

I am requesting to be added as a late addition to the "interested parties" list. I did not receive notice (nor did any of my immediate neighbours) of the statutory consultation that was held in Summer 2021. I did comment on the additional consultation in November 2021 but my comment was rejected as it did not relate to the limited subject matter of the additional consultation.

Equally, I only found out about this inspectorate review today at an additional meeting arranged after the preliminary hearing meeting held recently.

I am specifically addressing what is shown on the plans as "Gershwin Boulevard Bridge"., which is itself a misnomer.

I understand that the location of the bridge was established to effectively reinstate a footpath that was severed in the mid 1970s when the Witham By-Pass was constructed. This pre-dates the construction of around 600 houses in Ashby Road, Pondholton Drive, Olivers Drive and around 8 smaller roads in the early 1980s, which together fill a section of the space between Maltings Lane and the A12. Gershwin Boulevard, and the estate that it acts as a spine road for had been constructed progressively over the years of this century and is still ongoing.

The plan is to construct a "multi-use bridge for pedestrians, cyclists and horse riders" over the A12, directly South of the bend in Olivers Drive, together with a new footpath linking to the pavement of Gershwin Boulevard.

Firstly, the proposed design of this bridge is excessive, a simple footbridge would suffice. There is nowhere on the Witham side of the A12 suitable for horses, and cyclists could (and should) use the existing road network.

Secondly, the proposed location of the bridge is flawed. There are plans for a new nature reserve to the South of the A12, bounded on its western side by the isolated part of Howbridge Hall Road (which was also severed in the mid 1970s). A bridge from Gershwin Boulevard onto that part of Howbridge Hall Road would provide a better access path to the nature reserve, directly accessible to many times more local residents.

Additionally, the Southern end of the footpath being reinstate is onto a sharp bend on a National Speed Limit single carriageway road, with several bends and no pavements. If the footpath linked to Howbridge Hall Road, it would join the road network in a more open area, and provide a walking route to the nearby James Cooke Wood, which is a local amenity.

Finally, the plans include providing a footpath linking the pavements of Gershwin Boulevard to the bridge. This would link to Olivers Drive adjacent to number 28, and then require concrete footpaths across the existing greensward to link with the bridge. This would provide a reduction in both the security and privacy of houses from even numbers 14 to 28 of Olivers Drive. IF - and it is a huge "IF", the location of the proposed bridge cannot be changed, then the existing footpath from Gershwin Boulevard, crossing the other part of Howbridge Hall Road, and linking to Kinloch chase provides an adequate route to access the bridge, which would require shorter (and thus less damaging) footpath to access the bridge.

It should be noted that the link from Gershwin Boulevard to Olivers Drive was previously proposed as part of the Gershwin Boulevard development and was removed from the plans following local representations in around 2002.