



Officer Report

Application Number:	HGY/2023/0881
Application Type:	Prior Approval Part 18 Class A: Development under local or private Acts or Order
Address:	Alexandra Palace Railway Station, Station Road, Wood Green, London, N22 7ST
Proposal:	Application to determine prior approval under Part 18 to Schedule 2 of the Town & Country Planning (General Permitted Development) Order (2015) for proposed works at Alexandra Palace Railway Station to include: modification of station entrance, extension/modification of existing footbridge, re-location of bin/bike storage, re-location of waiting shelter on Platform 1 with localised extension of platform, provision of 3no. through lifts from footbridge to platforms with erection of associated lift motor rooms, replacement of staircase from footbridge to platforms 3/4 and other refurbishment/improvement works.
Case Officer:	Matthew Gunning
Valid Date:	29/03/2023
Applicant:	Tony Rivero BSc (Hons) MRTPI, Network Rail Property (Eastern)
Agent:	

1. SUMMARY OF RECOMMENDATION

PRIOR APPROVAL NOT REQUIRED.

2. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

This is a prior approval application for numerous works at Alexandra Palace Railway Station. These works form part of the 'Access For All Scheme' and aim to provide step-free access at the railway station. It is proposed to install 3no. through lifts, together with the associated landing structures and lift motor rooms. These lifts would deliver step-free access from the existing footbridge to platforms 1, 2 and 3/4. The existing footbridge is proposed to be altered and modified, with a small extension constructed on the western side. The staircases

to platforms 1 and 2 are intended to be retained and refurbished, however the staircase to platform 3/4 would be replaced. On platform 1 the existing waiting shelter is intended to be relocated, with a localised platform extension constructed. Works are also proposed to the existing station building. It is intended to install new sliding doors on the eastern elevation of the building, facing onto Buckingham Road. A new landing area and access ramps would be installed to the north of the station building.

The application is made under Schedule 2, Part 18, Class A of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order (2015) (GPDO), which permits 'development under local of private Acts or Orders'. In this instance, the relevant legislation is the Great Northern Railway Act (1914), which incorporates Section 16 of the 1845 Railway Clauses Consolidation Act. An extract from this legislation has been provided, which notes that the company, for the purposes of constructing the railway, may 'from Time to Time alter, repair or discontinue the before-mentioned works, and substitute others in their stead'. Officers are content that the alterations/modifications/extensions to the station can be considered under this part of the GPDO.

Site and Surroundings

The application site comprises Alexandra Palace Railway Station, together with the associated station building, platforms, footbridge and other infrastructure. The station is located between Buckingham Road (to the east) and Bedford Road (to the west), with the existing footbridge connecting these two routes. The setting is varied in character, with a mix of residential and commercial uses present along Buckingham Road and Station Road to the eastern side of the railway track. Directly opposite the site on Buckingham Road is an open space known as: Nightingale & Avenue Gardens, which is also a Historic Park & Garden. On the western side of the railway track there are residential properties on Bedford Road and Alexandra Park Road. Further to the south-west is the Historic Park & Garden at Alexandra Park. The station building is within the Wood Green Common Conservation Area (CA), however the other land within the site is outside the boundary of this heritage asset. To the south-west is the Alexandra Palace & Park Conservation Area (CA). The railway track is also designated as an ecological corridor.

Relevant Planning and Enforcement History

- No relevant planning history.

3. CONSULTATION RESPONSE

While the GPDO does not require consultation on such prior approval applications under Schedule 2, Part 18, Class A, a number of representation have been received as summarised below:

1. Are there any works proposed to the ramped access to/from Bedford Road –
Comment: No works are proposed to the section of walkway from the end of the bridge through to Bedford Road.

2. Clarification on the right of way - Comment: The public footpath along the bridge will be retained – the only difference will be the removal of the segregated element of the bridge. The revenue protection that is currently on the entrance to the bridge via the ticket office will no longer be in place and there will be unrestricted access across the bridge for users of the footpath once it is re-built and the central barrier has been removed.
3. What temporary measures would there be for through access while works are being undertaken / or how long would the through access be unavailable? The diversion route during the works would be via the road bridge to the north. At this stage we have no precise indication of time but Network Rail expect to be at least six months.
4. Could there be a less obtrusive ramp design at the east end, for example a spiral ramp (with no stair)? Comment: Because of the required gradient for such structures without landings (1:21) the actual land take would be similar if not more than the proposed structure.
5. Are there plans to install a toilet at the station? Comment: As explained by Network Rail as this is not within the remit of the AfA scheme and thus will not be provided. The provision of such facilities is a matter for the incumbent station facility operator (GTR).
6. Who will be responsible for maintaining the footpath. For example, will it be gritted in icy weather by Network Rail or by the Highway Authority? At this stage Network Rail cannot confirm who will be responsible for which element of the footpath as there is no written agreement (as far as we know) on the division of maintenance responsibilities but it is likely that the current arrangements (whereby the paths in the station area are gritted by GTR) will continue. Strictly speaking this is not a matter for the prior approval but we can confirm the current and likely arrangements in due course.

4. ANALYSIS/ASSESSMENT OF THE APPLICATION

Schedule 2, Part 18, Class A of the GPDO relates to development authorised by a local or private Act of Parliament, which designates specifically the nature of the development authorised and the land upon which it may be carried out. Such development equates to permitted development and does not require a formal application for planning permission. However, such development must comply with A.1 and A.2 of Part 18, Class A. Assessment against this legislation is undertaken below.

A.1

Development is not permitted by Class A if it consists of or includes:

- (a) the erection, construction, alteration or extension of any building, bridge, aqueduct, pier or dam; or
- (b) the formation, laying out or alteration of a means of access to any highway used by vehicular traffic,

unless the prior approval of the appropriate authority to the detailed plans and specifications is first obtained.

Officer Comment – Detailed plans and specifications have been submitted to the Local Planning Authority. The Local Planning Authority is content with the plans and specifications, and therefore prior approval is given.

A.2

The prior approval referred to in paragraph A.1 is not to be refused by the appropriate authority nor are conditions to be imposed unless they are satisfied that—

- (a) the development (other than the provision of or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or

Officer Comment – The proposed works could not be reasonably undertaken elsewhere on the land. The works required to make the station step-free can only reasonably be undertaken on existing infrastructure/building within the station.

- (b) the design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

Officer Comment – Officers acknowledge the height of the proposed lifts and associated landing areas, however the lifts would not be of such footprint or overall bulk to appear as excessively large additions to the site, the locality or the setting of CAs. Furthermore, the height of the lifts would not be so substantial for this infrastructure to appear dominant in wider views towards the railway. The existence of vegetation along the Buckingham Road and Bedford Road would screen views of the lifts from numerous public vantage points. This would further assist in limiting any adverse visual impact on the wider locality. In addition, officers consider that the lifts would be of design and materials typical of infrastructure found at railway stations. As such, the design of the lifts would be in keeping with the immediate setting. Overall, officers consider that the lifts would be of appropriate design and would not injure the amenity of the neighbourhood.

The other works included within the proposals (replacement/refurbishment of staircases, alterations/extensions of footbridge, alterations of station building, additions/alterations to platforms) would not be of such scale to appear bulky on the site, in the locality or within the setting of nearby CAs. The information specified on the plans suggests that these works would be of design that would be in-keeping with the use of the site as a railway station. Therefore, it is considered that these other works are acceptable and would not injure the amenity of the neighbourhood.

5. CONCLUSION

In summary, the proposed works to Alexandra Palace Railways Station fall within the scope of Schedule 2, Part 18, Class A of the GPDO. The proposals could not be undertaken elsewhere

on the land and would not injure the amenity of the neighbourhood. As such, the proposals comply with the relevant conditions and are considered acceptable. It is recommended that prior approval is not required.

6. RECOMMENDATION

PRIOR APPROVAL NOT REQUIRED.

INFORMATIVE: For the avoidance of doubt the information to which this decision relates is as per the drawings listed above.

INFORMATIVE: Network Rail are reminded that the footbridge in-situ provides a right of way and that unrestricted access across the bridge for users of the station and non-users is required to be retained.

INFORMATIVE: This decision relates only to a determination under the above Order. It does not give clearance or approval under any other legislation.

INFORMATIVE: Network Rail are strongly advised to consult Haringey Transport Forum, local Ward Councillors and other stakeholders following detailed design of this project.

INFORMATIVE: You are advised that all construction work should be undertaken in accordance with the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG available on-line.