

## Harlton Parish Council

### Summary of the Environmental Impact of EWR Current Proposals

- **Visual Impairment** – the proposed embankment of 10m (32ft) plus the height of a train destroys the view from our homes of the woods and hills beyond. Even if the embankment can be lowered it will still have to be in the order of 8m (26ft) to cross the Haslingfield Road and the A603.

The embankment must be very wide at the bottom to achieve structural integrity at the top. The sheer size of the structure dwarfs the houses close to it at the end of the village and is already causing stress and sleepless nights for some residents. *(Please see the elevation chart of the proposed embankment that has such an effect on our lives on page 2)*

- **Noise Pollution** – the noise across our village (and all the other villages with the embankment) from six trains every hour plus freight will be damaging to many people's mental health. A local geologist conducted a noise survey which showed significant noise travelling 500m plus at that height.
- **Air pollution** – six high speed diesel trains every hour plus diesel freight. Electrification must be the answer in line with the Government's own environmental ambitions.
- **Destruction of Value** – homes in the village have become unsaleable since the preferred route was announced. Several villagers have called estate agents to value their homes and been told it's a waste of time putting them on the market. The compensation scheme in its current form is wholly inadequate.
- **Land Degradation** – to construct the embankment requires thousands of tonnes of soil in our village alone. The embankment is larger for some villages which will result in soil being excavated from borrow pits, consuming even more valuable farmland and destroying the natural environment not just of animals and wildlife, but also for local residents.

#### Finding A Better Solution

The proposed route offers nothing to our village except environmental damage. We have been continually disappointed by the lack of EWR's ambition to build a railway that considers the environmental impact on the thousands of us that live alongside the proposed railway today. The dismissal of creating multi-modal transport links to new towns (Northstowe and Waterbeach New Town) and following the northern route into Cambridge seems inconceivable. Why not build a railway where there will be high growth in population? The two new developments will total over 20,000 new homes (c. 50,000 people). The villages to the south of Cambourne have no planned growth and will not be able to use the railway as no stations are planned locally.

The Proposal of Harlton Parish Council in preferred order is:

Solution (i) Follow the northern route into Cambridge (better for freight too)

Solution (iii) Put the railway line through a cutting and go under the roads

Solution (iv) Move the railway closer to the Mullard Radio Astronomy Observatory

## Other Points for Consideration

**Severing of Intrinsic Links** - The huge embankment will create a wall between Harlton and Haslingfield. The two communities are linked by school, churches, bus routes, shops and sporting facilities. The current plans from EWR show the road between Harlton and Haslingfield is closing. However EWR have told us they will keep it open, if they don't honour that the railway link will sever this vital connection and split valuable farmland and cause serious access issues for farm traffic and villagers alike. During the construction phase local farmers are concerned about access to their land for moving large machinery that needs to be used on either side of the embankment.

**The Infrastructure Projects Authority (IPA)** and they have raised concerns that the current plan is undeliverable.

**We question the objective analysis** that lead to choosing Option 5 as the preferred route. Freight would benefit more by going via north route and it would follow existing transportation corridors.

**The economic and financial case** for the railway doesn't stack up. Cost benefit ratio of 1.3 (low value for money). well below government targets for similar infrastructure projects.

**No Integrated Transport Strategy** – the proposals by EWR are not integrated with the transport plans for Cambridgeshire. There are no planned bus services or car parks at the proposed Cambridge South. Smart Transport for Cambridge and many others have been very critical of the plans.

**Stansted Airport** – the current proposals don't cater for the travellers that need easy access to the airport. The northern route solves that problem.

**Height Chart** – shows the embankment across the village is between 8m and 11m (35ft)

**Level Differences (heights over existing) - Embankments and Viaducts**

WEST	Eversden to A603 to Harlton to Haslingfield to Chapel Hill cutting			Chapel Hill cutting to Newton Road, Harston			EAST
	distance along track (km)	Level over existing (m)		distance along track (km)	Level over existing (m)		
Level also around 10 m for 2-3 km westwards	47.000	6.3	Over 5m shaded	Chapel Hill cutting end	50.800	1.8	Over 5m shaded
	47.100	7.9		50.900	7		
	47.200	8.9		51.000	10.5		
	47.300	9.8		51.100	11.8		
	47.400	9.7		51.200	12.1		
	47.500	10.8		51.300	11.8		
A603	47.600	10.9		51.400	11		
	47.700	11.3		51.500	9.8		
	47.800	10.2		51.600	8.9		
	47.900	9.5		51.700	8.5		
	48.000	10.2		51.800	8.5		
Washpit Lane	48.100	11		51.900	8.1		
	48.200	10.5		52.000	6.9		
	48.300	10.1		52.100	6.3		
	48.400	9.8		52.200	7.4		
	48.500	9.3		52.300	8.7		
	48.600	9.7		52.400	8.8		
	48.700	8.9		52.500	10.3		
Haslingfield Road	48.800	8.8		52.600	11		
	48.900	8.8		52.700	11.8		
	49.000	6	52.800	12.2			
	49.100	4.6	52.900	12.1			
	49.200	5.7	53.000	12.5			
	49.300	6.5	53.100	11.4			
	49.400	7.6	53.200	9			
	49.500	8.7	53.300	6.3			
	49.600	7.9	53.400	4.8			
Chapel Hill cutting start	49.700	-0.2	Newton Road bridge				

  

2.6 km length over 5m (includes 100m at 4.6m) <b>8.87 average height (m)</b> 4.6 minimum height 11.3 maximum height	2.4 km length over 5m height <b>9.71 average height (m)</b> 6.3 minimum height 12.2 maximum height
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This is an extract from EWR's long drawing by The Eversden Working Group