
The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

Correction Document Relating to "Applicant's Comments on Points Raised at Open Floor Hearings" (NCC/EX/45)"

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Correction to noise section of document called "Applicant's Comments on Points Raised at Open Floor Hearings" (NCC/EX/45)

The Applicant has considered further the paragraph starting "The Plumstead Road Bridge..." in the noise section (5.1.1) on page 57 of its document called Applicant's Comments on Points Raised at Open Floor Hearings (NCC/EX/45) and is correcting it as follows. The whole paragraph is deleted and replaced with the following:

The Plumstead Road bridge would be an integral bridge structure, so there would be no joints in the deck. The Rackheath Railway bridge was originally designed to be semi-integral and as such would not have a mechanical joint but would have a plug joint cut into the top of the surfacing, allowing the surfacing to flex. Thus neither of these bridges would have joints that make noise. However design and analysis has subsequently concluded that a movement joint would be necessary on Rackheath Railway Bridge. It is now proposed to fix the bridge at one end, which would have an asphaltic plug joint, while the free end would require a movement joint, yet to be detailed (but which would either be reinforced elastomeric or elastomeric in metal runners). Any resulting noise caused by the passage of vehicles over this joint is difficult to quantify, however avoidance of excessive noise and vibration will be a performance requirement and it is considered that providing the joint is well-designed and maintained, any noise emitted would be kept to a minimum.

There is a bund approximately 2m high along the edge of the carriageway on the embankments and the interconnecting parcel of land between the two bridge parapets. There will also be 1.5m high parapets with a solid infill. Further design development during the detailed design stage will ensure that no gap exists between the bund and the end of the parapets to let noise through.