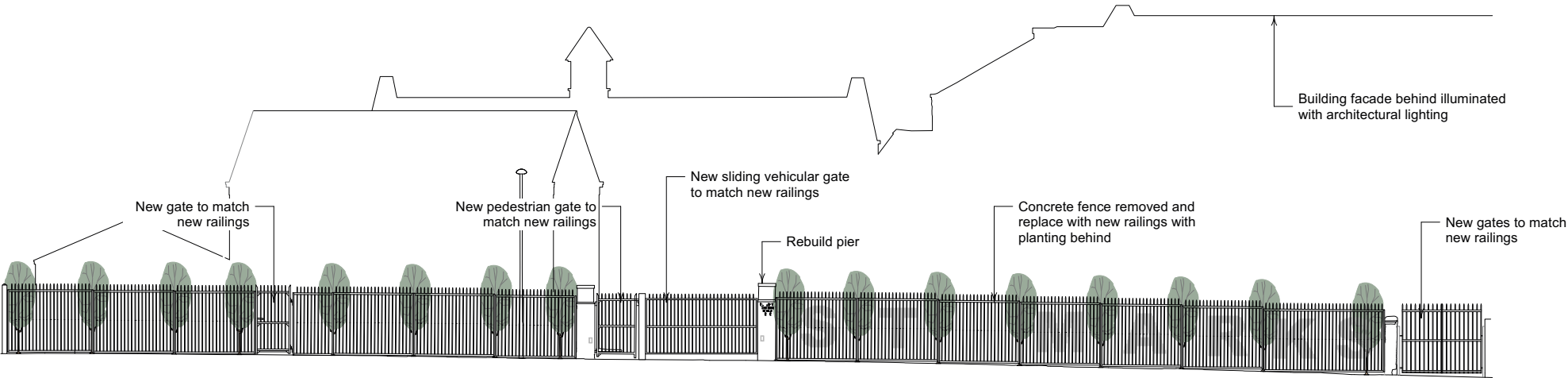
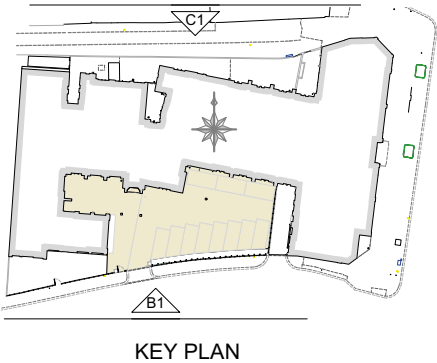
The proposed boundary improvements and branding exercise along Forster Road are also supported in principle with a strong encouragement to increase the visual permeability and landscaped quality of the new boundary enclosure'.

In response, the spacing between the planting to the boundary has been increased to improve the visual permeability. The advice from the Secured by Design officer is that the proposed railings should be 1.8 m high and designed with vertical bars to ensure that they are difficult to climb. Bars should be solid, not tubes, with exposed tops to prevent climbing. Spacing of 75 mm between bars will further prevent climbing and hiding of objects within the fence by making it difficult to pull them through the bars when held in the hand. Any projections for artwork should be to a maximum of 20 mm to further prevent footholds for climbing over. At the base of the railings it was recommended to provide a strip of mesh 500 mm high to keep out rubbish and further deter placing of objects within the fence line, making it necessary to reach through and over to retrieve them.

4.3 Boundary - South; Forster Road



4.3 Boundary - South; Forster Road



4.4 Boundary - North; St Loy's Road Alleyway

The advice from officers in the pre-app response states that:

...the boundary treatment will need to be specifically developed and adequately lit to address the enclosed character of the church site in relation to this alley that seems to offer a good opportunity for artistic expression and for community involvement in the reappropriation of a neglected pedestrian route.

The concept of the 'green edge' is to be continued to the north boundary, bringing much-needed amenity value to the pedestrianised public space.

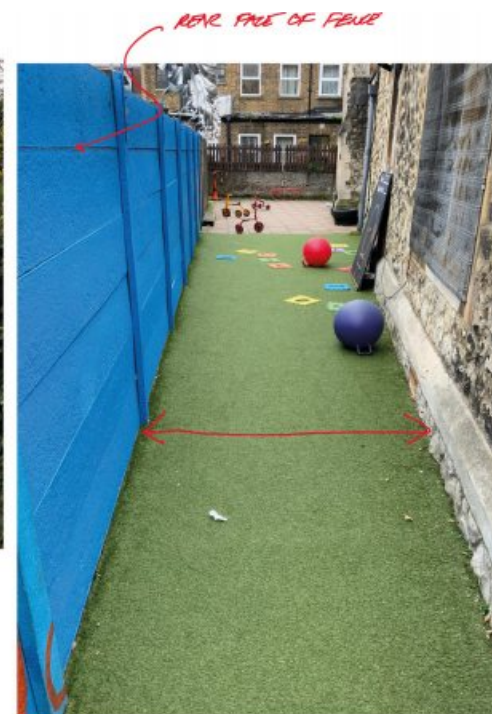
Although presenting an unwelcoming aspect towards the public realm, the existing concrete fence is in reasonable condition. As a result it is proposed to overclad the fence with a new steel frame supporting a 'green fence' solution. This will have the advantage of allowing the existing fence to remain in-situ, minimising cost and disruption during construction works.

The 'green fence' will be immune from graffiti, with the height raised to make climbing more difficult. Vegetation will be watered using an automatic system which will minimise maintenance. The proposals will simultaneously improve security, the appearance of the boundary and the contribution it makes to the public realm in this location.

Lighting is to be provided as part of public realm improvements by the local authority.



- CONCRETE PANELS WITH ANTI-Climb MEASURES TO TOP
- UNWELCOMING & UTILITARIAN; TOO LOW GENERALLY & EASY TO CLIMB...
- DESIRE TO IMPLEMENT 'GREEN EDGE'
- PANELS IN GOOD CONDITION GENERALLY - CURD?
- BLANK CANVAS FOR GRAFFITI - CANNOT PAINT PLANTS!



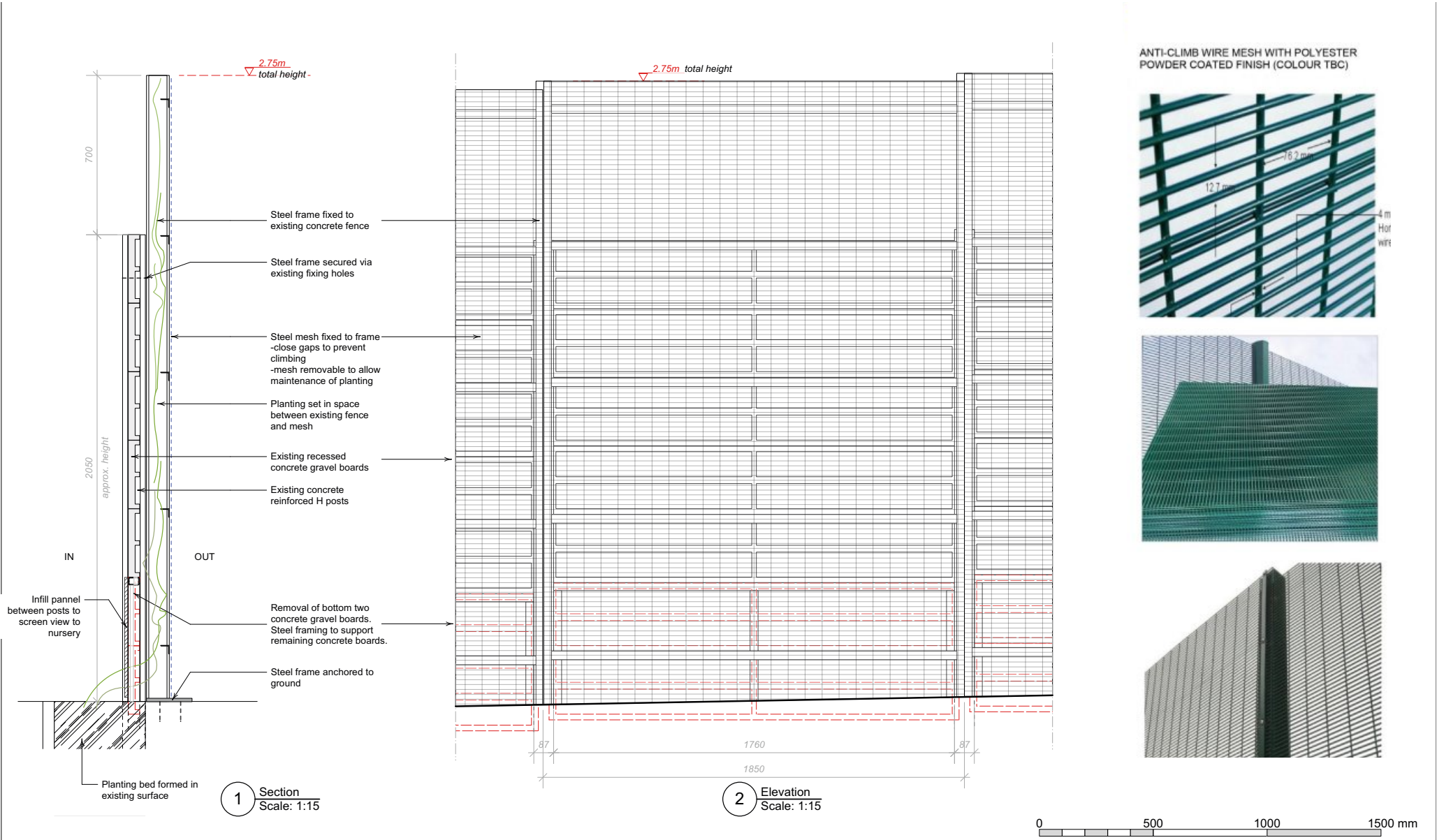
- RESTRICTED WIDTH;
- NO OPPORTUNITY TO INCREASE DEPTH OF FENCE AS AT SOUTH BOUNDARY WITH PLANTING

- ANTI-CLIMB MEASURES BOLTED TO FENCE POSTS
- SHUDD POSSIBLE

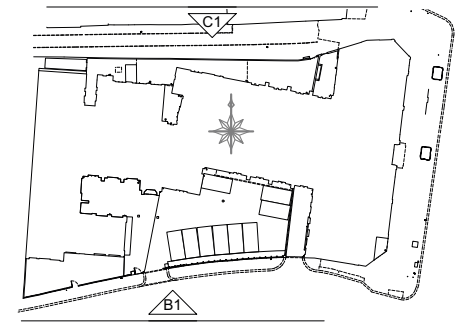
- MEASURES TO ASIDE FACE BY REMOVING - WORKS WELL AS 'BLANK CANVAS'



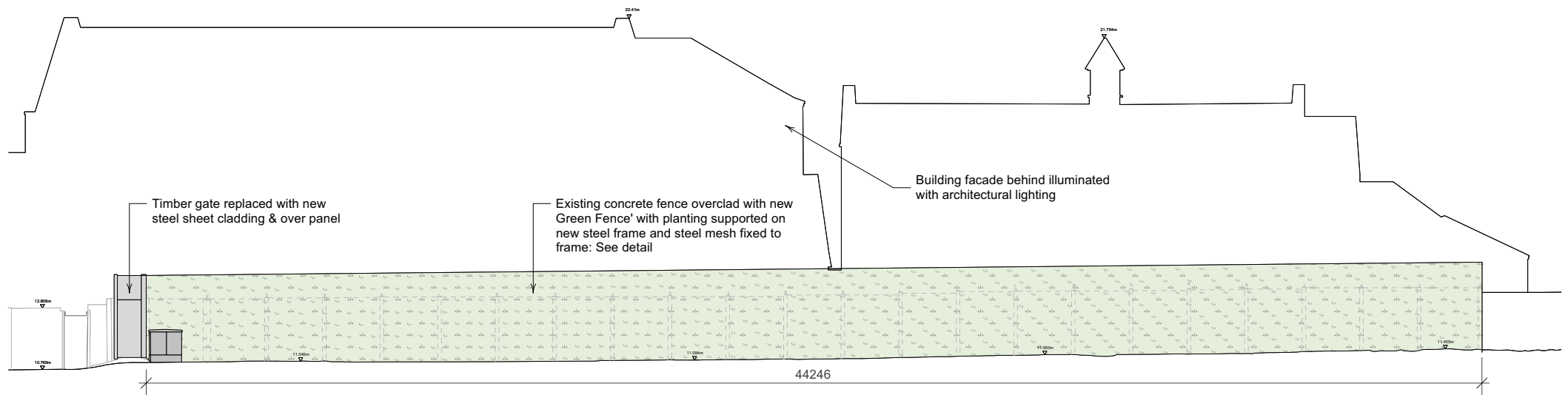
4.4 Boundary - North; St Loy's Road Alleyway



4.4 Boundary - North; St Loy's Road Alleyway



KEY PLAN

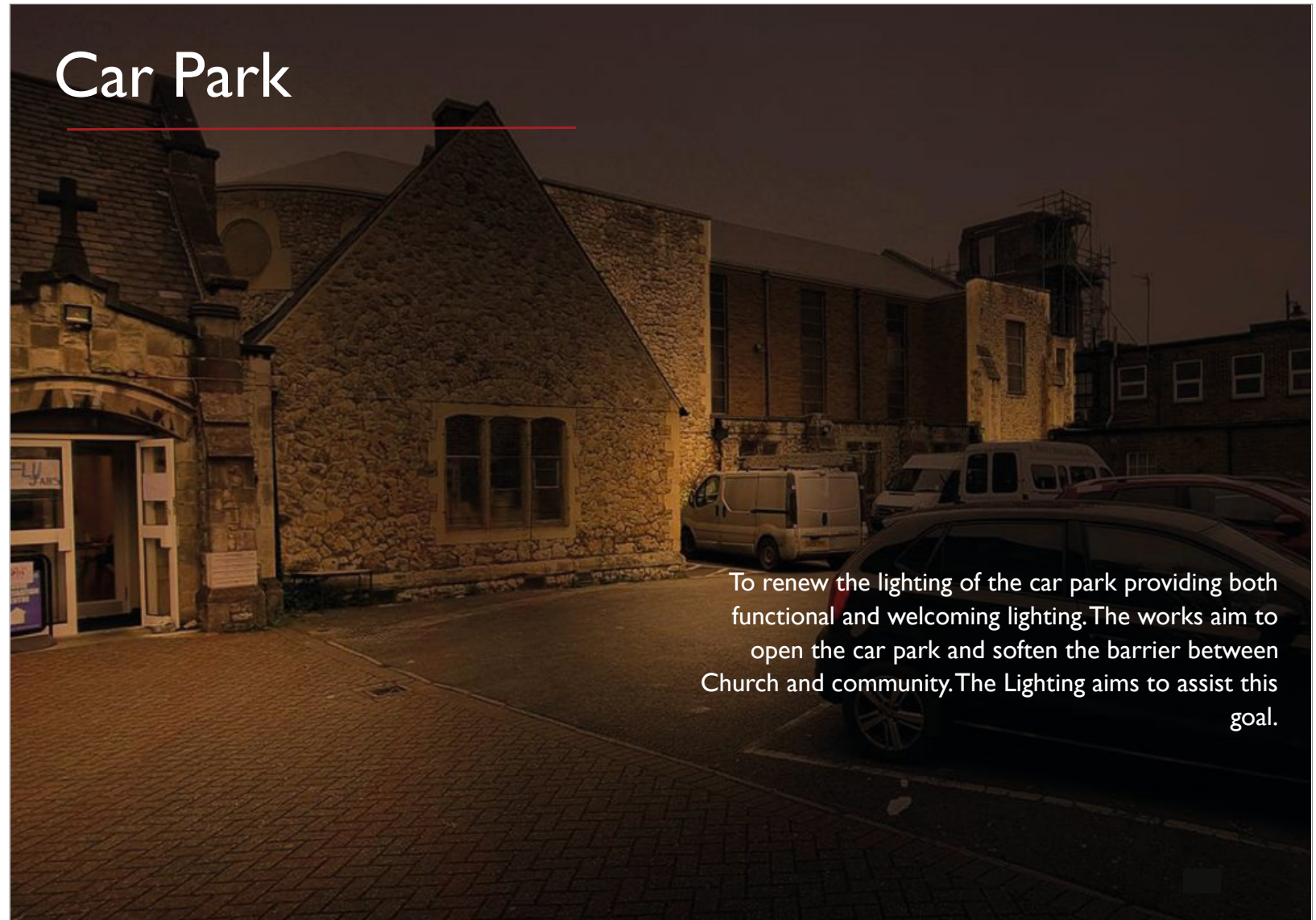


4.5 Lighting

The advice from officers in the pre-app response states that:

The proposed use of architectural lighting to emphasize the architectural interest of the building and to provide more lighting along Forster Road is another positive element of the proposal and is fully supported.

The proposals to light key features of the north and south elevations have been further developed with the lighting consultant. The Secured by Design Officer welcomed the proposal but advised caution on the use of uplighting which could be intimidating if persons are standing next to it, particularly close to entrances.



4.5 Lighting

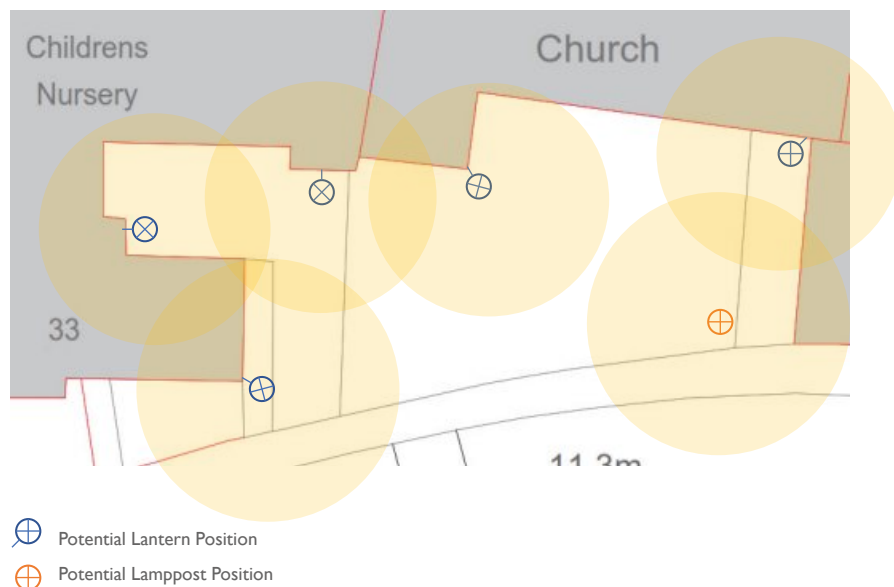
Car Park

General Lighting

General Lighting is best provided by wall lights and/or lampposts that provide a gentle general area wash to the Car Park area. This type of lighting will create a welcoming environment and if located over the main entrances and along walkways will offer a guide of where people who are unfamiliar should go.

Flood lights should not be used as these create a harsh lighting and source of glare.

Wall light type to be explored further with architect input, consider Victorian and modern types. See examples to the right.



Example from St Marys Church Westerham and Potential types of period Lantern

Guidance to be provided by Architect

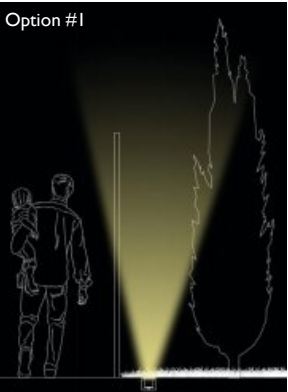
4.5 Lighting

Boundary

Boundary Lighting

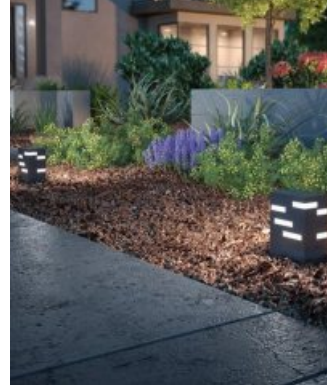
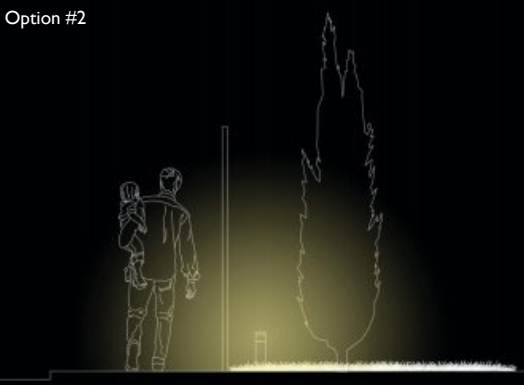
This applies to both sides of the Church. Provide lighting to illuminate the inner boundary of the Church blurring the line between church grounds and community. It is possible to incorporate sensors to raise the light intensity as people walk past therefore both saving running costs and creating interaction between the public and the Church.

Option #1



In-ground luminaires located at the boundary to provide lighting to the foliage and to the new words in the railings. These luminaires must be careful not to cause glare to those walking past, therefore consider beam angle, adjustability and anti-glare

Option #2



A small size, low intensity feature light that creates a gentle wash of light over the foliage, the railings and to the street pavement.

Luminaires of this type typically require less maintenance as they are above ground, however are therefore more prone to vandalism.



4.5 Lighting

Façade

Façade Features

A few features worth illuminating are present within the Car Park, these consist of the two crosses, one over the main Hall entrance and the other on the Flats. We propose that each of these is illuminated by local spotlights on stems.

The Luminaire to light the cross over the Hall entrance could be mounted within the hat of the Period lantern proposed.



Fitting example. Fitting to be RAL coloured to blend with brick/stone



↑ Light Positions



4.5 Lighting

Car Park & Boundary Modelling



4.5 Lighting

Car Park & Boundary Modelling

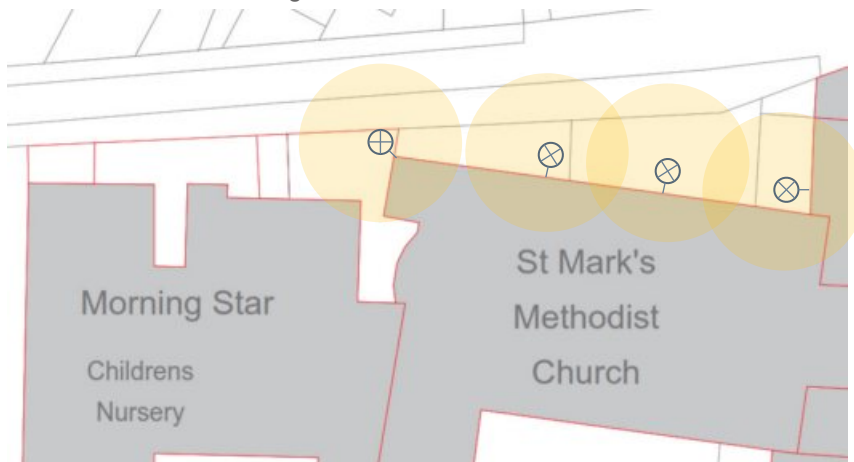


4.5 Lighting

Historic Façade Lighting

Our proposal is to rely on the wall lanterns previously proposed in this document. These will offer a warming glow through the new boundary foliage. As well as offering good practical lighting for those using the areas.

For the St Loys Façade we would continue this theme with lanterns located on the buttresses. Please see diagram below.



 Potential Lantern Position

This example is from St Matthias Church Stoke Newington showing wall lanterns mounted on the Church Buttresses.



4.5 Lighting

Historic Façade Lighting

If additional lighting is desired we propose that the upper and lower bays are illuminated by local LED spotlights. These will be mounted at a low level and wash up the façade with a soft feathering to the light emphasising the area between the buttresses. This can be continued on the upper section drawing attention to the unique character and history of the Church.

This example of a similar technique was employed at St Johns Church Womersley



4.5 Lighting

Historic Façade Lighting

Rotunda

A matching approach can be utilised for the rotunda with LED spotlights being located on the building adjacent to the Rotunda. The intention would be to aim a luminaire toward each of the blind windows and the feather off of light to wash the façade.



5.0 CONSULTANT REPORTS

5.1 Mechanical & Electrical

This note has been prepared for the London Borough of Haringey by Laurence Owen Ltd, consultant building services engineers, on the key considerations relating to the mechanical and electrical systems associated with the works proposed to the shopfronts and the boundary treatment as part of the Heritage Action Zone.

Access was obtained to the church, including the tower, the doctor's surgery next door, the car park, the nursery and the streets surrounding the block. No opening up was carried out.

Introduction

The project proposes to improve the shopfronts and façade of the church on the High Road, and the boundaries to the block own Forster and St Loys Road either side. The following comments on these areas are presented for consideration.

Church Façade & Shopfronts

In addition to the church, there are four businesses which make up the front façade of the block: a funeral parlour, a hairdressers salon, a doctors' surgery and a pharmacy.

The funeral parlour frontage is mostly clear of services, but to the side there is a satellite dish. The satellite dish will be removed as part of the proposals.



Between the funeral parlour and the hairdressers, there is an unsightly collection of cables, including redundant equipment hanging off the wall. The cables are likely to be telecoms cables – i.e. phone lines serving each of the businesses. Reordering of the cabling would need to be negotiated with the relevant statutory authority but would greatly improve the appearance of the façade, particularly as the cabling also spans the length of the shopfronts above the signage, without fixings at suitable intervals.



The cabling above the pharmacy is also untidy – an electrician should attend to trace and identify the cables, remove redundant cabling where present and install suitable containment and fixings. Periodical inspection of the electrics in each business is recommended.

Wiring to new external lighting on the facade will be run in discreet containment, properly fixed. Any new lighting or signage will be high-efficiency LEDs to reduce energy usage and carbon dioxide emissions.

The church electrical intake should have adequate capacity for the present needs and any future lighting.

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