

PHILIP HUGHES ASSOCIATES
HISTORIC BUILDINGS CONSERVATION CONSULTANTS
OLD MANOR STABLES, TOUT HILL, WINCANTON, SOMERSET BA9 9DL
Tel: 01963 824240 Email: info@pha-building-conservation.co.uk www.pha-building-conservation.co.uk

HYDE ABBEY GATEWAY

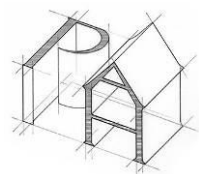
REPORT on REPAIRS, LANDSCAPE IMPROVEMENTS and PIGEON DETERRENTS



February 2025

Partners

Philip Hughes MRICS CBS RICS Accredited in Building Conservation
Samir Khatri RIBA Architect Accredited in Building Conservation (AABC)
Sam Wheeler MRICS CBS RICS Accredited in Building Conservation
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1.0 BACKGROUND

- 1.1. Philip Hughes have been appointed by Winchester City Council to prepare a report that considers suitable approaches to carrying out repairs to Hyde Abbey Gateway, incorporating landscape proposals outside and within the gateway and providing pigeon protection.
- 1.2. Prior to our engagement Martin Kirby Associates were engaged to prepare a Schedule of Repair Works and Specification in 2019 but these works were not implemented.
- 1.3. This document has been produced by Samir Khatri MA RIBA Accredited Conservation Architect (AABC) on behalf of Philip Hughes Associates for discussion with the client and Historic England in advance of an application for Scheduled Monument Consent.

2.0 HISTORY OF HYDE ABBEY GATEWAY

- 2.1. Hyde Abbey Gateway is located between King Alfred Place and Hyde Gate, Winchester SO23 7EJ
- 2.2. Hyde Abbey Gateway is a Scheduled Ancient Monument and is Grade I listed.
- 2.3. The monument is dated to the 15th century and is one of the few remaining parts of Hyde Abbey that are visible above ground. Hyde Abbey was a medieval Benedictine Monastery that was dissolved and demolished in 1538 during the reign of Henry VIII. This remaining section once is the gatehouse (Hyde Gate) that formed the entrance between the inner and outer precincts of the Abbey.
- 2.4. The gateway then became the entrance to Hyde House, one of the city's finest Tudor town houses built from the stones of the demolished abbey. Hyde House was subsequently demolished in 1769.

3.0 DESCRIPTION

- 3.1. The gateway is formed of two spaces; a carriageway to the west and an enclosed room to the east. The carriageway has four centred arches to its north and south sides with a doorway for pedestrians on the south side. The outline of a former door on the north side of the carriageway that has been blocked up is visible on the inside of the wall. There is a single small square headed window on the north elevation that has been closed on the inside.
- 3.2. The enclosed room has a single large rectangular opening on its south side which is closed with an iron gate. There are two small cinquefoil arched windows on the north elevation.



Fig 1 – The north elevation



Fig 2 – The south elevation





Fig 3 – The east elevation



Fig 4 – The north elevation

- 3.3. The face of the building is a mixture of flint and ashlar stones. The roof is of clay tiles of two separate sections; to the carriageway and enclosed room, with hips to both ends. The roof structure is exposed from below with queen post trusses supporting purlins at 2/3rds span, rafters and sarking boards.

4.0 **CONDITION**

- 4.1. A visual inspection of the building was carried out and the defects listed below were observed:

- 4.2. **Roof** – there are a number of missing or broken tiles. The lower edges of the tiles run in irregular lines which suggests that the fixing nails or roofing battens are failing causing the tiles to slip and move out of line. The surfaces of the roof are not easy to see clearly from ground level but the photogrammetry model supplied by the measured survey surveyors clearly shows this (see figs 5 and 6 below).

The roof structure was inspected from ground level only and appeared to be in a sound condition with no obvious defects visible. The eaves of the roof had been closed with pigeon mesh but this had not been successful and pigeons are now roosting on the wall head behind this.



Fig 5 – View of east roof from ground level.



Fig 6 – Photogrammetric image of the same roof irregular tiling courses indicating failed fixings or battens.

- 4.3. **Rainwater Goods** – the rainwater goods are in poor condition and require redecoration. Surface corrosion and cracks are visible in a number of locations





Fig 7 – Corroding downpipe on the north elevation



Fig 8 – Corroding hopper on the south elevation

- 4.4. **Walls** – The walls are a mixture of flint and ashlar stone blocks with some small areas of brickwork on the north elevation. Much of the external walls have been repointed with cement mortar (for areas of cement pointing see drawings 016 and 017 in appendix 2). The faces of a number of the ashlar stone blocks are suffering decay (in particular on the north elevation, to the head of the carriageway arch on the south elevation and to isolated stones on all elevations) and their soft surface is spalling and flaking away. This is most likely being caused by the cement pointing restricting the paths in the wall where moisture can exit the fabric solely to the soft stones. The soft ashlar stones are then placed at an increased risk of decay from frost thaw action and movement of salts. The hard impermeable flints make this worse and where the ashlar stones are surrounded by flint and cement pointing the decay tends to be most advanced.



Fig 9 – Unsightly cement pointing on the north elevation



Fig 10 – Unsightly cement strap pointing and pointing around flints on the south elevation.

In other areas where lime mortar is still present and has not been repointed with cement this has weathered back leaving voids and flints may eventually become dislodged and lost from the façade.

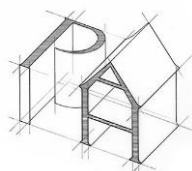




Fig 11 – Spalling ashlar stone on the north elevation.



Fig 12 – Spalling ashlar stone on the north elevation surrounded by cement pointing.

- 4.5. **Landscape** – the hard landscaping around the gateway is largely tarmac and is in a poor condition with the surface in particular breaking up within and in front of the carriageway on both sides. Unsightly concrete bollards have been positioned outside and within the gateway to prevent vehicular access.



Fig 13 – Tarmac surfaces within the carriageway.



Fig 14 – Tarmac surface to the north of the gateway.

- 4.6. **Interpretation** – there are three wall mounted interpretation boards within the carriageway on the west wall.

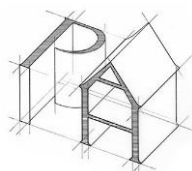
- 4.7. **Lighting** – the interior of the carriageway is lit with a single overhead floodlight fixed to the side of the east truss.



Fig 15 – Interpretation boards on the west internal wall of the carriageway.



Fig 16 – Floodlights fixed to trusses in the carriageway.



5.0 DISCUSSION WITH HISTORIC ENGLAND

5.1. A meeting was held with Alex Bellisario of Historic England on the 4th September 2023 to discuss the potential repairs to Hyde Abbey Gateway. Notes from the meeting are included in Appendix 1. The points discussed are summarised below:

- **Rainwater goods**
 - Use of cast aluminum or stainless steel rainwater goods to replace the existing discussed.
- **Walls**
 - Removal of cement and repointing with lime would be desirable.
- **Landscape**
 - Agreed that the tarmac is unsightly.
 - Proposed that the tarmac and bollards are removed.
 - AB suggested incorporating a French drain against the walls of the gateway.
- **Lighting**
 - New lighting at eaves level proposed that would be softer than existing.
 - Lighting at ground level discouraged because of the excavation needed.
- **Interpretation**
 - Replacement of existing with larger boards discussed.
 - Fixing the signage to the walls rather than into the ground might result in less anti-social behaviour.
- **Problems of pigeon infestation**
 - Agreed that netting can be fixed across the entire roof space at truss level due to the failure of earlier efforts.

6.0 PROPOSED REPAIRS

6.1. **Roof** – the widescale slippage in the tiles can only be rectified by a complete stripping of the roof to allow the fixings and roofing battens to be inspected and potentially replaced. Existing tiles would be retained, sorted for condition and relaid on the roof with new clay tiles selected to match the existing.

6.2. **Rainwater goods** – the rainwater goods would be removed and inspected for defects. Any failed sections would be replaced with new and the rainwater goods decorated and refixed.

In addition, the existing rainwater goods are based on a square profile which feels somewhat incongruous on this building and consideration might be given to changing the profile to a round section (to both gutter and downpipe) which would feel more comfortable. As discussed with Alex Bellisario cast aluminium could be used which would have the same appearance as cast iron but would not suffer from corrosion.

At the same time as the work to the rainwater goods is carried out the timber eaves and verge boards would be inspected and repaired as necessary. Gulleys would be inspected and cleared. Below ground drainage would be surveyed and any defects repaired.

6.3. **Walls** – the most desirable outcome for the building would be the complete removal of all cement mortar from the external walls and all to be repointed in a lime mortar. This would allow the wall to breathe again and for moisture movement to be less concentrated on the soft ashlar stones. In addition, the cement mortar is extremely unsightly and replacement with a lime mortar with aggregates carefully chosen to match the existing mortars that are still visible in some locations would be beneficial to the overall appearance of the building.



The removal of the cement is potentially problematic. The cement mortar is spread across the surface and removal may require some use of mechanical tools (depending on how thickly it has been applied). If the mortar is thick and difficult to remove with hand tools the approach would be to stitch drill through the centre of the joint to weaken it and then to attempt removal with hand tools. The mortar may also be tightly adhered to the flints and we would therefore expect that, where removal of the cement mortar is carried out, the flints will potentially become dislodged. Sample removal of a small area of cement mortar will be undertaken to determine an acceptable methodology for removal before widescale removal is attempted.

There are therefore two routes that could be chosen:

1. **Localised removal of the cement pointing** - to limit the potential disturbance of the flints the removal of cement mortar could be targeted to areas where it is contributing to stone decay and where it can be removed without causing harm. Removal of the cement mortar would require the position of each flint to be recorded so that they can be reinstated back in their existing position and configuration if any become dislodged. Partial removal has the downside of leaving cement mortar in place which may cause further stone decay in the future.
2. **Complete removal of all cement pointing** – complete removal would be the most beneficial approach in terms of allowing the building fabric to breathe, preventing further decay and improving the appearance of the building. However, there is a risk that more resetting of the flintwork in the cement pointed areas will be required. To mitigate this a complete recording exercise would be necessary to record the position and configuration of the flints so that they can be properly reinstated where they have become dislodged.
The areas of cement mortar that would be removed would be those outlined in blue on the existing elevation drawings 026 and 027 included in appendix 2.

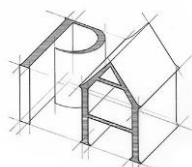
We would propose that, for the longer-term benefit of the building fabric, that complete removal of the cement mortar should be undertaken. While this is potentially more disruptive to the flintwork we feel that the risk of continuing and further decay to the softer stones set within the flintwork outweighs the impact on the flintwork providing that this impact is mitigated by careful recording and reinstatement.

The budget available for this work is not yet confirmed and while it would be the council's intention to remove all of the cement pointing it may be that there is insufficient money to carry out all of the removal work. We would therefore like to apply for scheduled monument consent for complete removal of the cement mortar but provide details of the amount to be removed once the budget is confirmed by including a condition within the consent, if granted, for details to be submitted for approval prior to work commencing.

Individual stones that are suffering significant decay will be individually inspected and a repair determined. We have not identified any particular stones that need significant repairs or replacement but some local mortar repairs using a lime putty based mortar and ceramic armatures (where the repair is deep) may be necessary to consolidate the surface and aid water shedding from the face of the stone. Shelter coating would then be carried out to provide a sacrificial coating to protect the stones from further ongoing decay.

7.0 PROPOSED IMPROVEMENTS

- 7.1. **Pigeon deterrents** – pigeons are roosting in the eaves to the carriageway on top of the external walls. Earlier efforts to install pigeon mesh to just close off the eaves been unsuccessful due to the difficulty of cutting the mesh tightly around the trusses and rafters to form a complete and long lasting



barrier to the pigeons. In discussion with Alex Bellisario, it was agreed that the failure of this method meant that an alternative proposal should be used and it was felt that fixing pigeon mesh at truss level to the underside of the trusses and wall plate level would be the most sensible and successful way to achieve this.

Other methods discussed included audible bird scarers, ultrasonic bird scarers, spikes and sticky and optical gels but these were discounted due to their potential intrusiveness to neighbours (audible and ultrasonic bird scarers), visual intrusiveness (spikes) and difficulties of long term maintenance (sticky and optical gels).

The pigeon mesh would be fixed to the underside of the trusses and then to the wall heads on all four side of the carriageway. A timber plate would be fitted to the top of the wall head (with fixings into mortar joints only) to provide a continuous edge for the pigeon mesh to be fixed to.

7.2. **Landscape** – as discussed earlier the external environment is in a poor condition, in particular the hard finishes which are quite degraded. The area around Hyde Abbey Gateway is pleasant and is a popular place that forms part of a chain of spaces linked by pedestrian footpaths alongside the River Itchen. Proposals have been prepared by UBU Design and are summarised below. A copy of their proposed design is included in Appendix 2. We have in addition included an annotated version of their drawing (our drawing 021) which includes adjustments to their proposals.

– **Hard Landscape**

- The tarmac surfaces to the north of the gateway and within the carriageway are proposed to be limestone setts or cobbles to suit the setting of the gateway. This would require some excavation to remove the existing tarmac finish and sub-base before relaying a new sub-base and stone finishes.
Before this specification is finalised investigative work will be necessary to determine if any historic finishes are present below the existing tarmac. If these are found then they would be retained and incorporated into the new finishes – by leaving them in place and piecing in the new finishes around them so that it is clear what is historic and what is new.
- Granite setts would be added below the north and south gateways to delineate their position.
- The tarmac surfaces to the south of the gateway would be replaced with resin bound gravel (broken up with perpendicular granite strips) to form a larger rectangular space with seating along the south edge.
- The existing concrete bollards would be removed and new granite cubes added along the northern boundary of the site.
- We have suggested that the diagonal paths within the grassed areas should remain as tarmac so that they are as one with other paths on this area. We have also suggested that a new path is added connecting the SW to NE path from Hyde Gate with King Alfred Place where there is a desire line through the grassed area here (see fig 16 below).

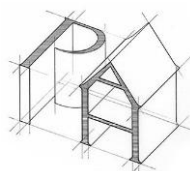




Fig 16 – Desire line from King Alfred Place.



Fig 17 – Depression and wall heads to the east of the gateway.

– Soft Landscape

- The existing areas of grass would be retained and a swath of bulb planting added passing to the east and north of the gateway. Areas of planting would be added to the east of the gateway and to enclose the rectangular area to the south of the gateway.
- The proposal drawn by UBU Design does not show the depression and exposed wall heads immediately to the east of the gateway and this area would not be planted.
- Two trees to the south west of the gateway are proposed to be removed.

7.3. **Lighting** – as described earlier lighting is provided within the carriageway with a single floodlight attached to the eastern truss. This provides harsh and insensitive lighting. At the meeting with Alex Bellisario we were discouraged from putting lighting in the ground to avoid having to dig trenches for cabling and we are therefore looking at additional lighting positioned in or on the building.

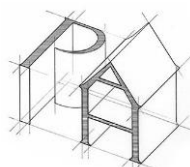
Lighting on the outside face of the building is typically used to illuminate the spaces around the building rather than the building itself and it is felt that lighting to the external spaces is sufficient and obtained by street lighting in King Alfred Place and by lighting from the Hyde Gate housing to the south.

Lighting is needed within the gateway to allow a better visual presentation of the space, to enable any interpretation to be better seen and to deter anti-social behaviour. It is proposed that the single floodlight is replaced with a number of lights, fixed at eaves level, spread across the space and using softer luminaires to throw light more evenly across the internal space. The lighting would also be designed to properly illuminate the interpretation (see below) on the internal west wall.

A lighting designer would be engaged to provide a detailed design for any Scheduled Monument Consent application.

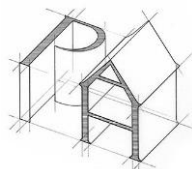
7.4. **Interpretation** – the gateway is one of the sole surviving remnants of the former Hyde Abbey that stood on the site and it is therefore an important part of the history of Winchester and a key place to visit to understand Winchester's history. It is therefore proposed that a larger interpretation area is provided to allow more information to be displayed. This would be placed in the same location as the existing interpretation on the west internal wall where it is easy to spot from outside the carriageway.

Any interpretation display would continue to be mounted on the wall rather than free standing to avoid the need to dig foundations to support it and to reduce the risk of vandalism. The interpretation display would be mounted on to a timber sub-frame which would be used to allow fixings positions to be carefully chosen to avoid stones and fix into mortar joints only.



8.0 NEXT STEPS

- 8.1. This document is to be submitted to Historic England for consideration after which an application for Scheduled Monument Consent will be prepared and submitted to Historic England for approval.
- 8.2. If consent is granted a contractor will be sought by competitive tender to carry out the repair, landscape and pigeon protection work. Because of the importance and sensitive nature of the building it is essential that the selected contractor has appropriate conservation skills, in particular with verified experience of masonry conservation.
- 8.3. The company who will be selected for the landscape and pigeon protection work will, by their nature, be unlikely to have experience on a structure as sensitive as this. We would therefore seek to ensure that they are either engaged as the main contractor's sub-contractor (so that they are closely supervised) or that any sensitive works (such as fixings if they are required) are carried out by the main contractor on their behalf.



APPENDIX 1 – NOTES of 4th SEPTEMBER 2023 HISTORIC ENGLAND MEETING



Notes of meeting with Historic England 4.09.2023

Attendees:

Alex Bellisario - HE

Samir Khatri - Philip Hughes Associates

Graeme Todd – WCC

Faiza Hassan – WCC

Daniel Ayre WCC

Hyde Abbey Gateway

Pigeon Proofing

- Present Pidgeon wire has proven ineffective
- GT + AB agreement to place netting across the entire roofspace, at truss level

Paving

- GT explained that existing tarmac surface is unsightly – all agreed
- Request to replace tarmac and remove bollards – new surface finish TBC
- AB request to ensure French drain abutting masonry
- SK Desirable to ensure that new bollards do not encourage ASB

Illumination

- GT explained desire to replace existing internal floodlights with new lighting at eaves level
- AB willing to support, suggested softer colour
- DA queried whether illuminating roof was most sensible approach
- AB explained that installing lighting at ground level not desirable due to need for excavation

Interpretation

- AB request to consider replacement of existing interpretation boards, and consider expanding them.
- GT suggestion of freestanding signage
- AB advised to affix to walls, as freestanding signage at greater risk of ASB

Repointing, rainwater goods etc.

- Observed that much of building has been repointed in cement, and much stonework is in a poor state, particularly on the NW elevation
- All in agreement that repointing in lime would be desirable
- Existing guttering in a poor condition, but still functional
- GT suggestion to replace guttering with cast aluminium
- AB recommendation of using stainless steel rainwater goods
- Vegetation growth noted on E corner of structure, around depression in ground, AB request to remove carefully
- GT suggestion about infilling to cover exposed structure in depression, AB not keen

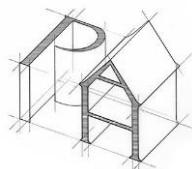
APPENDIX 2 – EXISTING AND PROPOSED DRAWINGS

PHA drawings

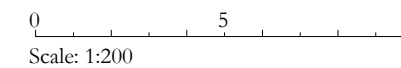
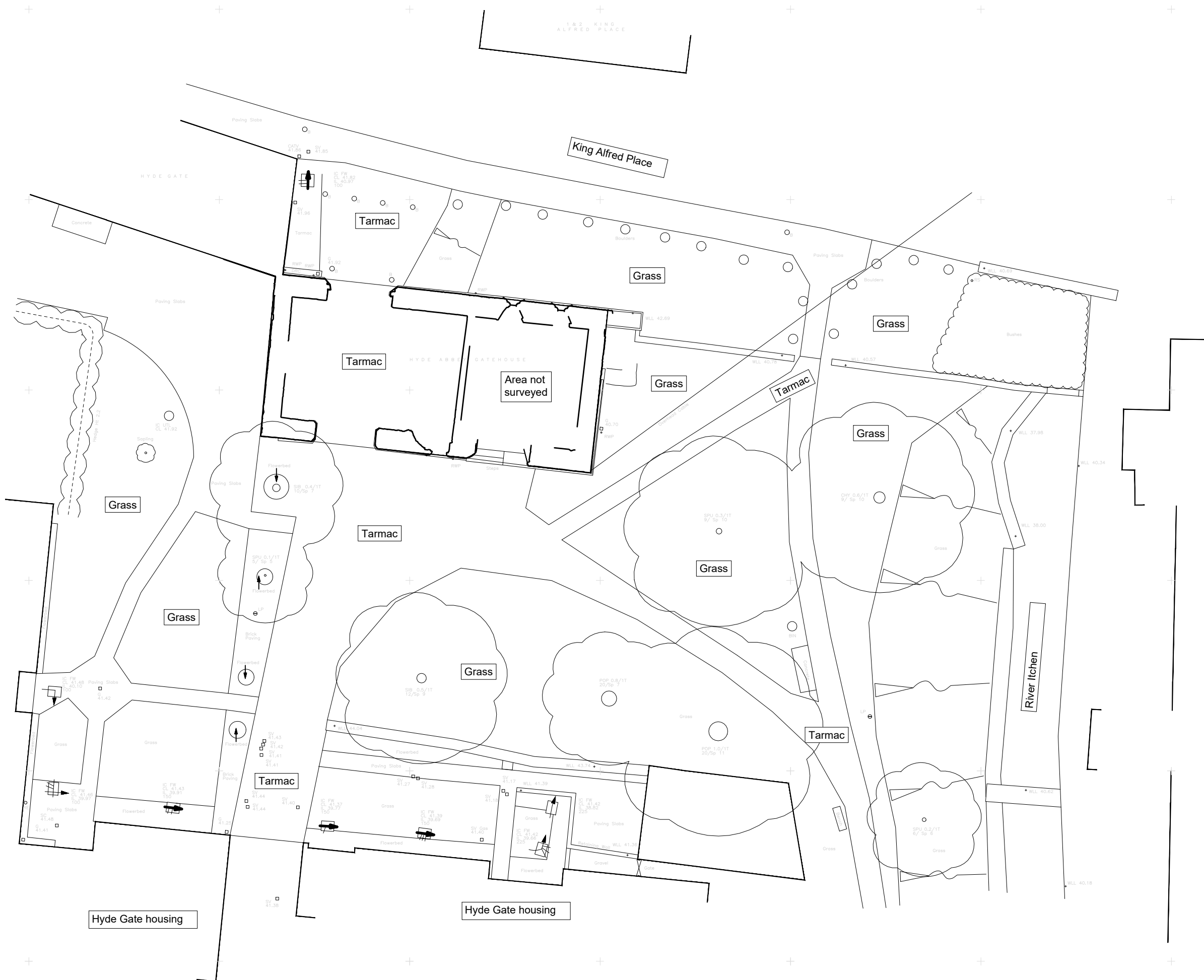
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601/02/016	Existing North and South Elevations
601/02/017	Existing East and West Elevations and Sections
601/02/021	Proposed Site Plan
601/02/026	Proposed North and South Elevations
601/02/027	Proposed East and West Elevations and Sections

UBU Design drawings

1599-GA-1000	Landscape GA Plan
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NOTES:
 Do not scale from this drawing - responsibility is not accepted for errors made by others in scaling from this drawing.
 All dimensions are to be checked on site prior to construction.
 Any discrepancies are to be reported to Philip Hughes Associates for clarification.



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Winchester Hyde Abbey Gateway			
DRAWING TITLE			
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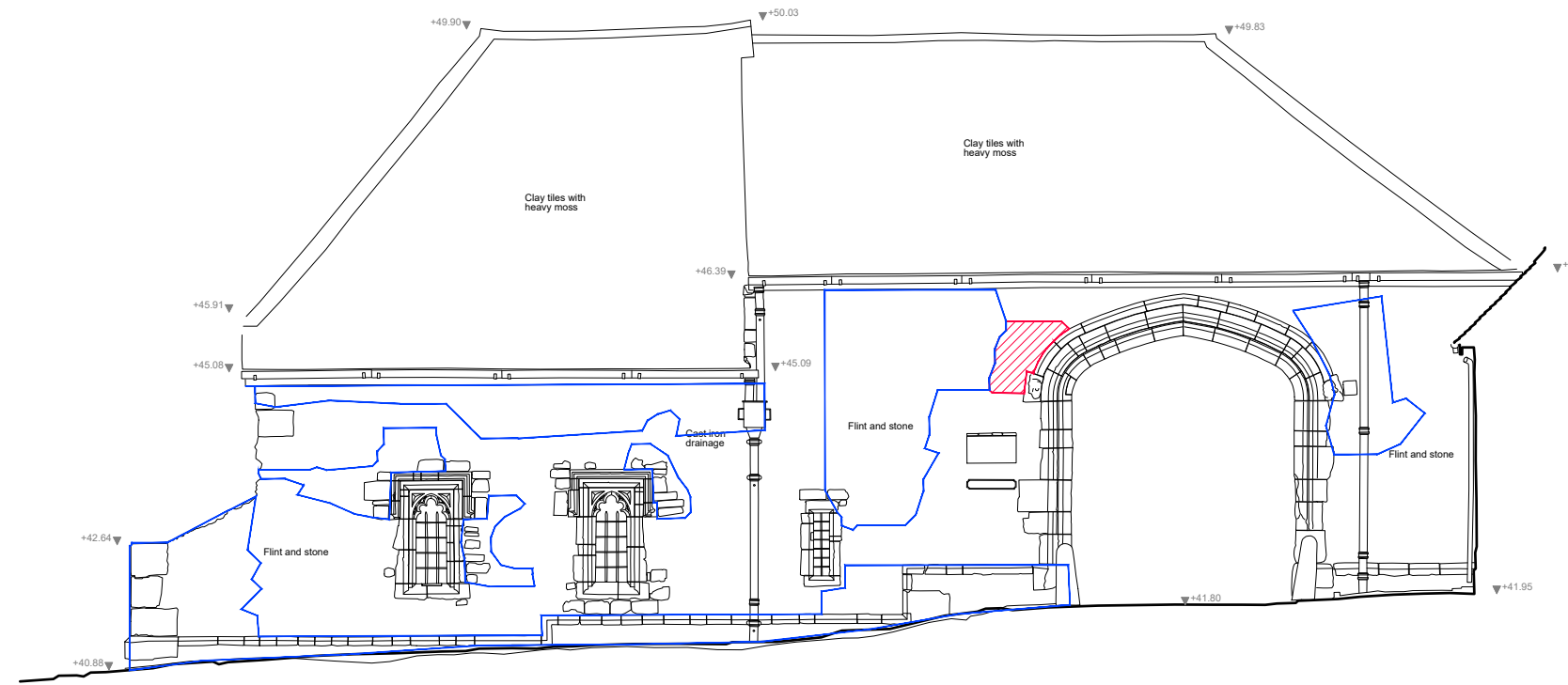
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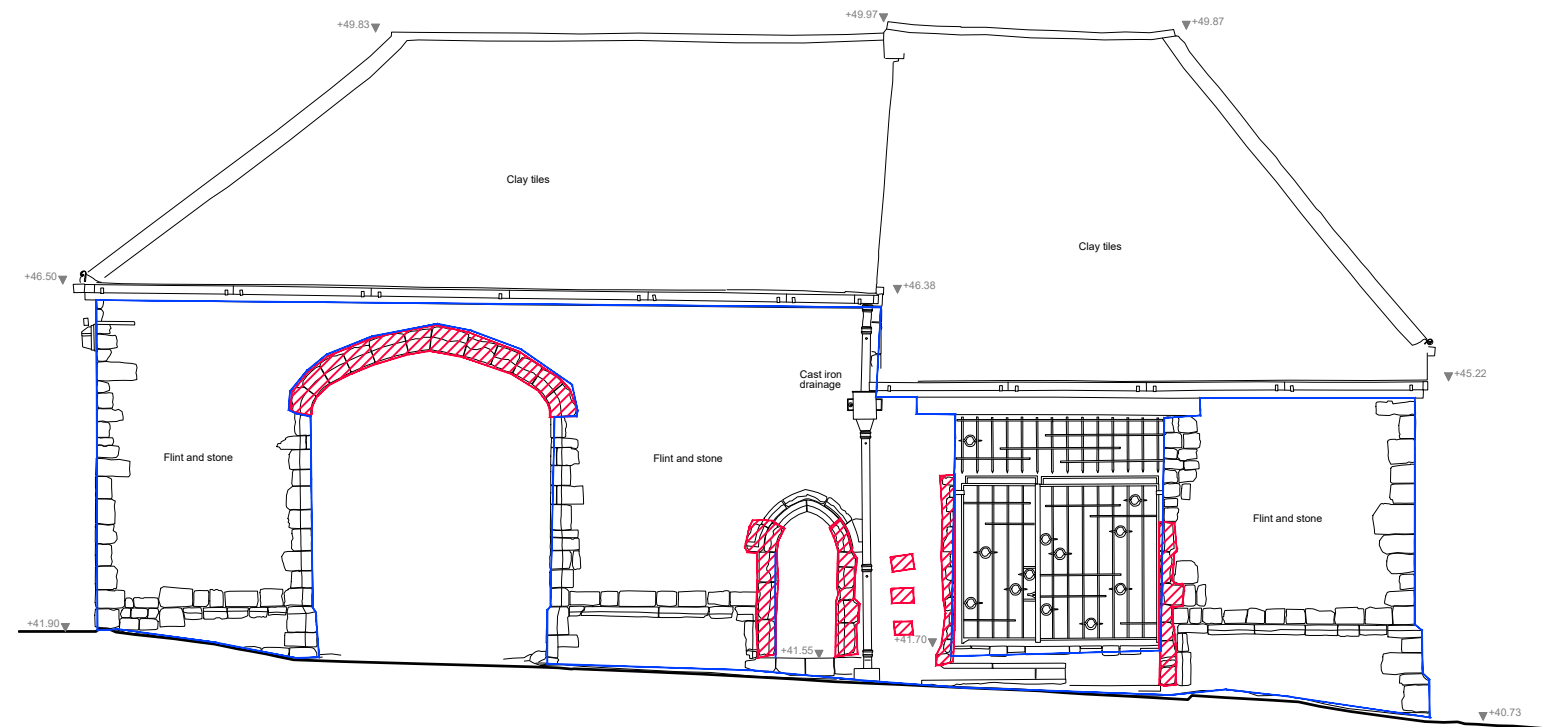
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North Elevation



South Elevation

Key

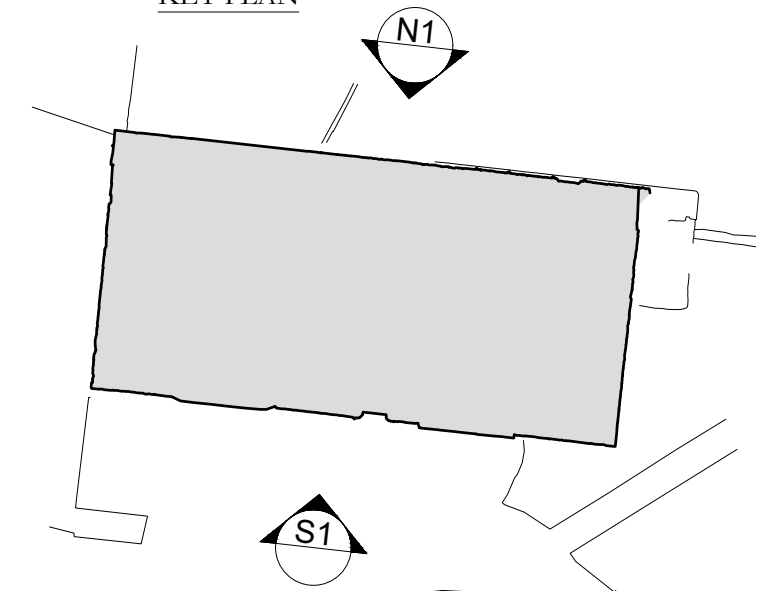


Stones suffering decay.



Areas of cement pointing.

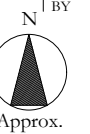
KEY PLAN



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Hyde Abbey Gateway





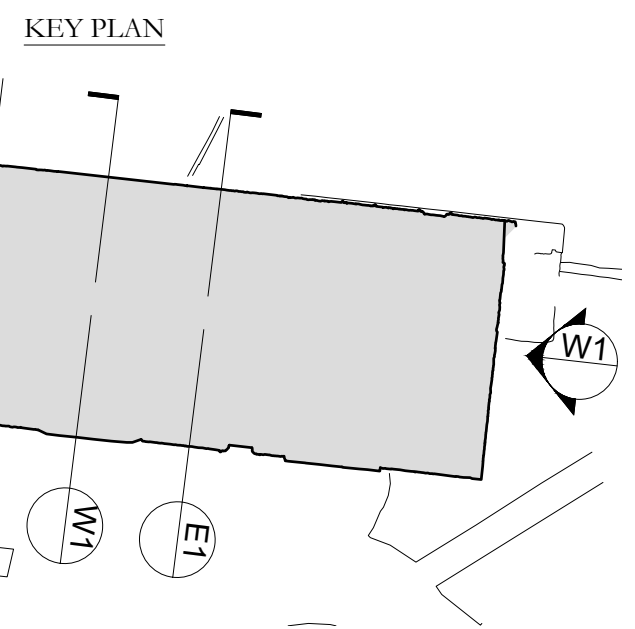
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North & South Elevations
As Existing

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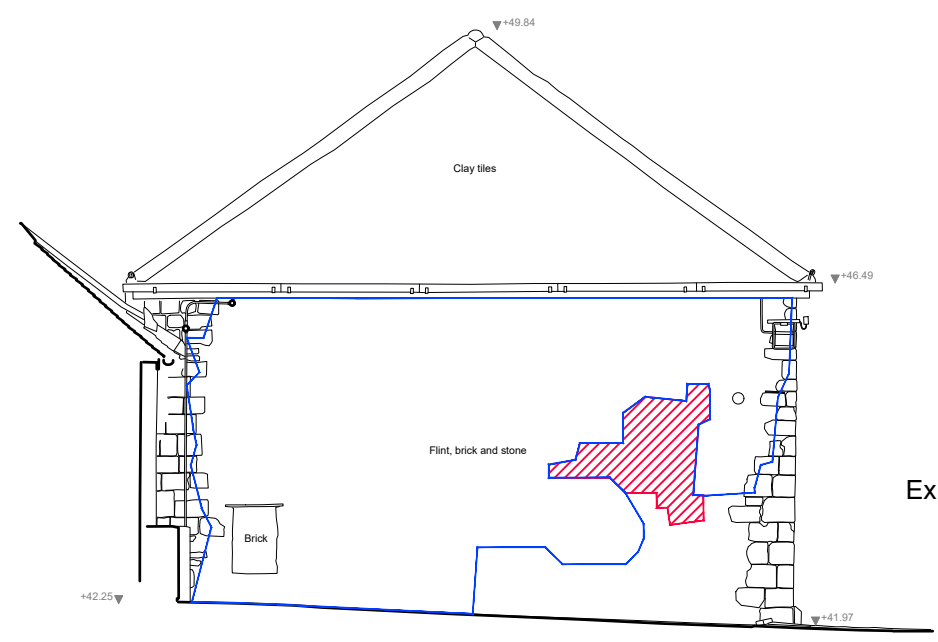
Key

-  Stones suffering decay.
-  Areas of cement pointing.

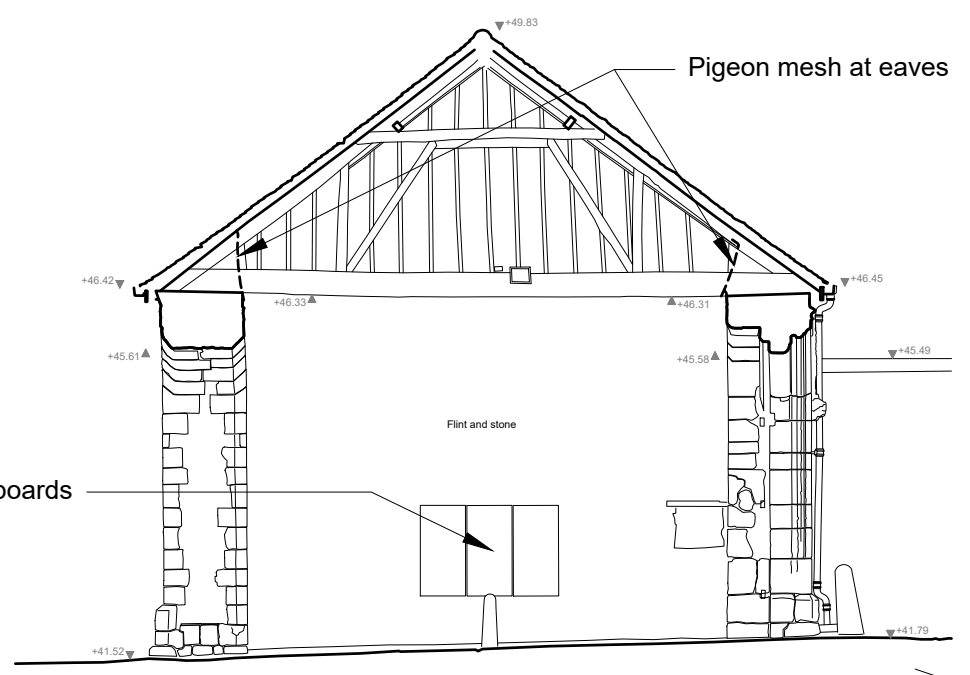


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Winchester			
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East & West Elevations & Sections			
As Existing			
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West Elevation



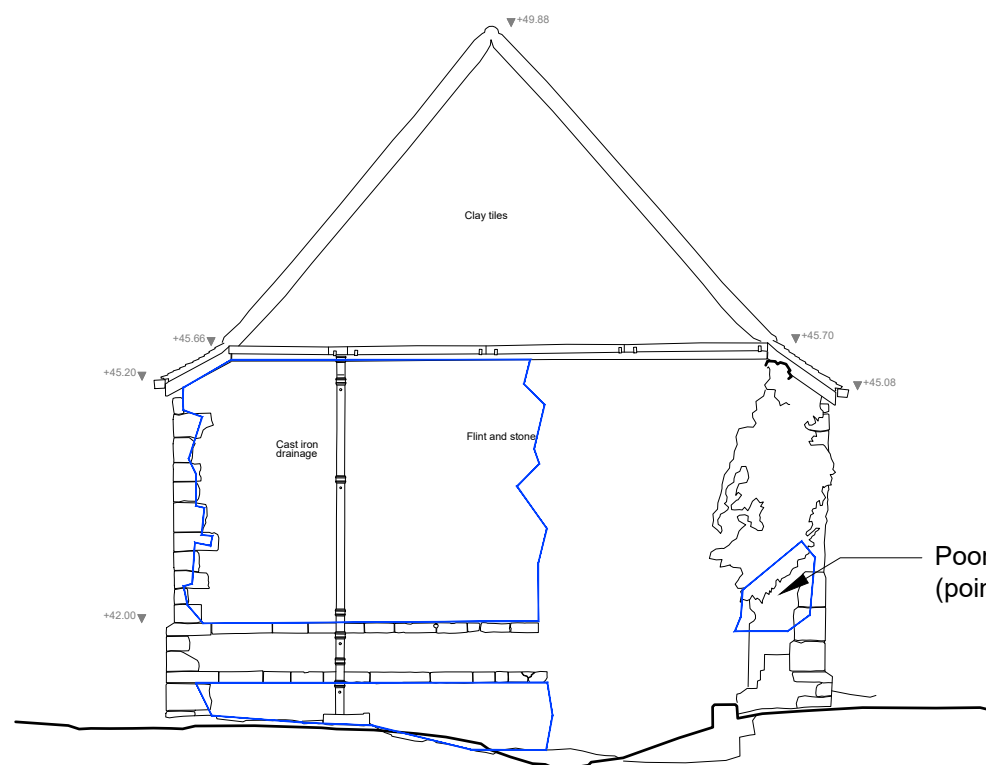
West Section 1

E1

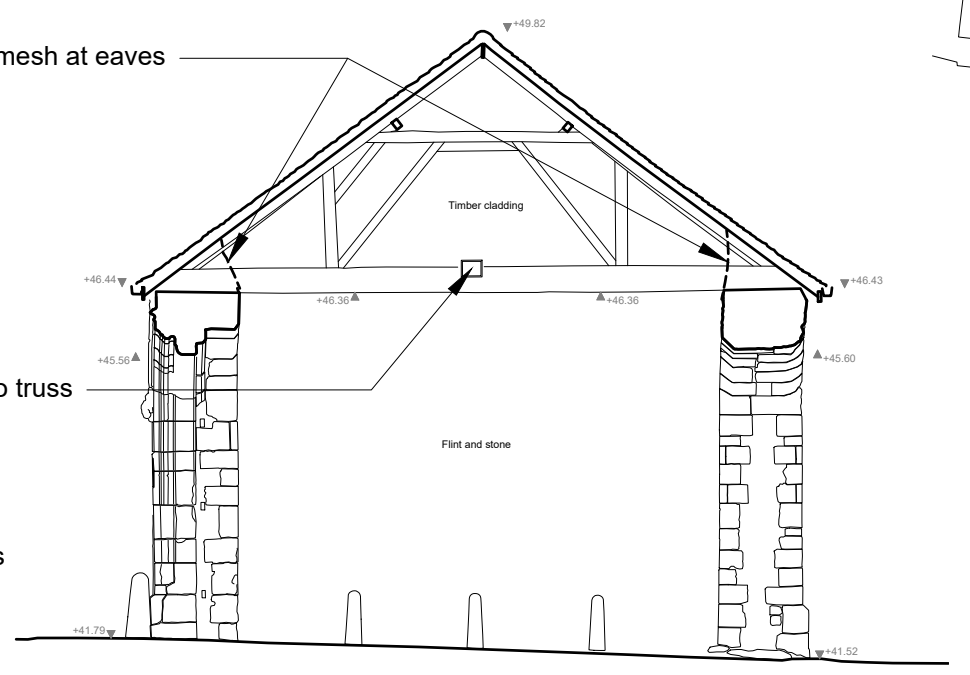
W1

W1

E1



East Elevation



East Section 1



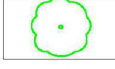
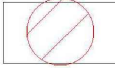
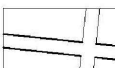
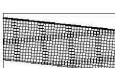







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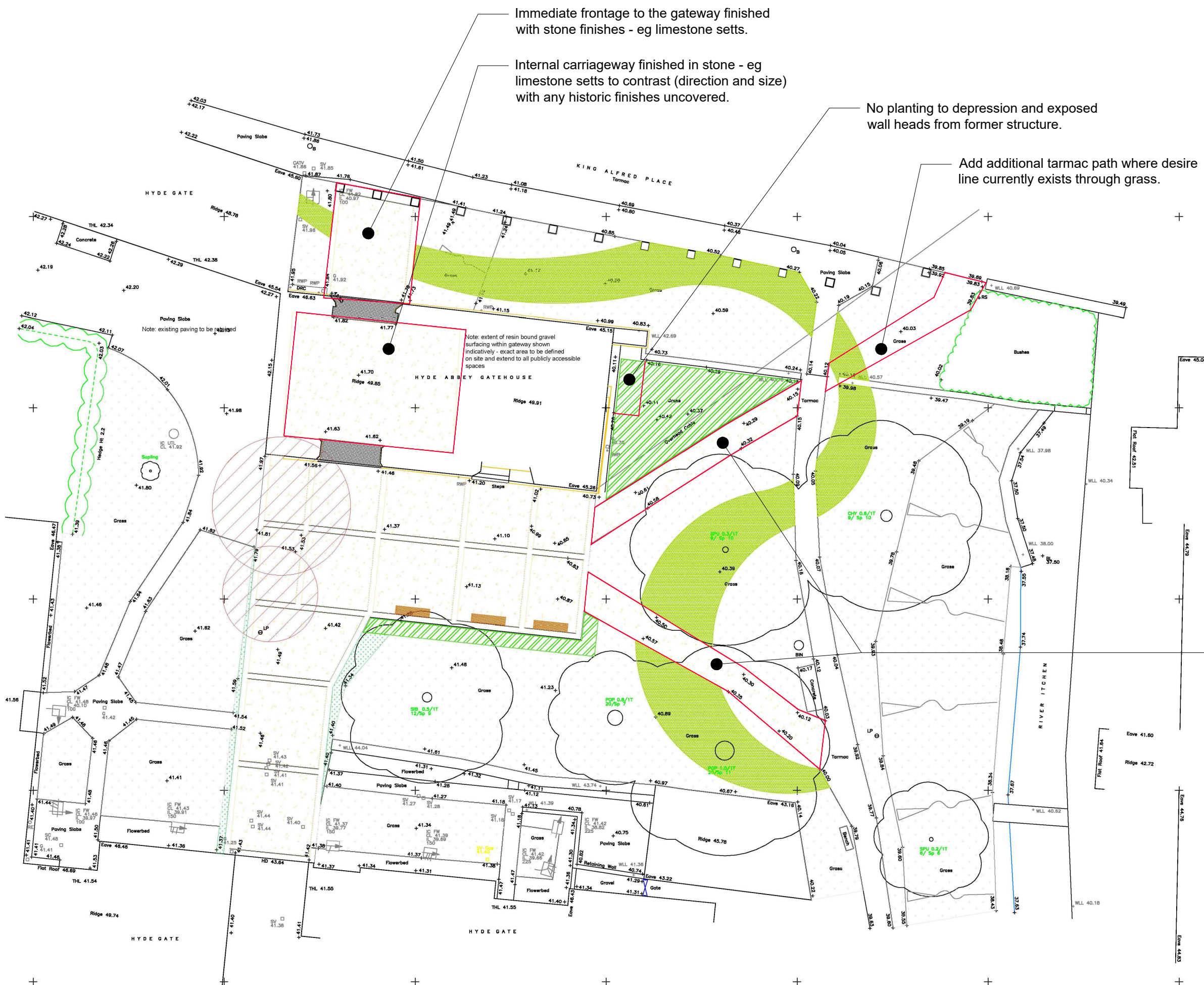
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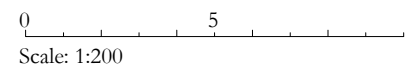
Any discrepancies are to be reported to Philip Hughes Associates for clarification.

Legend from UBU Design drawing

-  Existing trees and vegetation to be retained and protected for the duration of the works
-  Existing tree to be removed/relocated
-  Flush Granite trim, 300mm width x set length, Marshalls Arche, or equivalent with blasted finish, laid on mortar bed
-  Sawn Granite setts 100x100mm laid in stack bond to form threshold surface. Marshalls Arche, or equivalent, with blasted finish, laid on mortar bed
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-  Granite seating cube/bollard - 450x450x500mm height, Marshalls Arche, or equivalent with honed finish. 14no.
-  New seat - metal frame with armrests; with timber seat and backrest, such as Urban Seat supplied by Vestre, or equivalent. 3no.
-  Proposed grass seeding - hard wearing amenity mix
-  Proposed Planting
-  Proposed bulb planting
-  Existing grass to be retained and protected



Two paths leading away from open space finishes in tarmac to match other paths in grassed areas.



~ 22-07-2024	Drawing originated	XXX
REV/ DATE	NOTES	BY
		N
Approx.		
Winchester		
Hyde Abbey Gateway		
DRAWING TITLE		
Site Plan - Amendments to UBU Design Proposals		
As Proposed		

JOB No	DWG No	REV
631/02	021	~
DRAWN BY	SCALE	DATE
LK	1:200	Jul 2024

NOTES:

Do not scale from this drawing - responsibility is not accepted for errors made by others in scaling from this drawing.
 All dimensions are to be checked on site prior to construction.
 Any discrepancies are to be reported to Philip Hughes Associates for clarification.

Repairs generally to all elevations




Roof
 Clay tiles and hips to be carefully stripped and set aside for re-use. Roofing battens and underlay to be replaced. Retained clay tiles and hips to be relaid with any shortfall made up with new to match existing.

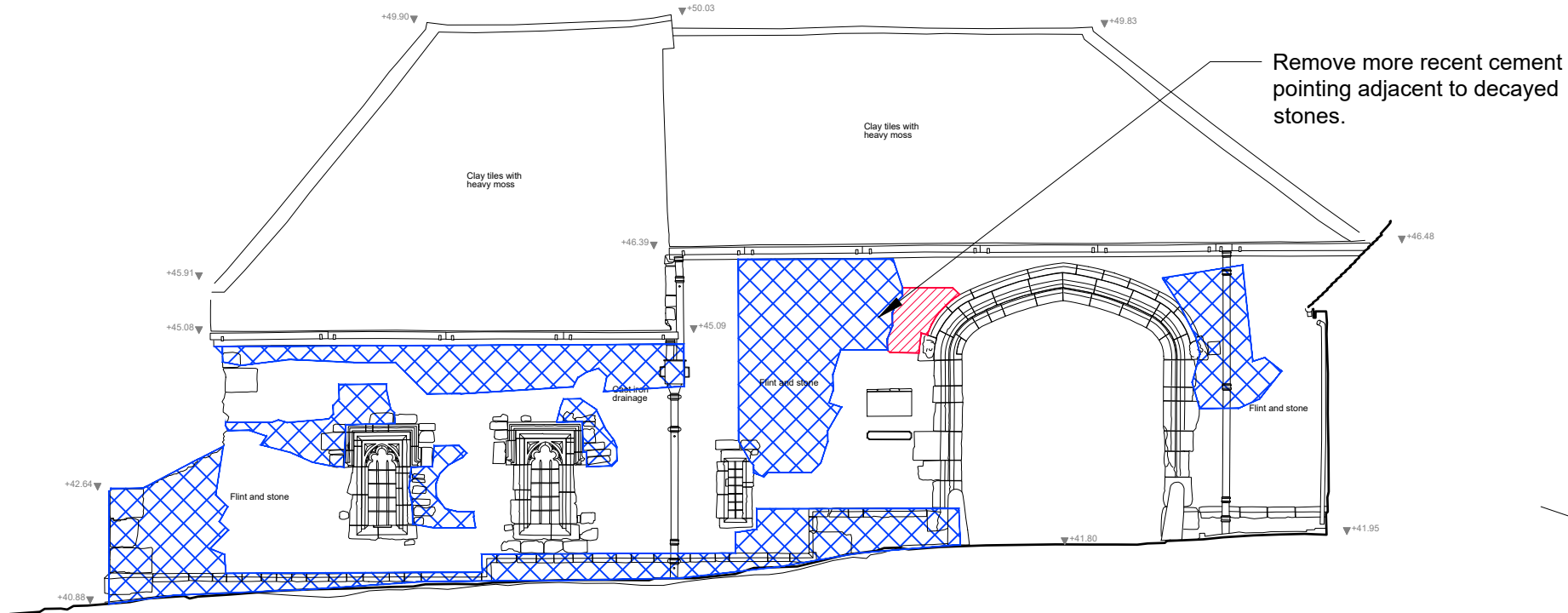
Fascia boards
 After removal of roof tiles and rainwater goods repair defective boards and decorate with agreed woodstain.

Rainwater goods
 All rainwater goods to be dismantled and inspected for defects. Any defective rainwater goods are to be replaced with new cast iron to match existing. Rainwater goods to be decorated and refixed.

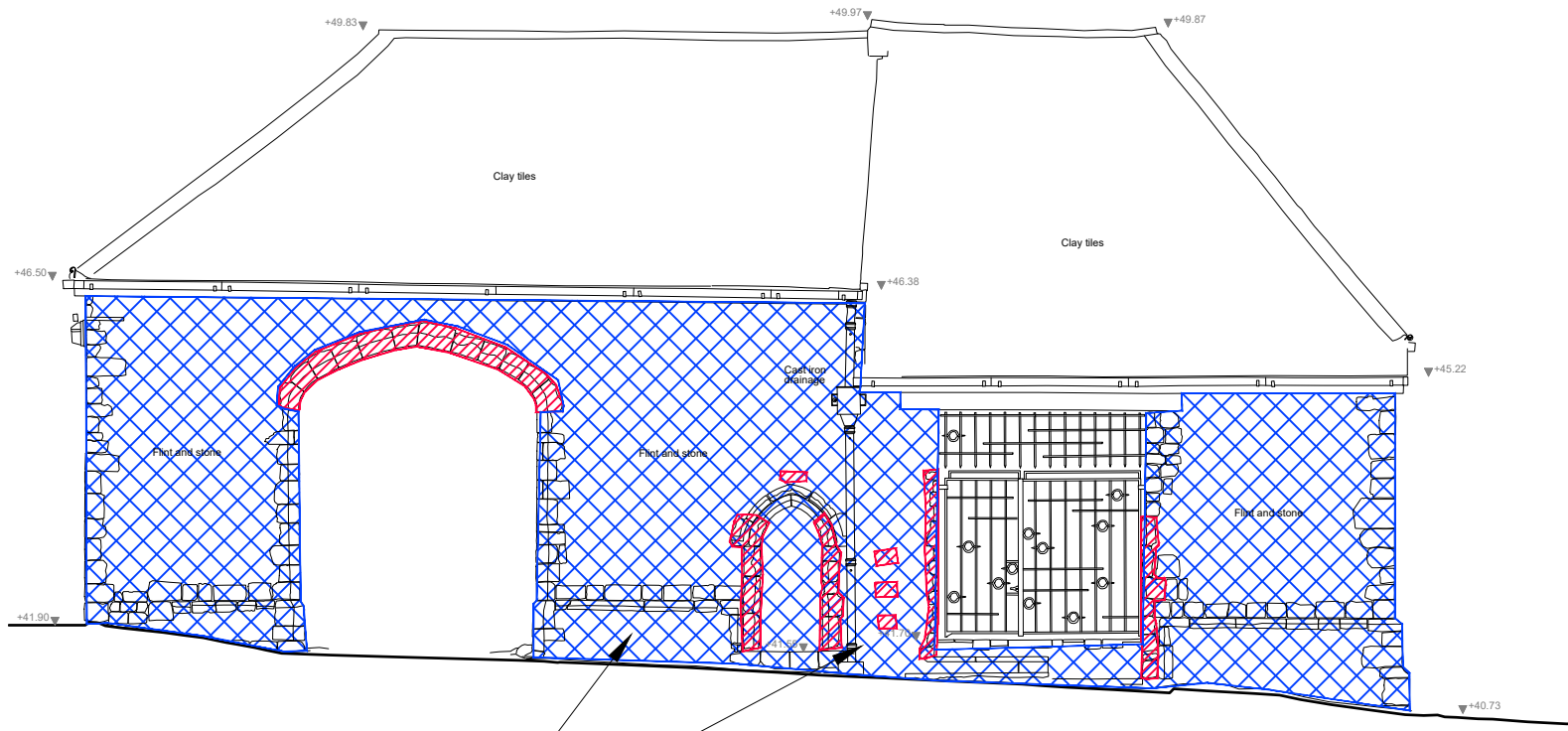
Walls
 Prior to works commencing the appearance and configuration of flints and stones are to be recorded photographically. Range over cement mortar and carefully remove debonded or loose cement mortar. Retain any flints that become unfixable and record their position. Remove remaining cement mortar with hand tools initially. Remaining cement mortar is to be removed by first stitch drilling along the line of the joint to weaken the mortar. Following this the remaining mortar is to be removed using hand tools. Reset displaced flints and repoint with lime mortar. Rake out and repoint failed mortar joints to other areas with lime mortar.

Specific Repairs

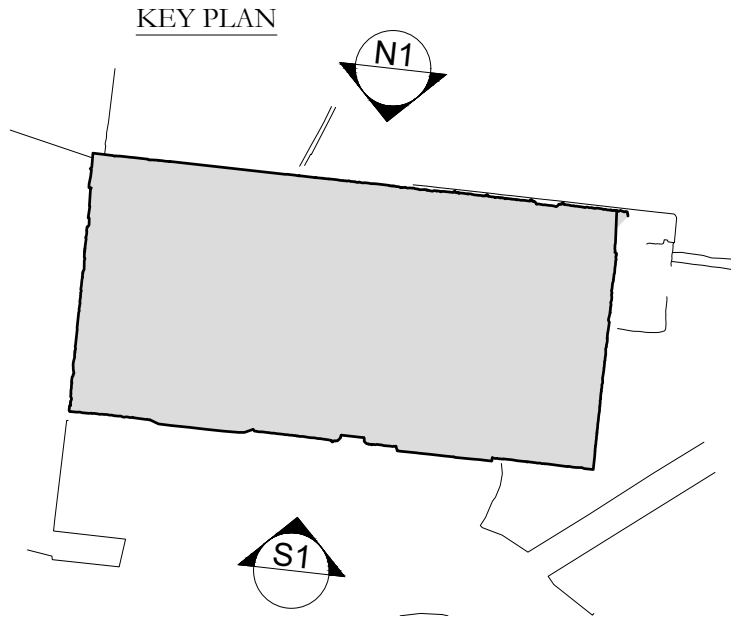
- Key**
-  Sheltercoat the face of heavily weathered stones and repoint locally with lime mortar.
 -  Carefully remove cement pointing, retain and reset unfixable flints in lime mortar and repoint in lime mortar
 -  New light fitting - design tbc



North Elevation



South Elevation



0 5m
 Scale: 1:100

A	06-01-2025	Drawing amended	SK
~	22-07-2024	Drawing originated	LK
REV	DATE	NOTES	BY

Winchester
 Hyde Abbey Gateway
 As Proposed

JOB No	DWG No	REV
631/02	026	A
DRAWN BY	SCALE	DATE
LK	1:100	Jul 2024

NOTES:

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Repairs generally to all elevations




Roof
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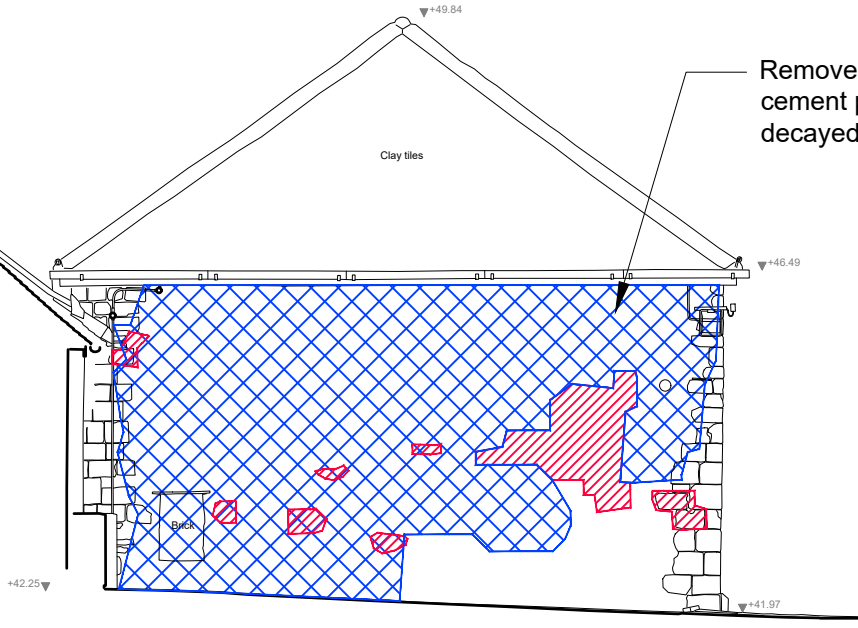
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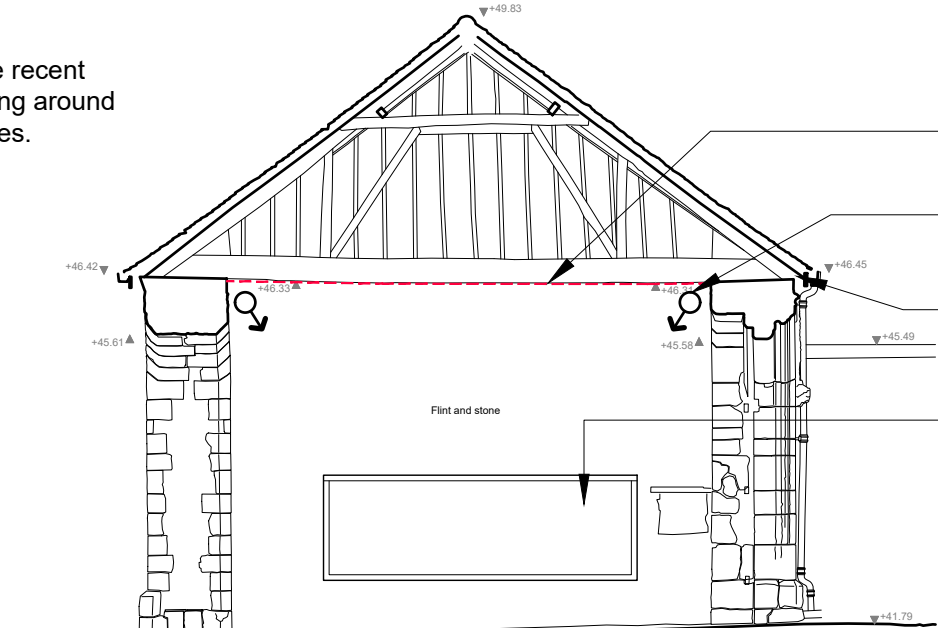
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Specific Repairs

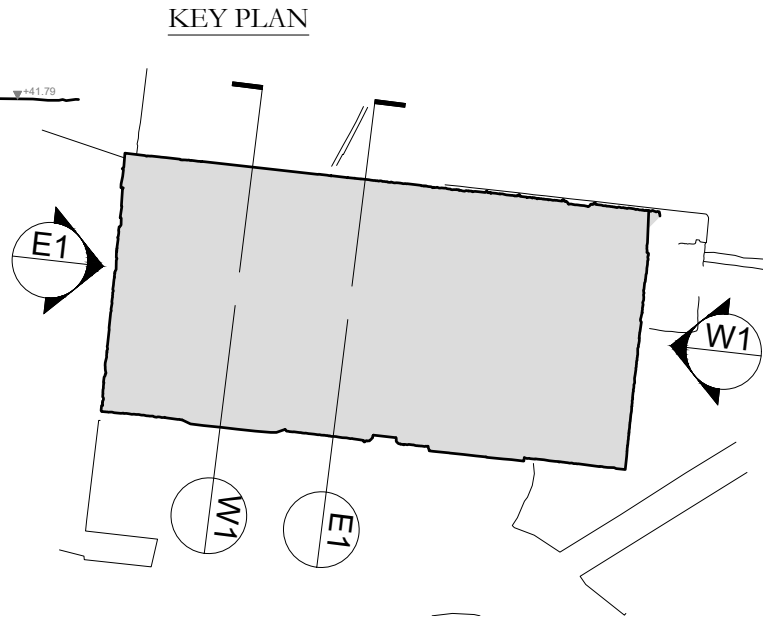
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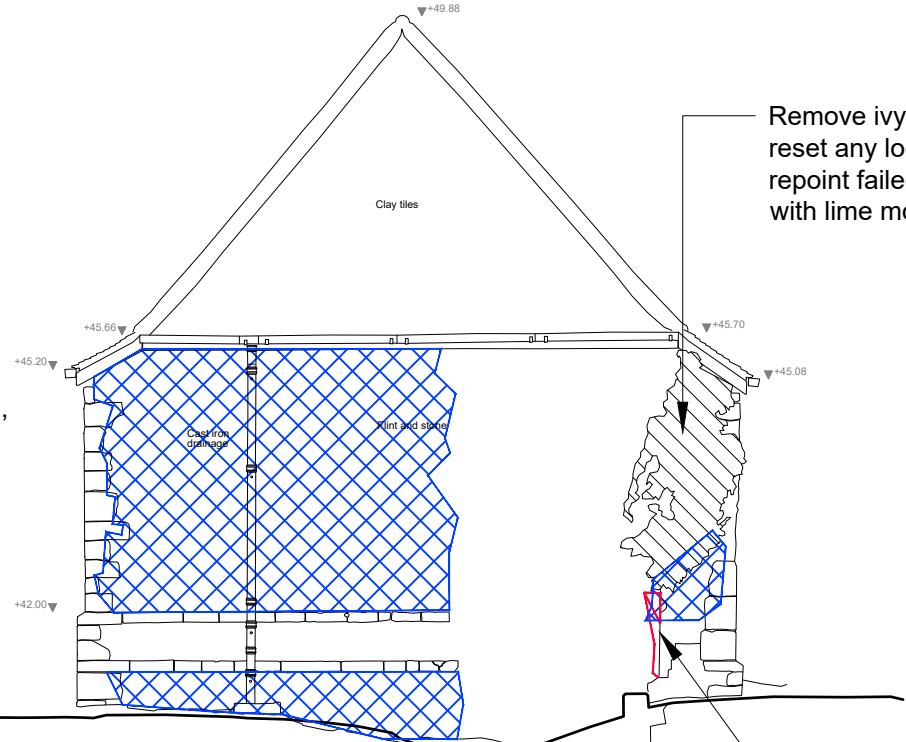
West Elevation



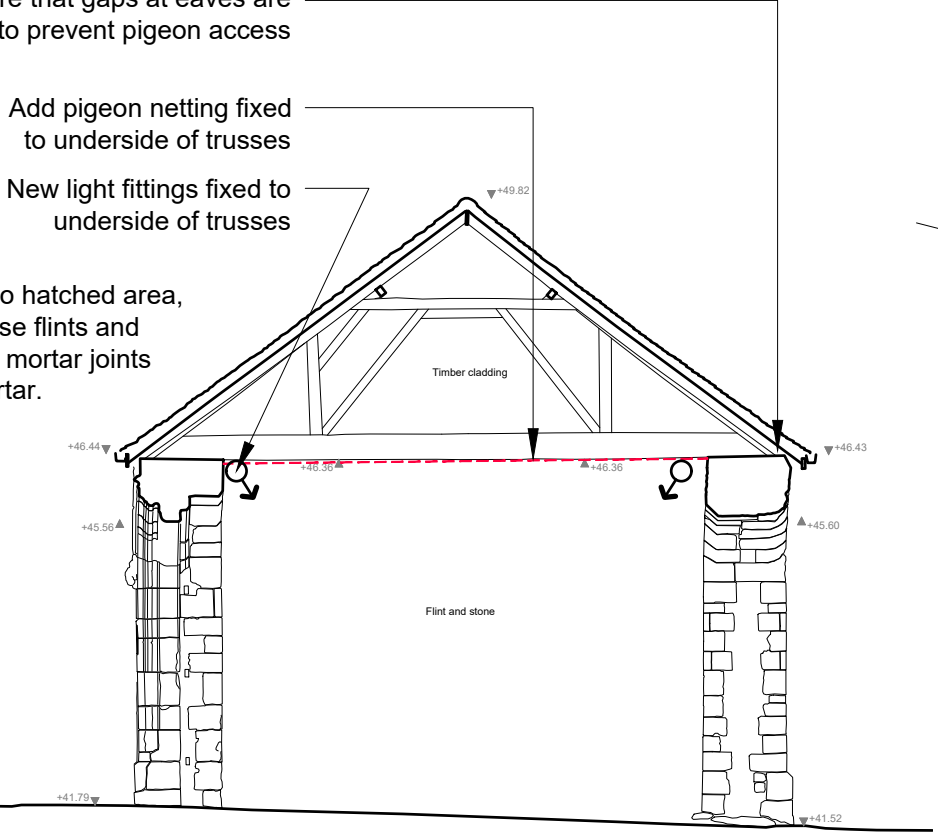
West Section 1



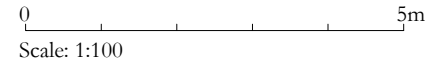
KEY PLAN



East Elevation



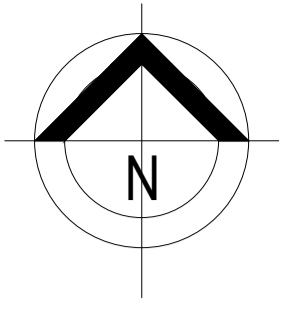
East Section 1



REV	DATE	NOTES	BY
A	06-01-2025	Drawing amended	SK
~	22-07-2024	Drawing originated	LK




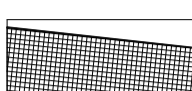


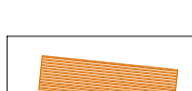

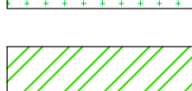

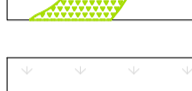
JOB TITLE: Winchester
 Hyde Abbey Gateway
 DRAWING TITLE: East & West Elevations & Sections
 As Proposed

JOB No	DWG No	REV
631/02	027	A
DRAWN BY	SCALE	DATE
LK	1:100	Jul 2024



1 & 2 KING ALFRED PLACE
Eave 46.18

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- LEGEND**
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 -  Proposed Planting
 -  Proposed bulb planting
 -  Existing grass to be retained and protected

Note: new metal edging to be provided to new surface finishes as required.



ubu design

UBU Design LTD
7a Wintex House, Easton Lane
Business Park, Easton Lane,
Winchester, Hants, SO23 7RQ
+44 (0) 1962 856 008
studio@ubu-design.co.uk
www.ubu-design.co.uk

PROJECT:	HYDE ABBEY GATEWAY, WINCHESTER		
TITLE:	LANDSCAPE GA PLAN		
CLIENT:	WINCHESTER CITY COUNCIL		
SCALE:	1:100@A1	DATE:	12/09/2022
JOB NO:	1599	DWG NO:	1599-GA-1000
STATUS:	INFORMATION	REV:	-

