

## Aspia Jannat

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**From:** M Wahlberg [REDACTED]  
**Sent:** 26 November 2018 14:04  
**To:** Planning Policy  
**Cc:** [REDACTED]  
**Subject:** Consultation East Kenilworth Design brief

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I have read your Chapter 4 'The site in context' and Chapter 5 regarding opportunities and constraints. Astonishingly, at no point do you mention the existence of HS2. HS2 is having, and will further have, a significant impact on the existing situation in east Kenilworth - connectivity, environment, character and other aspects identified in those chapters. Whilst you identify the Kenilworth rail line, cycleways and Coventry Airport on the 'Strategic Level Movement and Connectivity'; and individual sewers and orchard trees as significant issues to consider, it is extraordinary that nothing is said on HS2 - let alone undertaking any real evaluation of its impacts on this area.

As an example, with regard to agricultural land your 'evaluation' goes no further than linear incrementalism ('it's only nibbling another small bit so that must be OK') : "*whilst some grade 2 (high quality) agricultural land will be lost a significant amount of grade 2 land will remain around Kenilworth*". Will it? HS2 will be taking a considerable amount of agricultural land and this might, in itself, be enough of an argument to say that no more should be lost. However, a proper analysis and evaluation of the impact of HS2 on agricultural land in the site area, should identify the impact of any further loss on the **viability** of agricultural holdings in this area. Farms are not just odd bits of any old acreage!

As another example, where is the analysis of noise in this area - both existing and from HS2? Would housing in this area suffer from high levels of noise -- especially when families are sleeping; train tracks are wet; and the wind comes from key directions? That needs a proper evaluation (independent of HS2's) because the proposed line of hedging is unlikely to be effective as a noise barrier - especially as the planning brief calls for low density housing in woodland settings. An earth bund might be called for. The planners spend many pages on how the street-scape should look - but where is the professional concern for the quality of life in relation to the combined noise from the A46 and HS2?

In summary, I am very unimpressed by the standard of evaluation - more serious work should be done before you fix the parameters for this development.

I have copied this to Jeremy Wright as the MP for the Kenilworth constituency ; and to Matt Western as my MP.

Yours sincerely,  
Madeleine Wahlberg