Leek and Rudyard Railway Ltd
Rudyard Station
Rudyard, Leek
Staffordshire
ST13 8PF
01538 306704
www.rlsr.org

Staffordshire Moorlands District Council
Planning Department
Stockwell Street, Leek, Staffordshire, ST13 6HQ

Dear sir,

TOWN AND COUNTRY PLANNING ACT, 1990 - PLANNING APPLICATION VALIDATION
Demolition and removal of existing cafe, removal of block walling, replacement cafe and walling and new flooring. at Rudyard Lake Steam Railway Rudyard Road, Rudyard
Reference SMD/2017/0477

In reference to your letter dated 20th July 2017, I submit the additional information requested below.

Heritage Assessment

Proposed Works (*item by item*):	Significance of the historic fabric/area that will be affected:	The impact of the proposed work(s) on the historic fabric/area:
Replacement of café building	The café building is a modern wooden structure built in 2009. This in itself was a modification to another structure built in 2005. Both structures were scratch built and heavily modified over the intervening years. Neither are related nor have any connection to the North Staffordshire Railway, LMS Railway or British Railways (and their antecedent companies) nor any of the associated features. The original structures on the site were demolished and removed in the 1970s. The structures proposed for removal whilst in the Rudyard conservation area are not listed. A search of the National Monuments Record only includes photographs of	It is considered there is no impact of the proposed work on the historic / fabric, as none exists in the proposed works. No historic fabric will be lost as a result of the proposed works. As the attached pictures show the structure is a modern erection of bespoke build, the proposed replacement building is of traditional design, of similar materials and will be painted in the same colours. The new building is considered to enhance the area as it is a more traditional structure and not a hybrid erection, which has been modified over the years.

	the former station buildings, now demolished (reference BF004213). The Heritage Gateway only makes reference to the demolished former station under an entry from Historic England PastScape (reference SJ 95 NE 34). The Staffordshire Historic Environment Record (reference MonUID MST13192, HER Number 51775) is for Rudyard Station but states the site "…. had been demolished by 2000 to make way for a car park". The related Historic Environment Record (reference MonUID MST12335, HER Number 50750) lists no protected status for the former railway line as a whole. The 2016 Rudyard Conservation Area Character Appraisal makes no specific reference to the structures in question and only makes a passing reference to "…. a cluster of paraphernalia associated with the miniature railway". The only remaining item associated with the historic railway use of the site is the stone built retaining wall which borders the proposed site, which is unaffected by the proposed works.	
Replacement of walling and flooring	The dumped stone and block walling are modern erections built in 2004/5. Neither are related nor have any connection to the North Staffordshire Railway, LMS Railway or British Railways (and their antecedent companies) nor any of the associated features. The original platforms and platform walls / edges on the site were demolished and removed in the 1970s. The structures proposed for removal whilst in the Rudyard conservation area are not listed. A search of the National Monuments Record only includes photographs of the former station buildings, now demolished (reference BF004213). The Heritage Gateway only makes reference to the demolished former	It is considered there is no impact of the proposed work on the historic / fabric, as none exists in the proposed works. No historic fabric will be lost as a result of the proposed works. As the attached pictures show the walling and flooring are modern additions to the site and prior to their installation no historic fabric (i.e. the old railway platform 2) remained. The proposed works of red and blue brick walling with black iron railings is considered to enhance the area as it is a more traditional feature associated with railways rather than the dumped stone / utilitarian walling and life expired wooden fencing currently present.

	station under an entry from Historic England PastScape (reference SJ 95 NE 34). The Staffordshire Historic Environment Record (reference MonUID MST13192, HER Number 51775) is for Rudyard Station but states the site "…. had been demolished by 2000 to make way for a car park". The related Historic Environment Record (reference MonUID MST12335, HER Number 50750) lists no protected status for the former railway line as a whole. The 2016 Rudyard Conservation Area Character Appraisal makes no specific reference to the structures in question and only makes a passing reference to "…. a cluster of paraphernalia associated with the miniature railway". The only remaining item associated with the historic railway use of the site is the stone built retaining wall which borders the proposed site, which is unaffected by the proposed works.	

Design and Access Statement

The proposed works are replacements and enhancements to existing structures, which are of bespoke design and life expired. The design has taken into consideration the existing structure of wooden materials and is replacing with similar, but to a consistent design and surface finish using newer, consistent materials and will be treated for extended life. A thorough search of available wooden structures was undertaken before the proposed design was selected to ensure a similar physical outline and not increasing height. The proposed structure once painted in the existing cream and brown colours will be in-keeping with the railway theme of the existing structure and its surroundings. The design of the walling and railings has taken into consideration similar structures encountered at heritage railways and is considered to be of a style consistent with railways. The existing walling currently in place was not installed to provide the adequate support needed and as a result is now leaning and requires replacement. The new structures will have appropriate footings and depth to provide the required support with any additional reinforcement located behind the brickwork so as not to disrupt the aesthetic appearance.

There are no changes to vehicular access as part of the proposed works.

For pedestrian public access, the proposed changes to the wall location as detailed in the submitted plans is designed to improve access around the café building by

providing wider access routes around the structure, sufficient for wheelchair access to all sides of the site. The existing site has a significant bottleneck at the café serving area. In addition, replacement of the existing coarse concrete flooring will also significantly enhance access for wheelchairs and persons requiring walking assistance and aids. There are no changes proposed to public access points as a result of the proposed works; all existing ingress and egress points (including emergency access) are retained.

Attachments

1. Photograph of site around 2002/3 showing no historic fabric on site at that time in the area of the proposed works
2. Photograph of site around 2005 showing waiting shelter structure (erected a few years before) prior to modification into café building
3. Photograph of erection of café building in 2009
4. Photograph of overall site in 2005; the only original historic railway feature remaining is the rear stone retaining wall which is unaffected by the proposed works
5. Photograph some time before 2002/3 prior to installation of dumped stone wall and block walling proposed for replacement as part of the works; no historic features exist this time
6. Photograph of signal box from 2004 prior to installation of block walling, again no historic features or fabric exist at this time

I trust this meets the requirements as set out in your letter, however I remain at your disposal should any additional information be required.

Yours sincerely

Simon Clarke