

CRANFORD PARISH COUNCIL

Clerk Pat Bird
Rosedale
Twywell
NN14 3AL

cranfordparish@gmail.com
07522 582251

<https://cranfordparishcouncil.gov.uk>



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Cranford Parish Council's response to Outline Application (EIA) NK/2025/0167 Burton Wold Wind Farm (land adj), Wold Road, Burton Latimer, NN15 5PJ

This forms Cranford Parish Council's response to the EIA consultation and supports the council's response to the planning application NK/2025/0167 previously submitted. This response is primarily based on the Environmental Statement Volume 2 Main Report

Cranford Parish Council's main issue with the Environmental Statement is that the impacts of expected and unexpected closure of the A14 and the A510 have not been considered.

The Environmental Statement Scoping Opinion identifies that 'There are regularly major accidents on the A14 resulting in lengthy road closures. This may well have a knock-on impact on the operation of the site and traffic management in particular.'

The Scoping Opinion then says that 'The impacts of expected and unexpected closure of the A14 and the A510 should be considered in the transport considerations if not separately'

Cranford Parish Council believes this is imperative, especially as the High Street in Cranford, a conservation area, is used by drivers at times of expected and unexpected closures on the A14.

Cranford Parish Council acknowledges that those with specialist knowledge are in a much better position to respond to the Environmental Statement, however it wishes that the following statements are noted.

Agricultural Land and soils

The permanent loss of 159.4 ha of agricultural land in addition to the 15 cumulative developments which have been identified in the surrounding area occupying over 700ha of agricultural land.

Air Quality

'Any impacts associated with operational phase road traffic emissions are likely to be direct and long term in nature. Impacts will be positive or negative depending on whether an increase or decrease is experienced on the local road network'.

Archaeology

'The Proposed Development would result in the partial or complete loss of archaeological interest resulting in a permanent adverse impact of High magnitude'

Climate Change

'The 25 Year Environment Plan includes actions to tackle soil degradation, improve soil health and restore vulnerable peatlands, embedding environmental net gain principles, maximising resource efficiency whilst reducing pollution and waste and proposes a revised land management system'

Cranford Parish Council questions whether this proposed development aligns with the 25 Year Environment Plan

Ecology

‘Given the change of use of the application site from arable land to commercial development, there will be a continued loss of habitat may be utilised by qualifying bird species associated with Upper Nene Valley Gravel Pits SPA / Ramsar site (Lapwing and Golden Plover)’.

‘The majority of the application site supports intensively managed arable fields which are of negligible ecological value in terms of its inherent biodiversity.

‘A clear net gain for biodiversity is anticipated’

Cranford Parish Council believes that any gain for biodiversity will be negligible.

Landscape and Views

‘The change of several field compartments within the ‘Burton Wold’ landscape character area, from open arable use to a predominantly logistics park character’

Cranford Parish Council believes this is the crux of the application, the development is not for an energy park, it’s for a logistics park.

‘The large warehouse style industrial and logistics buildings shown on the illustrative layout represent a different form of development to the existing pylons, powerlines, wind turbines and solar panels. However, the development of the site will still provide a cumulative effect, as the built form will add to the existing intrusion on the rural character’

‘The CPRE light pollution map shows there is currently a low level of light pollution within the area of the site and its setting. The development of the application site will have the effect of introducing large built form to The Wold clay plateau’

Cranford Parish Council is concerned by the data in the table in 15.92, especially if the figures for the other developments are after mitigation measures were put in place,

Socio-Economics

The table in 17.9 Employment by sector (2022) shows the sectors that are relatively overrepresented in North Northamptonshire compared with the rest of Great Britain i.e. manufacturing, transport & storage, and wholesale & retail.

Two sectors which are relatively underrepresented are agriculture and electricity & gas.

Cranford Parish Council questions whether employment opportunities in North Northamptonshire should be focussed in sectors that will lead to a sustainable North Northamptonshire.

Transport

‘In practice, whilst the A510 is of a relatively high standard, it essentially serves as a local access route from the A14 to Finedon, Wellingborough and Rushden’

Cranford Parish Council would like to see the small rural villages acknowledged as the A510 also directly serves Woodford and Great Addington.

As well as its main concern regarding the omission of the impacts of expected and unexpected closure of the A14 and the A510, Cranford Parish Council is concerned by the predicted increase in

traffic on the A14, and the slip roads of Junction 11, which will impact the residents of Cranford. The increase in traffic on the A510 will also impact on parishioners of Cranford

Aligning with other NNC strategies / plans

Cranford Parish Council could find no reference to NNC's Local Nature Recovery Strategy or to its Local Transport Plan.

Whilst the latter is still in Draft form, 6.7 Road network states 'On most roads, heavy goods vehicles (HGVs) account for a relatively small proportion of the traffic flow (typically 10% or less), but their effect on the road network, people's lives and the environment is far greater than this statistic implies.

In rural communities, this impact is exacerbated by vehicles using unsuitable routes for their size and weight. There is a direct relationship between the number and type of lorries on the roads and the level of damage to the road surfaces, and therefore the amount and frequency in road maintenance that is required.

The potential for wear and tear on roads by heavy goods vehicles, (HGVs), has been calculated as being 30,000 times greater than that of the average car.'

Cranford Parish Council feels that if drivers continue to use the road through Cranford as an alternative route to the A14, the roads in Cranford will deteriorate even further, almost making them unusable.

Cranford Parish Council asks if the NNC strategies are taken into account when considering Environmental Statements.

A handwritten signature in black ink, appearing to read 'Pat Bird' with a small flourish at the end.

Pat Bird, Clerk to Cranford Parish Council