

## PLANNING COMMITTEE AGENDA - 6th February 2019

### Applications of a non-delegated nature

### UPDATES

<b>THE PLANS LIST</b>	
1.	<p>18/01467/LBC - Listed Building Consent for the replacement of 11 windows with new hardwood timber windows - Wistaria House Fore Street Morchard Bishop.</p> <p>Reason for Call In by Cllr Squires</p> <p>'To discuss the issue of conservation and how that sits with climate change and the need to conserve our energy needs coupled with insulation for residents and affordability with running costs in the future.'</p>

<b>AGENDA REPORTS</b>	
1.	<p>18/01598/FULL - Erection of a self supporting tree house, replacement of existing summerhouse with cabin on stilts and change of use of existing shed site/adjoining garden for the siting of one cabin all for holiday use - Land at NGR 295315 124977 (Whitehall Farm) Morebath Devon</p> <p>5 February 2019</p> <p>One letter of objection has been received from a Mr Edwards One letter of support has been received from Bell Cornwell Charter Town Planners acting on behalf of the applicant.</p> <p>Both letters have been circulated to Members ahead of the Planning Committee Meeting.</p> <p>A response has been received from Ian Sorenson from the Local Highway Authority in answer to an email from Cllr Moore highlighting concern raised over the practicality of the access proposed. Ian Sorenson outlines that he would support a condition requiring the access details being submitted for approval.</p> <p>The following comment was made:</p> <p>'It is fair to say that an initial look at the landscape plan conditioned by the LPA shows the access edge closest to Morebath village being 1 in 10 and the levels on the plan are prominent, but as the road descends to the bend the access steepens dramatically and unless all the levels were considered this steepening of the access may not have been picked up. Looking at this plan the access appears to rise to a maximum height some 3.0m in from the road and then drops away again into the site. The access would benefit from a lowering of the western access edge to provide an improved gradient, but should be done in such a way as to not provide an adverse cross fall.'</p>