
**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Appendix 8.1: Sensitivity
Assessment**

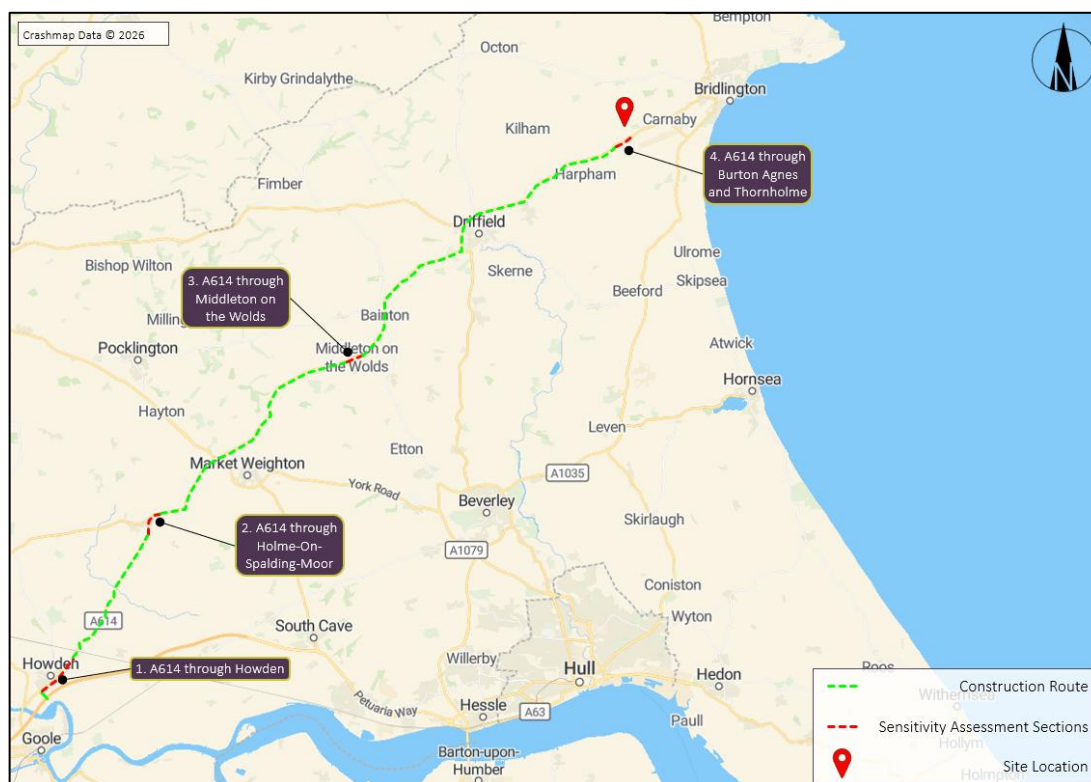
MAY 2026



Introduction

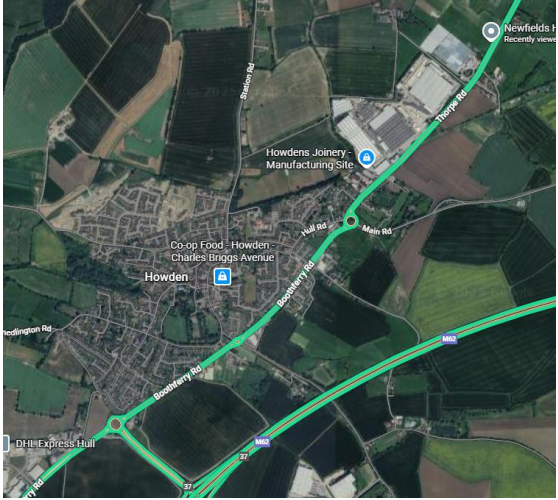
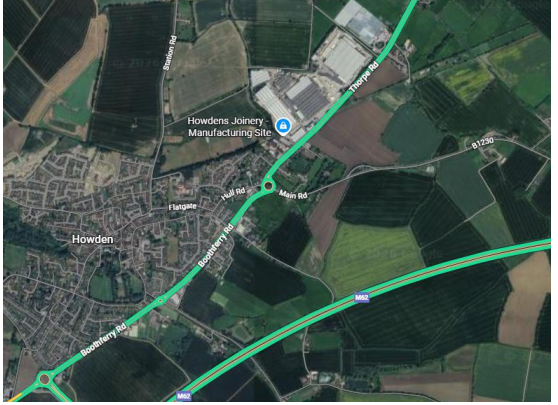
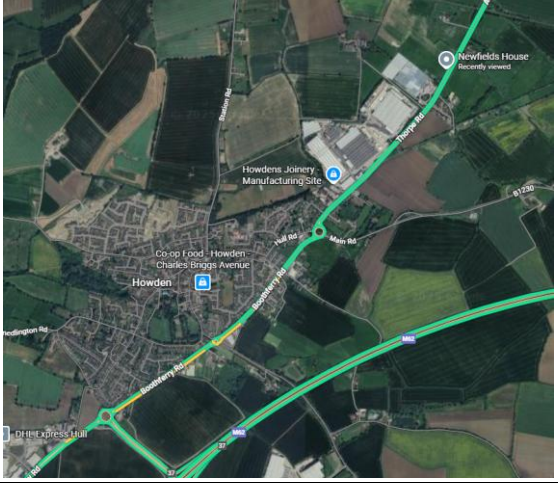
- 1.1 This appendix has been prepared to supplement the Environmental Statement and provide additional detail in relation to receptor sensitivity along the proposed construction traffic route. The purpose of this appendix is to bring together key contextual information relevant to pedestrian amenity, severance and highway safety, including traffic conditions, recorded accident history, land use characteristics and the likelihood of pedestrian crossing activity. This information is used to inform the sensitivity assumptions applied within the Environmental Statement and associated assessments.
- 1.2 Accident totals are derived from police-recorded STATS19 (CrashMap) data for 2020–2024 filtered to the defined section extents. Speed limits and land use context are based on desktop review and site observations.
- 1.3 The assessment focuses on discrete sections of the A614 and associated links along the standard construction traffic route, which exhibit differing characteristics in terms of speed limits, surrounding land uses, accident history and pedestrian activity. The Abnormal Indivisible Loads (AIL) route has been excluded from this sensitivity assessment on the basis that AIL movements are infrequent and pre-planned in nature, and will be undertaken under police escort with traffic management measures in place. Given these controls, AIL movements do not give rise to the same sustained changes in traffic flow and composition that underpin the sensitivity assessment methodology applied in this appendix, and any associated impacts are addressed separately within Appendix 8.3 (Abnormal Indivisible Load (AIL) Assessment) – Volume 4. For each section of the standard construction traffic route, consideration is given to baseline traffic conditions during peak periods, recorded personal injury accidents over the most recent five-year period, the presence or absence of pedestrian crossing facilities, and the likelihood of pedestrian movements based on local land use and frontage activity.
- 1.4 Figure A presents the location and extent of each assessment section considered within this appendix. The figure identifies the defined route sections, corresponding to those summarised in the following tables, and provides spatial context for the sensitivity assessment presented. Together, the figure and accompanying table provide a clear basis for understanding how sensitivity varies along the route and how this has been taken into account within the Environmental Statement.

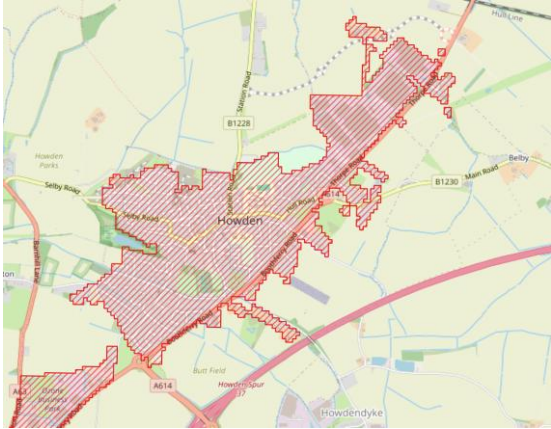
Figure A – Extent of Sensitivity Assessment



1. A614 through Howden

Item	Evidence	Comments
Section Extent		N/A
Section Length	c.3.3km	N/A
Speed Limit	40 – 60mph	National Speed Limit Restrictions along Boothferry Road until Howden Dyke Road

Item	Evidence	Comments
Friday AM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route
Friday 15:30 Traffic		No traffic congestion present along this section of the construction traffic route
Friday PM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route

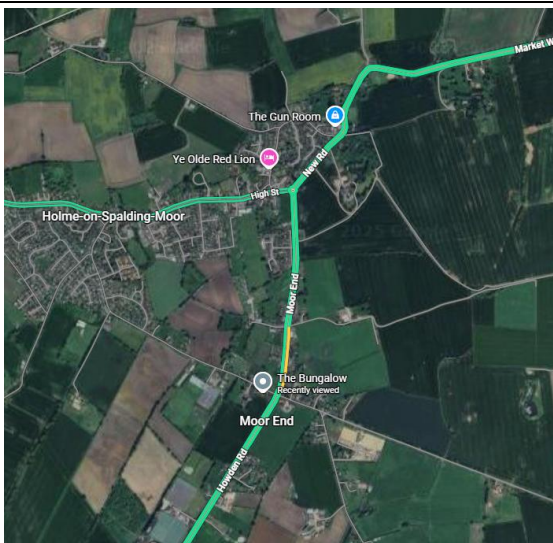
Item	Evidence	Comments
Accidents (2020 – 2024) ● - Fatal ● - Serious ● - Slight		10 slight and 2 serious accidents recorded. A minor cluster is present associated with movements between Hailgate and the A614 roundabout.
Land Use		Limited residential development and small scale employment uses are present to the southeast of the A614. The majority of Howden is located to the north of the road.
Pedestrian Crossing Provision and Likelihood ● Refuge Island		Pedestrian crossing demand is expected to be low due to land use distribution and the severance effect of existing high traffic volumes. Crossing opportunities are already constrained by traffic conditions.

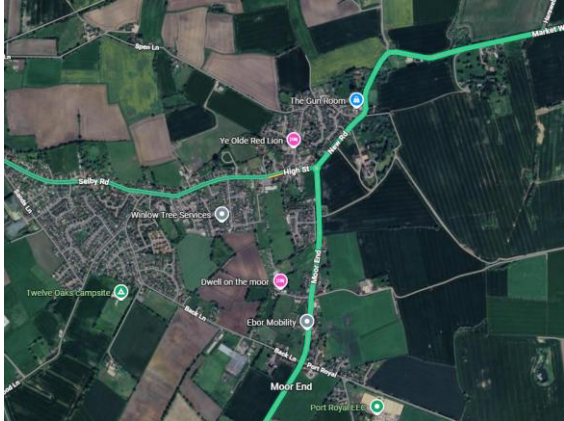
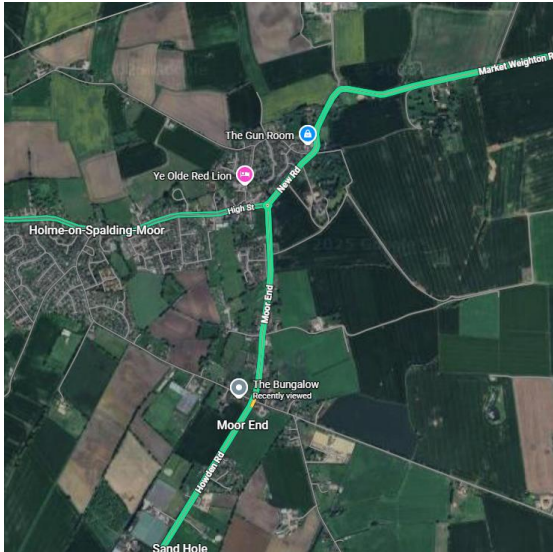
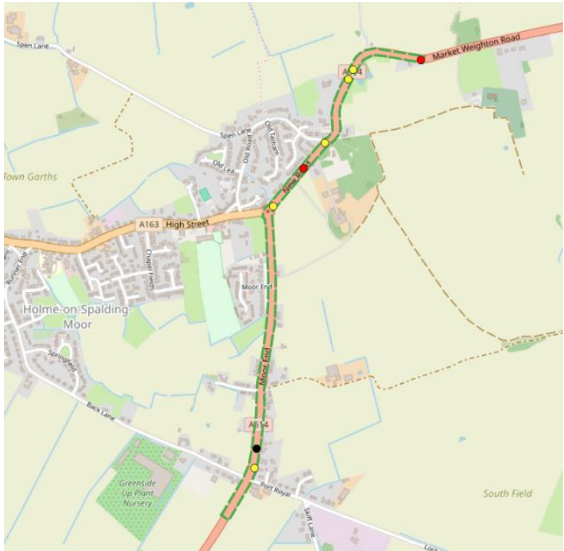
Item	Evidence	Comments
Street Picture	 A photograph of a road junction. In the foreground, a silver car is driving away from the camera. To the left, a large red truck with "SUREFREIGHT" branding is visible. On the right, a brown directional sign points right towards "Saltmarsh Hall". The road is paved and has a clear lane marking. The background shows some greenery and a clear sky.	

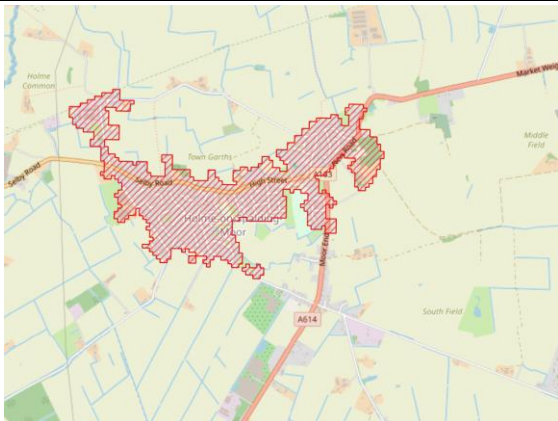
Therefore, as a result of the above, it can be considered that **Section 1** is of **low sensitivity**.

Note: Accident totals are derived from police-recorded STATS19 collision data (CrashMap) for the period 2020–2024, filtered to the section extents shown in the corresponding figure. Totals may differ from other ES summaries where section boundaries differ or where collisions are attributed to different route segments.

2. A614 through Holme-On-Spalding-Moor

Item	Evidence	Comments
Section Extent		N/A
Section Length	c.1.8km	N/A
Speed Limit	30mph	National Speed Limit Restrictions either side of the village
Friday AM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route

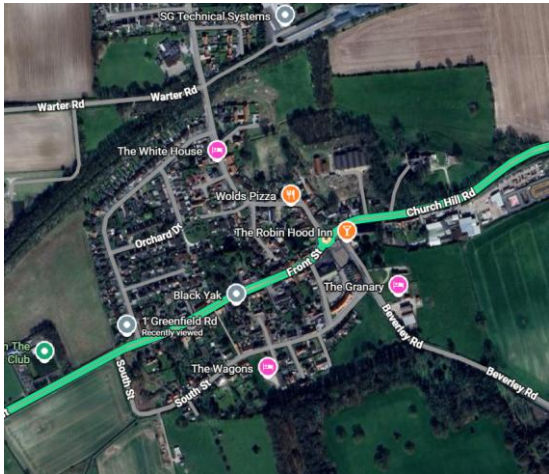
Item	Evidence	Comments
Friday 15:30 Traffic		No traffic congestion present along this section of the construction traffic route
Friday PM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route
Accidents (2020 – 2024) ● - Fatal ● - Serious ● - Slight		5 slight, 2 serious and 1 fatal accident recorded. No accident clusters identified.

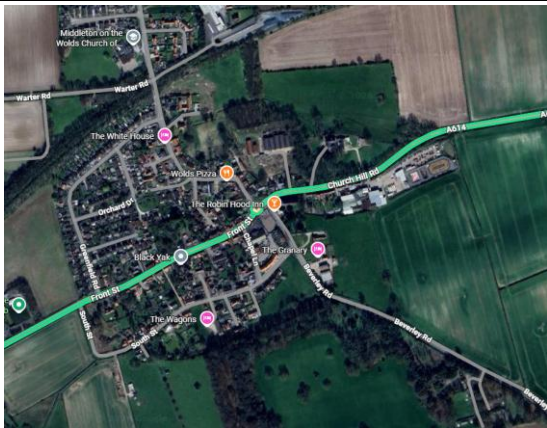
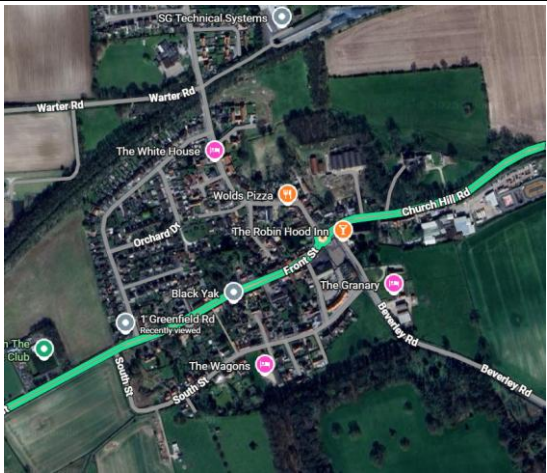
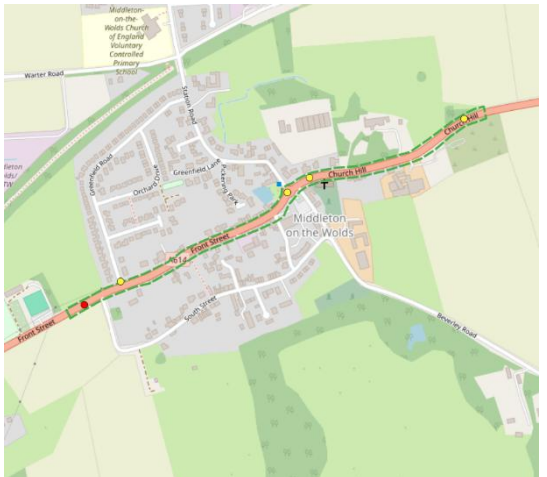
Item	Evidence	Comments
Land Use		The majority of the village is located to the west and north of the A614, with limited residential development to the east. St John the Baptist Church is located on the eastern side of the road.
Pedestrian Crossing Provision and Likelihood ● Refuge Island		While formal crossing facilities are limited, the presence of the church may generate occasional pedestrian crossing movements, including vulnerable users.
Street Picture		

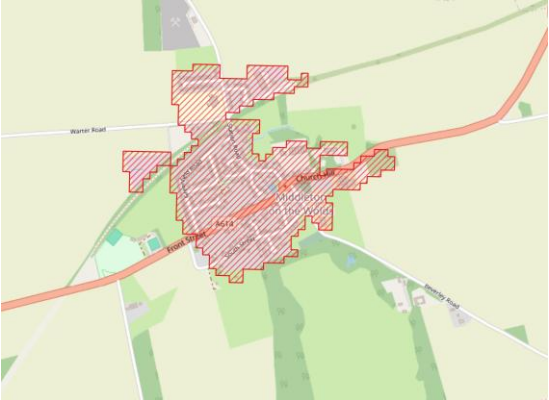
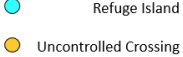
Therefore, as a result of the above, it can be considered that **Section 2 is of medium sensitivity and should be assessed as sensitive.**

Note: Accident totals are derived from police-recorded STATS19 collision data (CrashMap) for the period 2020–2024, filtered to the section extents shown in the corresponding figure. Totals may differ from other ES summaries where section boundaries differ or where collisions are attributed to different route segments

3. A614 through Middleton on the Wolds

Item	Evidence	Comments
Section Extent		N/A
Section Length	c.900m	N/A
Speed Limit	30mph	National Speed Limit Restrictions either side of the village
Friday AM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route

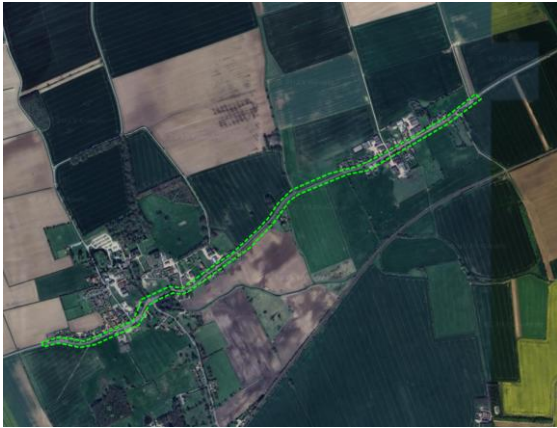
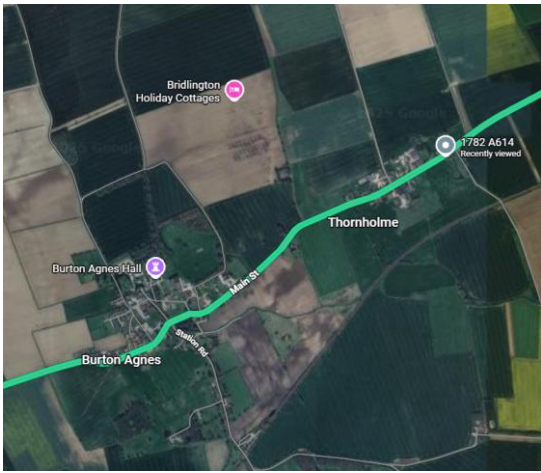
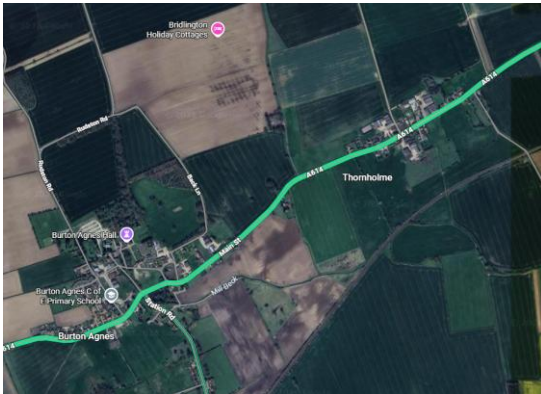
Item	Evidence	Comments
Friday 15:30 Traffic		No traffic congestion present along this section of the construction traffic route
Friday PM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route
Accidents (2020 – 2024) ● - Fatal ● - Serious ● - Slight		4 slight and 1 serious accident recorded. No accident clusters identified.

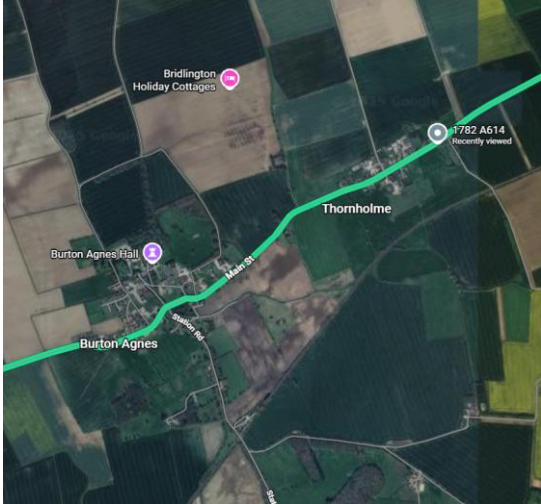
Item	Evidence	Comments
Land Use		Commercial and residential development is broadly balanced on both sides of the A614 through the village.
Pedestrian Crossing Provision and Likelihood 		Pedestrian crossing activity is likely and existing crossing points are present and likely to be used, based on frontage activity and presence of footways/bus stops.
Street Picture		

Therefore, as a result of the above, it can be considered that **Section 3** is **Sensitive** and should be assessed as such.

Note: Accident totals are derived from police-recorded STATS19 collision data (CrashMap) for the period 2020–2024, filtered to the section extents shown in the corresponding figure. Totals may differ from other ES summaries where section boundaries differ or where collisions are attributed to different route segments

4. A614 through Burton Agnes and Thornholme

Item	Evidence	Comments
Section Extent		N/A
Section Length	c.2.5km	N/A
Speed Limit	30 – 40mph	National Speed Limit Restrictions either side of the villages
Friday AM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route
Friday 15:30 Traffic		No traffic congestion present along this section of the construction traffic route

Item	Evidence	Comments
Friday PM Peak Hour Traffic		No traffic congestion present along this section of the construction traffic route
Accidents (2020 – 2024) ● - Fatal ● - Serious ● - Slight		2 slight accidents recorded. No accident clusters identified.
Land Use		The majority of development through Burton Agnes and Thornholme is located to the north of the A614.
Pedestrian Crossing Provision and Likelihood	Whilst no formal pedestrian crossing points are present, footways are provided on both sides of the carriageway, reducing to the south side only in the vicinity of the bus stop. The presence of the bus stop and a pond at the eastern edge of the assessment area may give rise to some localised pedestrian activity; however, given the overall land use distribution and the provision of footways, pedestrian crossing demand is expected to remain low and crossing movements are likely to be infrequent and opportunistic. These features do not alter the overall assessment conclusion.	N/A

Item	Evidence	Comments
Street Picture	 A street-level photograph showing a two-lane road with a dashed white line down the center and a solid white line on the right. The road is paved and has a white arrow pointing forward. On the left side of the road, there is a brick wall and some greenery. On the right side, there are several houses with red-tiled roofs and white walls. The sky is blue with some light clouds. The image is a Google Street View capture.	

Therefore, as a result of the above, it can be considered that **Section 4** is **Sensitive** and should be assessed as such.

Note: Accident totals are derived from police-recorded STATS19 collision data (CrashMap) for the period 2020–2024, filtered to the section extents shown in the corresponding figure. Totals may differ from other ES summaries where section boundaries differ or where collisions are attributed to different route segments.

