

# **Response by Packington Parish Council to HS2's Draft Environmental Statement (Area LA03) – December 2018**

## **1. Introduction**

The route of HS2 past Packington has been subject to change since it was first proposed in 2013, where the route runs west of the village, a proposed amendment in 2016 impinged on Packington more markedly and the route announced in July 2017 is at least an improvement. The complete opposition of the residents of Packington to the concept of HS2 was set out in the Parish Council's submission to previous consultations.

This opposition remains as any route which makes close contact with the village will result in adverse impacts and the Council's aim in its response to this consultation is to ensure that HS2 Ltd address these concerns with appropriate mitigation. The Council have identified the following areas as top priorities:

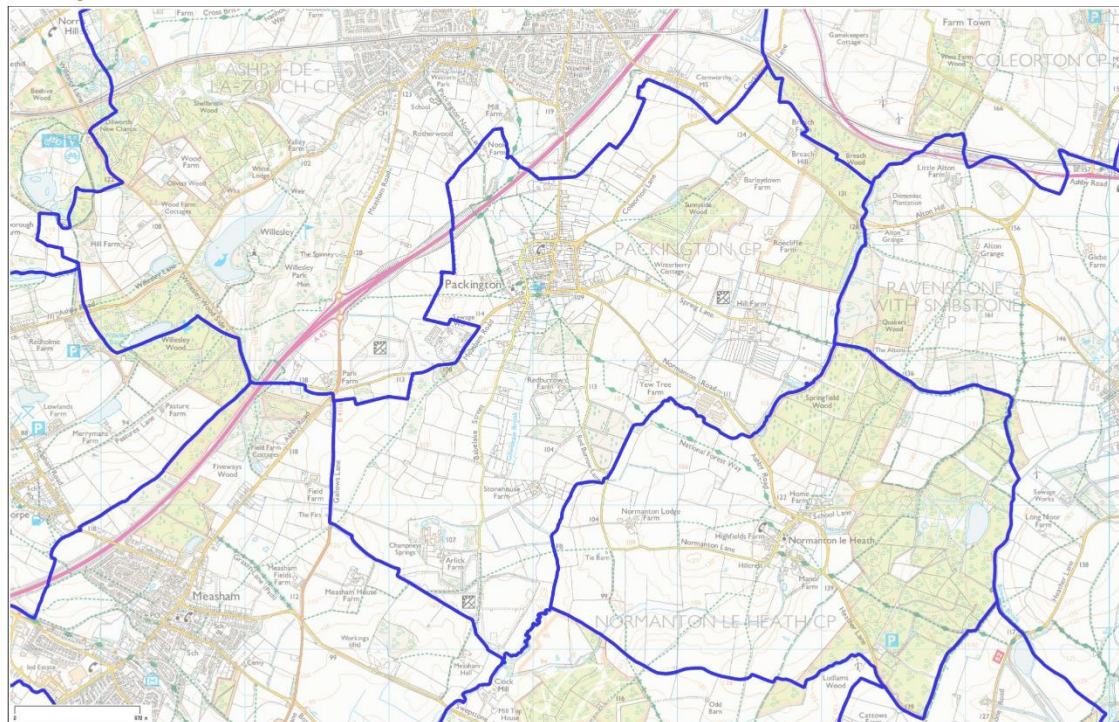
- Avoiding the temporary closure of Ashby Road, which is a major connection between Packington and Ashby de la Zouch
- Addressing the height of the Gilwiskaw Brook viaduct
- Mitigating the visual impact of the Measham Road cutting and Ashby de la Zouch embankment, both will be clearly visible from the Conservation Area.
- Lowering the line at Ashby Road

The Council is aware that there is a degree of uncertainty around the route through Measham, but until there is a firm decision from the Department for Transport on this, it cannot adequately assess any impacts of this on the parish. Whatever the decision on this, the Council will seek to minimise the impacts on Packington.

Mention is made of Community Relations Personnel being appointed. The Council would like more information on when they will be appointed and how they will engage with the local community. The Council would want to see engagement within the village at the Memorial Hall, rather than only at Measham and Kegworth.

The Council would also like details of consultation and engagement on the development of the Local Environmental Management Plans. It is crucial that there is local input into the production of these documents.

# Packington Parish Council - Response to HS2



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## Packington Parish Council boundaries

### 2. Agricultural, forestry and soils

Packington is at the heart of the National Forest and a number of woodlands around the village will be lost during the construction of HS2. It is crucial that any trees damaged/lost during the construction period are replanted, especially as the trees around the A42 corridor offer crucial screening from the A42 trunk road and should offer the same level of screening from the HS2 railway line and infrastructure.

The construction offline of the Vicarage Lane overbridge is welcomed as this should avoid severing the link with farmland on the opposite side of the A42.

It is concerning that reference is made to Prestop Park Farm which is the other side of Ashby. But not to farms which are a lot closer to HS2 and located within Packington e.g Redburrow Farm, Hill Farm, Yew Tree Farm. Please can clarification be given as to why Prestop Park is mentioned, is this to do with landownership within the land required by HS2?

### 3. Air quality

Packington is not currently an air quality monitoring area. However, the main construction area extends quite close to the village and close by there will be three construction compounds plus one large stockpile area at New Packington. The Council will expect that appropriate air quality monitoring is undertaken by contractors with results reported to the Parish and the District Councils.

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The Council feels that the construction period could exacerbate air quality problems created by the A42.

The Council is pleased to note that HS2 Ltd are expecting high speed rail travel to improve air quality by fewer cars on the roads. However, it struggles to see how this will be the case in Packington when there are no stations in the immediate vicinity to enable people not to use their cars and the A42.

The planting of hedges and trees alongside the route of HS2 and the replacement of trees removed during the construction of the line would help mitigate any deterioration in air quality.

### 4. Climate change

The Council is aware that HS2 are aiming to be the “greenest major infrastructure project ever” and will be delighted if there are beneficial effects in the future. The Parish Council works hard to find ways of reducing the community’s carbon footprint and it takes a positive view on organisations which strive to improve our environment, for us and for future generations.

### 5. Community

This is one of the Council’s principal areas of concern. The works on the Ashby Road will cause significant impacts on its community which will include the following:

- Loss of the easiest access route to Ashby. A road diversion will be manageable for drivers, but many users of the road are children, who walk the road to get to school in Ashby, and non-driving older people, who are dependent on public transport to access medical care and the services in Ashby. This will increase social isolation for villagers unable to drive.
- Use of the proposed alternative route via Leicester Road may not be possible as that route is also planned for closure.
- Temporary severance of our community from Ashby, which is the nearest town and contains a range of facilities and services used by members of the community e.g. leisure facilities, health centre, secondary schools, after school and sports clubs.
- Ashby Road also brings people in to the village ensuring the viability of services Packington is fortunate to retain, for example the shop, café, Bull & Lion Public House and Memorial Hall. Many other larger villages in the area, like Blackfordby, have lost their shop.
- The village shop helps to maintain its viability by delivering to businesses and people in the local area. Many of whom are based in Ashby.
- Many of the residents on Ashby Road are elderly and will find it very difficult to escape the disruption caused by the construction of HS2.

Reference is made to the need to demolish outbuildings on Mill Street, Packington. The Council would like to know which buildings these are.

The Council is concerned that the description of community services is inadequate. Within Packington no mention is made of the shop, café or Recreation Ground. Within the description of Ashby de la Zouch many crucial services, which are used by the people of Packington, are omitted from the

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description. For example, the two secondary schools, the Health Centre, the North Street GP surgery, dentists, pharmacies and leisure facilities e.g. the swimming pool, leisure centre, Hood Park and the Bath Grounds.

Ascebi House Medical Centre and the North Street GP surgery in Ashby are used by Packington residents and the Council is concerned that the population will struggle to access these facilities, owing to road closure or over capacity at the practices due to an increase in the temporary population.

Every March the village supports the Aldi Ashby 20 road race, which is a 20 mile road race which attracts 1,500 runners from around the country. The race uses Ashby Road when leaving Ashby and again when returning. The race consists of two laps with both laps passing through the village. This means many of the runner's family and friends walk out to Packington to watch the race as it passes through the village. If Ashby Road is closed then the race cannot take place as there is no alternative route. The 20 mile course is officially measured and timed for people training for London and other spring marathons.

The village shop, Memorial Hall, Bull and Lion Pub and newly opened café all depend on trade passing through the village for their survival. The isolation created by HS2 construction will have a significant impact on their trade and financial viability. During the construction of the railway some of this may be offset by construction workers using the facilities in the village. However, this is only short term and once they cease being in the area a vacuum will be left as previous customers will have lost the habit of using these services as they will not be readily accessible.

The Council is concerned at the potential lack of access to services in Ashby and Measham as a result of the influx of all these extra workers e.g. medical and dental services. There is only one hotel in the area, the Premier Inn which is alongside the main compound at junction 13. There are concerns that this will not be available due to block booking for the construction workforce. There could also be a shortage in rented accommodation. The confirmation that neither of the main construction compounds will house construction workers is welcomed.

Potential mitigation measures are:

- Offline construction of the Ashby Road overbridge would reduce considerably the amount of time the road is closed. This would facilitate weekend only closures, enabling residents to reach key local services during the working/school week.
- If offline construction isn't possible then the minimum requirement would be the provision of a pedestrian bridge.
- Bus services diverted to accommodate construction of the line must still pass through the village and close to where people live.
- Funding and facilitating the organisation of additional activities for the elderly in the village at the Memorial Hall to enable them to get away from the disruption caused by construction.
- Avoiding any road closures on Sunday's in March when the Aldi Ashby 20 road race is held.
- Provision of medical and dental services at the Main Construction Compounds to avoid local health services being overwhelmed by temporary workers.

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- Measures to encourage the development of a positive relationship between the workforce and the local community. The Council would be interested to know how this has been successfully managed in other phases of construction.
- Support for local businesses to plan ahead for when custom from the workforce ceases to be available.

There is an important omission to maps CT-05-417 and CT-06-417. A small pumping station is situated alongside the Gilwiskaw Brook at the end of Vicarage Lane Packington, where the lane becomes a public footpath and crosses the A42. The Council believes this pumping station is maintained by Severn Trent and connects to the Packington Sewage Works. It is in the direct path of the Proposed Scheme and is not listed as a demolition.

### **6. Ecology**

The extensive land take is concerning. The Council knows that Leicestershire suffers from a lack of wildlife diversity and it feels it is important that the new landscaped areas near HS2 provide opportunities for environmental enrichment.

The River Mease SSSI starts within the parish and the Gilwiskaw Brook feeds in to the SSSI. It is crucial that measures are taken during and post construction to protect the Gilwiskaw and its environment. The Council does not believe that the wildlife along the Gilwiskaw Brook requires a 140+ metre long viaduct. This could be replaced by a much smaller bridge or culvert. The Gilwiskaw Brook has already been realigned when the A42 was built, therefore, the Council has no issues with the brook being realigned again, as long as the characteristics of the brook are similar to the current ones.

The Council will be consulting with the County's Ecologist to ascertain whether there are any statutory or non-statutory sites within our boundaries, and the status of any protected species.

### **7. Electromagnetic interference**

Radio signals, Wi-Fi and mobile phone could all be affected.

As the Council understand it, there are two aspects to the electromagnetic compatibility issues generated by an HS2 train. The first is interference generated by onboard traction motor systems, air conditioning, WiFi and other internal systems. Secondly, there is the change in reflectivity of all types of radio signals, including Wifi, that are caused by a fast-moving metal object, e.g. HS2 train.

The Council expects that the new rolling stock will be designed and tested to meet the latest regulatory requirements on electromagnetic compatibility (EMC), but it is not clear at this stage what post-Brexit regulations are likely to be.

Examples of issues that may need to be considered are:

- Overloading of local mobile phone networks by passing trains
- High usage of WiFi causing drop-out of signal for local users

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However, it is noted that information from [www.powerwatch.org.uk](http://www.powerwatch.org.uk) states that electromagnetic fields are reduced to background levels 30-50m from the overhead line equipment, although there is no shielding which would protect individuals closer to the line. The Council would expect that regular monitoring is carried out according to environmental requirements.

### 8. Health

Health issues which concern the Council include:

- Access to GP and other medical services during the construction period being compromised by the closure of key routes in to Ashby and by the influx of construction workers wanting to access those services.
- Access to the nearest hospital with an A & E department at Burton upon Trent, as well as the walk in centre at Swadlincote.
- Sleep disturbances from noise and vibration, during and after construction; although the Council is aware that rail services will not be 24 hours, some people in the area may work shifts.
- Effects of dust and particulate contamination from construction. This is likely to affect those with existing respiratory and/or circulatory disease.
- Cumulative impact on mental health due to disruption to local residents from noise, traffic congestion, dust and visual impacts.
- Reduction in physical exercise in the community. If Ashby Road is closed then secondary age children will no longer be able to walk to school. The proposed diversion is unsafe for pedestrians and too far to walk. The closure of the road and the numerous Public Rights of Way between Packington and Ashby will reduce opportunities for the populations of Ashby and Packington to exercise. As will inhibiting, with road closures, the access of residents to the facilities at Hood Park Leisure Centre in Ashby.
- Opportunities for cycling from Packington will be reduced by the closure of Willesley Wodside. This forms an important link to Hicks Lodge Cycle Centre from the village and surrounding area, including Springs Health Farm.

Suggested mitigation:

- Keep Ashby Road open, ideally for cars, at a minimum for pedestrians.
- Stagger the closures of Public Rights of Way to ensure access across the fields between Packington and Ashby is maintained.
- Protection for properties from the effects of noise and vibration e.g. triple glazing. With the Council being consulted prior to construction commencing on planned noise insulation or on the provision of temporary alternative accommodation for those adjacent to the building work e.g. Beech House and houses on Ashby Road close to the construction site.
- Dust control measures during construction.

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### 9. Historic environment

A number of historical assets within the parish are affected by the line. The Old Water Mill leat extends almost all the way to the A42 and will need to be protected, including the land required for construction.

The following listed buildings are close to the line:

- 14 Ashby Road
- 55 Mill Street
- Berry Lodge
- Bridge by Packington Mill
- Bridge Opposite Manor House
- Church of the Holy Rood
- Croft Cottage
- Millcroft
- Packington Manor House
- Packington Mill
- The Lock Up
- Tomb at Church of Holyrood

There are a number of unlisted buildings of architectural or historic interest which are considered to make a positive contribution to the streetscape of the area (Conservation Area Appraisal 2001). The following are affected by HS2:

- Hall Farmhouse and Outbuildings on Hall Lane
- The Old Stables, The Byre, The Granary, Shippenstone, the Old Dairy on Mill Street
- 24 Mill Street
- Outbuildings to NE of Manor House, Mill Street
- Outbuilding to front of 2 Mill Street
- 6 Mill Street
- Packington Church of England Primary School, Mill Street
- Retaining Wall to Graveyard of former Baptist Church, Mill Street
- 53 Mill Street
- The Old Vicarage, Vicarage Lane

The following listed buildings are in Packington but further from the line:

- 18 Babelake Street
- 21 and 23 Babelake Street
- Blake Farmhouse
- Chaume Cottage
- 9 and 11 Normanton Road
- Packington House

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- Stables and Outhouses at Stonehouse Farm
- Stonehouse Farmhouse

There is significant negative impact on Packington Conservation Area and the view from the Conservation Area. The Conservation Appraisal states that the setting of the Conservation Area contributes to its heritage value and is defined by the surrounding undulating agricultural fields. These views will be replaced by HS2, the impact is classed as a medium term effect. The Council considers it is a long term effect as it is not just the construction activity that will impact on the setting of the Conservation Area but also the operation of HS2. Therefore, it disagrees with the conclusion that 'There would be no significant effects as a result of the operation of the proposed scheme' on the Packington Conservation Area'.

The cutting through Plant's Hill (Manor Farm) impacts on views from the Conservation Area.

As mitigation the Vicarage Lane bridge area needs to become a cut and cover tunnel, with the portal hidden from public parts of the Conservation Area. There needs to be more tree planting between the Conservation Area and viaduct and the lowering of the viaduct.

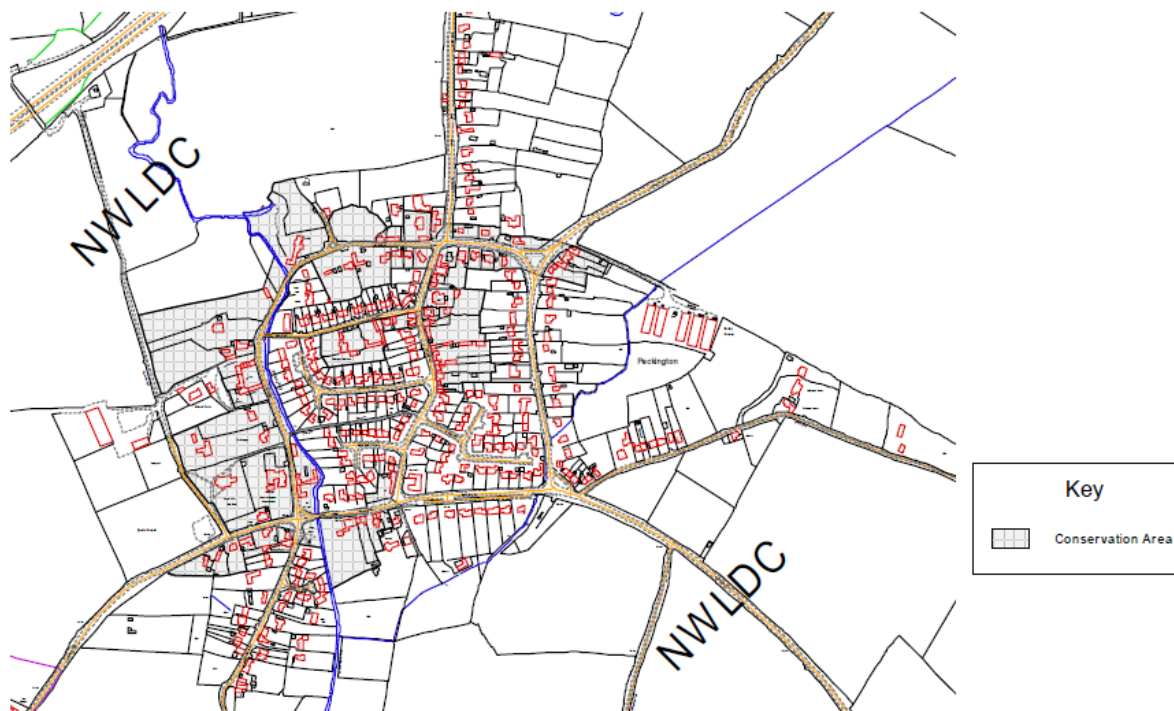
### **10. Land quality**

Alongside Ashby Road the aerial photograph of Packington indicates the site of a depot and an area of scrap metal. This was an unauthorised storage facility for disused phone boxes, before they were transferred on to another site. The maps showing after construction indicate that the area will be used as an Ecological Mitigation Pond. It would be advisable for soil samples to be taken before construction of the pond, to ensure the land has not been contaminated.

### **11. Landscape and views**

The route of HS2 will run through a deep cutting on its way to the Gilwiskaw Brook viaduct, and both of these structures will be highly visible from the village's Conservation Area which lies on the perimeter of the village.

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**FIGURE 1 PACKINGTON CONSERVATION AREA**

The eventual design of the cutting and the Gilwiskaw Brook viaduct are very important to the Council and the village. They will be the largest structures in the Parish and they need to become part of the community landscape. The Council needs to ensure that HS2 engage fully with the Council as the design develops.

Below are photographs from Mill Lane, in the Conservation Area, looking out towards the A42. This view will be significantly impacted by the new line and shows the undulating agricultural fields that contribute to the heritage value of the area. The second photo includes a red line which indicates where the railway line will be located.

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The Council has concerns about the following:

- The depth of the cutting on the way to the viaduct. It makes a significant impact on the view out of the Conservation Area as the sight lines will be drawn directly into it.
- The height and design of the viaduct
- The depth of the Ashby Road cutting is too shallow and will be detrimental to residents living on Ashby Road.
- The height of the embankment at Measham Road.

Mitigation measures required are:

- Rather than use a viaduct, to lower the line over the Gilwiskaw Brook to the road level of the A42 that runs alongside and to use an embankment, with a culvert or short bridge. The embankment can be shaped to give a false cutting. This will be less damaging to the environment and potentially more cost effective than constructing a large viaduct.
- To turn the Vicarage Lane bridge area in to a short (100m) cut and cover tunnel.
- Lowering of the line at Ashby Road by 1-2 metres and the addition of low sound bunds/false cutting that the hedging and trees can stand on. This will improve the visual impact of the line and reduce the visual impact of Over Head Line girders on Ashby Road.
- The Measham Road embankment needs lowering by a few metres, with the height of the culvert being reduced and sound bunds added to the Measham Road side.
- Increased woodland planting, especially in the area around the Gilwiskaw Viaduct and Measham Road cutting.
- The use of a noise fence barrier along the viaduct is welcomed, but the Council requests further information about the design and height of this barrier which will be visible from the village. There are concerns that the barrier may attract graffiti.

The Council notes that grassland habitats will be created between the village and the line, along with some sizeable balancing ponds. It is requested that these balancing ponds are landscaped to ensure they look natural and part of the landscape. However, the Council needs to establish with HS2 who will be responsible for the upkeep of these replanted areas, and how much protection these will have in the event of land passing back to the original owners, who may or may not want to retain HS2's planting. The Council asks to be consulted on plans for the replanting and landscaping of areas used during the construction of HS2.

Within the list of affected views no mention is made of the view from the Conservation Area, High Street or from Recreation Ground. But there is a note that these are affected by the construction of HS2, with no details given about mitigation.

The Council disagrees with the assessment that the view from Ashby Road is not deemed to be significantly impacted? It also disagrees with the opinion that the impact on views selected will be non-significant in 15 years. The viaduct will still be visible from Mill Street and Ashby Road as no tree planting is planned to shield the line from view.

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### **12. Accidents/disasters**

Please can details be provided of the Emergency Response Plan for a major accident on the HS2 track, with particular emphasis on an accident occurring on the viaduct. But also access arrangements if an incident occurs in the cutting or where the railway passes under a road e.g. Ashby Road.

### **13. Socio-economics**

The village shop, Memorial Hall, Bull and Lion Pub and new café all depend on trade passing through the village for their survival. The isolation created by HS2 construction will have a significant impact on their trade and financial viability.

The village is fortunate in having a popular small school and playgroup, both of which attract pupils from the surrounding area. If numbers at either of these facilities fall due to access difficulties created by construction then their long term viability comes in to question.

As already highlighted the preferred mitigation is for Ashby Road to remain open to traffic. Pedestrian access will not help pre school and primary school children living in Ashby reach the schools in Packington, as they are too young to walk that distance. Therefore, road access needs to be maintained. The alternative route along Leicester Road will become heavily congested, especially when children are being dropped off and collected from Ashby School, which can be accessed from Leicester Road.

### **14. Sound, noise and vibration**

The route of HS2 approaches the village in cutting then runs on to the Gilwiskaw Brook viaduct before entering a shallower cutting through the rest of the parish.

HS2 and the A42 run in a fairly close corridor through the parish, but the railway is nearer to the village than the road. The proximity of the two will clearly create a cumulative noise effect.

The horizontal alignment is quite straight and it is expected that trains will pass at approx. 360kph.

HS2's sound contour maps SV-01-358 and 359 indicate that the noisiest area will be the west side of the Gilwiskaw Brook viaduct.

To mitigate this, HS2's design suggests the placement of two pieces of landscape earthwork either side of the viaduct. However, the Council feels that the viaduct is too high and too long with a permanent impact on noise levels in the village. The viaduct will increase the noise from the A42 as this noise will be reflected under the viaduct. The line needs to be lowered to the road level of the A42 and an embankment used with a culvert or short bridge. The embankment can be shaped to give a false cutting.

The lowering of the line at Ashby Road by 1-2 metres, and the addition of sound bunds/ false cutting for hedging and trees to stand on will reduce the noise impact on Packington as a whole. Especially for those living on Ashby Road.

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The Measham Road embankment is too high and has no visual or noise barriers. When the wind comes from that direction this will have a noise impact on the entire village. It is requested that the height of the line is reduced by a few metres. This can be achieved by reducing the height of the culvert and drop it in to the actual ground. Sound bunds should also be added to the down hill side of the embankment.

To reduce the noise from the cutting through Plants Hill (Manor Farm) the Vicarage Lane bridge area should be a short (100m) cut and cover tunnel.

### **15. Traffic and transport**

#### **15.1 TEMPORARY CLOSURES**

Ashby Road between Packington and Ashby is earmarked for temporary closure. It will be important to the area that this road is not subject to closure, or access to Ashby will be severely affected. The Council will expect the contractors to liaise fully with the Parish on road closures to ensure that residents are fully informed, and businesses are able to manage disruptions. With any closures kept to the minimum and timed to cause the minimum amount of disruption e.g. in school holidays, at weekends. If additional traffic is diverted through the village because of road closures then HS2 will need to provide traffic calming measures on the diversion routes.

The Council have discussed the community issues relating to the temporary closures of Ashby Road in Section 5 above.

The B4116 will be closed for 1 year 7 months and mention is made of a diversion on the new Willesley Woodside diversion. But that appears to go in the wrong direction. If this is feasible this is welcomed as this means the road will remain open. However the current Willesley Woodside is a single track lane, to be effective the diversion route will need be wide enough for two way traffic. The B4116 provides a crucial link from Measham to Ashby and from Packington to the A42.

#### **15.2 ROADS USED BY CONSTRUCTION TRAFFIC**

The Council is mindful that construction traffic on roads near to Packington could push extra traffic through the village, particularly during the works on Ashby Road. Packington has a Conservation Area and many roads through the village are subject to weight restrictions.

The Council wishes to make an appeal for a sensible approach to the use of roads by construction traffic and would welcome further discussions on this subject. This includes both HGV's and vehicles used by staff based in the satellite compounds.

The maps do not indicate how the Vicarage Lane Satellite Compound will be reached, the text states it will be accessed via the B4116 and A511. The Council would like confirmation that this is the case and how this will be achieved without using Vicarage Lane, Corkscrew Lane or other village roads where weight restrictions are in place. Vicarage Lane is unsuitable for construction traffic, or a large volume of cars, it is noted that up to 90 workers could be based at the compound at peak times. Vicarage Lane is very narrow and sits in between the school and the Recreation Ground and the Church and the Grave Yard. All these factors mean it is unsuitable for use during the construction of HS2 and a short haul route will need to be used.

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Clarification is also required on access to the Ashby Road South Overbridge satellite compound. No HS2 access route is shown between New Packington and Ashby Road, will a short haul route be built? The compound is outside the parish, but Ashby Road is accessed from Packington and there are concerns that the Gilwiskaw and Ashby Road Satellite compounds will both be accessed from Ashby Road. The Council requires reassurances that this will not be the case, as there could be 200 workers accessing the two sites at peak times, in addition to HGV's transporting materials required for construction.

Within the Working Draft Environmental Statement the following roads are listed for construction traffic:

- Vicarage Lane
- Measham Road
- Bridge Street
- Heather Lane
- Coleorton Lane

Reassurances were provided at a recent Engagement Event that this was an error. Written reassurance is required that this is an error and that there are no intentions to use these small country roads for construction traffic.

An access road is being provided to the Packington mid-point autotransformer. The Council requests that this access is a narrow lane and barriered to normal vehicle traffic. This will reduce the risk of anti-social issues, fly tipping and traveller encampments.

### 15.3 PUBLIC TRANSPORT

Bus routes affected by the Scheme are far wider than described, the 19 Midland Classic, 29 and 29A Arriva bus service between Leicester and Swadlincote/Burton, the 129 Winson coaches service from Ashby to Loughborough will all be affected by construction.

Most school bus routes run to Ashby School and Ivanhoe College will be affected:

- AS910: Barlestone, Nailstone, Ibstock, Ravenstone
- AS911: Bagworth, Batram, Ellistown, Ibstock
- AS912: Ravenstone, Ibstock, Heather, Normanton le Heath
- AS913/AS914: Hugglescote, Coalville, Whitwick, Coleorton Moor, Coleorton, Newbold Coleorton, Worthington
- AST: Kegworth, Diseworth, Castle Donington, Breedon
- AS915: Sweptstone, Newton Burgoland, Snarestone, Appleby Parva, Appleby Magna, Measham, Oakthorpe, Moira
- AS916: Acresford, Moira, Blackfordby (may not be affected)
- AS918: Measham
- Drive 4 it Taxis 0774: Wilson, Staunton Harold, Coleorton
- Gems Cabs Ltd 0721: Shackerstone, Appleby Magna, Chilcote, Willesley

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- Viking Coaches 0723: Osgathorpe, Griffydam, Coleorton, The Moor, The Moorlands

### 15.4 PUBLIC RIGHTS OF WAY

There are a number of well used Public Rights of Way which will be affected by construction and these provide important links for walkers between Packington and Ashby de la Zouch. As HS2's surveys highlight these are well used footpaths especially FP070/1 and FP75/2. There are other footpaths in the parish e.g. FP071, 074, 068, P20 that will all experience closure and diversion due to HS2. The Council requests that a staggered approach is taken to the footpath closures, so there is always a cross country route open between Packington and Ashby.

The National Forest Way and Ivanhoe Way pass through the village and is a popular tourist route, with the Packington Lock Up listed as an attraction to visit. When the National Forest Way and Ivanhoe Way are affected a signed diversion must be put in place as visiting tourists will not be familiar with the area and alternative routes.

### 16. Waste and material resources

The Council is pleased to note that HS2 Ltd's policy will be to move spoil for minimum distances. It will require information as to the likely solutions for movement of spoil and other construction waste, particularly as the route through the parish will require large amounts of excavation to create cuttings.

### 17. Water resources and flood risk

There is a history of flooding from the Gilwiskaw Brook in the village, especially on Mill Street, Bridge Street and Babelake Street.



**Babelake Street, Packington**



### **Mill Street, Packington**

The Council requests details about plans to mitigate against this risk, with increased run off in to the brook from the railway line. This also means that attenuation ponds need to be built before the earthworks, to avoid construction area run-off during heavy rain causing flooding in Mill Street and Babelake Street.

### **18. Other matters**

There is not enough detail regarding the scale and appearance of the Packington mid-point autotransformer site, the Council reserves the right to comment on this once more details are available. The autotransformer will need to blend in to the local landscape and not be incongruous in the rural landscape.