

Matter C, 11a

Site Allocation: VC CAR1: land west of Rode Lane, Carlton Rode

a) Has the site been allocated previously or is it a new allocation?

VC CAR1 is an existing allocation that was previously allocated in the 2015 Site Specific Allocations and Policies Document CAR1.

b) Does the site have planning permission and/or are there current applications under consideration?

VC CAR1 previously had planning permission for 3 dwellings (2017/2092). site has now been approved under an updated application, also for 3 dwellings. The updated application was approved on 28th June 2023 and construction has started on the site.

Planning application reference number: [2022/0653](#)

c) What is the land currently used for, what is the ownership position and is the site currently being promoted by a developer? Are there any site occupiers/leaseholders who would be affected, if so how?

Site under construction.

d) Is the site sustainably located in relation to village services and facilities? Where is the nearest (a) primary school (b) convenience shop (c) village hall (d) recreation ground (e) other key facilities? How accessible are these for walkers and cyclists, in the case of walkers for example by continuous footways?

Yes, the site is sustainably located in relation to village services and facilities. The table below summarises the connectivity of the site to the identified services and facilities.

FACILITY	LOCATION	SETTLEMENT
Primary school	Flaxlands Road	Carleton Rode
Local shop	Bunwell Street	Bunwell
Village hall	The Turnpike	Bunwell
Recreation ground	Mill Road	Carleton Rode
Other (Social Club)	Mill Road	Carleton Rode
Other (Bus Stop)	Flaxlands	Carleton Rode

There are no existing footways in Carleton Rode. There are some grass verges throughout the village that can assist with pedestrian access.

e) Would the landscape and other physical impacts of the housing allocation be acceptable? Would it be acceptable in relation to the character and appearance of the area? How does it relate to the existing built-up area of the settlement? Are there any other significant constraints?

The site lies adjacent to the existing settlement boundary, and existing residential development to the north and east. The policy required development to be limited to 1 and 1.5 storeys, the layout and design to have regard for setting of Flaxlands Farmhouse and appropriate boundary treatments. How these have been incorporated into the final design has been outlined in the applications Design Statement.

f) Is the access and site acceptable in highway terms?

Yes. As part of the planning application Norfolk County Council as the Highways Authority provided a number of conditions to be included in the event the Council approved the application. These were subsequently included in the Decision Statement for the application.

g) Is the estimate of site capacity justified?

Yes. The site is allocated for 3 dwellings and 0.19 hectares of land. This results in a density of 15.79 dwellings per hectare. The Design Statement for the application states that the provision of 3 dwellings provides a balance when considering all of the site factors including layout, building form and vegetation whilst creating a coherent development and taking into account the wider context.

Appendix 1 of the Topic Paper sets out the site density ([B.11.1](#)).

h) Are the site-specific requirements for development of the site justified, consistent with national policy and would they be effective?

Yes. The site-specific policy requirements are supported by the evidence base for the Plan and have been informed by discussions with key technical consultees (including Norfolk County Council). The policy requirements are justified by the evidence, are consistent with national policy and the Council considers that they will be effective.

i) Would development of the site be viable, including the delivery of policy compliant affordable housing?

The Council has produced a Viability Appraisal as part of the evidence base for the Plan, ([B.6.1](#)), and considers that the site is viable, and will deliver a policy compliant quantum of affordable housing.

The site has planning permission and is currently under construction.

j) Overall, is the site deliverable within the plan period? When is development likely to commence? Has the landowner/developer confirmed this?

Yes, the site is deliverable within the Plan period. The site has planning permission and is currently under construction.

Matter C, 11b

Settlement Limit: Carleton Rode

a) Are the settlement limits proposed suitable and justified given their policy function?

Yes, the settlement limits for Carleton Rode are suitable and justified. The settlement limits enclose the two main built-up areas of Carleton Rode including VC CAR1 which has recently begun construction.

There are no significant areas of existing development that are not included in the settlement limit. The settlement limit will allow some limited future infill development to occur in the most sustainable location in the cluster whilst preventing encroachment into the countryside.

The settlement limits do not meet any of the criteria outlined in the Topic Paper and therefore there are no proposed changes to the existing settlement boundaries.

Topic Paper ([B.11.1](#)).

b) Where changes to settlement limits are proposed, are these:

(i) Justified by development on the ground? or

(ii) Where potentially allowing further development, that development would be in a suitable location relative to services and facilities, would not harm the character and appearance of the area and would not have any other adverse planning effect?

No changes to the settlement limits are proposed as part of the VCHAP.

c) Should any other settlement limits be included in the plan to reflect other hamlets or existing areas of development in the cluster?

No. There are no other hamlets or existing areas of development that are of a significant enough scale to justify a settlement limit.