RIDGE
CLEAN ENERGY

THREE OAKS RENEWABLE ENERGY PARK EXTENSION

Design and Access Statement

MAY 2026

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Content

1 Introduction

1.1 This Design and Access Statement (DAS) has been prepared by Three Oaks REP Extension Ltd (hereafter referred to as 'the Applicant') to accompany an application for consent to construct, operate and decommission the Three Oaks Renewable Energy Park Extension (hereafter referred to as 'the Proposed Development'). The Proposed Development would have an installed capacity of 25.2 Megawatts (MW) and would consist of six wind turbines of up to 149.9 metres (m) above ground level (AGL), access tracks, hardstandings, met mast, transformers, temporary construction compounds, cabling and associated infrastructure.

1.2 The purpose of this DAS is to provide information on the principles and approach that have guided the design process and to demonstrate that appropriate access is achieved.

1.3 This DAS demonstrates how the Site and its surroundings have been appraised to ensure that the final design solution achieves a balance across a range of factors which require to be addressed. It describes the starting point for the Proposed Development's design, the various factors which have driven the design process and subsequent iterations to the layout that were made in response to the environmental and technical issues that were identified during the Environmental Impact Assessment (EIA) process, as well as during consultation with statutory and non-statutory consultees. Details of the access arrangements are also provided.

1.4 This DAS should be read in conjunction with the Environmental Statement (ES) which also contains information on:

- Proposed Development (Chapter 2);
- Site Selection, Design and Alternatives (Chapter 3);
- Landscape and Visual Effects (Chapter 5);
- Historic Environment (Chapter 6);
- Biodiversity (Chapter 7);
- Traffic and Transport (Chapter 8);
- Noise and Vibration (Chapter 9); and
- Other Considerations (Chapter 10).

1.5 This DAS will not duplicate the technical assessments reported in wider submission documents associated with this application for planning permission. Rather, it will focus on the design and the access, albeit the final and fixed design is a construct of several material considerations all of which are clearly detailed by the suite of supporting technical reports.

1.6 The application is being submitted under the Town and County Planning Act 1990 to East Riding of Yorkshire Council (hereafter referred to as 'the Council') who will be the determining authority for the planning application. This DAS has also been prepared in accordance with the Council's – Design and Access Statement General Guidance.

2 Site Context

2.1 The Site is located approximately 1.6 kilometres (km) to the north-east of Burton Agnes, 1.8 km south of Rudston, 1.2 km north of Thornholme and 0.9 km north-west of Haisthorpe. The Site lies within Burton Agnes Parish Council. The town of Bridlington lies approximately 4.7 km east, and the city of Hull lies approximately 27.5 km to the south of the Site. See Figure 2.1 for

the Site Location Plan, 2.2 for the Indicative Site Layout Plan and 2.3 for the Indicative Contextual Site Layout Plan.

2.2 The Site is located on a network of regular sized, mixed, arable farmland comprising large and medium sized fields across an undulating and sloped terrain, defined by linear hedgerows with occasional trees. Two restricted byways follow a north-south orientation through the Site, bordered by hedgerows on both sides. Two existing 66 Kilovolt (kV) overhead electricity cables run east-west through and to the south of the Site and an overhead electricity cable runs north-south along the unnamed road to be used for access off the A614. All utilities have been accounted for within the design of the Proposed Development in relation to turbine placement, and access track design. The area taken by the permanent development (that is, the wind turbines, access tracks and crane hardstandings) would be in the order of 5.34 hectares (ha) (13.19 acres) and would be 6.09 ha (15.04 acres) when including the Temporary Construction Compound. The Application Boundary comprises the proposed infrastructure, blade swept area and land required to accommodate a proposed micrositing allowance, amounting to an area of 23.83 ha (58.86 acres).

2.3 There are no woodlands on or immediately adjacent to the site but there are some notable shelterbelts and woodlands on the surrounding slopes to the east and west, including around Haisthorpe Hall, between the Site and Carnaby Temple and at Burton Agnes.

2.4 The surrounding land rises to approximately 83 m AOD (on Woldgate, to the north) and slopes down to 17 m AOD (on the A614 to the south, near Haisthorpe). The land has dry valleys, typical of a chalk landscape, running downhill and creating undulations in the slope.

2.5 The Site is not covered by any national or regional landscape policy designations. However, landscape designations and other areas of varying landscape importance are present at the Site and in the wider area. The Site is located within:

- National Character Area (NCA 27): Yorkshire Wolds;
- Landscape character type (LCT 13): Open High Rolling Farmland and Landscape character area (LCA 13D): North Wolds Plateau Farmland; and
- Yorkshire Wolds Important Landscape Area designated in the local plan.

2.6 The North York Moors National Park lies approximately 22 km north of the Site at its closest point, and the proposed Yorkshire Wolds AONB / National Landscape lies at least 7.5 km from the Site.

2.7 The only habitat within the Application Boundary is arable farmland, of which 87.4% is cereal crops. Non-cereal crop and artificial unvegetated unsealed surfaces make up the remainder of habitat identified.

2.8 Numerous trees and buildings have high bat roost potential, but these were all identified on the periphery of the survey area rather than within the Proposed Development, which is designed to ensure none of these would be directly affected. There is no likely suitable habitat present in the survey area for Otter, Water Vole and Great Crested Newt, however there is suitable habitat for Badgers.

2.9 There are seven statutory designated nationally / internationally important nature conservation sites around the Proposed Development (5 km for nationally important SSSIs, 30 km for internationally important European Protected SPAs, SACs and Ramsar Sites):

- Boynton Willow Garth SSSI – 1.4 km north-east;
- River Hull Headwaters SSSI – 3.3 km south-west;
- Greater Wash SPA – 7 km south-east;
- Flamborough and Filey Coast SAC – 8 km east;
- Flamborough and Filey Coast SPA – 10 km east;
- Hornsea Mere SPA – 18 km south-east; and
- River Derwent SAC – 29 km north-west.

2.10 A geophysical survey has been undertaken on the Proposed Development site, which identified archaeological anomalies comprising enclosure systems and trackways, with further anomalies possibly relating to settlement activity. Within 2 km of the site, nine Scheduled Monuments, 34 Listed Buildings and one Conservation Area were identified.

3 Policy Context

3.1 The Planning Statement, which accompanies this application for planning permission, fully identifies and assesses the Proposed Development against relevant policy consideration. This section provides commentary on the relevant design or siting policy to the Proposed Development.

NPS EN-1 (2025)

3.2 Although National Policy Statements (NPS) are focused to Nationally Significant Infrastructure Projects (NSIP), they are also material considerations to projects submitted under the Town and County Planning Act – such as the Proposed Development.

3.3 Section 4.7 (Criteria for good design for Energy Infrastructure) of NPS EN-1 states:

"4.7.1 – The visual appearance of a building, structure, or piece of infrastructure, and how it relates to the landscape it sits within, is sometimes considered to be the most important factor in good design. But high quality and inclusive design goes far beyond aesthetic considerations. The functionality of an object – be it a building or other type of infrastructure – including fitness for purpose and sustainability, is equally important.

4.7.2 – Applying good design to energy projects should produce sustainable infrastructure sensitive to place, including impacts on heritage, efficient in the use of natural resources, including land-use, and energy used in their construction and operation, matched by an appearance that demonstrates good aesthetic as far as possible. It is acknowledged, however that the nature of energy infrastructure development will often limit the extent to which it can contribute to the enhancement of the quality of the area.

4.7.3 – Good design is also a means by which many policy objectives in the NPSs can be met, for example the impact sections show how good design, in terms of siting and use of appropriate technologies, can help mitigate adverse impacts such as noise. Projects should look to use modern methods of construction and sustainable design practices such as use of sustainable timber and low carbon concrete. Where possible, projects should include the reuse of material.

4.7.4 – Given the benefits of good design in mitigating the adverse impacts of a project, applicants should consider how good design can be applied to a project during the early stages of the project lifecycle."

3.4 Consideration has been given to the visual appearance of the Proposed Development within the landscape and context it sits within. The proposed wind turbines are suitably spaced and engineered to maximise efficiency and use of natural resource whilst resulting in a minimal footprint and allowing continued farming practices. The design of wind turbines is already standardised and well-established. A developer cannot significantly change how they are designed because they are proven technologies built to function efficiently for generating renewable energy. Accordingly, the Proposed Development adopted a 'constraints first' approach to site design, seeking to accommodate infrastructure within onsite constraints (having regard to requirements such as land availability, grid connection and appropriate access arrangements), as well as those in the immediate vicinity.

NPS EN-3 (2025)

3.5 Section 2.5 (Consideration of good design for energy infrastructure) of NPS EN-3 states:

"2.5.1 Section 4.7 of EN-1 sets out the criteria for good design that should be applied to all energy infrastructure.

2.5.2 Proposals for renewable energy infrastructure should demonstrate good design, particularly in respect of landscape and visual amenity, opportunities for co-existence / co-location with other marine and terrestrial uses, and in the design of the project to mitigate impacts such as noise and effects on ecology and heritage."

3.6 Section 2.12.29 onwards provides information on the technical considerations for site layout design and appearance. The below list is an extract of the relevant design and access related considerations:

- Wind speed;
- Topography;
- Proximity to available grid capacity;
- Proximity to dwellings;
- Accessibility;
- Proximity to Public Rights of Way;
- Separation between turbines to allow efficient energy generation;
- Consideration of electrical cabling;
- Micrositing; and
- Regard to specific biodiversity, ecological, historic environment, landscape and visual, noise and vibration, shadow flicker, traffic and transport, amongst other environmental and technical considerations.

3.7 Consideration has been given to the location of proposed infrastructure in relation to the requirements of NPS EN-3.

National Planning Policy Framework (NPPF) (2025)

3.8 It is the Applicant's consideration that Section 12 of the National Planning Policy Framework (NPPF) (Achieving well-designed places) is focused on the development of residential, mixed use and commercial developments rather than being specific to renewable energy development – particularly wind turbines.

3.9 However, the Applicant notes that some principles of Section 12 are applicable to the Proposed Development, in relation to:

- Effective engagement between applicants, communities, local planning authorities and other interest groups; and
- Functioning well and adding to the overall quality of an area not just for the short term, but over the lifetime of the development.

3.10 The Applicant has engaged with the local community via three dedicated public exhibitions in July 2025 (with invitations issued to 2,290 local properties), alongside liaison with parish councils, ward councillors, the MP, local community groups and charities. A dedicated project website has also been established through which the public can contact the Applicant. Further information can be found in the accompanying Statement of Community Involvement (SCI).

3.11 Furthermore, the Applicant has sought to ensure that the Proposed Development would benefit the local biodiversity through a dedicated outline Landscape and Biodiversity Mitigation and Enhancement Plan. The Applicant has also sought to mitigate a known issue of water pooling at the junction of the unnamed road with the A614.

East Riding Design Code Supplementary Planning Document (SPD) (2025).

3.12 The Applicant has reviewed this document and concludes that it is not relevant to the type of development to which the application for planning permission relates and is not considered further in this DAS.

East Riding of Yorkshire Council Landscape Character Assessment Update 2018 – Annex A – Wind Turbine Sensitivity and Capacity Study

3.13 The Applicant has reviewed this document and concludes that it is relevant to the consideration of the ability of large area units to accept and accommodate a wind farm, in consideration of landscape only. It does not prescribe the design principles that a wind farm should adhere to during the iterative design process.

3.14 This document is considered further within Chapter 5 (LVIA) – Volume 2 of the ES, however is not considered further in this DAS.

4 Design Considerations

Site Selection

4.1 The siting and design of the Proposed Development has been considered at both the strategic and local level. At the strategic level, the process for identifying an appropriate site for such a development is subject to a range of criteria which can affect its suitability, namely:

- Electricity grid connection;
  - Connection to the Local Distribution Network has been secured through the adjacent (yet to be constructed) substation for the Three Oaks Renewable Energy Park (via a separate grid connection), and so addresses this requirement.
- Land availability;
  - Rights to construct, operate and decommission the Proposed Development at the Site have been secured, and so addresses this requirement.
- Energy resource; and
  - The Applicant undertook an exercise, using freely available online wind resource tools, to identify land with a suitable wind resource such as to make the Proposed Development commercially viable. The Site was identified as having a sufficient energy resource for this purpose.
- Access
  - The Applicant identified a suitable route of access for abnormal loads from the Port of Hull, Marfleet Avenue, Staveley Road, Diadem Grove, A165 to Carnaby and the A614 to Site. Standard construction vehicles are likely to utilise the UK's existing major trunk road network and would most likely travel to site via the M62 and A614.
  - Furthermore, technical assessments demonstrated that safe access was available off the A614 to the turbine locations, see Chapter 8 (Traffic and Transport) – Volume 2 for further information.

4.2 This list is not provided in any specific order and all are relevant to the identification of a technically suitable development site such as the Proposed Development. Further information can be found in Chapter 3 (Site Selection, Design and Alternatives) – Volume 2 of the ES.

Environmental Sensitivity

4.3 An initial review of environmental designations was undertaken to determine the suitability of the Proposed Development Site, which was found to be free from the following designations:

- World Heritage Sites;
- Special Protection Areas (SPA);
- Special Areas of Conservation (SAC);
- Site of Special Scientific Interest (SSSI);
- RAMSAR;
- National Landscapes;
- National Parks;
- Scheduled Monuments;
- Registered Park and Gardens;

- Conservation Areas;
- Listed Buildings; and
- RSPB Important Bird Areas.

4.4 Upon consideration of the strategic and site specific matters identified above, the Applicant determined the Site to be a technically, environmentally and economically viable site for a renewable energy park.

Design Considerations

4.5 The layout and design of the Proposed Development were considered as part of an iterative design process aimed at reducing the potential environmental effects of the Proposed Development whilst maximising the opportunity for the generation of renewable energy.

4.6 The key constraints which were considered during the design process for the Proposed Development included:

- Suitable wind turbine spacing / separation of approximately 5 x rotor diameter downwind of the prevailing wind direction and 3 x rotor diameter crosswind;
- Retention of turbines, oversail, access tracks and all necessary infrastructure within land made available for development to the Applicant;
- Consideration of topography, slope and civil engineering requirements;
- Retaining a minimum distance from residential properties (minimum 800 m) to reduce effects of visual amenity, shadow flicker and noise);
- Fixed telecommunication links;
- Buffers to Public Rights of Way;
- Buffers to known services and utilities;
- Avoidance of sensitive ecological habitat (where possible);
- Known archaeological assets;
- Known surface water issues arising from baseline conditions at the site; and
- Ongoing agricultural land use at the site.

4.7 The findings of the technical and environmental studies undertaken for the EIA were used to inform the design of the Proposed Development and hence achieved a ‘best fit’ within the environment and context of the site. Where effects were identified, efforts were made to avoid / minimise these through evolving the design of the Proposed Development. Such measures included:

- Use of existing access track where possible – upgrading these where necessary;
- Sensitive siting of the proposed infrastructure incorporating appropriate buffer distances from environmental receptors to avoid or reduce effects on the environment;
- Relocation of wind turbines to avoid known telecommunication links;
- Potential for up to 25 m micrositing of proposed wind turbines and infrastructure (10 m micrositing for T6) during construction to ensure the most appropriate location is chosen based on site investigations (whilst maintaining the 50 m blade tip buffer from bat habitat and 30 m buffer from active badger setts); and
- Appropriate design of proposed Surface Water Drainage Strategy.

4.8 Stakeholder consultation was also undertaken during the design evolution which fed into the process.

4.9 A pre-application request including a proposed site layout, was submitted to the Council in August 2025, whilst the formal response was received by the Applicant on 24th December 2025. Consultation responses were passed to the Applicant as they became available in advance. In addition to this, a site visit was undertaken between a Planning Officer of the Council's Planning Department and the Applicant to visit the site, general area and specific receptors in the locality.

4.10 Three dedicated public exhibitions were held in July 2025, with invitations sent to 2,290 local properties, which allowed members of the local community to comment on the design proposals. Feedback was considered by the Applicant and incorporated into the design evolution process where possible, see the accompanying Statement of Community Involvement (SCI) for further information.

Design Evolution

4.11 The initial land made available to the Applicant was analysed using Geographical Information Systems (GIS) constraints mapping. These constraints (comprising of various environmental and technical constraints) were used to inform the evolution of the proposed turbines and associated infrastructure.

4.12 Different layouts were considered as further information became available through the EIA process, whilst also considering energy generation and economic considerations.

4.13 The key objectives of the design process were to:

- Create a visually legible design which reflects the context upon which the site is located;
- Address the requirements of technical constraints influencing the site;
- Minimise the need for new access tracks where possible;
- Enhance the site appropriately to create opportunities for lasting benefits to local wildlife;
- Design a scheme to avoid / minimise noise and vibration impacts to local receptors; and
- Minimise disruption to ongoing farming practices.

4.14 The design improvements made over the evolution of the layout actively achieved the key objectives of the design process. The key design iterations for the Proposed Development are shown in Table 1 below, and on Figures 4.1 – 4.5.

Table 1 – Design Iterations (turbine layout)

Layout	Change made
1	The initial site design comprised 6 x 149.9 m wind turbines with a total generating capacity of 25.2 MW. This layout accounted for the hard constraints as identified above.
2	To more accurately account for necessary wind turbine infrastructure, T 1-5 were moved away from field boundary extents. Layout 2 was used to inform information boards at the public exhibitions. See the accompanying SCI for further information.
3	As a result of feedback from public exhibitions, the decision was taken to move the 3 northernmost wind turbines approximately 150 m south within the same field boundaries.

Layout	Change made
	The relocation of the northern 3 turbines resulted in a minor beneficial effect in relation to the impact of views from the village of Rudston approximately 1.8 km north, compared with Layout 2. The relocation also results in a reduction of AOD heights due to the use of falling existing topography in a southerly direction. Despite that the changes were not considered to result in a significant difference, the design change was adopted owing to the reduced impact.
4	Turbine 1 (T1) was microsited 130 m north-west to avoid an Electromagnetic Interference (EMI) buffer zone for an Airwaves telecommunication link. Whilst micrositing, care was taken to retain the turbine within the available geophysical survey extents and land available for development (acknowledging this moved T1 slightly closer to Rudston). T3 was microsited c.9 m north to avoid areas of archaeological responses within the geophysical survey. T4 was microsited 117 m south to avoid a JRC (Joint Radio Company) EMI buffer zone, whilst being retained within the geophysical survey area and land available for development but avoiding identified archaeological features. T5 was microsited 19 m south-east to avoid archaeological interest as shown on geophysical survey results. These amendments were considered to result in minor beneficial effects (not significant) associated with EMI link interference and to reduce development within known areas of archaeology and thus were adopted.
5	Following advice from the Proposed Development's ecological specialist, T1 was microsited 11 m east to accommodate NatureScot's bat buffer guidance, which was considered to be a beneficial amendment in relation to bat impacts from the Proposed Development. This located T1 7 m within an EMI buffer, however following consultation with the link operator this was confirmed as being acceptable. Following further EMI information, T2 was moved west by 30 m to avoid the 60% Fresnel zone (+ 25 m buffer) for an EMI link. Due to other constraints it was not possible fully relocate T2 outside the link operator's requested buffer zone, see Chapter 10 (Other Considerations) – Volume 2 for further information. T3 was moved 52 m north-east to fully avoid an EMI link operator's requested buffer zone. T5 was moved 24 m east to reduce incursion into the Fresnel Zone (down to 3.08 m). Through micrositing allowances (25 m for Turbines 1-5 and 10 m for Turbine 6), it is predicted that the

Layout	Change made
	Proposed Development has the ability to be clear of the Fresnel Zones. The amendments were considered to result in a further reduction of impact associated with EMI link interference compared with Layout 4 and thus were adopted.

4.15 In general, internal access tracks were designed to be in the most efficient alignments with regard to the following considerations:

- Overall length of new tracks;
- Routing tracks parallel to contours where possible to minimise cut and fill;
- Avoiding steep slopes for transport requirements;
- Utilising existing hedge breaks where possible; and
- Routing tracks adjacent to field boundaries to reduce sterilisation of agricultural land.

4.16 However, three track alignment options were presented to link the access between T5, on to T4 and the permanent anemometer mast. Figure 4.6 shows these three options. It was determined that option 3 maintained access to (assumed) Best and Most Versatile (BMV) agricultural land in the south-west of the field, preventing the sterilisation of further agricultural land (as would be the case with options 1 and 2), and would also reduce overall track length requirements. For these reasons, option 3 was considered to result in minor beneficial (not significant) effects, and thus was adopted.

Design Conclusion and the Proposed Development

4.17 Following the above iterative design process, the Proposed Development (as comprehensively outlined in Chapter 2 (Project and Site Description) – Volume 2) of the ES would comprise:

- Six wind turbines at 149.9m AGL;
- Wind turbine foundations;
- Six crane hardstandings (up to 2,171 m^2 each);
- Met mast (91.4 m AGL);
- Site access and maintenance tracks (2.0 km of existing track to be upgraded, and 2.8 km of new track to be constructed);
- Transformers adjacent to the base of each turbine;
- Buried cabling;
- Two Temporary construction compounds measuring 75 m x 50 m;
- Mitigation and Enhancement; and
- The substation and access tracks from the adjacent consented (yet to be built) Three Oaks Renewable Energy Park.

4.18 It is concluded that the final iteration of the Proposed Development, as informed by consultation with the local community and other stakeholders, provides the most comprehensive response to the key design objectives by:

- Resulting in a layout which is in keeping with the uniform nature of the agricultural fields upon which the site is located, as well as those within its immediate context;
- Addressing requirements of technical and environmental constraints;

- Utilises existing access tracks where possible;
- Through the outline Landscape and Biodiversity Mitigation and Enhancement Plan (and associated monitoring arrangements), would generate lasting benefits to the local biodiversity context;
- Retain the amenity of local receptors; and
- Resulting in the generation of 25.2 MW of renewable energy whilst allowing continued farming practices to operate – securing the future of multiple family farming businesses.

5 Access Considerations

Access Requirements and Siting Considerations

5.1 A viable access route to site is required for a proposed scheme to be considered suitable. The route must be reasonable in length and can accommodate both standard Heavy Goods Vehicles, and Abnormal Indivisible Loads (AILs) – for delivery of turbine component parts.

5.2 Ideally, a site should be accessed off a suitable road network without requiring disproportionate lengths of new track to be built to access the location for proposed infrastructure.

5.3 The use of the proposed access route should not introduce undue delays, or cause unnecessary danger to users of the existing road network.

5.4 This section of the DAS sets out the access related issues and options considered during the design of the Proposed Development to ensure that the transport and construction of the Proposed Development causes minimal disruption to the highway network and highway safety.

5.5 Access considerations for the Proposed Development have taken into consideration the following policies:

- National Planning Policy Framework (NPPF) (December 2025);
- East Riding of Yorkshire Local Plan Update (adopted April 2025);
- East Riding of Yorkshire Sustainable Transport Supplementary Planning Document Update (includes CTMP guidance);
- East Riding of Yorkshire Council – Highway Development Management / Highway Development Control guidance (process for works affecting the adopted highway, incl. S278 / S38 as applicable);
- East Riding of Yorkshire Council Permit Scheme (street works / works on the highway); and
- East Riding of Yorkshire Local Transport Plan (2021–2039).

Access Evolution and Consultation

Accessing the site from the road network

5.6 The proposed access routes to the site from the local road network have been identified and reviewed with regard to distance, network hierarchy, physical constraints and the presence of sensitive receptors. Two construction access routes are proposed to be utilised for the construction phase.

5.7 For general construction traffic and HGVs, vehicles would exit the M62 at Junction 37 and proceed along the A614 Howden Spur towards Howden. At the Boothferry Road roundabout, take the third exit onto the A614 and continue for approximately 57 km. The site access road will then be on the left-hand side. See Figure 5.1.

5.8 The proposed access route for AILs was selected through an iterative process informed by consultation with Hull City Council (HCC) and East Riding of Yorkshire Council.

5.9 It was initially considered that AILs would depart the Port of Hull, travelling west along Hedon Road to the Mount Pleasant North Roundabout, then north along the A1033 to the crossroads with Holderness Road / A165, where they would continue north-east to the junction with the A1035. From here, AILs would travel north-east to rejoin the A165 and travel to Carnaby, where they would turn north on the A165 to join the A614 and head west to site.

5.10 Hull City Council identified that a bridge over the Holderness Drain was considered unsuitable for AIL deliveries, as such the AIL route was refined (at the suggestion of Hull City Council) to leave the Port of Hull, take the A1033, north along Marfleet Avenue, Staveley Road, west on to Diadem Grove to then rejoin the A615 and continue until reaching the A614 roundabout near Bridlington. At this roundabout, vehicles should turn left onto the A614 and continue to the site access. See Figures 5.2a and 5.2b. Further information on the alternative route options can be found in Appendix 8.3 (AIL Assessment) – Volume 4.

5.11 Minor modification works to some roundabouts are required along the abnormal load delivery route (see Appendix 8.3 (AILs Assessment) – Volume 4 of the ES for further information), however it is considered that this route is acceptable subject to the implementation of a full abnormal load management strategy to be agreed with the Council prior to any movements taking place. Ongoing engagement with HCC will continue throughout the AIL approval process, with all agreed mitigation measures to be implemented prior to and during the movement of turbine components to ensure safe passage through the highway network.

Accessing the site off the A614

5.12 A new site access and haulage road will be constructed as part of the Proposed Development, following and upgrading the existing adopted unnamed road that connects to the A614. The access has been specifically designed following swept path analysis (see Appendix 8.4 (Outline Construction Traffic Management Plan) – Volume 4 of the ES) to facilitate construction traffic and AILs, including the provision of a widened junction arrangement at the A614 to safely accommodate turning movements associated with the largest anticipated vehicles. This route along the unnamed road would be temporarily stopped up to public use during the construction stage.

5.13 The access design has been informed by and developed in accordance with the requirements of the Local Highway Authority (LHA) following consultation. The access has been designed to provide a minimum carriageway width of c.4 m along its length, with three passing bays incorporated to accommodate two-way passing movements. At the junction with the A614, the bellmouth has been designed to accommodate two-way passing of general construction vehicles, ensuring that turning vehicles can fully clear the A614 carriageway in a single manoeuvre without causing obstruction. This design approach directly addresses LHA concerns relating to the constrained width and load bearing capability of the existing unnamed road, and the access will be constructed to an adopted standard capable of accommodating the axle loads associated with the delivery of the abnormal load turbine components.

5.14 The access geometry and in particular the eastern radii of the bellmouth have been set principally by the AIL requirements, with turbine component deliveries anticipated to approach the site from the east along the A614 consistent with the AIL route strategy. Vehicle tracking of the largest AIL delivery vehicles has confirmed that turning movements can be completed in a single manoeuvre and that vehicles can fully clear the A614. The swept path of the largest AIL vehicle requires controlled overrun of the inside of the access bend, which will be provided as a dedicated overrun area for occasional AIL use. At times when AIL deliveries are not taking place, temporary fencing will be erected to manage and define the bellmouth area, ensuring the access remains appropriately configured for general construction traffic.

5.15 Given the gradient of the existing access and historic issues of surface water runoff and pooling at the junction, the proposed access incorporates positive drainage measures to prevent water, mud or debris from discharging onto the A614. This directly addresses LHA concerns regarding drainage, highway safety and compliance with the Highways Act, and represents a material improvement over the existing situation. Details of the drainage design are provided within the project's drainage design documentation, with construction-phase protection measures set out in Appendix 8.6 (Surface Water Drainage Strategy) – Volume 4.

5.16 The access design has been developed to preserve the safe and continued operation of the A614, including maintaining the functionality of the opposite layby and minimising impacts on other road users during turning movements. The upgrading of the existing unnamed road and formation of the access bellmouth will remain in place post-development, representing a material improvement to local highway network conditions. Widening required specifically to facilitate AIL deliveries from the A614 through the whole site will necessitate some removal of hedgerow with an additional grasscrete overrun area at the junction with the A614. This will be mitigated by additional hedgerow planting as described in the ES.

5.17 During periods when the widened AIL bellmouth area is not required, temporary fencing will be erected and removed in accordance with the AIL delivery programme to manage the overrun area and prevent unauthorised access, parking or fly-tipping.

5.18 Following completion of AIL movements, the area of the AIL bellmouth within the highway boundary will be reinstated as verge, with the same length of hedgerow removed to facilitate the widened access (62.7 m) replanted. The AIL bellmouth area outside the highway boundary will remain as grasscrete.

5.19 Figure 5.3a, b and c show the upgraded junction arrangement with the A614. Figure 5.3a shows the construction general arrangement to accept AILs, 5.3b shows the general arrangement with fencing during normal construction works when AILs do not require access to site and 5.3c shows the reinstated junction following construction with grassed over extents, reinstated hedgerow and verge.

Construction Access (internal)

5.20 New tracks would take the appearance of typical farm tracks, which would be permeable and have a likely finish of crushed stone which would be allowed to grass over with time. An indicative width of new or upgraded track is approximately 5.5 m, as shown in Figure 5.4 depicting a typical cross section of a new, and upgraded access track.

5.21 All access tracks would include drainage channels running adjacent to the tracks on one or both sides. The tracks would be designed with a crossfall towards the drainage channels to prevent a build-up of surface water.

5.22 Track alignment has been considered to minimise sterilisation of farmland, as well as being retained at field extents where possible. An existing crossing point has been utilised on the approach to T4 west from T5.

Surface Water Management

5.23 The Council's highways team raised questions on drainage at the Proposed Development, specifically water drainage and pooling and the possibility of water / mud egress onto the A614.

5.24 Accordingly, an outline drainage strategy (See Appendix 8.6 (Surface Water Drainage Strategy) – Volume 4 of the ES) has been developed to manage surface water runoff from the proposed site infrastructure and mitigate flood risk from external sources, as well as mitigate the existing highway flood risk where runoff from the unmetalled road creates ponding at the junction with the A614.

5.25 It achieves this by proposing a strategy that will infiltrate all runoff from the unnamed public road between the A614 new tracks, and hardstanding areas, via infiltration in new ditches, swales and infiltration basins. Along the unnamed road, the vertical alignment will be raised to allow runoff to enter a new swale system within the verge, which will convey flows towards the infiltration basins and ensure all runoff is managed to avoid ponding at the junction.

Access Mitigation Measures

5.26 A suite of mitigation measures are proposed to manage the effects of construction traffic on the public highway network, local communities and the environment. These include, but are not limited to (see Appendix 8.4 (Outline Construction Transport Management Plan) – Volume 4 of the ES for further information):

- Clear roles and responsibilities;
- Routing controls and driver briefing;
- Delivery management and booking;
- Hours of operation and HGV movement restrictions;
- On-site parking management;
- Traffic marshal / banksman provision;
- Wheel washing, road cleanliness and sweeping;
- Site security and access control;
- Works on public highway (temporary closure, traffic management and signage);
- Community liaison and consultation;
- Preventative measures, environmental protection and good housekeeping;
- Conditions and remedial arrangements; and
- Monitoring, review and compliance.

Operational Access Management

5.27 Turbine maintenance will be carried out in accordance with the manufacturer's specification. The following routine turbine maintenance will be undertaken:

- Initial service;
- Routine maintenance and servicing;

- Gearbox oil changes;
- Blade, gearbox and generator inspections; and
- Replacement of components as required.

5.28 Once operational, the unnamed road off the A614 (upgraded and used during construction activities) would be re-opened for public use. New tracks built to facilitate access to turbines off this unnamed road would be gated to prevent members of the public accessing these tracks or turbine locations.

Access Conclusion

5.29 It is considered that the final access route chosen to site, as well as access provisions within the site (all informed by consultation which remains ongoing) demonstrates that construction and operational vehicles can adequately and safely travel to site.

5.30 The surface water management of the chosen access solution will mitigate a known issue of water pooling on the A614 which would be a material benefit. Furthermore, the access solution chosen maximises the upgrading and re-use of existing tracks where possible, therefore minimising the need to construct undue lengths of new site tracks to construct or maintain proposed infrastructure.

6 Conclusion

6.1 The evolution of the design and layout of the Proposed Development was an iterative constraint led process driven by the technical and environmental studies undertaken for the EIA along with inputs arising from public consultation and other stakeholder consultation.

6.2 The design optimisation process was iterative, involving a review of multiple layouts and adjustments to turbine locations to minimise potentially adverse impacts insofar as possible.

6.3 Access to the site has been driven by consultation with statutory bodies to result in the most suitable route being chosen for use. The upgraded access off the A614 would result in the eradication of a known issue in the form of water pooling on the A road – a material benefit from the scheme – as well as reduce the need for new track construction.

6.4 The final layout chosen is considered to be the most appropriate design that could be accommodated by the site, balancing the need to generate onshore wind energy to contribute to offsetting fossil fuel generation, while respecting key environmental constraints and enabling the continuation of existing farming practices.

RIDGE
CLEAN ENERGY

Legend

Application Boundary

Rudston

Bridlington

Carnaby

Haisthorpe

Thornholme

Burton Agnes

Driffield

Scale: 1:60,000 @ A3

0 0.5 1 2 Kilometers

N

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Figure 2.1 Site Location Plan

Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Legend

- Application Boundary
- Turbine Location V5
- Met Mast
- Temporary Construction Compounds
- Cut Extents
- Fill Extents
- Access Track
- Hardstandings
- Temporary Laydown Area

Scale: 1:8,000 @ A3

0 0.05 0.1 0.2 Kilometers

N

Produced by: DS	Ref:
Checked by: JM	Date: 13/02/2026

Figure 2.2 Indicative Site Layout Plan

Three Oaks Renewable Energy Park Extension

RIDGE
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Legend

- Application Boundary
- Turbine Location V5
- Met Mast
- Temporary Construction Compounds
- Cut Extents
- Fill Extents
- Access Track
- Hardstandings
- Temporary Laydown Area
- Three Oaks Consented Solar Layout Boundary

Note: Three Oaks Renewable Energy Park (application ref: 22/02777/STPLF).

Scale: 1:8,000 @ A3

0 0.05 0.1 0.2 Kilometers

N

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Figure 2.3 Indicative Contextual Site Layout Plan

Three Oaks Renewable Energy Park Extension

RIDGE
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Legend

- Proposed Turbine Location V1
- Listed Buildings
- 800m Property Buffer
- Scheduled Monuments
- 138m Gas Pipe Buffer
- 165m Road Buffer
- 150m Green Lane/ Bridleway Buffer
- 165m Overhead Lines Buffer

Scale: 1:10,000 @ A3

0 0.07 0.15 0.3 Kilometers

N

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Checked by: JM	Date: 20/01/2026

Figure 4.1 Turbine Layout 1

Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Legend

- Proposed Turbine Location V2
- Listed Buildings
- 800m Property Buffer
- Scheduled Monuments
- 138m Gas Pipe Buffer
- 165m Road Buffer
- 150m Green Lane/ Bridleway Buffer
- 165m Overhead Lines Buffer

Scale: 1:10,000 @ A3

0 0.07 0.15 0.3 Kilometers

N

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Figure 4.2 Turbine Layout 2

Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Legend

- Proposed Turbine Location V3
- Listed Buildings
- 800m Property Buffer
- Scheduled Monuments
- 138m Gas Pipe Buffer
- 165m Road Buffer
- 150m Green Lane/ Bridleway Buffer
- 165m Overhead Lines Buffer

Scale: 1:10,000 @ A3

0 0.07 0.15 0.3 Kilometers

N

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Figure 4.3 Turbine Layout 3

Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Legend

- Proposed Turbine Location V4
- Listed Buildings
- 800m Property Buffer
- Scheduled Monuments
- 138m Gas Pipe Buffer
- 165m Road Buffer
- 150m Green Lane/ Bridleway Buffer
- 165m Overhead Lines Buffer
- EMI Link Constraints

Scale: 1:10,000 @ A3

0 0.07 0.15 0.3 Kilometers

N

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Checked by: JM	Date: 20/01/2026

Figure 4.4 Turbine Layout 4

Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Legend

- Proposed Turbine Location V5
- Listed Buildings
- 66.5m Bat Buffer
- 800m Property Buffer
- Scheduled Monuments
- 138m Gas Pipe Buffer
- 165m Road Buffer
- 150m Green Lane/ Bridleway Buffer
- EMI Link Constraints + MBNL Buffer
- 165m Overhead Lines Buffer

Scale: 1:10,000 @ A3

N

0 0.07 0.15 0.3 Kilometers

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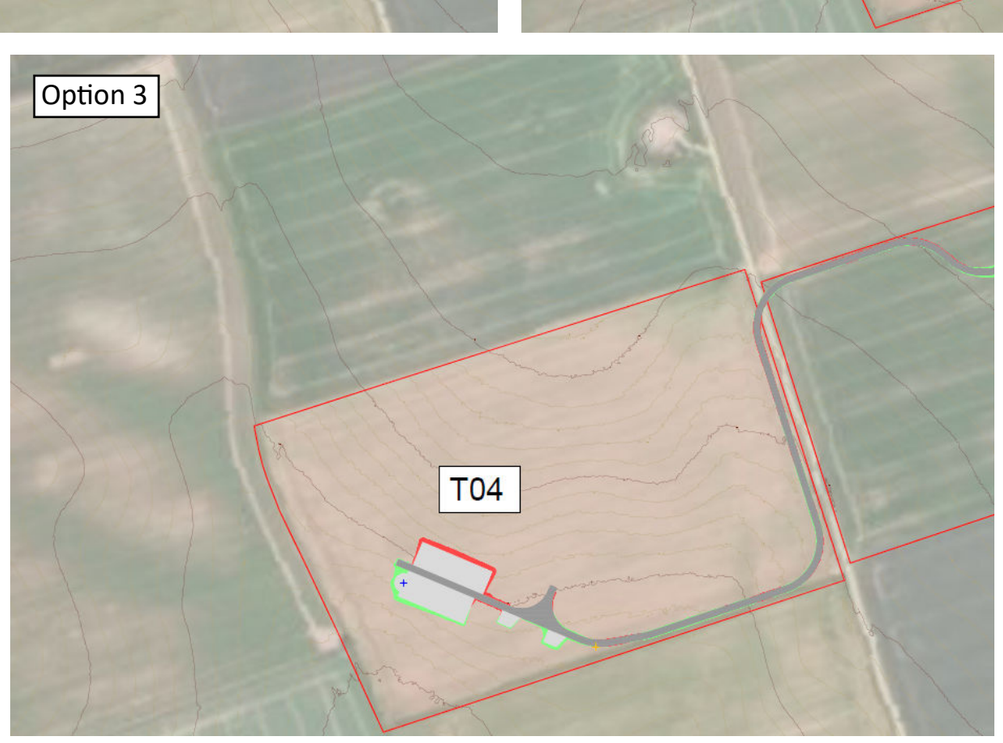
Checked by: JM	Date: 13/02/2026

Figure 4.5 Turbine Layout 5

Three Oaks Renewable Energy Park Extension



RIDGE
CLEAN ENERGY

Legend

- Existing Major Contours (5.0m Interval)
- Existing Minor Contours (1.0m Interval)
- Planning Boundary (Previous Iterations)
- Proposed Turbine Location
- Proposed Met Mast Location
- Proposed Access Track
- Proposed Turbine Hardstand and Associated Turbine Laydown Area
- Area of Cut
- Area of Fill

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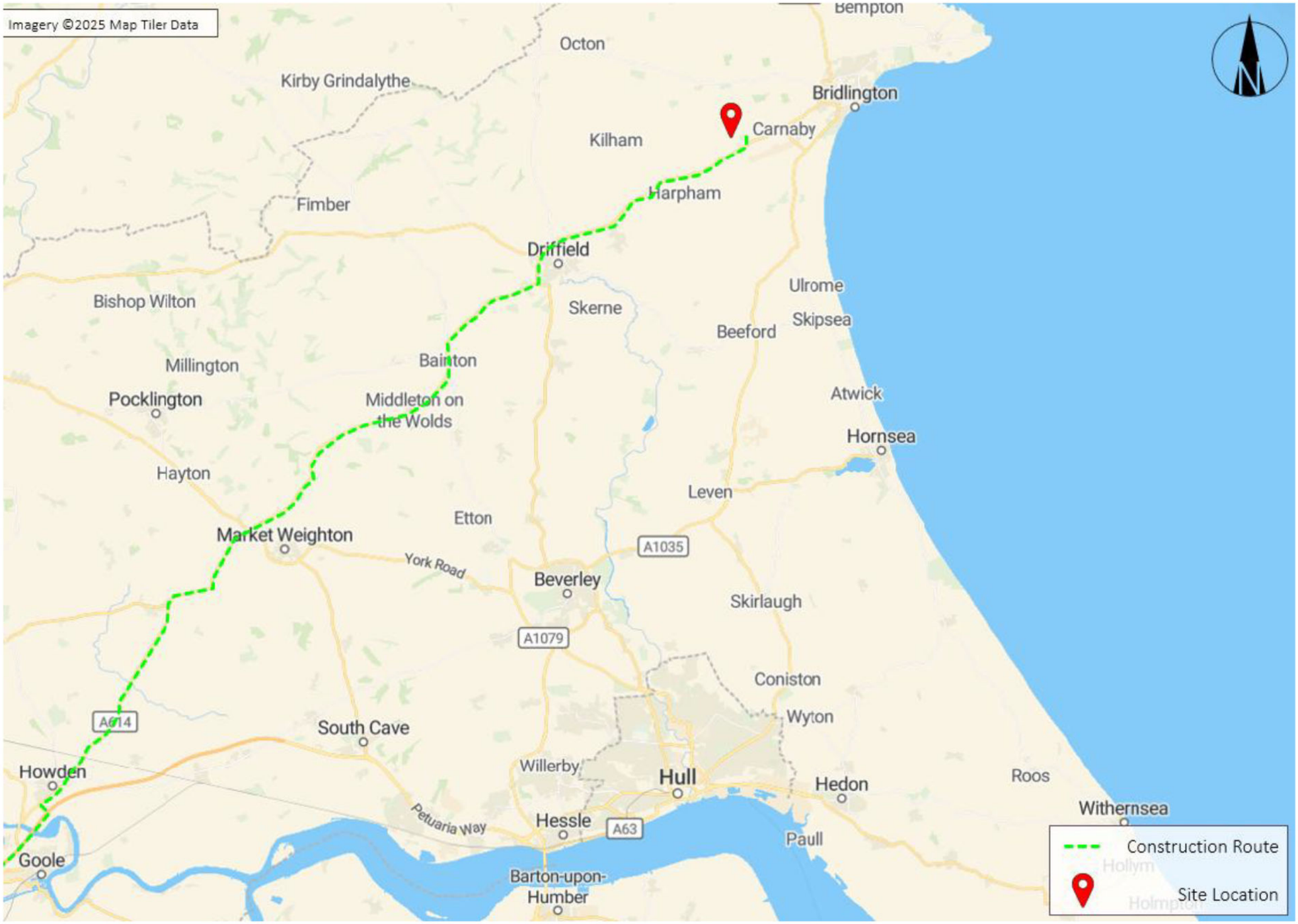
Checked by: JM	Date: 22/01/2026

Figure 4.6 Access Optioneering to T4 & Permanent Anemometer Mast

Three Oaks Renewable Energy Park Extension

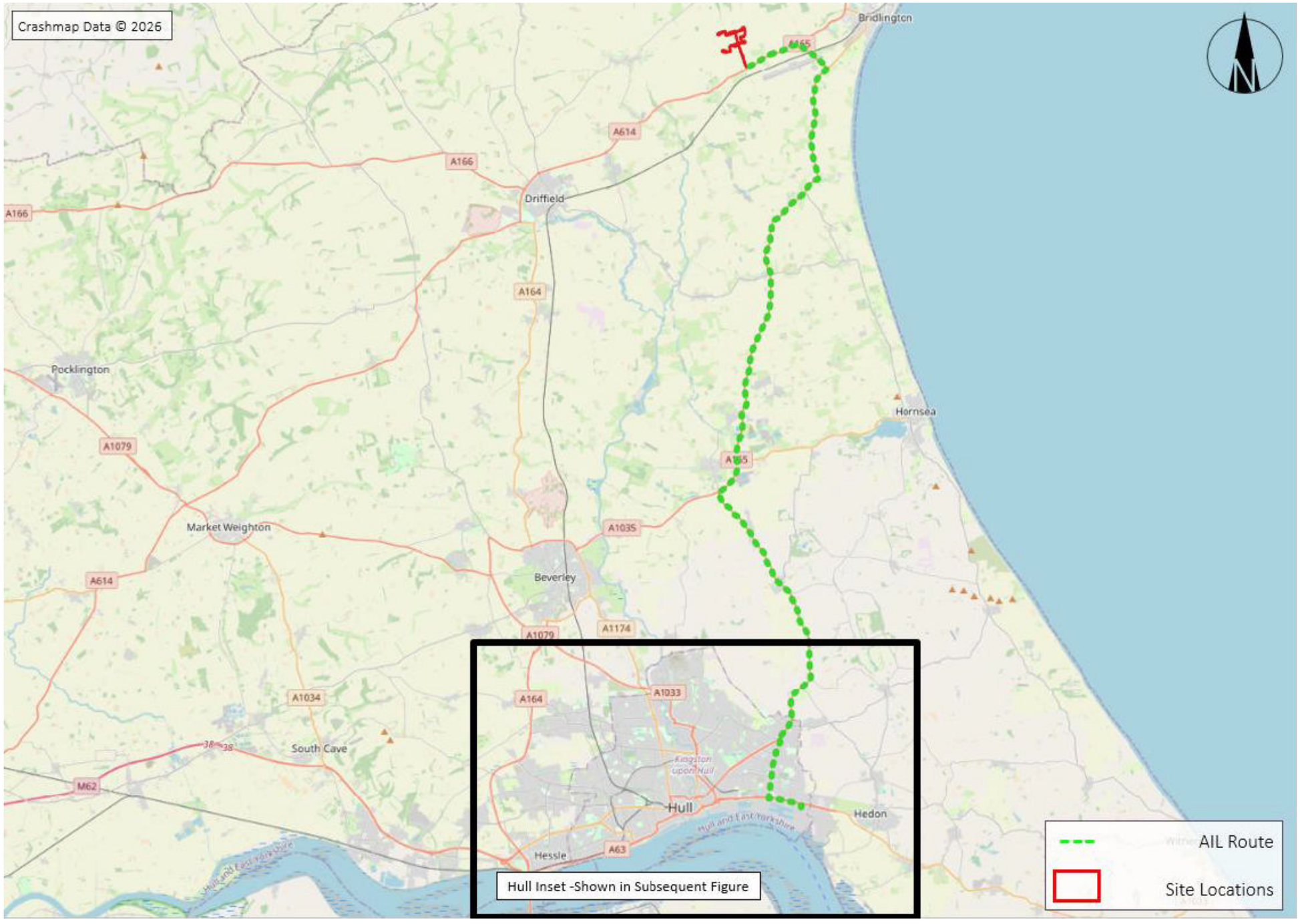


RIDGE CLEAN ENERGY

Produced by: DS	Ref:
Checked by: JM	Date: 11/03/2026

5.1 Construction Access Route (Standard construction vehicles)

Three Oaks Renewable Energy Park Extension



RIDGE
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5.2a Construction access (Abnormal Loads)

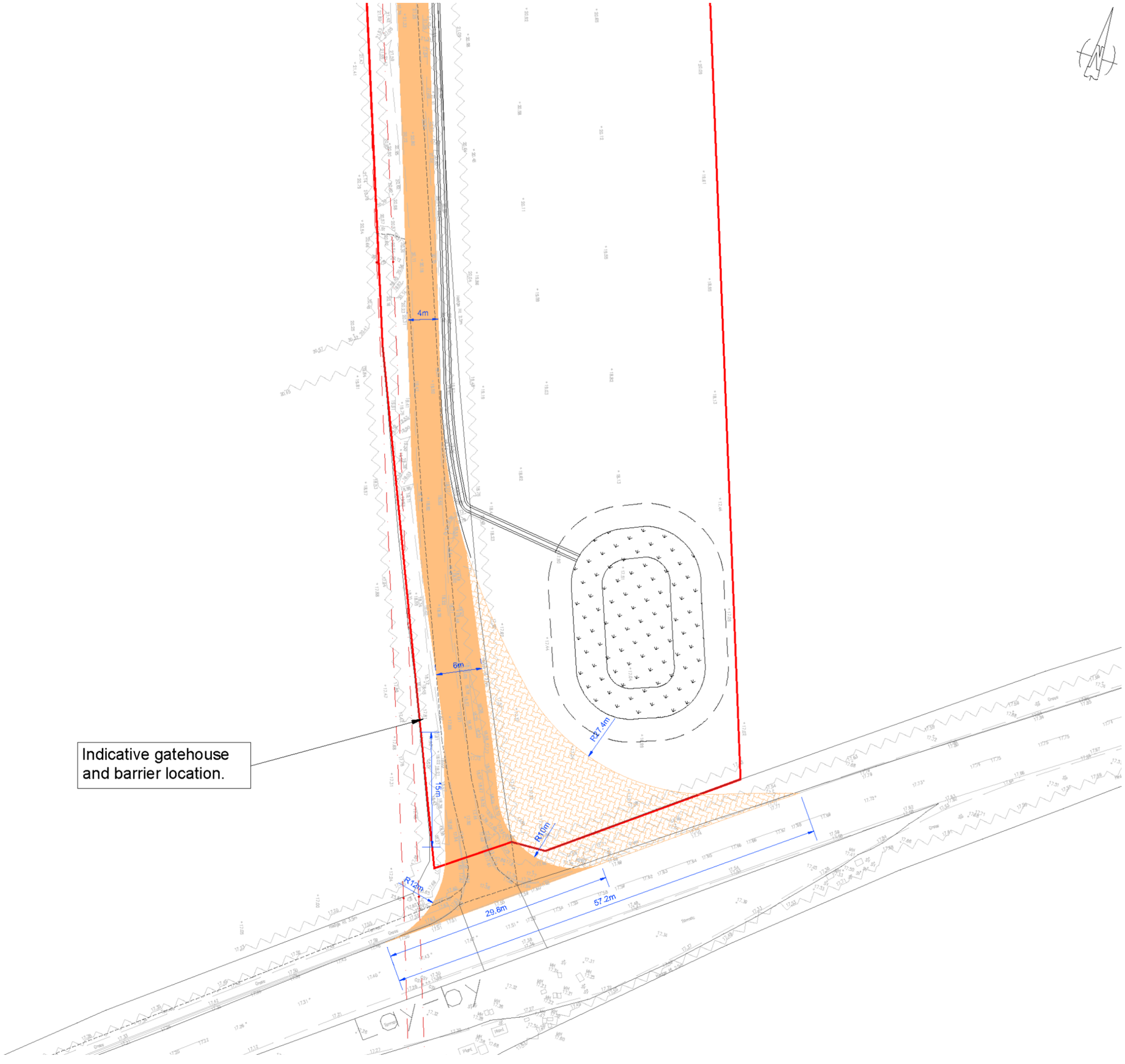
Three Oaks Renewable Energy Park Extension

RIDGE
CLEAN ENERGY

Produced by: DS	Ref:
Checked by: JM	Date: 11/03/2026

5.2b Construction access (Abnormal Loads)

Three Oaks Renewable Energy Park Extension



RIDGE
CLEAN ENERGY

Legend

- Base Mapping
- Site Boundary
- Proposed Carriageway Extent
- Proposed Grasscrete Extent
- Dimensions (XXm)

Notes:
1. Drawing units are in meters unless specified otherwise.
2. Drawing is based on a topographical survey produced by Latitude Surveys.
3. This is not a construction drawing and is intended for illustration purposes only.
4. Vegetation to be trimmed back where required within highway corridor.

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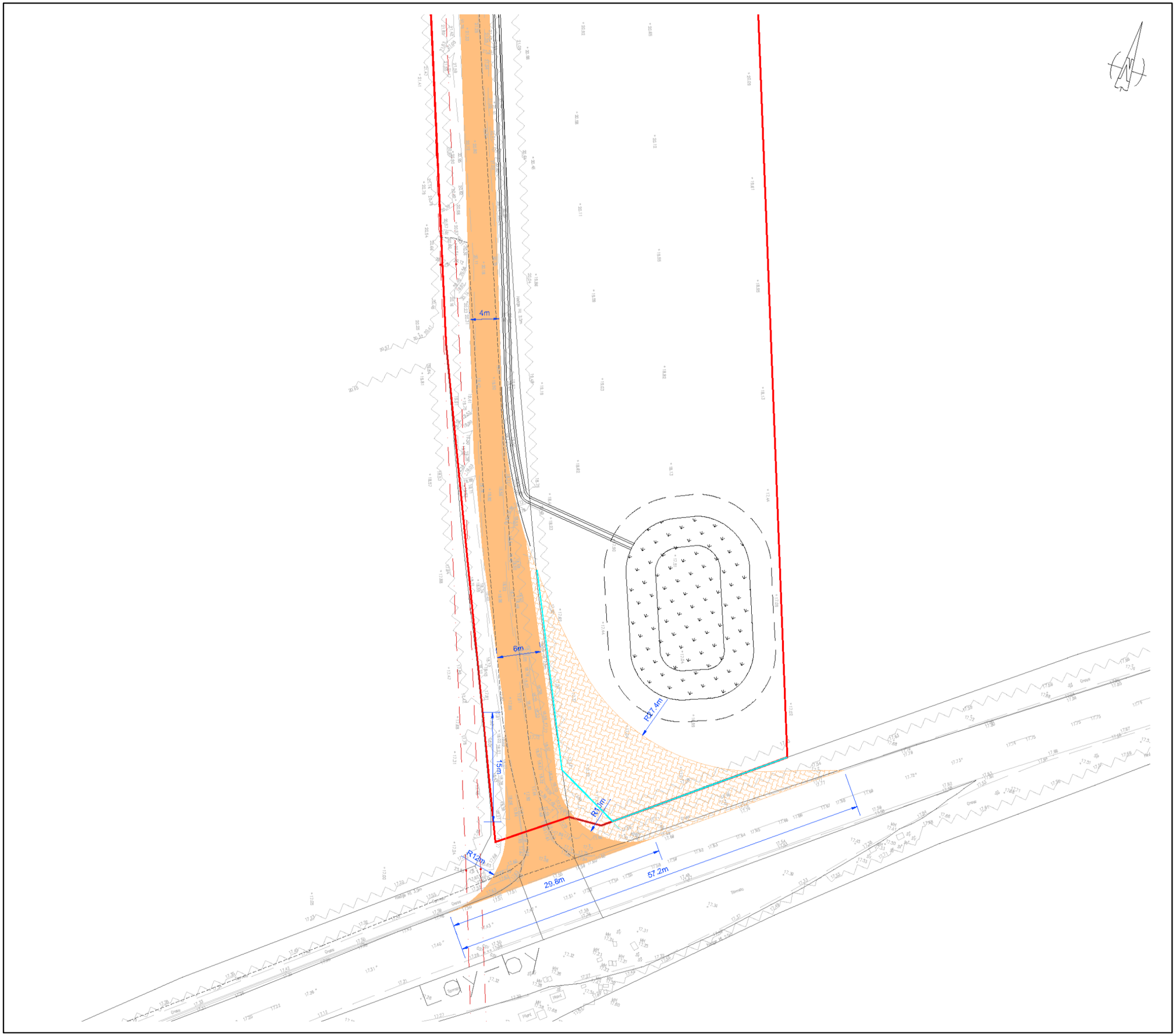
5.3a Upgraded Junction With A614

Three Oaks Renewable Energy Park Extension



RIDGE
CLEAN ENERGY

Legend

- Base Mapping
- Site Boundary
- Proposed Carriageway Extent
- Proposed Grasscrete Extent
- Proposed Fencing
- Dimensions (X.Xm)

Notes:
1. Drawing units are in meters unless specified otherwise.
2. Drawing is based on a topographical survey produced by Latitude Surveys.
3. This is not a construction drawing and is intended for illustration purposes only.
4. Vegetation to be trimmed back where required within highway corridor.

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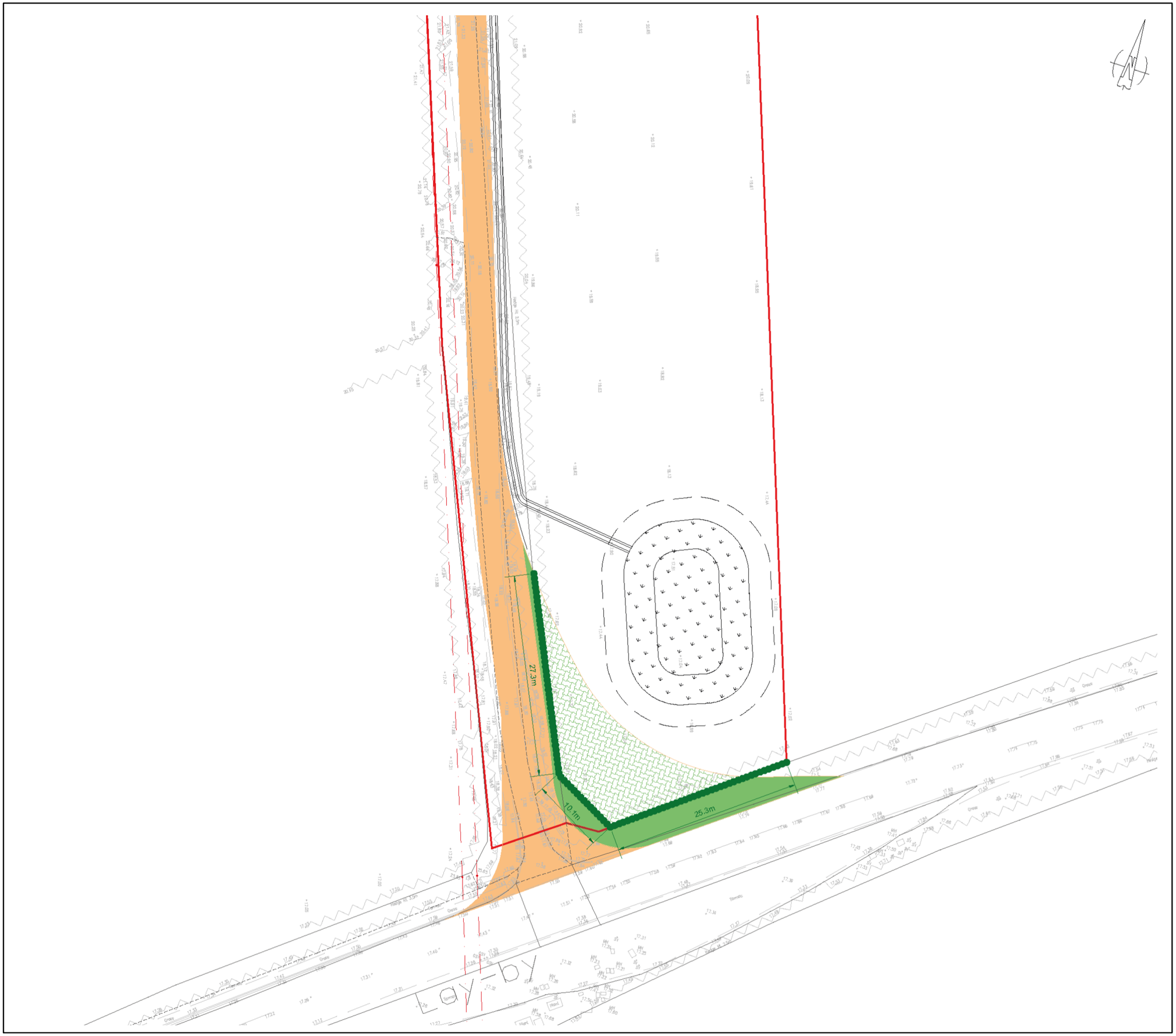
5.3b Upgraded Junction With A614

Three Oaks Renewable Energy Park Extension



RIDGE
CLEAN ENERGY

Legend

- Base Mapping
- Site Boundary
- Proposed Carriageway Extent
- Proposed Grasscrete Extent
- Proposed Hedgerow
- Proposed Verge
- Dimensions

Notes:
1. Drawing units are in meters unless specified otherwise.
2. Drawing is based on a topographical survey produced by Latitude Surveys.
3. This is not a construction drawing and is intended for illustration purposes only.
4. Vegetation to be trimmed back where required within highway corridor.

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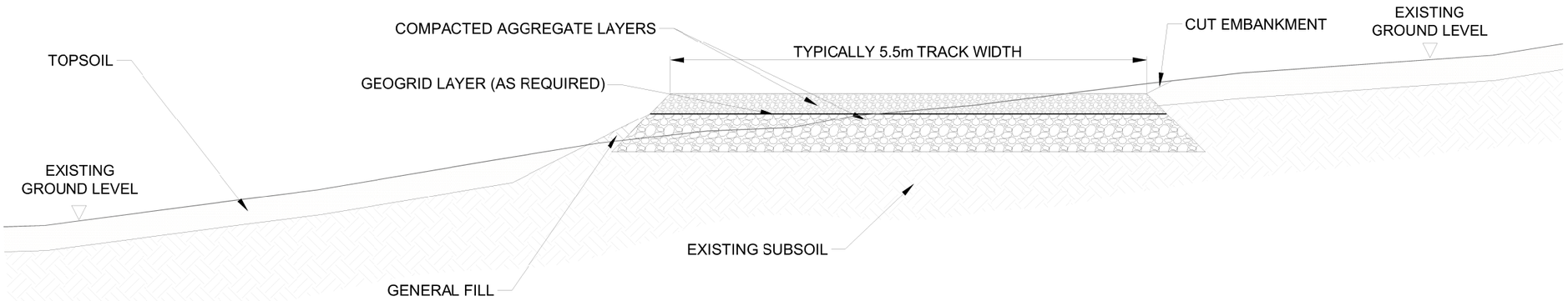
5.3c Upgraded Junction With A614

Three Oaks Renewable Energy Park Extension



TYPICAL TRACK CROSS-SECTION

RIDGE CLEAN ENERGY

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Figure 5.4 Internal Access Track

Three Oaks Renewable Energy Park Extension