



Elton Parish Council Strongly Object to This Application for The Following Reasons

Noise pollution - The noise from HGV's is already extremely high and to increase this above its current level is unacceptable. We do not believe that Encirc's solution to this issue is viable. Encirc's own noise assessment concludes that increasing HGV movements will have an adverse impact. They are proposing to address this by increasing the height of the noise barrier to 3 metres and closing the current gaps but even doing this will still mean moderate noise levels and an increase in height of the noise barrier would not alleviate the noise levels experienced by residents during the night.

Air pollution – air pollution is already a concern in and around the village of Elton at its current level. Any increase in HGV movements above the current amount will substantially increase air pollution and have a detrimental impact on the residents of Elton.

Environmental impact – the current amount of HGV movements along Ash Road already causes several issues. Road blockages by HGV's queuing at the entrance to Encirc. At the entrance to Encirc is an overhead railway line and currently traffic into the site is managed by contraflow traffic lights. Therefore, if you have 2 or more HGV's waiting to enter the site then they block the junction from Ash Road onto Orchard Park Lane, this happens most of the time. There is also an issue at the other end of Ash Road at the junction with Ince Lane. Traffic already backs up down Ash Road to the entrance of Encirc, especially at peak times. To increase HGV movements would considerably impact the traffic flow even further. Also, the junction of Ince Lane onto the A5117 is unsuitable for any increase in HGV movements. There are already issues with traffic flow into and out of the village with HGV movements and to increase HGV movements would further exacerbate these issues. A further problem is HGV's stopping/parking along Ash Road which creates a hazard. HGV drivers using unauthorised access through the village on roads which are totally unsuitable for HGVs. Drivers getting lost and taking unsuitable routes through the village and performing 180 degree turns on narrow village roads. When this is done at night and early hours of the morning this disturbs residents due to the reversing alerts from the HGVs. Encirc have had years to demonstrate that they can manage the current level of HGV movements and solve the issues villagers have raised with them and they have not demonstrated that they can do this at the current level of HGV's movements in and around the village, let alone with an increase to HGV movements. Therefore, to increase the amount of HGV movements above the current level at all would only exacerbate problems that residents of Elton are already experiencing. They have had endless opportunity to manage these HGV movements correctly and have proved that they cannot do this.

Anti-social Behaviour – HGV drivers have been seen urinating on Ash Road.

Road Infrastructure – Ash Road is a single carriageway. The road surface and drain covers are constantly in disrepair and when these repairs are carried out this means a contraflow system is put in place around these works. This further exacerbates the already problematic traffic flow issues along Ash Road.

Other Options – There is currently a rail link to Encirc. Therefore, there is no need to increase the amount of HGV movements into and out of their site entrance on Ash Road. It is positive that their business is growing, particularly in light of the current economy. However, this should not be at the detriment and quality of life of local residents, particularly when there is a viable alternative such as a rail link.



Other Planning Applications – There are currently several Planning Applications and Appeals in progress with Cheshire West & Chester Council which will have a major impact on HGV movements in and around Elton.

Planning Appeal Reference is **APP/A0665/W/18/3213090**. Plot 8 Ince Resource Recovery Park. This application is to remove Condition 13 of the Planning Consent given to construct the Waste Recovery Plant (Incinerator). Condition 13 is that a rail link must be built. Protos want the condition removed which will mean the raw materials for the incinerator will then be brought in by HGVs via the road network. This will mean a substantial increase in the amount of HGV movements which in turn will also have an environmental impact with pollution/noise/increased strain on the already overloaded road infrastructure in and around the village.

Planning Application **18/04671/WAS**. Bio-SNG Facility at Protos, Marsh Lane, Cheshire. This application proposes 84 HGV movements.

Planning Application Reference **18/04894/FUL** for a Geological Research Facility. If consent is given to this application, then there will be an increase in HGV movements surrounding Elton Village during construction. This will have an impact on the road infrastructure.

With respect, I do believe that Planners should not only look at Encirc's application to increase the amount of HGV movements in isolation and that all the current Applications and Appeals, which will involve a substantial increase of HGV movements in and around the village, should be considered overall.

Surrounding Area Road Infrastructure – If there is an issue on the M56 or M53 there are already problems with traffic becoming gridlocked in Elton, Helsby, Frodsham and other surrounding areas. When this happens, traffic is diverted through Helsby and Frodsham causing major traffic jams. Any increase in the amount of HGV movements will have an impact on the surrounding road infrastructure and this should be taken into consideration.

We feel that residents of Elton are already suffering the effects of the current volume of HGV movements in and around the village. The rail link is a viable alternative to increasing HGV movements to the site, which Encirc are already using.