

12 The South Gorleston Development Area

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12 *The South Gorleston Development Area*

12.1 INTRODUCTION

- 12.1.1 This part of the Plan sets out how the Borough Council expects the proposed development area to the south and southwest of James Paget Hospital to be laid out for a business park, housing and open space purposes.
- 12.1.2 Provision is made for new land allocations which will allow for the creation of a high quality business park and commercial area. This is aimed at broadening the employment opportunities in the Borough. It will also meet a need to cater for modern businesses requiring an attractive environment that is not available on the, traditional, industrial estate.
- 12.1.3 New open space areas for recreation are proposed to help make up for the shortfall in the area and to serve the new residential areas which are located to ensure a satisfactory relationship between new and existing development.
- 12.1.4 Extensive landscaping is proposed in the form of wide tree belts to separate the new development from the open countryside and ensure that the A12 provides an attractive approach to Gorleston and Great Yarmouth. Additional landscaping is also proposed within the new development to create an attractive environment.
- 12.1.5 Access will be achieved from the A12.
- 12.1.6 The South Gorleston Development Area was selected following studies showing it to be the only realistic option to meet the Borough's needs for good quality building land on which to construct modern industrial and commercial development in the medium and longer term.

12.2 LAND USES

- 12.2.1 Outline planning consent for the South Gorleston Development Area was granted in July, 1995. The Development Area comprises of some 72 hectares of which the total development land area is anticipated to be about 50 hectares. A "Master Plan" has been prepared for the area and the proposed land use allocations are shown on the Proposals Map. The Borough Council's basic aim is to provide a high quality residential, "business park"/commercial development area.

The Proposed "Business Park"

- 12.2.2 The Borough Council aims to provide sufficient land in order to create a high quality "Business Park" and commercial area (Policy EMP4). This area is located to the west of Woodfarm Lane as shown on the Proposals Map.
- 12.2.3 Approximately 34 hectares (84.0 acres) is available for business park/commercial use, and is shown on the Proposals Map.

12.2.4 To ensure that a well landscaped business park is created and to make sure that the Development Area does not become a general industrial estate, the Borough Council has set down strict planning controls over the uses it intends to permit. The Council is adamant that the area must provide for a different and more environmentally acceptable type of economic activity than generally found elsewhere in the Borough. Reference should also be made to the Master Plan for the area. To this end the following policies will apply:-

12.2.5 POLICY SG1 IN ACCORDANCE WITH THE BOROUGH COUNCIL'S AIM OF PROVIDING A HIGH QUALITY BUSINESS PARK AND COMMERCIAL AREA, THE TYPE OF INDUSTRY APPROPRIATE TO THE SITE WILL BE LIGHT MODERN INDUSTRY (INCLUDING RESEARCH AND DEVELOPMENT AND "HIGH-TEC" USES) AND OFFICE DEVELOPMENTS. IN THE BUSINESS PARK AND COMMERCIAL AREA ONLY LIGHT INDUSTRY, PREFERABLY OF RESEARCH AND DEVELOPMENT AND "HIGH TECH" NATURE AND OFFICE DEVELOPMENTS WILL BE PERMITTED. USES OTHER THAN B1 WILL, HOWEVER, BE PERMITTED PROVIDED THEY EXHIBIT THE CHARACTER AND EXTERNAL APPEARANCE OF B1 USES, NAMELY A HIGH QUALITY DESIGN IN A LOW DENSITY DEVELOPMENT WITH NO EXTERNAL STORAGE.

Note: Heavy general industrial type units and uses which are either large water users or involve the production and storage of oils, chemicals and other potential pollutants and developments requiring large areas of open storage space and "bad neighbour" type uses which result in unacceptable noise and/or air pollution will not be permitted.

12.2.6 POLICY SG2 DISCOUNT DURABLE GOODS RETAIL WAREHOUSES AND FOOD SUPERMARKETS/SUPERSTORES WILL NOT BE PERMITTED.

12.2.7 As development progresses there may be a need to provide a lorry park to cater for not only the needs of vehicles requiring to park overnight but also to provide a marshalling area for lorries awaiting access to J & H Bunn's premises. Such an area will enable the formal closure of Woodfarm Lane and also have the advantage of removing the hazards of lorry stacking whilst they are awaiting access to Bunn's depot. Access to Bunn's premises will need to be from a link connected to the main spine road.

Housing Land Requirements

12.2.8 The Borough Council intends that the area between the A12 and Woodfarm Lane shall be utilised for residential development; this type of use will help offset the high infrastructure costs in the initial stages of the development process.

12.2.9 POLICY SG3 THE COUNCIL WILL PERMIT RESIDENTIAL DEVELOPMENT ON ABOUT 19.3HA OF LAND SOUTH OF THE JAMES PAGET HOSPITAL AS SHOWN ON THE PROPOSALS MAP.

12.2.10 There will be a restriction on the height of dwellings in order to overcome the concerns of local residents over the likely visual impact of new development in what is a relatively flat open landscape, and to facilitate the requirements of the emergency helicopter landing pad at the James Paget Hospital. Details of the relevant Final Approach and Take-Off Zone (FATO) are shown in the Technical Appendix.

12.2.11 POLICY SG4 DEVELOPMENT IN THE RESIDENTIAL AREAS WILL BE PERMITTED TO A MAXIMUM OF 2-STOREYS IN HEIGHT.

12.2.12 Developers will also need to have regard to the Borough Council's adopted open space and children's playspace standards. Whilst children's playspace should be provided on

site (or elsewhere, by agreement) the Council will expect the developer(s) of the residential area to contribute towards the laying out and equipping of the area set aside for open space purposes immediately to the west of the James Paget Hospital, but not within the “Final Approach and Take-Off” area of the hospital’s helicopter landing pad.

Hospital Extension

- 12.2.13 Some 1.1 hectares are indicated as being required to meet the future expansion requirements of James Paget Hospital into the 1990s. According to the timescales indicated by the Health Authority, present plans for development suggest an increase in the utilisation of the present site with the additional land being needed by the turn of the century. The James Paget Hospital has confirmed that expansion requirements for additional car parking should be accommodated by extending the hospital site to the west. This requirement can be met by alternatively allocating existing allotment/open space to the west of the hospital for car parking.

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- 12.2.14 POLICY SG5 THE COUNCIL WILL PERMIT DEVELOPMENT OF 1.1HA OF LAND IMMEDIATELY ADJACENT TO THE WEST BOUNDARY OF THE JAMES PAGET HOSPITAL FOR HOSPITAL CAR PARKING.**
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Open Space

- 12.2.15 New open space areas, amounting to some 5.0 hectares, are proposed to help make up a local shortfall and to serve the new residential areas. The open space has been so located to ensure a satisfactory “buffer” between the proposed and existing development areas.
- 12.2.16 It has yet to be decided by the Borough Council as to whether this buffer area is more appropriately laid out as informal playspace or as formal play areas (e.g. football and cricket pitches) or a combination of the two whichever gives the greater public benefit. Because of the need to ensure the safe operation of the James Paget Hospital helicopter facility, the open space within the protected FATO will be restricted to use as informal amenity space. The open space will be closed to the public when helicopters are approaching or leaving the hospital helipad and/or at times which will include the hours of darkness for security purposes.

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- 12.2.17 POLICY SG6 THE COUNCIL WILL REQUIRE AN AREA OF NOT LESS THAN 5.0 HECTARES OF LAND TO THE EAST OF WOODFARM LANE AND WEST OF THE JAMES PAGET HOSPITAL TO BE LAID OUT AS OPEN RECREATIONAL SPACE, WITH PROVISION MADE FOR THE FATO AREA FOR THE JAMES PAGET HOSPITAL.**
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- 12.2.18 The developer(s) of the residential area shall lay out the open space described in policy SG6 in accordance with a detailed scheme to be agreed in writing with the Borough Council before any development commences on any site. Details of the scheme shall include provision for the future maintenance of the open space.

Existing Land Uses

- 12.2.19 The Development Area contains several important existing land uses such as the premises of J & H Bunn Ltd, Gorleston Football Club’s Emerald Park Stadium, the Magdalen Recreation Ground, allotments and the Borough Council Nursery.
- 12.2.20 The following policies shall apply to areas not subject to specific proposals; the redevelopment of the land must also conform to the Master Plan for the area:-

12.2.21	POLICY SG7	WHERE NO SITE SPECIFIC POLICY IS SHOWN ON THE PROPOSALS MAP INSET EXISTING LAND USES WILL BE RETAINED.
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12.2.22	POLICY SG8	THE EXISTING USE OF THE WOODFARM (J & H BUNN) SITE AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED IN THE SHORT TERM. FOLLOWING DEMISE OF THIS USE, AND SUBJECT TO OTHER POLICIES IN THE PLAN, THE COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF THE LAND AS A NEIGHBOURHOOD CENTRE.
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12.2.23	POLICY SG9	THE COUNCIL IS COMMITTED TO RETENTION OF THE EXISTING LAND-USES NORTH-EAST OF WOODFARM LANE AND WEST OF THE EXISTING RESIDENTIAL AREA, AND WILL ONLY PERMIT DEVELOPMENT AS SHOWN ON THE PROPOSALS MAP PROVIDED IT WOULD NOT CHANGE THE OPEN CHARACTER OF THE AREA.

12.3 LANDSCAPING

12.3.1 The Development Area proposals provide for extensive landscaping in the form of wide belts to separate the new development from the open countryside and to ensure that the A12 provides an attractive approach to Gorleston and Great Yarmouth. Additional landscaping is proposed within the development to create an attractive environment.

12.3.2 To ensure that the Development Area is well landscaped and provides a good, attractive environment for modern businesses the following policies will apply:-

12.3.3 **POLICY SG10 THE COUNCIL WILL REQUIRE LANDSCAPED BELTS OF BETWEEN 15 METRES AND 40M IN WIDTH, INCORPORATING EARTH MOUNDING, TO BE PROVIDED TO THE GREATER PART OF THE BOUNDARIES OF THE SOUTH GORLESTON DEVELOPMENT AREA WHERE INDICATED ON THE PROPOSALS MAP.**

12.3.4 **POLICY SG11 THE COUNCIL WILL REQUIRE AMENITY LANDSCAPING TO A WIDTH NOT EXCEEDING 40M ALONG BOTH SIDES OF THE MAIN DISTRIBUTOR/LINK ROAD AS SCHEMATICALLY INDICATED ON THE PROPOSALS MAP.**

12.3.5 **POLICY SG12 THE COUNCIL WILL REQUIRE AMENITY LANDSCAPING TO BE PROVIDED WITHIN THE PROPOSED HOSPITAL EXTENSION AREA AS SHOWN ON THE PROPOSALS MAP.**

12.3.6 Matters such as agreements governing the overall scheme fronting the A12 and other landscaping proposals, phasing, timing and plant species will be controlled by means of conditions imposed on the granting of planning permission(s).

12.3.7 Applicants will need to be aware of the following requirements:-

- (a) The section of landscaped belt to be provided along the A12 frontage to the satisfaction of the Borough Council before development is commenced.
- (b) All landscaped belts will be completed on a phased basis, the phasing to be agreed in writing with the Borough Council and each phase shall be completed to its satisfaction before the respective part or section of the development is commenced.
- (c) No soil shall be removed from the development area until such time as all of the earth mounding works have been completed in accordance with the approved landscaping scheme.
- (d) Amenity landscaping will also be required alongside the main distributor/link road which will be provided by the developer in conjunction with the site development proposals and shall be carried out on a phased basis in accordance

with a scheme which shall be agreed in writing with the Borough Council. The landscaping requirements of each phase shall be completed before that part of the development is first used.

- (e) All landscaped belts and amenity planting areas shall be planted with native tree and shrub species.

Hobland Hall

12.3.8 Hobland Hall is set in a historic parkland setting. The Department of the Environment has advised that it considers that this setting must be safeguarded and the landscaping proposals, required as part of the Borough Council's policies (Policy SG10), must take account of any important vistas from the Hall or its associated parkland.

12.3.9 Landscaping proposals, required by the Borough Council in policy SG10 must provide for the area to the immediate north of the Hall to be landscaped in a sympathetic manner both in terms of design and choice of planting. A safeguard strip is also required along the edge of Hobland Plantation to prevent damage to existing trees from earthmoving, excavation, storage of earth, construction materials, heavy plant and vehicles.

Other Requirements to be Noted

12.3.10 Costs may be incurred by the developer for the diversion of gas apparatus that cross the site or to facilitate the A12 junction improvement. A Gas Decompression Station and High Pressure pipelines exist at the southern boundary of the site. Developers are advised to contact the Planning Authority at an early stage of design in order to ascertain Health and Safety Executive requirements.

12.3.11 Additional planting areas within the estate shall be provided as a condition of planning consent and their provision will also be included as a pre-condition on the sale of land to a developer.

12.4 ACCESS AND HIGHWAYS

Access Options

12.4.1 Various access options have been considered but they raise practical difficulties which need to be resolved (eg. type of junction, optimum location, the need to move services, etc). In view of these difficulties and the need to pinpoint the optimum location for access (as well as foul and surface water drainage) the Borough Council has appointed consultants to undertake a feasibility study. Quite clearly, the Council is anxious that the solution that emerges has the greatest benefits not only to the Development Area but also to the local community.

12.4.2 The policies also include environmental safeguards reflecting the concerns of owners/occupiers of properties fronting Kennedy Avenue/Mariners Compass regarding possible noise intrusion and disturbance.

12.4.3 The design and construction of the A12 junction with the new spine access road must be subject to agreement between the Highways Agency, Norfolk County Council and the Borough Council.

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- 12.4.4 **POLICY SG13** THE PRINCIPAL ACCESS TO THE SOUTH GORLESTON DEVELOPMENT AREA WILL BE FROM THE A12, AND WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:
- (A) THE NEED TO HAVE REGARD TO THE ENVIRONMENTAL IMPACT OF THE LOCATION OF THE JUNCTION WITH THE A12 ON PROPERTIES FRONTING KENNEDY AVENUE/LOWESTOFT ROAD/MARINERS COMPASS, WITH ATTENTION GIVEN TO THE MINIMISATION OF VISUAL AND NOISE INTRUSION BY THE INCORPORATION OF EARTH MOUNDING AND LANDSCAPING IN ITS DESIGN; AND,
 - (B) THE JUNCTION WILL BE REQUIRED TO BE DESIGNED AND CONSTRUCTED TO ENSURE THE SATISFACTORY ALIGNMENT OF LINKS ROAD AND ALLOW FOR THE CLOSURE OF SIDEGATE ROAD AS PARTS OF THE OVERALL SCHEME.
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- 12.4.5 **POLICY SG14** THE BOROUGH COUNCIL WILL SEEK TRAFFIC MANAGEMENT MEASURES TO DISCOURAGE THE USE OF HOBBLAND ROAD/ SIDEGATE ROAD AS A SHORT CUT BY CARS AND HEAVY GOODS VEHICULAR TRAFFIC GENERATED BY THE SOUTH GORLESTON DEVELOPMENT AREA BOTH DURING AND AFTER THE CONSTRUCTION PERIOD.
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South Gorleston Access Road

- 12.4.6 The Plan provides for a possible extension of the main estate access road so that it could eventually serve a westward extension to the existing development area. In addition the design and construction of the main access/distributor road, and junction spacing along its length, must be agreed, in advance, with the Highway Authority.

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- 12.4.7 **POLICY SG15** THE MAIN ACCESS/DISTRIBUTOR ROAD WILL BE REQUIRED TO BE DESIGNED TO PROVIDE SUFFICIENT CAPACITY TO ACCOMMODATE TRAFFIC FLOWS LIKELY TO BE GENERATED BY DEVELOPMENT OF THE DEFINED DEVELOPMENT AREA HAVING REGARD TO THE FOLLOWING REQUIREMENTS:
- (A) THE NEED TO TAKE ACCOUNT OF ALL ASPECTS OF HIGHWAY DESIGN AND ENVIRONMENTAL EFFECTS IN DETERMINING THE PRECISE ALIGNMENT OF THE ROAD, AND AS APPROPRIATE, THE NECESSITY, IN THE SHORT TERM, OF MINIMISING SEVERANCE OF FARM LAND IF THE MAIN ACCESS/DISTRIBUTOR ROAD IS EXTENDED WESTWARDS;
 - (B) THE NEED FOR ALL ACCESS TO THE NEW INDUSTRIAL/COMMERCIAL AND RESIDENTIAL AREAS TO BE INDIRECTLY PROVIDED BY THE NEW MAIN ACCESS/DISTRIBUTOR ROAD, WITH NO ACCESS PERMITTED FROM WOODFARM LANE; AND,
 - (C) PROVISION OF APPROPRIATE SPACING OF ACCESS ROAD JUNCTIONS ALONG THE MAIN ACCESS/DISTRIBUTOR ROAD, WITH INDIVIDUAL DIRECT VEHICULAR OR PEDESTRIAN ACCESS TO THE ACCESS/DISTRIBUTOR ROAD DENIED TO FRONTAGE DEVELOPMENT.
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The Internal Highway Network

- 12.4.8 The design of the internal highway network will depend on the final location and design of the main access/egress to the Development Area from the A12. It is from this junction that the new road infrastructure will radiate. The Department of Transport has given specific advice in relation to the A12 trunk road and, in particular, to aspects of the access arrangements to the Development Area. The design and construction of the internal road network must be agreed with the highway authority, and provision of public transport services being agreed with the Council in conjunction with the highway authority and public service providers. In addition the following policy

provisions need to be complied with:-

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- 12.4.9 POLICY SG16 THE DESIGN AND LAYOUT OF THE INTERNAL ROAD SYSTEM SHALL PROVIDE FOR:**
- (A) A NEW ACCESS FROM WOOD FARM (J & H BUNN'S PREMISES) TO THE DISTRIBUTOR ROAD;
 - (B) A SECONDARY ACCESS TO THE JAMES PAGET HOSPITAL;
 - (C) SUBJECT TO CONFIRMATION OF ORDERS MADE UNDER SECTION 247 OF THE ACT OR UNDER THE HIGHWAYS ACT 1980, CLOSURE OF SIDEGATE ROAD AND WOODFARM LANE TO MOTOR TRAFFIC, EXCEPT FOR EMERGENCY ACCESS TO THE HELICOPTER FINAL APPROACH AND TAKE OFF AREA IN THE CASE OF THE LATTER, WITH CONNECTION OF THESE HIGHWAYS TO THE INTERNAL CYCLEWAY/FOOTPATH NETWORK;
 - (D) SEGREGATED FOOTPATH/CYCLEWAY LINKS WITH PROVISION FOR CROSSING POINTS AT (i) THE MAIN DISTRIBUTOR ROAD TO PROVIDE ACCESS TO THE JAMES PAGET HOSPITAL; (ii) THE JUNCTION OF LINKS ROAD WITH THE A12; AND (iii) BETWEEN THE BRASENOSE/EDINBURGH AVENUE AREA.
 - (E) SERVICE OF THE AREA BY PUBLIC TRANSPORT; AND,
 - (F) RETENTION OF THE CURRENT ALIGNMENT OF BRADWELL FOOTPATH NO. 20.
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12.5 DRAINAGE

12.5.1 Anglian Water Services Ltd have confirmed that a comprehensive drainage strategy will be required. It is evident that a detailed drainage feasibility study needs to be undertaken to determine the optimum location and route (both in terms of practicality and cost) for both the required foul and surface water drainage systems. The design of the system(s) will need to be agreed by the Council before any development commences.

12.5.2 The following policy provisions will therefore apply:-

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- 12.5.3 POLICY SG17 SURFACE WATER DRAINAGE FROM ALL ROADS, INDUSTRIAL HARDSTANDING AREAS, AND ROOFS SHALL ONLY BE DISCHARGED BY MEANS OF A GRAVITY OPERATED SURFACE WATER SEWERAGE SYSTEM TO A NEW OUTFALL OR SUCH OTHER ARRANGEMENTS AS AGREED WITH ANGLIAN WATER OR THE ENVIRONMENT AGENCY AS THE CASE MAY BE.**
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12.5.4 In addition, the National Rivers Authority state that to be effective, anti-pollution measures should be maintained. Bunding is also required around oil and chemical storage tanks. For surface water drainage, lagoons can only be considered in the initial phases of development. No drainage will be permitted (by the National Rivers Authority) to discharge to the west of the South Gorleston Development Area without extensive improvements to the receiving watercourses.

12.5.5 The National Rivers Authority wish, in relation to Policy SG17, for the provision of trapped road type gullies to be included in the overall detailed system design. The Authority also wishes for interceptors to be provided where there is a danger of spillage of oils, chemicals or similar pollutants.

12.5.6 The Authority has also indicated that any eventual discharge to the sea will require a "Schedule 12" consent under the Water Act, 1989.

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- 12.5.7 Developers should check with the relevant agencies over the acceptability of the use of soakaways for surface water disposal.

12.6 THE BUILT ENVIRONMENT

Car Parking and Service Provision

- 12.6.1 To achieve a satisfactory level of car parking and service provision throughout the Development Area, the Borough Council's adopted standards of requirement will apply and developers will be expected to comply with these.
- 12.6.2 Similarly, the Borough Council considers it to be essential that any new offices and "industrial premises" within the business park function efficiently. It is important that all vehicles can service premises without using the highway to manoeuvre. The Borough Council will require the provision of adequate loading/unloading and turning areas within the curtilage of new commercial and industrial developments within the business park in accordance with its standards.

General Design Principles

- 12.6.3 The Development Area is adjacent to and currently forms part of open countryside. Consequently, the Borough Council expects a high standard of design for both the industrial and residential elements of the scheme.
- 12.6.4 It is the Borough Council's intention that the industrial elements of the Development Area should be built to a high standard of design whilst also meeting the accommodation and operational needs of modern industry. Within the industrial area, the Council will require additional landscaping to create an attractive environment expected on a modern business park.
- 12.6.5 In order to achieve a high standard of building design and landscaping it will be a condition on the sale of all land within the Borough Council's ownership that both qualified architects and landscape architects shall be employed by the developer in the preparation of the final layout and detailed design. The architect(s) will be expected to demonstrate to the Council their ability and imagination in the field of housing/industrial building design.

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- 12.6.6 POLICY SG18 A HIGH STANDARD OF LAYOUT AND DESIGN WILL BE REQUIRED WITH PARTICULAR ATTENTION GIVEN TO SCALE, HEIGHT AND MATERIALS USED. WHERE APPROPRIATE, A SITE SURVEY OF EXISTING LANDSCAPE FEATURES WILL BE REQUIRED TO ACCOMPANY PLANNING APPLICATIONS AS WELL AS ACCURATE DRAWINGS SHOWING THE RELATIONSHIP OF ANY NEW BUILDING TO ITS INTENDED SETTING.**
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- 12.6.7 The total appearance of the built-environment, both throughout the housing and business park areas, is critical to the success or otherwise of the Development Area. Encouragement will be given to the use of traditional materials within the proposed housing areas and emphasis given to the use of brick within the business park.

Community Needs

- 12.6.8 Community facilities to serve local needs within the residential area will be encouraged. This could take the form of a small community hall and/or local shops.

The Needs of the Disabled

- 12.6.9 The Borough Council will insist on the proper provision of facilities in all new developments to aid the disabled in areas where the public would normally expect to have access.

Planning and Noise and Safety

- 12.6.10 Both the proposed housing area and the possible extension of the James Paget Hospital site will bring development nearer to the existing emergency helicopter landing pad. Developers will need to have regard to the contents of Planning Policy Note 24 "Planning and Noise" and the Borough Council will expect developers to comply with its recommendations, where practicable.
- 12.6.11 It will also be a requirement of developers to ensure that not only is a satisfactory noise barrier provided between new development and the helipad but also a satisfactory safety zone to enable the safe and efficient operation of the helicopter landing area. The emergency helipad at the James Paget Hospital should be safeguarded and any adjacent development should be discussed with the hospital authorities.

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- 12.6.12 POLICY SG19 IN ORDER TO MINIMISE PROBLEMS OF NOISE AND PROVIDE A SUITABLE SAFETY ZONE IN THE FINAL APPROACH AND TAKE OFF AREA AND HELICOPTER LANDING PAD USED IN ASSOCIATION WITH THE JAMES PAGET HOSPITAL, THE LAYOUT OF AN AREA OF OPEN SPACE TO BE PROVIDED IN CONNECTION WITH THE HOUSING DEVELOPMENT AREA SHOWN ON THE PROPOSALS MAP WILL BE REQUIRED TO INCLUDE NOISE PROTECTION MEASURES POSITIONED FREE OF THE FINAL APPROACH AND TAKE OFF AREA AND THE LANDING PAD.**
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- 12.6.13 Noise protection measures which may include mounding, noise barriers (fencing) and property insulation measures will be required within residential areas adjoining the helipad. Within the Final Approach and Take Off area (FATO) the planting of trees will not be permitted nor in adjoining areas or in areas of earth mounding. Walls, fences and mounding or other non-frangible structures or planting will not be permitted within or adjoining the FATO unless agreed by the Council.
- 12.6.14 The protection measures for noise and the scheme for the FATO must be approved by the Council in consultation with noise and safety experts.
- 12.6.15 Prospective developers will also have to note that the hospital will be designated "a noise sensitive building", for noise assessment purposes, by the Borough Council's Environmental Health Officer during construction works on adjoining sites.

12.7 OTHER SPECIAL REQUIREMENTS

Archaeological Sites

- 12.7.1 Norfolk County Council's Archaeological Unit has requested that the Borough Council should ensure that any developer funds a detailed assessment of the site and any subsequent excavations that may be required.

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- 12.7.2 POLICY SG20 APPLICANTS WILL NORMALLY BE EXPECTED TO ENTER INTO A LEGALLY BINDING PLANNING OBLIGATION WITH THE BOROUGH COUNCIL TO PROVIDE FOR THE INVESTIGATION AND RECORDING AND ANY APPROPRIATE EXCAVATION OF ARCHAEOLOGICAL MATERIAL THAT MAY BE FOUND WITHIN THE DEVELOPMENT AREA. WHERE APPROPRIATE, PROVISION SHOULD BE MADE TO SEAL AND SAFEGUARD LAYERS OF ARCHAEOLOGICAL SIGNIFICANCE PRIOR TO SITE DEVELOPMENT OR REDEVELOPMENT.**
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- 12.7.3 Should a site of Archaeological interest be identified, developers will be required to allow a watching brief by the Norfolk Archaeological Unit whilst work is in progress.

Access for Fire Appliances

- 12.7.4 In all cases access for fire appliances should be in accordance with the requirements of the Fire Authority.
- 12.7.5 For more detailed information and guidance reference should be made to the South Gorleston Development Area Master Plan.