

**From:** Brian Halpin [mailto:bdphalpin@live.co.uk]  
**Sent:** 06 March 2018 17:31  
**To:** cbrace@Hherefordshire.gov.uk  
**Subject:** P174522/F Peterstow Village Stores

Dear Carl I attach a letter covering some further details placed on the application and some photographs pf the existing shop.  
Please feel free to contact me should you require further clarification or information

Brian Halpin Sent from [Mail](#) for Windows 10





**6<sup>th</sup> February 2018**

F.A.O Carl Brace Senior Planning Officer  
Herefordshire Council Planning Department

Dear Mr Brace

**Reference: P174522/F Peterstow Village Stores**

I have put further drawings on to the above application via the planning Portal. These primarily deal with the street scenes facing the shop premises and on the same side of the road. I am attaching a few larger photographs by email as they exceed the file size that can be uploaded on the planning portal.

I have read carefully the comments made by Historic England and can find no two similar properties facing onto the A49 within the confines of the village. There are a variety of buildings some predating the 19<sup>th</sup> century others of that era. There are several much newer buildings' like Corner Cottage and a recently approved garage and workshop in clear view from the main road. For the clear majority of the buildings in the street scene they have been extended and altered at out of all recognition of their possible original architecture including immediately opposite the shop a large timber structure accessing directly onto the highway via a gate.

I would argue that the buildings surrounding the site are of a much newer vintage and range from brick facades to rendered and stone frontages. A truly mixed bag. Whilst I am on my clients' behalf prepared to change the character of the houses it appears that the only one that will be clearly viewed on the street scene is the new shop and this reflects the dormer style of corner cottage and is gable on to the street much as a number of the other buildings are. It is render and stone with a slate roof.

I suspect that it would be very easy to attach the tag undesignated to practically any building anywhere and I believe becomes a matter of some uncertainty as to the architectural merit or otherwise. The current shop premises have been together with is adjoining site described in the parish Councils Response as an "eyesore" I am afraid I tend to share that view.

It is our intention to engage an expert engineer to design the drainage and I have indicated the approach we would take using all techniques laid out in the SUDS guidance and what should be made clear is that 40% of the site is at present covered in either concrete slab, tarmac and the very large existing building together with its yard. The design takes all this back into permeable surfaces throughout and the design will comply with all requirements regarding permeability and drainage. I do not believe that the expenditure in detail design of the systems should be made at planning stage ut accept that any decision might well be conditional upon this

Finally, I would comment on the highways input and have carefully measured on site the visibility splays available. These exceed 110 meters in each direction unrestricted. The radius shown on the drawings are in compliance with the guidelines and the photographs looking back towards the existing shop and its direct access onto the road clearly shows that visibility should not be in question. Obviously, any alteration that Highways might make can I am sure be accommodated within the site. There will doubtless be a similar flow of traffic from and to the shop as is and the additional traffic is in respect of six car parking spaces allied to the new houses. The traffic flow would not in our opinion exceed 60 movements per day and we can confirm that the current traffic flow from the shop falls radically lower than this, given the vastly improved access to the primary road and the shop together with some on road parking restriction as indicated by the Parish Council I would suggest that the improved new access provides a safer alternative.

I trust that the forgoing together with the additional drawings and photographs clarifies some of the issues raised but as always should there be areas that might benefit from discussion please contact me and let me know.

Yours sincerely

Brian D P Halpin

For

The Design Partnership

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