

Planning Committee

18 July 2025

Agenda item number 7.3

BA/2025/0120/FUL Broad View, Fleet Lane, South Walsham

Report by Planning Officer

Proposal

Demolish existing cabin and outbuildings. Replace with new dwelling house. Install canoe and dinghy pontoon along front for safe egress.

Applicant

Mr Alan Goodchild

Recommendation

Approve with conditions

Reason for referral to committee

Applicant is BA Member

Application target date

27 June 2025

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1. Description of site and proposals

- 1.1. The subject comprises a residential plot on the eastern bank of South Walsham Broad, accessed via Fleet Lane, a narrow tarmacked road which runs parallel to the Broad on part of its eastern side. Fleet Lane in this section is a private road also forming a Public Right of Way, known as South Walsham Footpath 1. The plot contains a cabin which has a lawful use as a dwellinghouse located adjacent to the northern boundary of the site, to the immediate east of which is a storage shed. The cabin features black painted timber walls and a thatched roof. Both the cabin and shed are located on the eastern half of the plot which is mostly hard surfaced and includes areas for dinghy storage, car parking, and slipway access. The western half of the plot is laid to lawn. The southern side of the site features a mooring cut with a slipway to the rear.
- 1.2. The area is predominantly rural, with development around the Broad being limited to the areas along Fleet Lane and the adjacent Kingfisher Lane. The remaining areas around the Broad comprise woodland. Development along Fleet Lane and Kingfisher Lane is generally small and domestic in scale. There is a boatyard to the northern end of Fleet Lane which offers moorings, launching and other boating services, currently operated by Bondons Moorings Ltd. The proposed location is in an area dominated by chalet type dwellings and boathouses adjacent to the water's edge. The buildings are almost exclusively clad with dark-stained timber shiplap cladding and have thatched roofs.
- 1.3. The Broad bank along the developed areas is hard engineered, predominantly with timber quayheading. Along Fleet Lane the boundary to the Broad side of the road is generally a mix of >1.8m high closed panel fences and hedges, the obvious exception being the South Walsham staithe and slipway which is open to the road.

- 1.4. The site is located within flood zones 2 and 3, with the proposed dwelling being sited in both flood zones. The site is not within a Conservation Area and does not contain any listed buildings.
- 1.5. The proposal is to demolish the existing cabin and shed, and to replace these with a 1.5 storey dwellinghouse featuring a gable fronting the Broad and 2 gabled roof dormers to either side of the roof. The dwelling would measure 8.0m x 10.5m, with a maximum height of 8.05m, falling to 4.2m at eaves. The external finish of the dwelling would be black stained timber cladding with a cedar shingle roof. The dwelling would be raised above ground level by 0.91m, with hit and miss boarding to screen the void beneath the building, apart from on the northern side where the proximity of the boundary fence would screen the void. A raised terrace is proposed to the western and southern sides of the dwelling, along with a smaller section in a recessed area within the south-west corner of the dwelling. The roof would include the provision of flush fitting solar pv panels sited between the two dormers on the southern roof slope.
- 1.6. In addition to the proposed dwellinghouse, the application proposes a canoe and dinghy pontoon to the front of the existing hard engineered bank, this would measure 13m by 1.9m. At the eastern end of the site the concrete hard surface would be removed, with bound gravel hardstanding provided for access, parking and slipway use. To the south and west of the dwelling would be laid to lawn.

2. Site history

- 2.1. In 2020 planning permission was granted for the re-location of the southern boundary of the site, provision of a replacement building on the site to the south, and relocation of the site access. The permission included the replacement of timber quay heading with galvanised steel, and a new mooring cut (planning reference BA/2020/0055/FUL).
- 2.2. In 2022 a Lawful Development Certificate for established use of a building as a dwellinghouse within Class C3 was not issued due to a lack of evidence being provided in support of the application (planning reference BA/2022/0475/CLEUD).
- 2.3. In 2023 a Lawful Development Certificate for established use of a building as a dwellinghouse within Class C3 was issued following submission of additional evidence (planning reference BA/2023/0467/CLEUD)

3. Consultations received

Environment Agency

- 3.1. No objection subject to flood risk considerations

Norfolk County Council Public Rights of Way

- 3.2. We have no objection in principle to the application but would highlight that a Public Right of Way, known as South Walsham Footpath 1 is coincident with Fleet Lane. The

full legal extent of this footpath must remain open and accessible for the duration of the development and subsequent occupation.

BA Historic Environment Manager

3.3. No objection subject to conditions

BA Ecologist

3.4. No objection subject to conditions

BA Project Support Officer

3.5. Works Licence required for the installation of the Pontoon. Confirmation pontoon will be used for just Dingy & Canoes and not for large, beamed vessels.

BA Navigation

3.6. From the plans the pontoon is just over 2 metres wide. Providing it is not used for permanent mooring of large vessels, and kept for the use of canoes, kayaks and small dinghies this should not impact on the navigation.

4. Representations

4.1. One representation was received, summarised as follows:

- This development warrants careful scrutiny, given its potential implications for the environment, the local community, and the future of our cherished Broads.
- Concern this project might encourage landowners with smaller plots and existing structures such as cabins or boathouses to seek similar permissions to expand or develop their properties.
- Troubled by the prospects of how foul water management will be handled post-construction. Particularly concerned about the disposal of effluent.
- Appears to be limited space around the proposed site for an effective and compliant sewage treatment plant.

5. Policies

5.1. The adopted development plan policies for the area are set out in the [Local Plan for the Broads](#) (adopted 2019).

5.2. The following policies were used in the determination of the application:

- DM5 - DM2 - Water Quality and Foul Drainage
- DM4 - Water Efficiency
- DM5 - Development and Flood Risk
- DM6 - Surface water run-off
- DM13 - Natural Environment

- DM16 - Development and Landscape
- DM21 - Amenity
- DM22 - Light pollution and dark skies
- DM23 - Transport, highways and access
- DM31 - Access to the Water
- DM40 - Replacement Dwellings
- DM42 - Custom/self-build
- DM43 - Design

5.3. Material planning considerations:

- National Planning Policy Framework
- Planning Practice Guidance
- Self-build and custom Housebuilding Act 2015
- Landscape Character Area 23 Bure Valley - Wroxham to Fleet Dyke, South Walsham
- Design Guide and Code for the Broads
- Broads Authority Flood Risk SPD

6. Assessment

6.1. The proposal is for demolition of the existing cabin and shed, and replacement with a 1.5 storey dwellinghouse. The main issues in the determination of this application are the principle of development, the design and appearance of the proposed dwelling, impact on landscape and river scene, impact on neighbouring amenity and privacy, and flood risk and biodiversity net gain.

Principle of development

6.2. The site lies outside of a development boundary. Policy DM40 of the Local Plan for the Broads permits replacement dwellings in this circumstance on a one-for-one basis. The site contains a cabin which has a lawful use as a dwellinghouse. Taking into account the existing dwelling would be demolished to make way for the proposed dwelling, the proposal is considered to represent one-for-one development and therefore acceptable in principle.

6.3. Policy DM40 provides criteria for the consideration of a proposed replacement dwelling. Under criterion a) the policy requires that the existing dwelling has a lawful use. The lawful use of the existing dwelling was established through a Certificate of Lawful Use and is therefore compliant with criterion a) of Policy DM40.

- 6.4. Under criterion b) the policy requires that the existing dwelling has no historic, architectural or cultural significance making it worthy of retention. The existing dwellinghouse does not retain historic, architectural, or cultural value to be worthy of retention and its loss is therefore acceptable with regard to criterion (b) Policy DM40.

Design and impact upon the landscape

- 6.5. Criterion c) of policy DM40 requires that the scale, mass, height, design and external appearance of the replacement dwelling are appropriate to its setting and the landscape character of the location. Design considerations are also assessed against Policy DM43 and landscape considerations against Policy DM16, along with Landscape Character Areas 23: Bure Valley.
- 6.6. It is acknowledged that the building is very different in all aspects to the existing chalet, save for the external cladding material. Although the proposed building will be substantially larger than the existing building, the simple form and use of black timber cladding should ensure that the building has some visual relationship with its neighbours. It will have a slightly more contemporary form, but as it is positioned between the more traditional buildings to the south and the more recent utilitarian buildings of the boatyard to the north this is considered acceptable.
- 6.7. The appearance of the Broad edge in this location is developed, for the plots running parallel to Fleet Lane there is a near continuous band of development, with the only exception still featuring an engineered bank edge, lawn, and close boarded boundary fence. In this context the proposed dwelling would not appear unexpected or out of place, taking into account the scale of some development on this section of the Broad, particularly the dwellings known as Fleet House (100m north of the subject site), The Boathouse (40m south of the subject site), Staitchside (140m south of the subject site), Waterside (230m south-west of the subject site), and Kingfisher (245m south-west of the subject site), would not represent an overbearing or dominant form of development, and is of a scale which is comparable to other dwellings on Fleet Road and visible from the Broad.
- 6.8. There have been extensive pre-application which has resulted in improvements to the proposed scheme including a reduction in size of the building, a design more appropriate to its setting, a refined appearance, a better quality of materials, and a reduction in glazing. There has been much discussion regarding the roofing material, which would preferably have been thatch. However, the use of solar PV panels is to be welcomed and these are not compatible with thatch roofing. As such, the proposed cedar shingles are considered an acceptable compromise, being a natural and vernacular material used in the vicinity (for example next door), which will weather-down to a grey not dissimilar to that of thatch, whilst enabling the property to be more sustainable which will provide some wider public benefit. The solar panels will be integrated into the roof and arranged in such a way that their visual impact should be limited, especially once the shingles become a darker grey.

- 6.9. Views from Fleet Lane of the Broad are to the most part restricted by boundary fences and hedges, generally to 1.8m as a minimum, this includes the subject site. Due to the presence of a tall fence adjacent to the road, views of the broad across the site from the road would not be impacted by the provision of a building of a larger size than the existing. Although the proposed building will be more visible, in the context of existing development along Fleet Lane this will not have an unacceptable impact on the wider landscape and street scene.
- 6.10. In order to ensure that the design and appearance of the building is not undermined it is recommended that Permitted Development rights for works under Part 1 (Development within the curtilage of a dwellinghouse) are removed, this would be secured by planning condition.
- 6.11. Taking into account the above assessment the proposal is considered to be acceptable in terms of design and impact on the landscape, with regard to criterion c) of the Policy DM40, along with Policies DM16 and DM43 of the Local Plan for the Broads.

Amenity of neighbouring properties

- 6.12. The subject site sits to the north of a leisure/mooring plot, and to the south of a mooring cut within the wider Bondons boatyard site. The existing building is adjacent to the northern boundary of the site, this siting would be replicated by the proposed building. While the scale of the building would noticeably increase, taking into account the use of the boatyard site, and the layout including a mooring cut adjacent to the shared boundary, there would be no loss of amenity or privacy for users of that site.
- 6.13. The adjacent property to the south has a summerhouse to the Fleet Lane side of the site, to the front of which is grassed amenity space with a mooring cut roughly to the centre. Due to the siting of the proposed building there is a separation to the plot to the south, this along with the 1.5 storey scale would ensure that the building is not an overbearing presence when viewed from the neighbouring site, and due to the orientation of the sites would not result in overshadowing or a loss of sunlight to the amenity areas to the Broads side of the site. The proposed dwelling includes a glazed first floor balcony, however this is not an uncommon feature in this area, and taking into account the open Broads frontage of the properties, there would not be an undue loss of privacy for users of the site to the south of the subject site.
- 6.14. Taking into account the above assessment the proposal is considered to be acceptable in terms of the amenity and privacy of neighbours, with regard to Policy DM21 of the Local Plan for the Broads.

Flood risk

- 6.15. Criterion d) of policy DM40 requires that the replacement dwelling would be located within the same building footprint as the existing dwelling or in an alternative location within the same curtilage, which would be at a lower risk of flooding or would provide benefits for landscape, wildlife or cultural heritage. The replacement dwelling is of a larger size than the existing dwelling, however the flood zone categorisation at the site

shows that half the existing building is in flood zone 3, whereas the proposed dwelling would have a larger portion of its footprint within flood zone 2. In this respect the replacement dwelling would be at a lower risk of flooding with regard to the published measures available, and therefore compliant with criterion d). However, this is a simplistic approach which does not address the fact that the proposed building still remains within the same flood zone as the existing. The proposal provides betterment in the raising of the building above ground level, this ensures that the building footprint at ground level of the site is reduced, in doing so this reduces flood risk for residents at the site and provides additional areas for flood waters within the site, both of which are beneficial when considering flood risk.

- 6.16. The Environment Agency (EA) have noted that finished ground floor levels have been proposed at 2.11m AOD which is above the 1% (1 in 100) and 0.5% (1 in 200) annual probability flood level including climate change of 1.52 m AOD and therefore dry in this event. Finished first floor levels have been proposed at 4.77 m AOD and therefore there is refuge above the 0.1% (1 in 1000) annual probability flood level. Flood resilience/resistance measures have been proposed. The EA have raised no objections on flood risk access safety grounds as an Emergency Flood Plan has been submitted, this is considered to be sufficient for the proposal and location. The recommendation from the EA is to sign up for Flood Warnings, as this is an essential part of ensuring the safety of occupants it is proposed to include this as a requirement secured by planning condition.
- 6.17. In order to ensure that the potential for additional and uncontrolled development under Permitted Development rights does not undermine the improvements made in terms of flood risk, it is considered necessary to remove those rights as detailed under Part 1 (Development within the curtilage of a dwellinghouse), this would be secured by planning condition.
- 6.18. The EA has discussed the need to pass the Sequential and Exception Tests as detailed in paragraphs 168 and 170 of the NPPF. As the proposal is for a replacement of an existing dwelling it is considered that the tests as set out in the NPPF do not apply to this application.
- 6.19. The proposed development is considered acceptable in flood risk terms with regard to Policy DM5, criterion d) of Policy DM40, the Broads Authority Flood Risk SPD, and the NPPF.

Highways and public rights of way

- 6.20. The site is established with residential use of the existing cabin, the site being accessed from a private road (Fleet Lane). There is no change to the access to the site and a reasonable level of on site parking is provided. The private road also form part of a public right of way known as South Walsham Footpath 1, the County Council's Public Right of Way team have raised no objection subject to the full legal extent of the footpath remaining open and accessible for the duration of the development and

subsequent occupation. The proposal is therefore acceptable with regard to Policy DM23 of the Local Plan for the Broads.

Other issues

- 6.21. Policy DM4 of the Local Plan for the Broads stipulates that all replacement dwellings will be designed to have a water demand equivalent to 110 litres per head per day. This will be secured by planning condition.
- 6.22. The external areas of the site comprise lawn and hard surfaced areas and are of low ecological value. A preliminary roost assessment was submitted and indicates negligible bat roosting and bird nesting potential in the buildings to be demolished. Planning conditions have been proposed by the BA ecologist to enhance biodiversity at the site. The proposal is acceptable with regard to Policy DM13 of the Local Plan for the Broads.
- 6.23. With regard to Biodiversity Net Gain the applicant stated in the planning application form that the application is exempt from the general Biodiversity Gain Condition, confirming that the dwelling meets the legal definition of "Self-build and Custom Housebuilding" as set out in section 1(A1) of the Self-build and Custom Housebuilding Act 2015. The application conforms with the criteria set out in Regulation 8 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024 and is eligible to an exemption from the mandatory biodiversity gain planning condition. Following this the applicant submitted the Broads Authority Proforma for schemes that are self/custom build providing additional information and confirmation that the application is for a self build dwelling. This is considered sufficient to demonstrate that the proposal is not subject to Biodiversity Net Gain.
- 6.24. The proposal is for a replacement dwellinghouse on a 1 for 1 basis and therefore falls outside of the scope for Nutrient Neutrality.
- 6.25. The site is within Dark Sky Zone category 2, with Policy DM22 requiring strict control of external lighting, this would be controlled by planning condition stipulating that details must be submitted for any proposed external lighting; it is noted that no external lighting is shown on the submitted plans. In relation to internal lighting, local policy seeks the avoidance of increased light spill from internal lights. The NPPF seeks an approach to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The existing dwelling is predominantly glazed to the broad frontage, although only single storey. The design of the proposed dwelling has evolved through pre-application discussions, the previous iterations being presented in the Planning and Design Statement. It is notable when comparing the previous to the current proposal how the amount of glazing has been reduced, and the level currently proposed is considered to take a reasonable approach in balancing natural light to serve the building, making the most of views across the Broad, while not proposing excessive openings. The level of glazing proposed is comparable to the other inhabited properties fronting South Walsham Broad and

would be in keeping. The proposal is considered to be in acceptable with regard to Policy DM22 of the Local Plan for the Broads.

- 6.26. The proposal includes provision of a canoe platform to the broad frontage of the site. The platform comprises a floating pontoon which covers the area from the northern boundary of the site to the nearest edge of the existing slipway, a length of 13 metres. The platform would extend from the broad edge by a maximum of 2.1 metres. There are existing finger jetties at the site immediately north of the subject site, these protrude into the broad by approximately 8 metres. The BA Navigation team commented that the proposed canoe platform, providing it is not used for permanent mooring of large vessels, and kept for the use of canoes, kayaks and small dinghies should not impact on the navigation. This requirement would be secured by planning condition. The proposal would not have an unacceptable impact on navigation and is therefore acceptable with regard to Policy DM31 of the Local Plan for the Broads.

7. Conclusion

- 7.1. The proposed replacement dwelling is acceptable in principle as the existing dwelling has an existing lawful use, it is a one-for-one replacement, and is not worthy of retention. The proposed dwelling has a good quality design and is of a reasonable scale for the site and setting, it would not be detrimental to the character of the surrounding area or South Walsham Broad and would not unduly impact on the amenity and privacy of neighbours. The proposal provides improvements in terms of flood risk including flood water storage capacity. Subject to the proposed conditions the proposal is acceptable in consideration of the area dark skies status and will have no adverse impact on ecology. The proposed canoe platform would not have an unacceptable impact on navigation. Consequently the proposal is considered to be in accordance with Policies DM2, DM4, DM5, DM13, DM16, DM21, DM22, DM31, DM40, and DM43 of the Local Plan for the Broads, the National Planning Policy Framework (2024), Landscape Character Assessment Area 23, the Design Guide and Code for the Broads, and the Broads Authority Flood Risk SPD which are material considerations in the determination of this application.

8. Recommendation

- 8.1. That planning permission be granted subject to the following conditions:
- Time limit
 - In accordance with plans and documents
 - In accordance with Pollution Prevention Plan
 - In accordance with materials
 - Details of large scale details of joinery
 - Water consumption rate of no more than 110 litres/person/day

- PROW to remain open and accessible
- Sign up to Flood Warnings
- Void beneath dwelling to remain unobstructed
- No external lighting without prior written permission
- Provision of bat boxes
- Provision of bird cup or box
- Pontoon to be used for dingy and canoes and not for large, beamed vessels
- Removal of Permitted Development rights (Part 1 all relevant)

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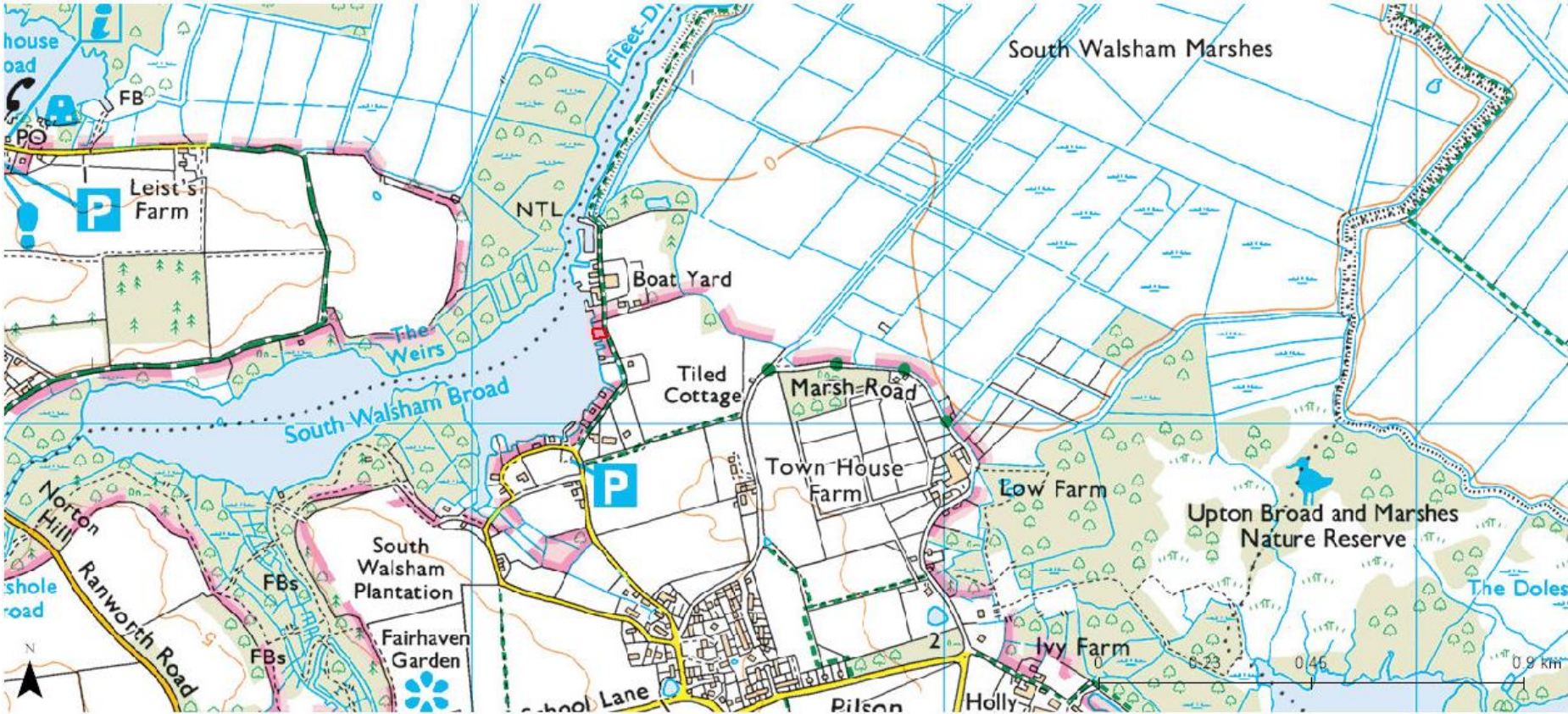
Date of report: 3 July 2025

Background papers: BA/2025/0120/FUL

Appendix 1 – [Location map](#)

Appendix 1 – Location map

BA/2025/0120/FUL - Broad View, Fleet Lane, South Walsham, NR13 6ED



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