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16, Colchester Road,
Wivenhoe,
Colchester,
Essex CO7 9EU.

Wivenhoe 3073

Ref: APP/A/1530/A/88/099139 and
APP/A/1530/A/88/102042

The Department of the Environment,
Room 12/13,
Tollgate House,
Houlton Street,
Bristol BS2 9DJ

1st December, 1988

Dear Sirs,

I write to state my views concerning two planning appeals lodged by Wivenhoe Port Ltd. to be held in Wivenhoe shortly.

Reference wharf extension etc. COL/719/88 WIV

I am against any proposal which could lead to an intensification of activities at the port site giving rise to further pollution and heavy lorry movements.

The onus must be on Wivenhoe Port Ltd. to prove that their application for an increase in wharf and warehouse facilities could not under any circumstances lead to an increase in volumes of cargo handled beyond levels previously achieved.

You will no doubt be aware that the Inspector at the previous enquiry in 1985 involving this site recognised the adverse impact those volumes were having on Wivenhoe.

Wivenhoe Port Ltd have proven their ability to expand their business during their seven years of tenure. Given also that the ability of ships to reach the Hythe port area, further up the Colne, according to a report by consultants commissioned by Colchester Borough Council, owners of Hythe port, will diminish as the river continues to silt up, it is extremely likely that trade at Wivenhoe Port will naturally increase, without the effect of strong entrepreneur efforts to create fresh trading opportunities.

I therefore believe that the view of the Inspector at the 1985 enquiry that 'no further development should be permitted in relation to this port' is one which is supported by the overwhelming majority, if not all of the local population. For, as you may appreciate, it is not just those who live in the Conservation area who are affected, but anybody who visits the conservation area during Port operating hours. Certainly for those living on the spinal route, as I have done for more than ten years, our quality of life and enjoyment of Wivenhoe has deteriorated due to the existing activities of Wivenhoe Port Ltd.

The spinal route from the University to the junction of High Street and Station Road is extremely dangerous, and particularly frightening to the elderly who are afraid to cross it. It is rare also to see cyclists using it these days.

I therefore hope you will be persuaded by these and other arguments you will hear to reject this appeal.

Reference appeal against residential development
COL/718/88 WIV.

I am in favour of a change of use from port related uses to a residential development provided that:

- a) the development is totally in keeping with the character of Wivenhoe in the Quay area.
- b) the number of houses built does not generate a volume of cars which, albeit replacing existing lorry traffic, does not create an even greater problem to existing residents of Wivenhoe.

Regarding this second point, it is already difficult to exit from one's drive-way onto the spinal route, particularly at the top end of Wivenhoe, in the vicinity of The Cross, in the mornings and late afternoon/early evening due to the existing volume of traffic using this road.

Regarding the first point, it is to be regretted that the application is for outline consent.

The original application from Property Associates, parent company to Wivenhoe Port Ltd., for housing on this site was extremely poor. It appeared to be an attempt to simply exploit the value of the site without any regard for the future generations of people who will live in Wivenhoe. It should be possible to create a scheme which would enhance Wivenhoe rather than detract from it.

It would be appropriate too for this company to do something for Wivenhoe which could be enjoyed, as some form of compensation for the adverse effects of their port operation from which we have suffered from so long.

Agreement to outline planning consent may be a first step to construction of something which we residents might all regret and which can never be altered.

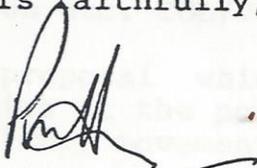
Certainly I would also object to the size of the site to be developed.

I believe footpath 10 makes a natural boundary to the extent of the development to the east. Bearing in mind the character of the older part of Wivenhoe where I believe there is a much higher density of houses than would normally be encouraged in this current age, it ought to be possible to construct sufficient houses to recover the costs of site infra-structure etc.

A further point I would add too regards the growth in population which has more than doubled in the last fifteen years. This has put a considerable strain on local community facilities which have not changed or been enhanced in any way during this time. It follows therefore that the greater the number of houses which are eventually allowed to be built, the greater the strain on these limited facilities.

In conclusion, I look forward to the port operation ceasing and to be replaced by a housing development (in the absence of any other possibilities) in a more limited area than envisaged by Wivenhoe Port Ltd., and that this development be of an imaginative, award-winning design complementing the character and nature of Wivenhoe.

Yours faithfully,



Peter M. Hill
Wivenhoe Town Councillor