



Assets, Community and Environment Committee

Date: 5th August 2021

ACE12 d): Report on Costs to Repair the Lychgate Slabs

1. Introduction

For some time now we have been aware of an issue concerning raised slabs in the paved area underneath both lychgates at the churchyard. Each present a potential danger to the public, though the north lychgate (at the end of Church Street) is notably worse than the west.

2. Approach

We sought quotes from Hobarts for the work to make these stones safe.

3. Findings

In response to our requests, Frank Atkins from Hobarts has sent us two quotes for the repair work.

Regarding the north, he says, *"Further to your recent enquiry I can confirm I have looked at the paving at the North Lychgate and don't believe the entire area requires relaying but it obviously need some adjustment in places."*

For the south: *"I believe the paving at the West Gate would benefit from repointing the joints with sand cement mortar."*

4. Costs

His estimate for the work to relay the most badly effected slabs and repoint the whole area:

North Lychgate:	£911 plus VAT
West Lychgate	£780 plus VAT
Total:	£1,691 plus VAT

5. Recommendations

It would make good sense to repair both areas – it is safe to assume that although the west lychgate does not currently present as serious a trip hazard as the north, it will deteriorate in due course (see Annex). In the short term, we should at least deal with the more dangerous issue with the north gate.

Cuckfield Parish Council Report

Name: Paul Stevens

Title Operations Officer

Date: 26 May 2021

Annex

Email message from Paul Stevens to Sam Heynes on 25/3/2021

Sam,

While I was doing the inspection round this afternoon, I stopped at the churchyard to take a closer look at the potential trip hazards at the two lychgates.

I've checked a number of websites, and the critical height would appear to be 1 inch (2.5cm). One site, (www.accidentclaimsadvice.org.uk) states: *"For a pavement accident claim to be successful, it has to meet certain criteria including the pavement trip hazard height of at least 1 inch (2.5 cm/25mm)."*

As I mentioned previously the one at the west gate is far less pronounced than the one at the north. The four photos [below] show that the west one is well below an inch (around 1.5cm), while the north is significantly deeper (at around 4cm).

On this basis, we clearly should adjust the slab at the north lychgate, but it is safe to conclude that for the moment at least there is no *absolute* need to take any action in respect of the west gate, although for peace of mind it would probably make sense to consider putting it right as it is likely to deteriorate over time.

Paul

North Lychgate:



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West Lychgate:

