

**Harlton Parish Council – East West Rail consultation response**  
**Question 40 – Harlton to Hauxton**

The railway should not pass through these villages. The proximity of the line to the villages is outrageous. EWR must look at the design - it is an appalling eyesore that will decimate the countryside and greenbelt and damage many people's well being. Any track should be set low in the landscape not on huge embankments, viaducts and bridges. Trench technology should be evaluated properly. EWR should not plump for the cheapest option.

Diesel should not even be considered as an option.

Tunnelling through Chapel Hill would be a better option than a cutting.

Harlton and Haslingfield need to remain linked, and Newton needs to stay connected to Harston. Severing intrinsically linked communities is dreadful. Agricultural crossings need to be incorporated into designs as currently fields will be split and inaccessible. They need to be separate from roads.

Up to 50% of the houses in Harlton are within 500m of the railway line. The compensation scheme should be adjusted to reflect the damage the railway will do to these homes and the occupants.

The compensation scheme needs to be rethought. It needs to be updated, rather than using a model based on the Channel Tunnel scheme and HS2.

There appears to be no thought to how agricultural land is being severed. There is no consideration or sympathy for how land is being used or will be used in the future.

The visual impact of a huge embankment will cut off views for the majority of the village, changing the whole appearance of Harlton's rural community.

The mental health of the majority of Harlton will suffer under EWR's current proposals. The noise and air pollution will make Harlton very unattractive as a place to live.

EWR should provide Harston with a station on the Kings Cross line.

Freight should not be coming past residential areas. And trains should only run in the day.

Noise levels need to be kept to a minimum and lower than 45dBA.

There needs to be far more done by EWR to protect rare species such as the barbastelle bat and the Cambridge Elm and chalk waterways. If the current proposals go ahead much of this fragile ecology will be severely impacted and possibly destroyed.

There needs to be a far more open approach by EWR to residents affected by its proposals, including free installation of the latest noise and insulation mitigation resulting in maintaining baseline noise levels prior to the rail being present.

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