

Submission ID: 18403

I would like to draw your attention to two paragraphs contained within National Highways' closing statement reference 9.74, specifically in relation to the Gershwin Boulevard Bridge.

At paragraph 6.7.12, NH refer to the large number of representations received (and by implication the large number of people who would be adversely affected by the proposed bridge). Surely this in itself is an indication that it should be changed.

At paragraph 6.7.15, NH refer to the adverse visual impacts, and state "the alternative proposal does not resolve the concerns raised by some of the Interested Parties and does not reduce the visual impacts; rather, it simply relocates the similar impacts to be experienced by different receptors."

As you will have seen on your unaccompanied site visit, this is blatantly untrue. The residences that would have a view of the bridge at the alternative location are both significantly higher than those on Olivers Drive and Halfaces, and also three to four times the distance away. Both of these facts would considerably reduce the visual impact.

In addition, the location that is pictured in several documents is possibly slightly further west than it would need to be, crossing directly to the end of the Southern part of Howbridge Hall Road would increase the separation, be closer to mature trees and thus further reduce the visual impact.

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