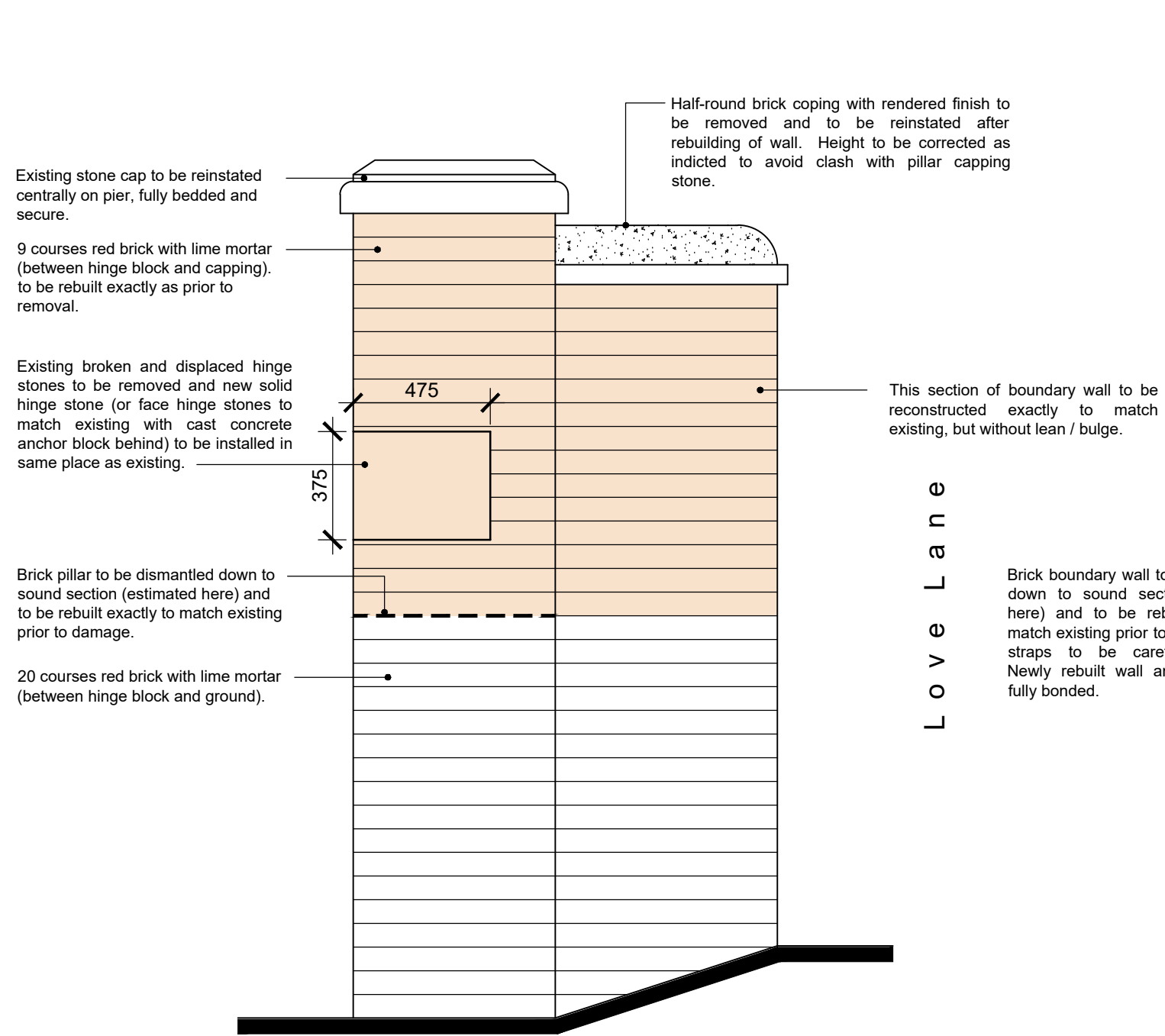
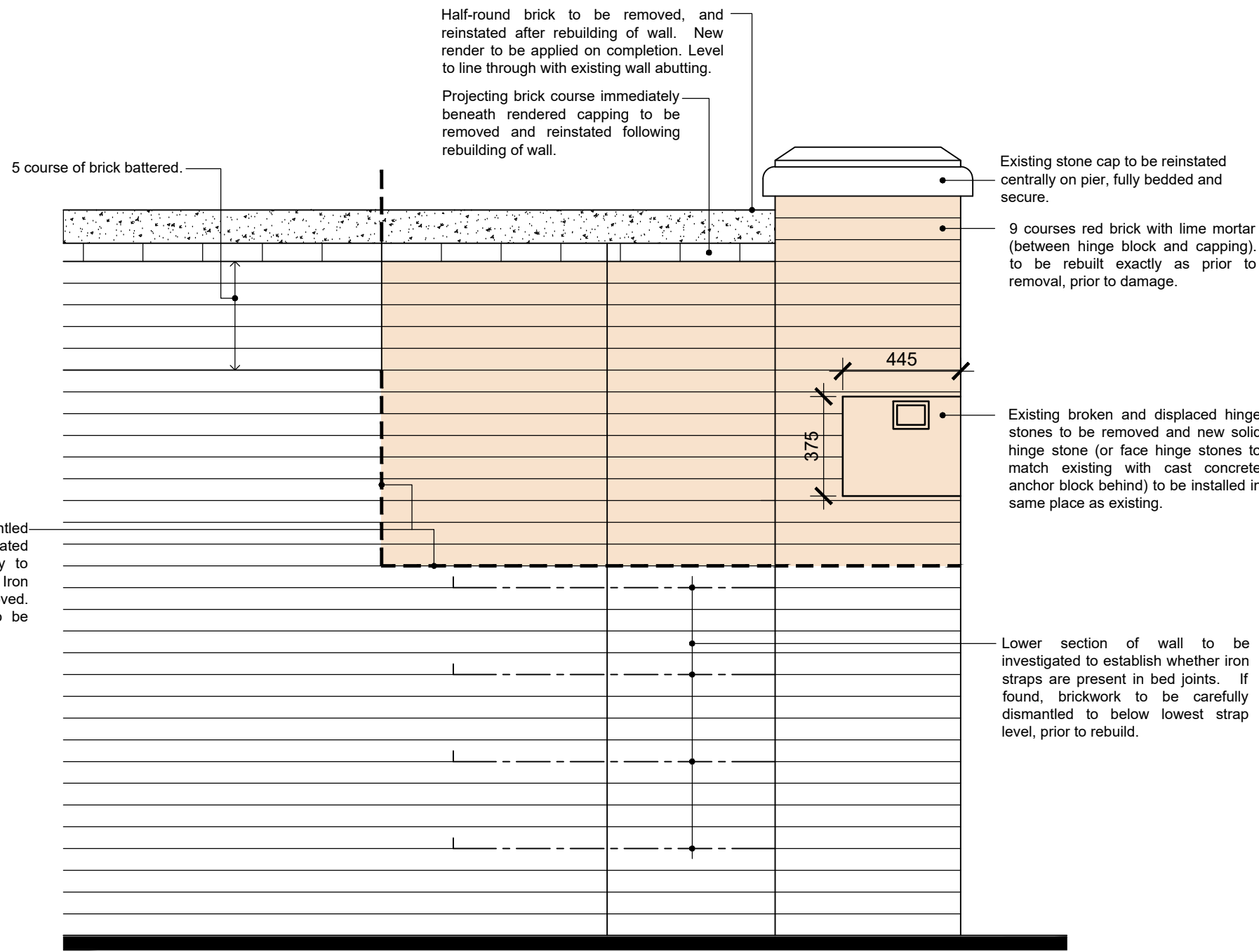


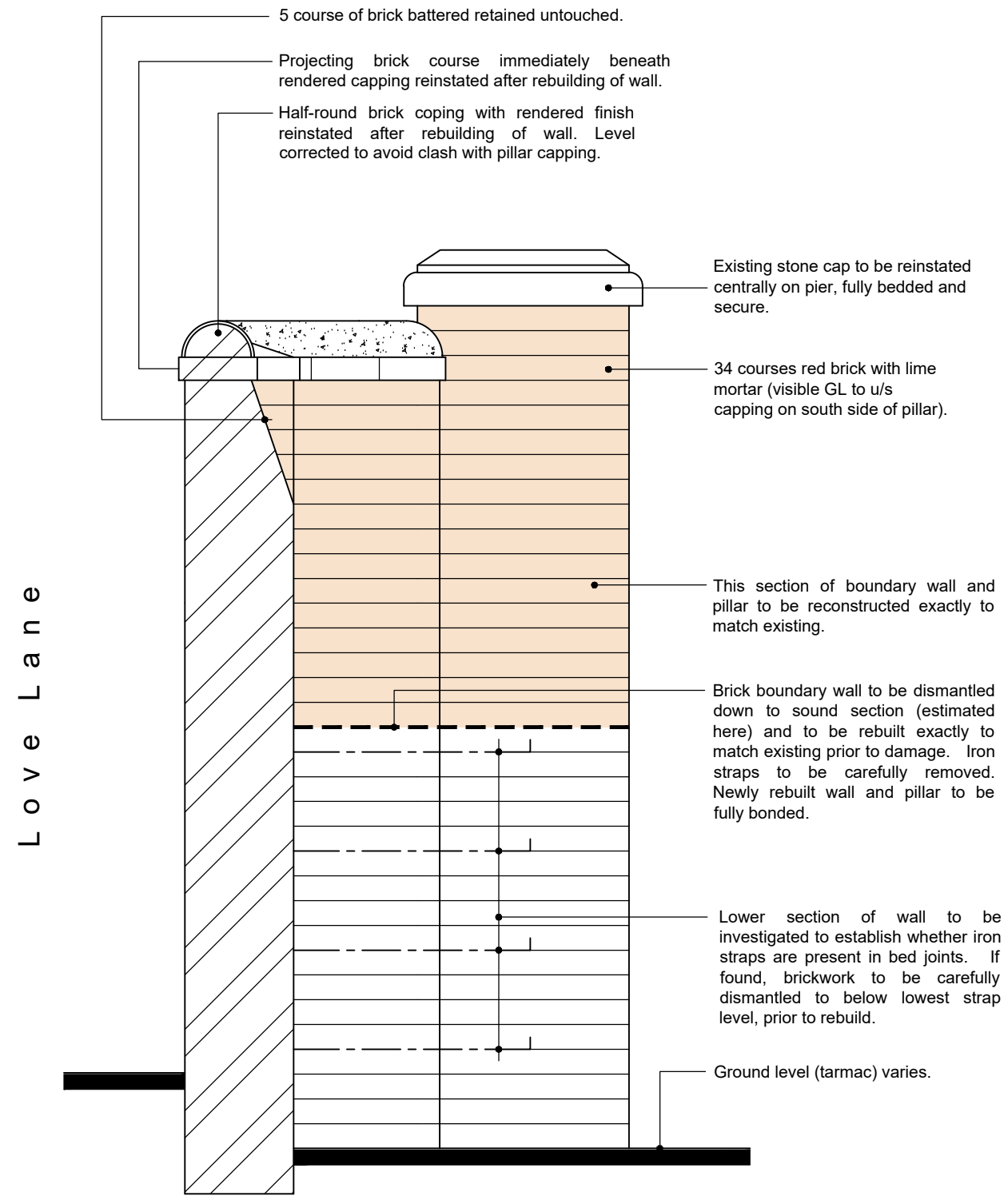
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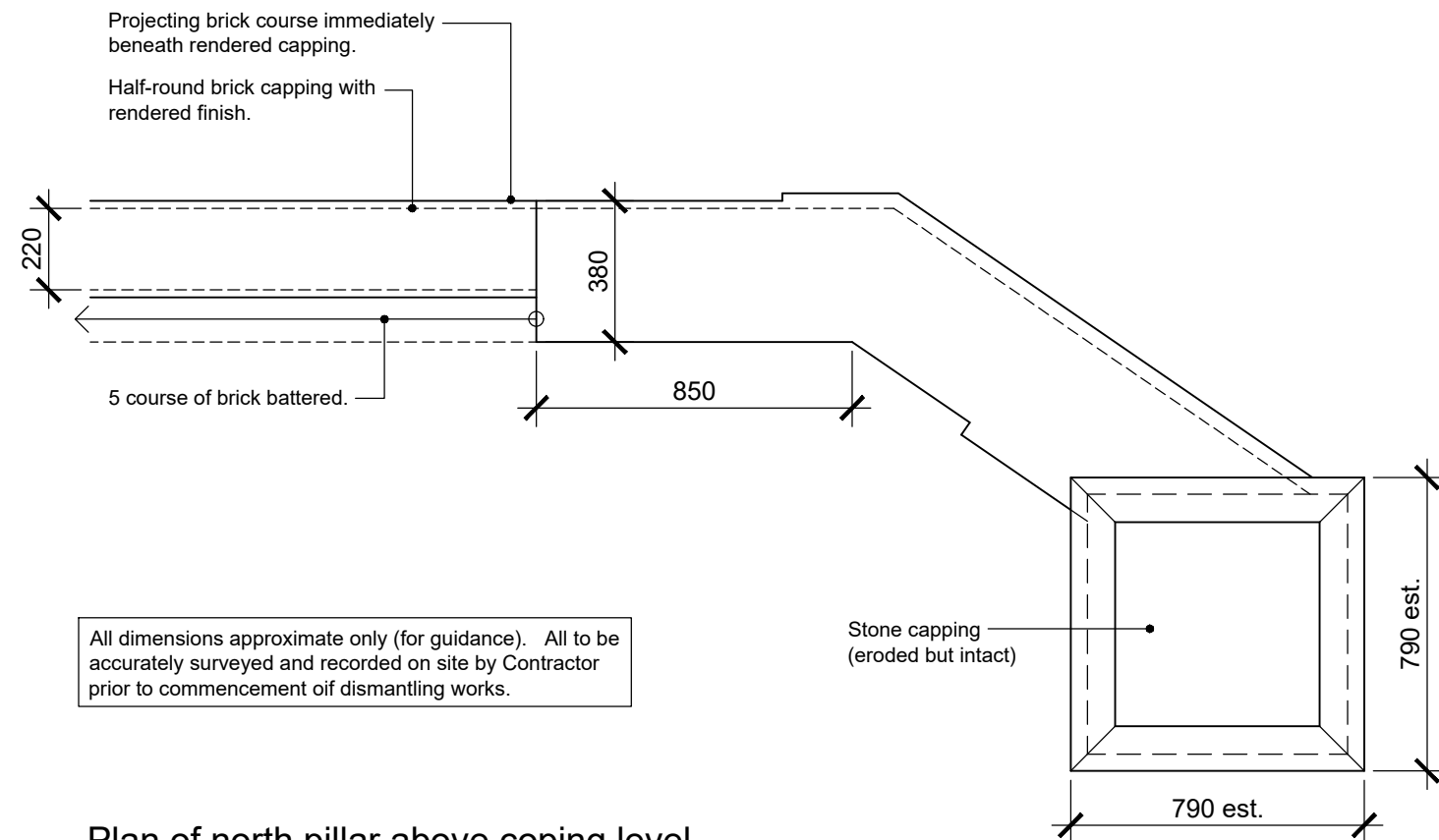
South elevation of north pillar and abutting wall
Scale 1:20



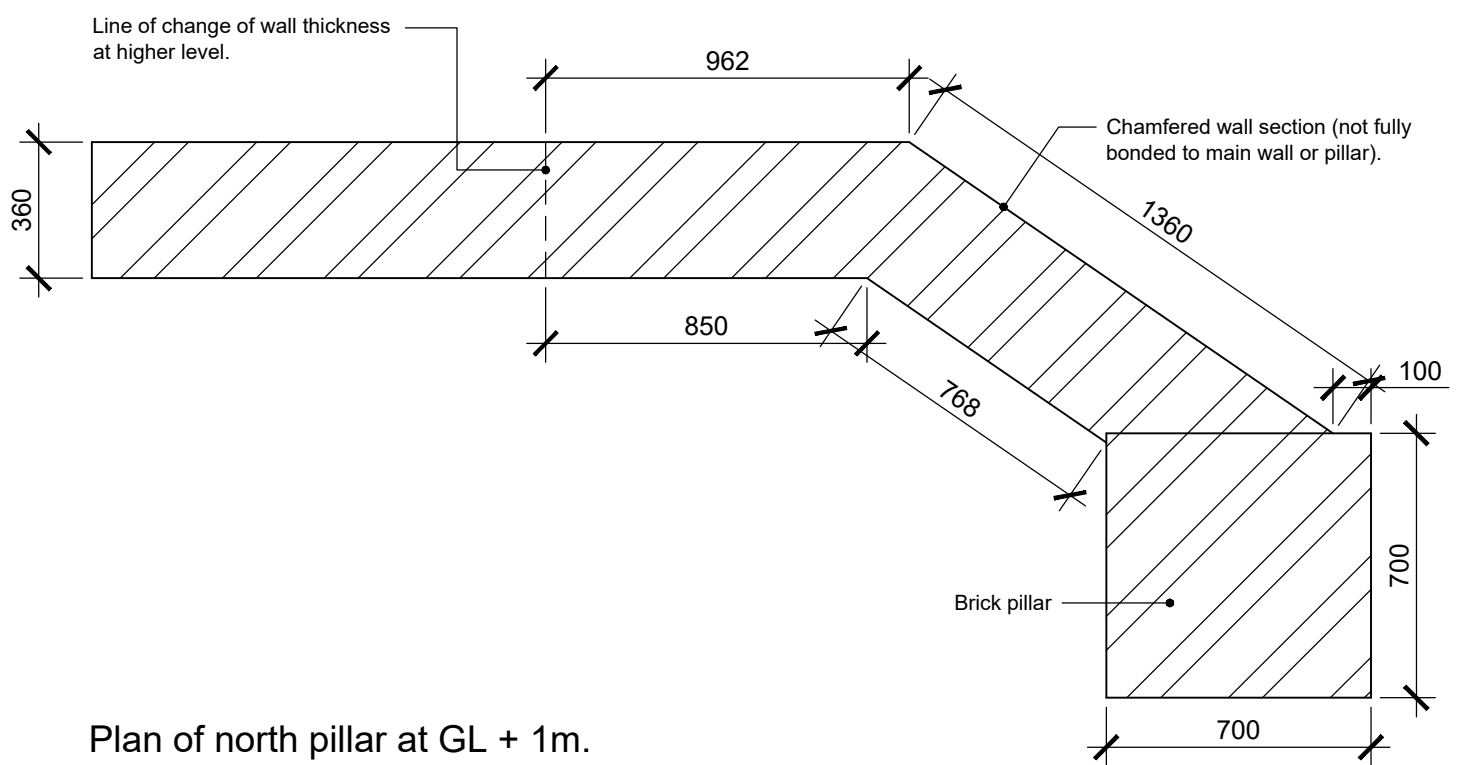
East elevation of north pillar and abutting wall
Scale 1:20



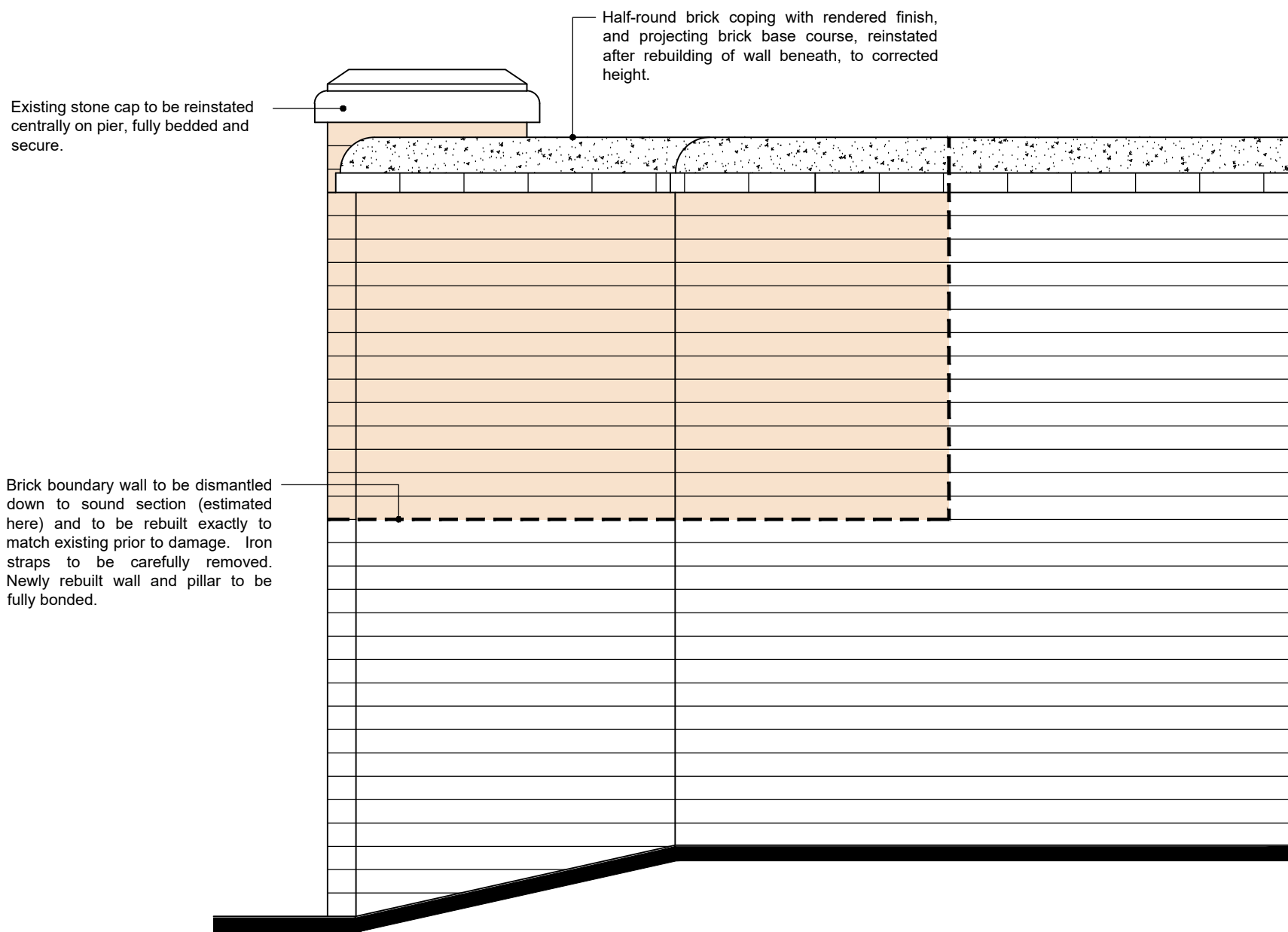
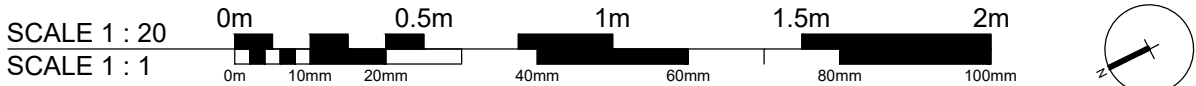
North elevation of north pillar and abutting wall
Scale 1:20



Plan of north pillar above coping level.
Scale 1:20



Plan of north pillar at GL + 1m.
Scale 1:20



East elevation of north pillar and abutting wall
Scale 1:20

General notes:

Condition

The existing brick gate pillar to the north of the southern Love Lane opening, suffered impact damage in 2023 when stuck by a vehicle. The hinge stone on the west face of the pillar has cracked and parted vertically, through the line of the hinge plate. This stone has rotated anti-clockwise on plan such that it projects beyond the brickwork beneath by circa 50mm. The brickwork beneath the hinge stone has cracked vertically through at least 3 courses. The brickwork above the hinge stone (again on the west face) has been displaced to the north, such that it overhangs the north face of the pillar by circa 50mm, for a height of 9 courses. On the south face, the west section of the hinge stone has been shifted to the west, and a significant gap has opened up between the two components of the hinge stone, rising through 2 courses before reducing to a single crack. The impact also appears to have resulted in a number of smaller cracks throughout the pillar and into the adjoining boundary wall. In summary, the main elements of damage of the impact to the brickwork appear to be as follows:

1. Fracture and displacement of the west hinge stone.
2. Rotation of the upper section of the gate pillar.
3. General cracking throughout the pillar and into the abutting wall.

Beyond this, immediately north of the pillar there are a number of iron straps set within the bed-joints of the brickwork, continuing around the wall splay on plan, and set at various heights. This mortar cover on the ironwork has eroded away on the upper 3 straps, exposing the iron to the elements. This has resulted in the iron corroding, expanding significantly in the process. Consequently, the brickwork above has been lifted. It is suspected that there may be a total of 7 iron straps, though only 3 are visible.

Materials

The walling and pillar generally appear to be constructed of a traditional red brick, with lime mortar (though some C20 cement based re-pointing has occurred). The capping to the wall comprises a projecting brick course, capped by half round bricks, to which a render finish has been applied. The pillar has what appears to be a limestone cap. The appearance of the cap is suspected to be contemporary with the gates (1920s). The hinge stones again appear to be in limestone, but were replaced during the gate refurbishment works in 2023. They are a two piece block, rather than a single piece that they replaced.

Proposed works

The damage is to be addressed by undertaking the following works:

1. Careful removal of the stone pillar cap.
2. Careful removal of the rendered half-round brick capping and projecting brick course to the abutting boundary wall back to the line of where the batter commences.
3. Careful removal of the stone hinge blocks and steel hinge plate.
4. Careful dismantling of the brick pillar and the abutting boundary wall to the point at which the remaining brickwork is sound and plumb (estimated to be the levels indicated (shaded section)).
5. Careful removal and disposal of the 3 corroded iron straps.
6. Investigation of the wall at lower level to establish whether further iron straps exist. Should this be the case then the works are to include the dismantling of further brickwork and the removal of all iron straps.
7. Cleaning and preparing of existing salvaged bricks for reuse.
8. Reconstruction of the brick pillar reusing salvaged bricks, and a suitable traditional lime mortar mix. The brickwork is to match the existing in all respects including bond, perp and bed joint width (critical), mortar colour, texture, finish and pointing profile etc. The brick pillar is to be rebuilt to its original height and the existing stone pillar cap is to be reset and fixed securely on top, centred on the pillar to achieve equal overhang to all faces.
9. Either a new solid stone hinge block is to be constructed into the pillar (i.e. full depth block, not face blocks as installed earlier in 2023), or new face blocks, securely fixed to a central block of in-situ concrete at the centre of the pillar. The block is to be secure in all respects. The visible faces of the stone hinge block are to match the existing in all respects to allow appropriate bonding in to the brickwork.
10. Reconstruction of the brick boundary wall reusing salvaged bricks, and a suitable traditional lime mortar mix. The brickwork is to match the existing in all respects including bond, perp and bed joint width (critical), mortar colour, texture, finish and pointing profile etc. The brick wall is to have the projecting brick course reinstated and the half-brick capping set securely on top. Note that the level of the capping abutting the pillar is to be reduced by 1 course to align with the existing capping on the remainder of the wall to the north. The half-round brick capping is to receive a render finish to match the existing. Note that the brickwork of the rebuilt wall and pillar is to be fully bonded at the changes of direction and intersections.

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Ref.	Date	Description	Initial

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Client:
South Holland District Council

Project:
**Ayscoughfee Hall Museum & Gardens
Church Gate, Spalding, PE11 2RA**

**Proposed rebuild of damaged gate
pillar (north pillar of east gates - Love
Lane).**

Drawing Title:
Plans and elevations as proposed

LBC APPLICATION ISSUE

Date:	Sept 2023	Scale:	as shown @ A1
Drawn by:	ajo	Checked by:	cls

Drawing Number:	Rev:
A1572-61	P1