

Design and Access Statement – Rev A

21st July 2020

10 Tower Court, London WC2H 9NU

This application is to replace the three existing lightwell cover grilles to the frontage of a Grade II listed property. It is also the intention to reinstate the defective block pavers to the perimeter of the lightwells and replace the cold-lay tarmac to the front elevation that was installed by a third party.

The lightwells are set within the pedestrian public highway between Seven Dials and Tower Street within the curtilage of the building. Tower Court is a quiet back street which is used mainly by local residents of the surrounding properties as well as users of the adjacent public house.

The current covering to the lightwells comprise of horizontal and vertical cast iron grilles. The property owner currently experiences un-wanted debris, drug paraphernalia, human faeces, various liquids and other detritus entering the lightwell daily resulting in smells and harmful waste penetrating into the living accommodation, requiring constant cleaning. On two recent occasions, fires were started within the lightwells from both a cigarette butt and discarded drug paraphernalia. The owner feels they have no choice but to enclose the lightwells with glass panels given the untenable situation.

It is proposed to remove the three-existing lightwell coverings and replace with a toughened laminated and etched glazed unit with black stainless steel bezel and angle support providing a level, slip-resistant finish. To the three lightwells, a full height vertical glazed panel will also be installed to abut the horizontal glazed panel between the vertical metal grille and sash window to stop un-wanted items from entering the lightwell. These are intended to broadly match those previously installed glazed panels to 8 Tower Court as part of planning application reference 2014/2080/P.

The lightwells will be fitted to ensure the finished surface, including black stainless steel bezel, is flush with the adjacent stone public highway and designed to withstand heavy foot traffic. There will be sufficient space between the new glazed panel and the window, therefore allowing the sash to fully operate as intended.

Consideration has been given to possible alternatives of installing the glass below the railings, however, this would result in a dirt and debris trap. The glass would not be able to be cleaned and water and debris would have no-where to run off creating a subsequent cleaning issue.

The works involved removing the existing lightwell covering and supports and installation of the new glazed lightwell to the adjacent existing pedestrian highway are of a minimal nature. All works carried out will be designed to ensure they have a minimal effect on the stone paving. Any necessary reinstatement works to the pedestrian highway will be carried out to match the existing.

New block pavers will be installed to the perimeter of the two lightwells nearest to the main entrance door so to match the pavers at the perimeter of the furthest lightwell. This is to achieve uniformity.

The cold-lay tarmac on the front elevation is also proposed to be removed and replaced with matching flagstone pavers so to continue the aesthetics of the existing pavement. This patch repair was undertaken historically by a telecoms company.

The proposed works will not alter the relationship of the building with the surrounding buildings and spaces, nor will it impinge on any adjacent areas. The impact of the proposed will be minimal, sight lines along Tower Court will not be altered and therefore retaining and maintaining the character of the thoroughfare.

The building will continue to operate as a residential property and maintain its established position on Tower Court. The design of the lightwell will not hinder access within Tower Court, this public highway will still be accessible to everyone regardless of age, disability, ethnicity or social grouping as it currently stands now.

Access through Tower Court via the existing pedestrian highways will not be affected during the works and there will be no impact on the existing vehicular and transport links.