

Design & Access Statement

Alexandra Palace, Great Hall Bridge

Design and Access statement for works to the Great Hall former railway bridge over the North Service Yard to include structural repairs, renewal of the waterproofing/asphalt covering and drainage strategy as well as repair works to the railings, brick vaulted structure, metal beams/columns, stone stair flights and stairs under the north abutment.



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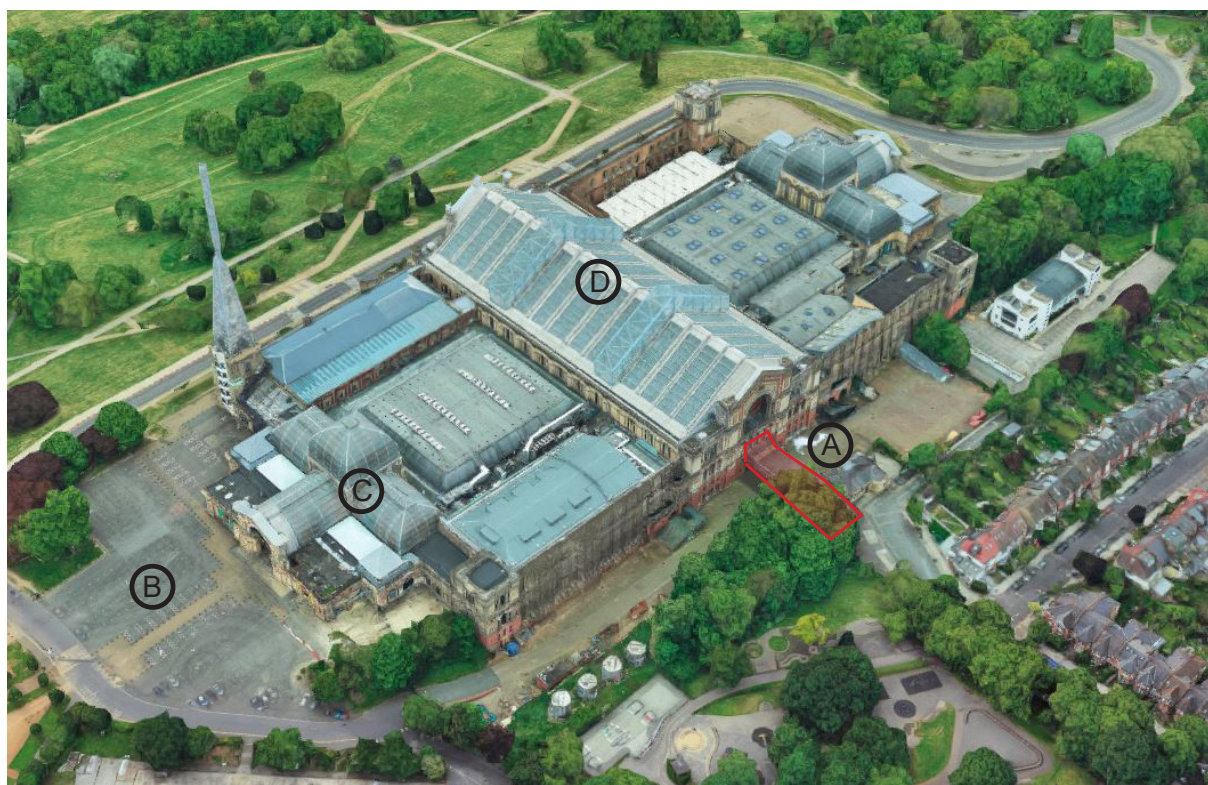
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- A. Existing Photographs
- B. Heritage Statement (issued as a separate document)

1.0 Existing Property & Site



(A) Great Hall Bridge

(B) East Court Car Park

(C) East Court

(D) Great Hall

This Design & Access Statement is to accompany the Planning and Listed Building Consent Application for works to the Great Hall former railway bridge over the North Service Yard.

Alexandra Palace is a 33,940 square metre building sitting within extensive parkland.

The site and surroundings are Grade II listed and fall within the Alexandra Palace and Park conservation area. When the Palace opened in 1873, The Great Hall bridge was the main public entrance into the Palace. It spanned over the railway tracks supported on cast iron columns and connected the building to the railway station. The former Alexandra Palace railway station was the terminus of a short branch line from Highgate station and stands immediately adjacent to the north-west of the Palace.

Wartime economies meant that services were reduced to rush hours only, so that after the war the reducing passenger numbers and a shortage of funds lead to the cancellation of the unfinished works. Passenger services to Alexandra Palace station and the other stations on the line ceased on 3 July 1954. Since 1987, the former station has been occupied by the community group 'CUFOS' (Community use for the old station).

A detailed description of the existing property and its historical/architectural significance is given in the Heritage Statement (Appendix B of this Design & Access Statement).

2.0 Outline Description of the Proposed Development

The development includes works to the Great Hall former railway bridge over the North Service Yard to provide urgent structural repairs to the existing iron columns as well as a renewal of the blistered asphalt covering where water ingress has started to saturate the concrete substrate, beams and vaulted brick arches. The extensive damage necessitates like-for-like repair works to the vaulted brick arches and low level brick wall. Part of the works will involve upgrading existing stairs, balustrading for building regulation compliance, perimeter fencing works for maintenance and anti-vandalism.

In order to ensure that rainwater does not cause further deterioration and compromise the bridge structure, the asphalt covering will be laid to new falls and water is redirected away from the existing cast iron into a proprietary metal gutter fixed to the side of the bridge with rainwater outlets at either end.

3.0 Scale/Layout of the Proposed Development

Bridge to remain as existing scale and layout, steps and balustrade to be adjusted for building regulation compliance and existing 'gutter' to be reconfigured to provide adequate fall to a new proprietary metal gutter.

4.0 Materials of the Proposed Development

- New asphalt covering to replace existing
- Like-for-like repair/replacement of stone steps
- New like-for-like riser stone step to achieve new drainage falls
- New metal infill panels to ensure balustrade compliance
- New corduroy adhesive strips to base of steps
- New tactile corduroy paving to steps with anti-slip stair treads
- Reconfiguration of existing south fence for maintenance access
- New metal mesh fencing on East Elevation for security and anti-vandalism
- New proprietary metal gutter and fascia
- Existing undercroft stairs stabilised/rebuilt
- Like-for-like repairs/replacement to vaulted arch brickwork
- Like-for-like repairs/replacements to brick walls either side of stairs
- Like-for-like repairs to Southern brick wall adjacent to the 'CUFOS' building
- New compliant balustrade top rail and stair handrails to be painted 'Jotun' Aluminium Grey to match balustrades at Alexandra Palace.
- New slot drainage to be inserted within the proposed finish to the top of stair flights

5.0 Access (Vehicular & Disabled)

The proposals ensure that bridge from the Alexandra Palace Great Hall is a compliant surface for means of escape for all occupants. Noting: The proposed exit is stepped and therefore not wheelchair accessible.

6.0 Building Regulations Compliance Note

Appropriate measures have been taken to ensure that the proposals to the bridge are compliant with Building Regulations, while respecting the historical fabric and context of the Great Hall Bridge.

However it is to note that the existing middle handrails have divisions which are more than 2 metres wide and are therefore not compliant with Building Regulations (Approved Document K).

Special dispensation is applicable in this case due to the heritage value of the Great Hall bridge and historic context. Providing additional guarding would damage the historical fabric of the bridge, negatively impact its character and would be detrimental to its aesthetic value.

Appendix A

Existing photographs



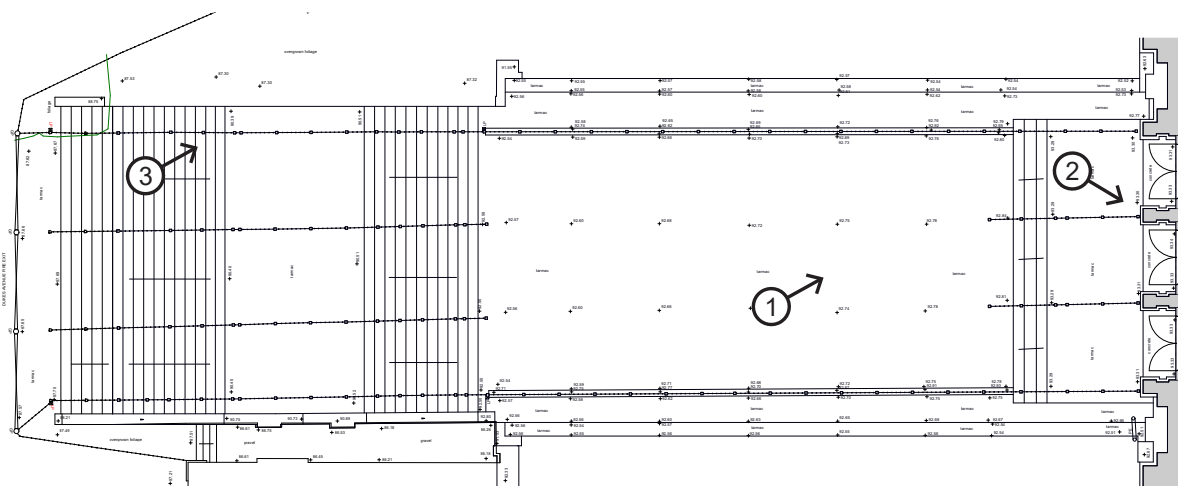
Figure 1: Existing entrance to Great Hall including asphalt covering, stone steps and metal balustrade



Figure 2: Existing Balustrade and entrance doors



Figure 3: Balustrade stone fixing



Existing photographs



Figure 4: Existing Rainwater outlet into Cast Iron column



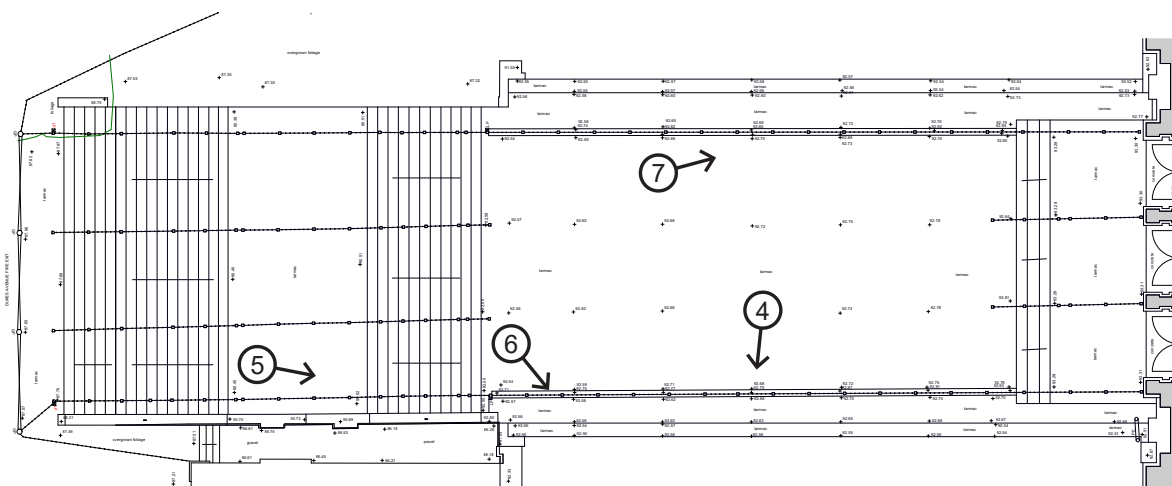
Figure 5: Brick wall to lower steps



Figure 6: Blistered asphalt either side of bridge



Figure 7: Blistered Asphalt to existing bridge 'gutter'



Existing photographs



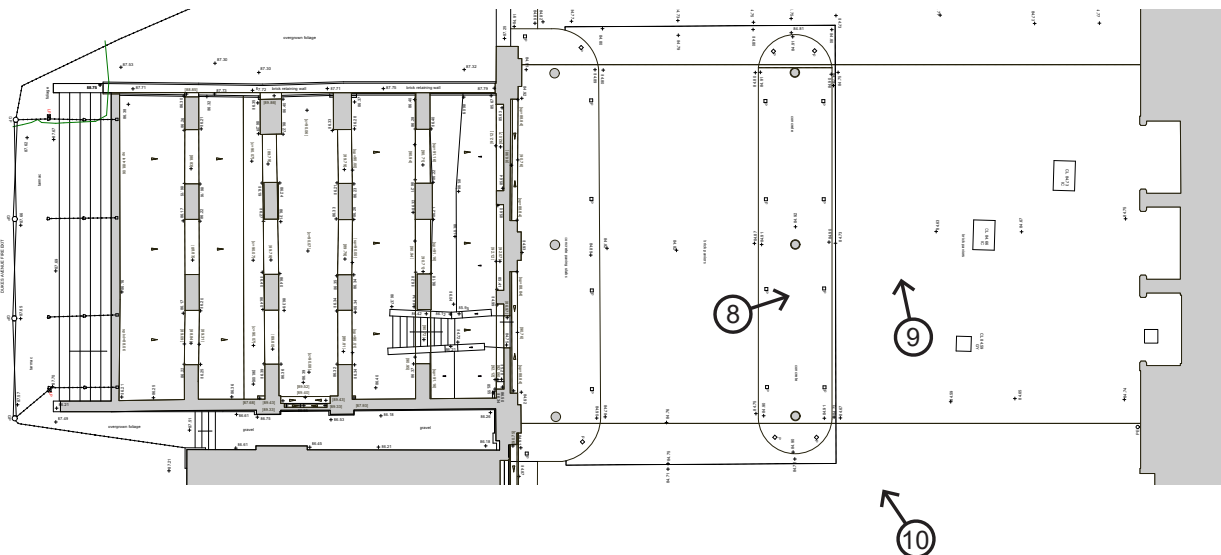
Figure 8: Underside of bridge with visible rusted beams and water ingress through brick vaulted arches



Figure 9: Beams and vaulted brickwork



Figure 10: Bridge elevation



Appendix B

Heritage Statement (issued as a separate document)

(Burrell Foley Fischer LLP)