

From: [Hannah Varley](#)
To: [Planning Comments \(SMDC\)](#)
Subject: FW: SMD/2023/0635
Date: 19 January 2024 15:22:48

From: Emily Holland < **Sent:** Friday, January 19, 2024 3:00 PM

To: Hannah Varley < **Subject:** SMD/2023/0635

Hi Hannah,

Rudyard Memorial Institute, Lake Road, Rudyard, ST13 8RN.

I have begun to reassess this, however despite a number of my previous concerns for the projects at this site being addressed since the previous refusal- there remains some ambiguity in the drawings. This is preventing me from providing a sound response.

The proposed 'street scene' elevation does not marry with the proposed elevation drawings. And I also believe there is an issue with scale, or the depiction in the 'street scene' drawing. It seems to have portrayed the vehicles as almost the same size as one of the ground floor window units, which in my opinion is fairly misleading and makes the drawing difficult to interpret.

The amount of land adjacent to the historic gate posts and gate I have noted to be retained, along with their steps, now have an uncomfortable relationship between the new parking envisaged. It appears they are right up against the historic posts. As such this leaves them very vulnerable and this portion of the project doesn't appear to function feasibly. I cannot tell whether there would be a gap or a drop from the steps onto the parking area leaving a stand-alone original post- or whether there will be a frame of land around the parking, or even another piece of new retaining wall.

In light of this; see proposed floor plan, the ground is excavated right next to the steps and these original features. This is unnatural and quite jarring against the vernacular, and against what remains that provides this site some aesthetic interest in its open location.

I am not confident this portion of the project is thoroughly explored just yet. In reality - the bank is not pan flat as depicted and appears to have a two tier landscaped walling system surviving within the undergrowth not quite depicted in the existing elevations. Further, it is still proposed an amount of historic boundary walling is to be removed which has a direct relationship to the functioning and design of these historic piers. I will also note from preliminary investigation at this immediate location is a fire hydrant infrastructure. Consequently, I am not confident the parking portion of the project is entirely feasible and along this stretch it is a well survived element to the conservation area. In comparison where at the neighbouring dwellings; the historic boundary treatments and therefore character of the vicinity is completely lost altogether. I am therefore resistant to a substantial interruption of it here where it survives in a markedly impressive condition by comparison.

I note other comments of suggested the altering of the width of the gate posts and allowing for parking to the rear. Unfortunately this would not be supported from a heritage perspective as it would be a total alien and unnatural design feature in this historic and earlier noted 'woody' or 'rural' feeling area. This I believe would be something more commonly found at a new build estate or area of a much more modern and concentrated conurbation.

Thanks

In your communications with me please always quote the planning reference number if you have one.

Please note, due to work levels at this current time I may not be able to respond to your query immediately, however, I shall endeavour to do so as soon as possible.

Advanced notice of planned leave: 25/01/2024 - 29/01/2024

Emily Holland. Principal Conservation Officer.

Development Services.

High Peak Borough Council / Staffordshire Moorlands District Council.

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