

UPPER PART OF PILLAR
REBUILT AS REQUIRED TO
STRUCTURAL ENGINEER'S
RECOMMENDATION TO
REPAIR
PREVIOUS VEHICLE DAMAGE

TREES TO ISLAND BEYOND

MASONRY CAPPINGS TO
RECEIVE DRIP MOULD TO
ALL SIDES OF PILLARS

HEIGHT OF BRICK PILLARS TO BOTH SIDES
REDUCED BY 4 NO COURSES TO LEAVE 3 NO
COURSES ABOVE TOP OF WALL

BRICK PILLAR
WITH MASONRY CAPPING

WALL REBUILT TO MATCH EXISTING
WITH BRICKS REUSED AS POSSIBLE .

BRICKS TURNED AROUND AND REUSED IF
FRONT SURFACE WORN

ANY ADDITIONAL NEW BRICKS SELECTED
TO MATCH EXISTING

HEIGHT OF BRICK PILLAR REDUCED BY 4 NO
COURSES TO LEAVE 3 NO COURSES ABOVE
TOP OF WALL AND MASONRY CAPPING ADDED
TO MATCH MAIN ENTRANCE

HEADER COURSE
TO CAP WALL

PEDESTRIAN GATE
UNCHANGED

MORTAR TO BE CEMENT / LIME / SAND MIX TO
STRUCTURAL ENGINEER'S RECOMMENDATION.

MORTAR TO BE 10 - 15mm
CURVED RECESSED JOINTS, TO
STRUCTURAL ENGINEER'S RECOMMENDATIONS

CHINESE PRIVETS
BEHIND WALL REMOVED TO
RELIEVE PRESSURE ON WALL
FROM BEHIND

EXISTING DRIVE
UNCHANGED

BRICKS LAID TO
FLEMISH GARDEN WALL BOND,
HAVING 3 STRETCHERS TO EACH
HEADER IN EACH COURSE TO
STRUCTURAL ENGINEER'S RECOMMENDATIONS

HARD CEMENT FILLET
AT PAVEMENT LEVEL
OMITTED

LINE OF COURSE AT WHICH
BRICKS CHANGE FROM BLUE BLACK
TO RED / OCHRE LONDON STOCK
BRICKS TO BE RETAINED

2no. STONE
STEPS UP

