



Seaford Town Council

Seaford Town Council Planning & Highways Agenda – Thursday 20th April 2023

To the Members of the Planning & Highways Committee

Councillors L Wallraven (Chair), L Boorman (Vice Chair), D Argent, J Edson, M Everden, R Honeyman and J Lord.

A meeting of the **Planning & Highways Committee** will be held in the **Council Chambers, 37 Church Street, Seaford, BN25 1HG** on **Thursday 20th April 2023** at **7.00pm**, which you are summoned to attend.

Adam Chugg

Town Clerk

13th April 2023

- **Public attendance at this meeting will be limited to 28 due to the size of the meeting, so public will need to register to guarantee a place**
- **The meeting will be video recorded and uploaded to the Town Council's YouTube channel after the meeting**
- **See the end of the agenda for further details of public access and participation**

AGENDA

1. Apologies for Absence

To consider apologies for absence.

2. Disclosure of Interests

To deal with any disclosure by Members of any disclosable pecuniary interests and interests other than pecuniary interests, as defined under the Seaford Town Council Code of Conduct and the Localism Act 2011, in relation to matters on the agenda.

3. Public Participation

To deal with any questions, or brief representations, from members of the public in accordance with relevant legislation and Seaford Town Council Policy.

In accordance with Town Council policy, members of the public wishing to speak on individual planning applications may do so immediately before each planning application.

4. Planning Applications

LDC Planning Applications received in week commencing Monday 20th March 2023

[LW/23/0176 - 32A BROAD STREET](#) - Installation of 1no. illuminated fascia sign and 1no. non-illuminated projection sign for Miss E Nedergaard.

[LW/23/0088 - 37 WESTDOWN ROAD](#) - Demolition of the existing rear conservatory, erection of single storey rear extension for Mr & Mrs Benford.

LDC Planning Applications received in week commencing Monday 27th March 2023

[LW/23/0105 - 50 KINGSTON WAY](#) - Proposed single storey extensions to front and rear for Mr & Mrs Simmons.

[LW/23/0192 - 23 BARN CLOSE](#) - Extending the ground floor front of house to run inline with existing Porch. This includes a new Velux window in the porch roof. Loft Conversion with a rear full width dormer. New bifold doors at the back of the house. All windows change to triple glazing for T Gwilliam.

LDC Planning Applications received in week commencing Monday 3rd April 2023

[LW/23/0195 - 93 VALE ROAD](#) - Demolition and replacement of rear single storey extension for Mr & Mrs Clayton & Bamford-White.

[LW/23/0198 - 46 RICHINGTON WAY](#) - Rear and side wrap around single storey extension with second storey rear extension and balcony to rear for Edmeads.

[LW/23/0032 - FLATS 3,4,7 and 8 WEST BEACH COURT, 54 MARINE PARADE](#) -

Replacement of 4 front balcony balustrades with glass and steel balustrades to first floor flats 3, 4, 7 and 8 for M Harker.

LDC Planning Applications received in week commencing Monday 10th April 2023

[LW/23/0208 - 72 SUTTON ROAD](#) - Single Storey Rear Extension for Mrs M Purbrook.

Tree Works Applications

[TW/23/0026/TCA - 5 THE CROUCH, CROUCH LANE](#) - Leylandii (T1) - to fell to ground level Sycamore (T2) - to re-pollard (Removing 3 metres of growth, leaving tree at 3 metres tall after works carried out) for J Richards.

[**TW/23/0025/TPO - 2 THE BARN HOUSE, FIRLE ROAD**](#) - T1 Beech overhanging neighbours property. Reduce overall by 2 - 3 metres and lightly thin. Removing crossing branches, all pruned to significant growth points. Tree is leaning towards neighbouring property and owners are concerned for the roof. Beech T2 and T3 Reduce overall by 2-3 metres, at least a metre above where it was last pruned and to significant growth points in order to retain the health of the trees. Trees are restricting light in the garden and creating damp areas on the grass for Mrs L Gambell.

5. [Proposed New Permitted Development Rights**](#)**

To consider report 212/22 presenting details of the proposed new Permitted Development rights for the Committee to consider and comment on (pages 6 to 9).

6. [Infrastructure Levy Proposals**](#)**

To consider report 213/22 presenting details of the Government's proposed new infrastructure levy for consideration and comment on (pages 10 to 17).

7. [Road Closure Application – Armed Forces Day 2023**](#)**

To consider report 211/22 presenting details of proposed road closure application for Armed Forces Day 2023 for this Committee to note (pages 18 to 19).

8. [Update Report**](#)**

To consider report 210/22 reporting on decisions taken by Lewes District Council since the last meeting on applications previously considered by the Committee (pages 20 to 21).

AGENDA NOTES

For further information about items on this Agenda please contact:

Adam Chugg, Town Clerk, 37 Church Street, Seaford, East Sussex, BN25 1HG

Email: meetings@seafordtowncouncil.gov.uk

Telephone: 01323 894 870

Circulation:

All Town Councillors, Young Mayor, Deputy Young Mayor and registered email recipients.

Public Access:

Members of the public looking to access this meeting will be able to do so by:

1. Attending the meeting in person.

The Town Council asks that you contact meetings@seafordtowncouncil.gov.uk or 01323 894 870 to register your interest in attending at least 24 hours before the meeting.

Spaces will be assigned on a first come, first served basis.

Please note that if you don't register and just attempt to turn up at the meeting, this could result in you not being able to attend if there is no space.

OR

2. Watching the recording of the meeting on the [Town Council's YouTube channel](#) , which will be uploaded after the meeting has taken place.

Public Access to the Venue:

If you are attending the meeting in person, please arrive for 6.55pm where you will be shown into the meeting for a 7.00pm start.

Please note that the front door of the building will be locked at 7.00pm and remain locked during the meeting for security reasons. As such, if you arrive after this time, you will not be able to access the meeting.

When members of the public are looking to leave, they must be escorted out of the building by a Town Council officer. There is also a signposted back door which can be exited through if required.

Public Participation:

Members of the public looking to participate in the public participation section of the meeting must do so in person, by making a verbal statement during the public participation section of the meeting.

Below are some key points for public participation in the meeting:

1. Your statement should be regarding business on the agenda for that meeting.

2. You will only be able to speak at a certain point of the meeting; the Chair of the meeting will indicate when this is.
3. You do not have to state your name if you don't want to.
4. If you are unsure of when best to speak, either query this with an officer/councillor ahead of the meeting or raise your hand during the public participation item of the meeting and ask the Chair – they will always be happy to advise.
5. When the Chair has indicated that it is the part of the meeting that allows public participation, raise your hand and the Chair will invite you to speak in order.
6. Statements by members of the public are limited to four minutes and you don't automatically have the right to reply. The Chair may have to cut you short if you overrun on time or try to speak out of turn – this is just to ensure the meeting stays on track.
7. Where required, the Town Council will try to provide a response to your statement but if it is unable to do so at the meeting, may respond in writing following the meeting.
8. Members of the public should not speak at other points of the meeting.
9. A summarised version of your statement, but no personal details, will be recorded in the minutes of the meeting.

Public Comments

Members of the public looking to submit comments on any item of business on the agenda can do so in writing ahead of the meeting and this will be circulated to all committee members. Comments can be submitted by email to planning@seafordtowncouncil.gov.uk or by post to the Town Council offices.

Health & Safety Measures:

While Covid restrictions are no longer mandated the Town Council wishes to stay vigilant and mindful of the health and safety of its meeting participants by upholding the requirement that you should not attend the meeting if you are displaying any Covid-19 symptoms (or have tested positive) as identified on the [NHS website](#) or symptoms of any similarly contagious illness.



Seaford Town Council

Report No:	212/22
Agenda Item No:	5
Committee:	Planning & Highways
Date:	20th April 2023
Title:	Proposed New Permitted Development Rights
By:	Geoff Johnson, Planning Officer
Purpose of Report:	To present details of the proposed new Permitted Development rights for the Committee to consider and comment on

Recommendations

The Committee is recommended:

1. To consider these proposals and forward any comments in response to the Department of Levelling Up, Housing and Communities

1. Information

- 1.1 The Government is carrying out a consultation on proposed new and amended Permitted Development rights.
- 1.2 The proposals under consideration are :-

Temporary Recreational Campsites

- 1.3 A new permitted development right would allow for the temporary use of land for recreational campsites. In effect, this would permit the temporary use of land for the placing of tents, and the provision on that land of moveable structures related to the campsite use, such as portable toilets. The right would be subject to limitations and conditions to control impacts and protect local amenity.
- 1.4 It will ensure that holidaymakers can continue to visit and stay in popular destinations around the country and provide a boost to local economies and businesses, in line with the Government's levelling up ambitions.

- 1.5** The right would apply to a maximum of 30 tents for 60 days per calendar year and is restricted to tents (not caravans, motorhomes etc) although portable toilets, showers, waste storage and collection facilities would be allowed.
- 1.6** Local Planning Authorities will require prior notification of any proposal to set up a new site and prior approval will be required for sites within high flood risk areas.

Installation of Solar Equipment

- 1.7** Currently the rules restrict the installation of solar panels on houses with flat roofs. This restriction will be lifted provided the panels do not protrude more than 0.6m from the roof.
- 1.8** There is also a current restriction on the installation of panels on walls facing the highway in a conservation area. This will also be relaxed.
- 1.9** As for 'stand-alone' panels, the current restrictions limit them to one installation of no more than 9 sq. m surface area per house. In conservation areas, panels must be closer to the house than the highway. It is proposed that this latter restriction is relaxed.
- 1.10** There are also proposals amending the rights affecting non-domestic buildings. Currently installations at these buildings require prior approval if they generate between 50 Kw and 1MW of electricity. For those generating above 1MW, a formal planning application is required.
- 1.11** The proposed change will abolish that upper limit so prior approval only will be required for all systems generating above 50Kw.
- 1.12** The prior approval will relate to design and appearance and the impact of glare on neighbouring land.
- 1.13** Additional restrictions in Areas of Outstanding Natural Beauty (AONBs) and National Parks will be relaxed. These relate to installations generating up to 1MW - they cannot be situated on a roof space fronting a highway and installations generating up to 50Kw which cannot be situated on a wall fronting a highway.
- 1.14** Finally restrictions on the installation of stand-alone panels of up to 9 sq m in non-domestic buildings in AONBs and National Parks will also be relaxed.

Solar Canopies

- 1.15** A new permitted development right is proposed for the installation of solar canopies at 'non-domestic' car parks e.g. at supermarkets and retail parks. The height will be limited to 4 metres and they must be over 10 metres from any adjoining house. There is no limit on the ground area covered.
- 1.16** The right would not apply in AONBs or in National Parks. Prior approval is required in respect of design and appearance and the effect of glare on neighbouring land.

Minor Development by Local Authorities

- 1.17** There is a long-standing permitted development right allowing local authorities (including town/parish councils) to carry out various minor operations such as the erection of sheds, kiosks and other small buildings - lampposts and shelters - without the need for formal planning permission.
- 1.18** The provision was amended several years ago to add electric vehicle charging points to the list. The current proposal is to allow any agent, contractor or provider acting on behalf of a local authority to install charging points.

Film Making



- 1.19** The film industry has requested the Government to relax existing restrictions on the temporary use of land and buildings for film making.
- 1.20** It is proposed to extend the current time restriction from 9 months to 12 months in any 27-month period.
- 1.21** The maximum area of land which can be covered by the operations is extended from 1.5 to 3 hectares. The maximum height of buildings and apparatus is extended from 15 to 20 metres.

2. Financial Appraisal

- 2.1** There are no direct financial implications of this report.

3. Contact Officer

3.1 The Contact Officer for this report is Geoff Johnson, Planning Officer.

Planning Officer	
Town Clerk	



Seaford Town Council

Report No:	213/22
Agenda Item No:	6
Committee:	Planning & Highways
Date:	20th April 2023
Title:	Infrastructure Levy Proposals
By:	Geoff Johnson, Planning Officer
Purpose of Report:	To present details of the Government's proposed new infrastructure levy for consideration and comment on

Recommendations

The Committee is recommended:

1. To consider the explanatory note and forward any general comments, together with any specific responses to the appended questions, to the Department of Levelling Up, Housing and Communities

1. Information



- 1.1 The Sussex Association of Local Councils has circulated an explanatory note for its member councils on the Government's proposed new infrastructure levy. The new levy is part of a bundle of planning reforms in the Levelling Up and Regeneration Bill which is currently before Parliament.
- 1.2 The new levy will replace the Community Infrastructure Levy which has been in place in most Local Planning Authorities for around 10 years.
- 1.3 The Government is carrying out a consultation on the proposals.
- 1.4 The Government's explanatory note is set out in full at Appendix A.
- 1.5 The questions for this Committee to consider, in addition to any general comments being made, are included at Appendix B.

2. Financial Appraisal

- 2.1 There are no direct financial implications of this report.

3. Contact Officer

3.1 The Contact Officer for this report is Geoff Johnson, Planning Officer.

Planning Officer	
Town Clerk	

Government's Explanatory Note on Infrastructure Levy Proposals

What is the Infrastructure Levy?

The Infrastructure Levy is the government's proposed system for raising money towards new or improved public service infrastructure when development takes place. It will be managed and received by local planning authorities who will then spend it in accordance with a strategy which they will have to consult upon and publish. There are no new roles or responsibilities for local councils, but they will continue to receive a share of the funds received to spend locally. The Infrastructure Levy will be mainly for buildings and one-off projects. The government does not exclude the possibility of receipts from the Infrastructure Levy being used for revenue funding of services – but points out that a lump sum will eventually run out. Developers cannot be made liable for revenue funding services in perpetuity.

Why is it needed?

We all experience the additional pressure that development can place on local infrastructure such as schools, roads and leisure facilities. Most people working in the planning system – developers included – accept that it is reasonable for at least part of the cost of new or improved infrastructure be met from the financial gain which development creates. There is often an argument about how much this should be and when it should be paid, but the general principle is not in dispute.

Don't we do this already?

Yes, but the government thinks the current arrangements are too 'clunky' and do not capture enough of the potential funding for infrastructure.

At the moment local planning authorities can use two mechanisms:

CIL

The Community Infrastructure Levy (CIL) is a system which involves calculating a tariff for contributions to infrastructure based on the area of different types of development. The funds received are then used to improve local facilities. CIL was introduced in 2010 and it is up to each local planning authority to decide whether to adopt it or not. In West Sussex every local planning authority (including the national park) operates CIL except Mid Sussex and Adur. In East Sussex, only Hastings has not introduced CIL. Local councils receive a percentage of the CIL generated from development in their parish. This is set by the government at 15% (with a cap on the total) if you do not have a neighbourhood plan, and 25% (with no cap) if you do.

Section 106 Agreements

A section 106 agreement is a contract between the local planning authority and the parties to the development which requires them to make certain financial contributions or carry out works at their own expense. Only if they have signed this contractually binding agreement will planning permission be issued. Negotiating section 106 agreements can be time consuming and complicated. It also requires commercial skills which not all local planning authorities have demonstrated.

What's wrong with the current system?

The government believes that both elements of the current system need change.

CIL is not implemented everywhere in the country and is based on a schedule of charges which has to be set on an average basis. It does not take account of the individual value of a development, especially if that increases over time. CIL does not cover the provision of affordable housing, which therefore always has to be dealt with by a Section 106 agreement. The CIL system operates reasonably smoothly and has generated significant amounts of income for local authorities, but the government thinks a more consistent approach is needed and that there is scope to capture more money for public infrastructure.

Section 106 agreements are a very effective mechanism for requiring infrastructure to be delivered, and they can be very flexible. However, they are reliant on local planning authorities being able to negotiate effectively with developers. Some do this well; some do not – and where they do not the community suffers as a result.

The interaction between CIL and Section 106 agreements can be complicated. Many large developments which include their own schools, health facilities, parks and play areas will be 'carved out' of CIL even in those districts where it normally operates. Instead, a Section 106 will be used to address all of the infrastructure requirements. This works well – in fact it works so well that the government accepts that it will have to retain this approach even under the new system. However, on smaller developments where both CIL and a section 106 agreement are needed it can lead to arguments about double counting and what infrastructure payments are covered by CIL and what can be included in a Section 106 agreement.

How is the Infrastructure Levy different?

The Infrastructure Levy will cover infrastructure contributions that are needed to help meet the cumulative impacts of development – like new school places or highway improvements. It will also include the provision of affordable housing. There will be no need for Section 106 agreements for most development which will save time and lawyers' fees. It will apply to most types of development and operate in every local planning authority area.

The local planning authority will set in advance what it will require developers to pay as a percentage of the increase in value their development achieves over the current use when it is finished. In simple terms, the more a development is worth, the more it will pay towards infrastructure. This is a fundamentally different approach from CIL where the charge is determined only by the size and type of development. But there will have to be quite a lot of exceptions, different rates and flexibilities to allow for the fact that land coming forward for development might have exceptional costs, might fall into several different charging categories and might be in multiple ownerships. The rules will have to be carefully drawn up to try to prevent people 'gaming' the system by finding ways to artificially lower the final valuation.

The local planning authority will have to produce an Infrastructure Delivery Strategy for spending receipts from the Infrastructure Levy. The objective, of course, is that this should show how the new schools, health facilities and highway improvements

which are needed because of the new development will be provided using the money received from the Infrastructure Levy.

Because payments cannot be made until the value of the development is known – usually when it is finished – local authorities may not have money from developers for years after the development has started. Some payments may be made ‘on account’ as development progresses, using estimates which are then revised once the final figures are available, but a lot of money may remain tied up until a final valuation. The government will therefore allow local planning authorities to borrow against the receipts they expect in the future to fund their delivery programme. This is fine in principle, but it is another issue which finance directors will have to manage.

Affordable housing will still be provided on site and the local planning authority will be able to specify the amount up to the policy maximum. The difference in the value of the development that this creates will mean that the amount of the Infrastructure Levy paid in cash will reduce so that the affordable housing becomes ‘levy in kind’.

As mentioned, for very large developments which require their own new schools, community facilities, health provision etc the government recognises the effectiveness of the existing system of using a one or more Section 106 agreements to specify what these are and when they will be provided. Slightly perversely therefore, the largest and often most difficult to agree Section 106 agreements will continue to exist under the new system.

Isn't this 'simplified' system still very complicated?

Yes, and this is what the current consultation is about. The government is not asking for views on whether it should introduce the Infrastructure Levy because it has already made that decision (unless it changes its mind of course). It is asking a series of questions which are centred on obtaining advice about the mechanics of the way it will operate – which is why it is specifically called a ‘technical’ consultation. It will then consult again on the actual proposals when they have been drawn up.

What does it mean for local communities?

In theory, the Infrastructure Levy should capture more funding from the value of new development. If that is then spent wisely it will mean that more infrastructure can be provided, and perhaps in a more coordinated way. But not even the government suggests that the Infrastructure Levy will provide all the funding for infrastructure investment that local communities need. It is designed to capture more value from development but not to deal with the huge backlog of investment which is so often the underlying problem.

Will local councils still get a share of the funding?

Yes, the government has said that there will still be a local share passed down to local councils. In Question 35 of the consultation, it asks how this proportion of the levy this should be worked out. The question is phrased rather awkwardly, but what it wants to know is whether it should be equivalent to the current amount that parishes receive, or higher, or lower. The actual percentage might well be different from the current 15%/25% because the total pot generated by the levy is expected to be larger.

When will the Infrastructure Levy be introduced?

Not for some time, and possibly not at all. The government has a lot of work to do following this consultation to design what will be a complicated system and then to consult again and bring the levy into force. It says that the Infrastructure Levy will be implemented gradually across the country on a ‘test and learn’ basis, and it might take up to ten years to get it fully into place. That is assuming it does not have unintended consequences which lead to it being abandoned part way through the roll out.

But it may never see the light of day. Labour party shadow minister Matthew Pennycook has said publicly that if it wins the next general election Labour will not take forward the Infrastructure Levy and given the likely timescales that would mean it is never introduced.

Should local councils respond to the consultation?

Of course if you wish to do so you can respond to the whole consultation. However, most of the questions relate to technical issues about how the levy will be calculated and administered. Some of these will prove extremely complicated to get right. Local councils will not be involved in the process and will not be expected to contribute to resolving how the mechanics should operate. You will be concerned about whether the Infrastructure Levy will work well and will deliver more funding for local facilities and services, but the consultation is not asking for views on that because the government has already decided that it is good idea to go ahead.

With this in mind, if you do wish to respond as an individual parish you may wish to consider providing a short response in your own words covering the small number of specific points of direct concern. Alternatively, you could complete the whole survey online but be prepared to skip the large number of the questions on which you probably will not be able to express an opinion. The questions* which you might want to focus on include

- Q4, Q5 and Q6 which relate to use of funds generated by the levy.
- Q25 and Q26 which relate to the content of the proposed Infrastructure Delivery Strategies – the spending plans which have to be drawn up.
- Q34 and Q35 which relate to the neighbourhood share which would be provided to local councils.

Professional bodies and associations, including your local planning authority, will be responding in more detail and you may wish to send your views to them to help shape what they say.

Summing Up

The introduction of the Infrastructure Levy would be a big change to the planning system. It is intended to produce more money for local infrastructure which, if it succeeds, would be a benefit at community level. There will be a lot of feedback from developers, planners and lawyers about the technicalities of making it work in response to this consultation. Local councils will not be involved directly in operating any part of the new system, the burden for which will fall on your local planning authority. If local councils continue to receive at least the equivalent cash sums as they do now then the new system will be neutral for your spending power, and if

more funding is raised overall it could be better for your local communities. But there is a long way to go before it is rolled out - if it is rolled out at all.

*The questions referred to in the Note are set out in Report 213/22 Appendix B.

Report 213/22 – Appendix B

Infrastructure Levy Proposal Questions

Question 4: Do you agree that local authorities should have the flexibility to use some of their Levy funding for non-infrastructure items such as service provision? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 5: Should local authorities be expected to prioritise infrastructure and affordable housing needs before using the Levy to pay for non-infrastructure items such as local services? [Yes/No/Unsure]. Should expectations be set through regulations or policy? Please provide a free text response to explain your answer where necessary.

Question 6: Are there other non-infrastructure items not mentioned in this document that this element of the Levy funds could be spent on? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 25: In the context of a streamlined document, what information do you consider is required for a local authority to identify infrastructure needs?

Question 26: Do you agree that views of the local community should be integrated into the drafting of an Infrastructure Delivery Strategy? [Yes/No/Unsure] Please provide a free text response to explain your answer where necessary.

Question 34: Are you content that the Neighbourhood Share should be retained under the Infrastructure Levy? [Yes/No/Unsure?]

Question 35: In calculating the value of the Neighbourhood Share, do you think this should

- A) reflect the amount secured under CIL in parished areas (noting this will be a smaller proportion of total revenues),
- B) be higher than this equivalent amount
- C) be lower than this equivalent amount
- D) other (please specify) or
- E) unsure.

Please provide a free text response to explain your answer where necessary.



Seaford Town Council

Report No:	211/22
Agenda Item No:	7
Committee:	Planning & Highways
Date:	20th April 2023
Title:	Road Closure Application – Armed Forces Day
By:	Geoff Johnson, Planning Officer
Purpose of Report:	To present details of proposed road closure application for Armed Forces Day, for this Committee to note

Recommendations

The Committee is recommended:

1. To note the contents of the report

1. Information



- 1.1 Lewes District Council has received an application for the temporary road closure for Armed Forces Day on Saturday 24th June 2023.
- 1.2 The closure requested is for The Esplanade from the Cricketfield Road junction to Martello Road and Cricketfield Road from The Esplanade to College Road junction.
- 1.3 The period of closure will be from 11.30am to 12.45pm.
- 1.4 As the application has been made by the Town Council, it is simply reported for the information of this Committee and for noting.

2. Financial Appraisal

- 2.1 There are no direct financial implications of this report.

3. Contact Officer

3.1 The Contact Officer for this report is Geoff Johnson, Planning Officer.

Planning Officer	
Town Clerk	



Seaford Town Council

Report No:	210/22
Agenda Item No:	9
Committee:	Planning & Highways
Date:	20th April 2023
Title:	Update Report
By:	Geoff Johnson, Planning Officer
Purpose of Report:	To notify the Committee of decisions taken by Lewes District Council on applications previously considered by the Committee

Recommendations
The Committee is recommended: 1. To note the report and the decisions set out in the Schedule.

1. Information


- 1.1 The attached schedule lists the decisions taken by Lewes District Council since the last Committee meeting on applications previously considered by the Committee.

2. Financial Appraisal

- 2.1 There are no direct financial implications of this report.

3. Contact Officer

- 3.1 The Contact Officer for this report is Geoff Johnson, Planning Officer.

Planning Officer	
Town Clerk	

Report 210-22 Appendix A

Schedule of Lewes District Council decisions received since the committee's last meeting on 30th March 2023

Approved by Lewes District Council – No Objection from Seaford Town Council

LW/22/0842 – 34 HAWTH PARK ROAD - Hip to gable roof extension and dormer.

LW/22/0686 – 32 ST. CRISPIANS - Installation of balcony above existing front bay window and alterations to fenestration to front.

LW/22/0819 – 5 FAIRWAYS CLOSE - Front infill extension replacing existing garage.

LW/23/0070 – SEAFORD PARISH CHURCH - Demolition of existing northern side extension and construction of new side extension to accommodate toilet provision.

LW/0101 – 62 LEXDEN ROAD - Single storey rear and side extension.

LW/22/0791 – 36 SOUTH WAY - Extension to existing single storey dwelling to create 2 storey dwelling, with rear ground floor extension.

No other decisions notified