
**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Appendix 8.5:
PRoW Assessment**

MAY 2026



1 PRow Assessment

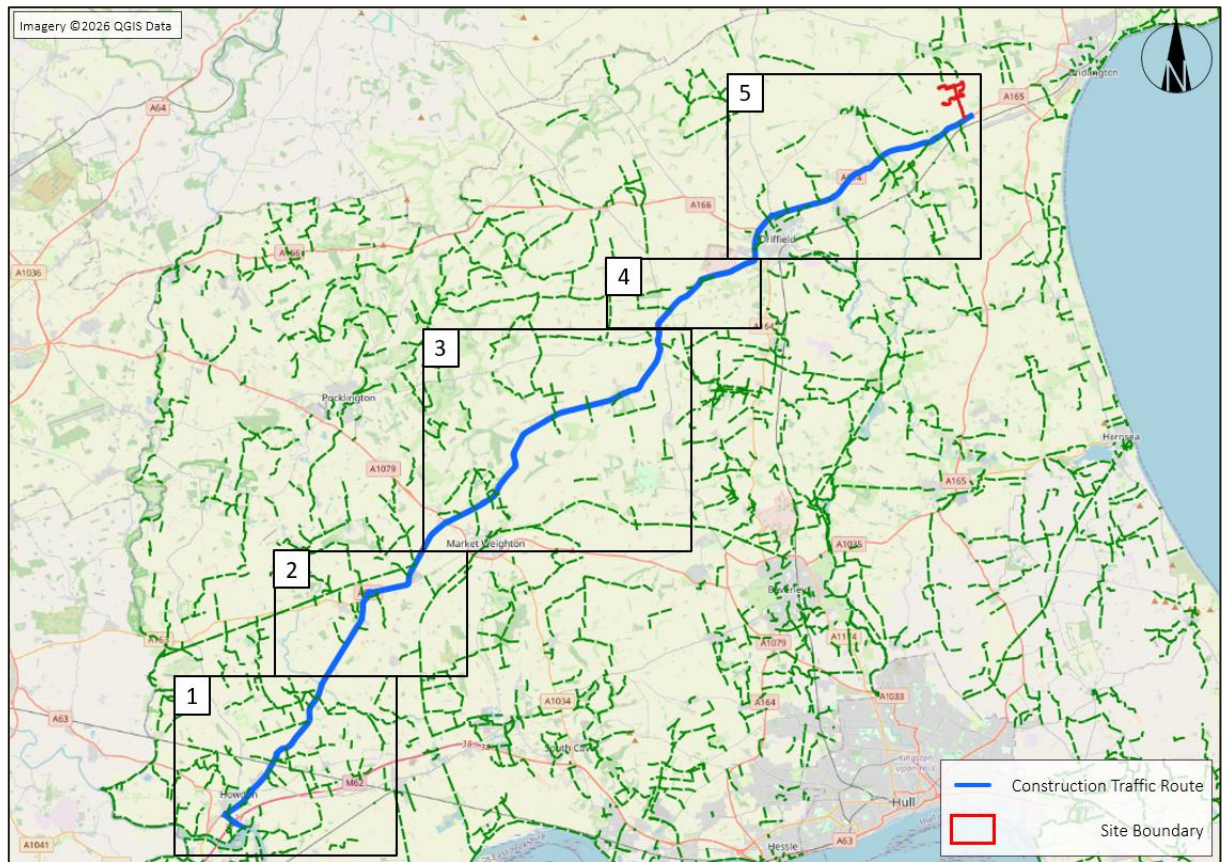
1.1 Introduction

- 1.1.1 The construction traffic route extends for c.58km and forms part of a well-used strategic highway corridor, accommodating daily traffic flows in the order of 7,000 to 19,000 vehicles depending on location. As would be expected on a route of this length and function, a number of Public Rights of Way (PRowWs) interact with the route and will result in pedestrians and other users crossing the route.
- 1.1.2 This appendix presents the spatial distribution of the PRowWs along the route, identifies the location in which the PRowWs cross the route, and provides a brief description of their interaction.

1.2 PRow Assessment Methodology

- 1.2.1 Given the overall length of the construction traffic route, the assessment has been divided into a series of discrete sections to facilitate a clear and structured review of PRow interactions. The segmentation has been undertaken solely for analytical purposes and reflects logical breaks in the density of PRowWs. The sections are defined as follows:
- Section 1 (c.10.3km) – Howden Spur to East of Spaldington;
 - Section 2 (c.8.5km) – East of Spaldington to West of Market Weighton;
 - Section 3 (18.6km) – West of Market Weighton to North of Bainton;
 - Section 4 (6.1km) – North of Bainton to southwest of Drifffield; and,
 - Section 5 (14.5km) – Southwest of Drifffield to the A614 unnamed access road junction.
- 1.2.2 This assessment focuses exclusively on PRowWs that require pedestrians or other users to cross the construction traffic route to access another PRow or bridleway on the opposite side of the carriageway. PRowWs that originate from the construction route but do not involve crossing have been excluded from consideration.
- 1.2.3 Abnormal Indivisible Load movements are assessed separately within Appendix 8.3 (Abnormal Indivisible Loads (AIL) Assessment) – Volume 4 and are anticipated to be infrequent and managed as discrete escorted movements with appropriate traffic management. On that basis, the AIL route is discounted from this PRow assessment, which focuses on the interaction between PRow users and the routine construction traffic route.
- 1.2.4 These sections along the construction traffic route are illustrated in their corresponding viewports below in Figure 1.2.1.

Figure 1.2.1 – PRowS Along the Construction Traffic Route



1.3 Section One

1.3.1 Section one of the PRow review covers a distance of c. 10.3km routing from Howden Spur northeast to East of Spaldington. Figure 1.3.1 illustrates an extract of East Riding of Yorkshire definitive PRow map.

1.3.2 Table 1.3.1 outlines the PRowS within section one which meet the assessments criteria.

Figure 1.3.1 East Riding of Yorkshire PROW map

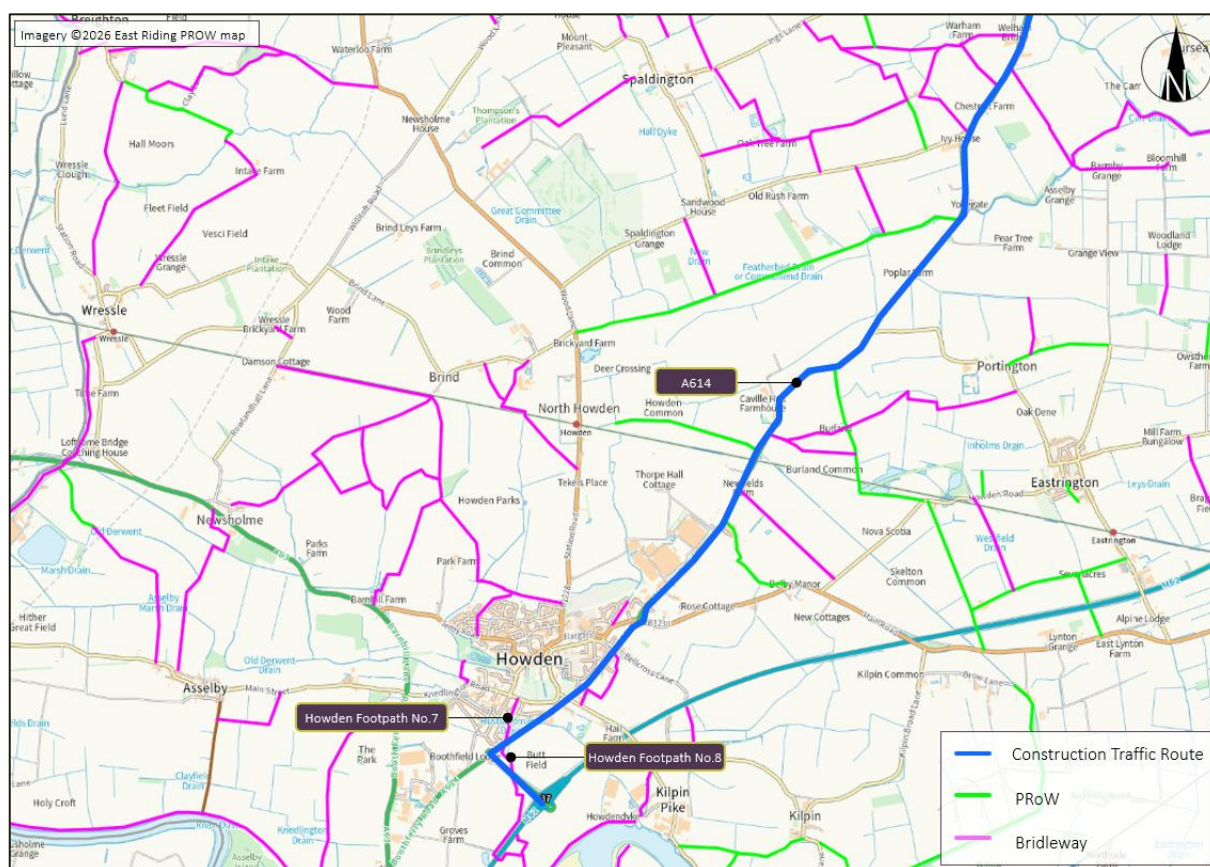


Table 1.3.1 Section One PROWs

PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
Howden Footpath No.7 (HOWDF07)	53°44'20.2"N 0°52'17.3"W	Howden Footpath No.7 Routes North from the construction traffic route towards Buttfield Lane The footpath is c.158m in length	
Howden Footpath No.8 (HOWDF08)	53°44'19.6"N 0°52'17.7"W	Howden Footpath No.8 routes south from the construction route on the opposite side	

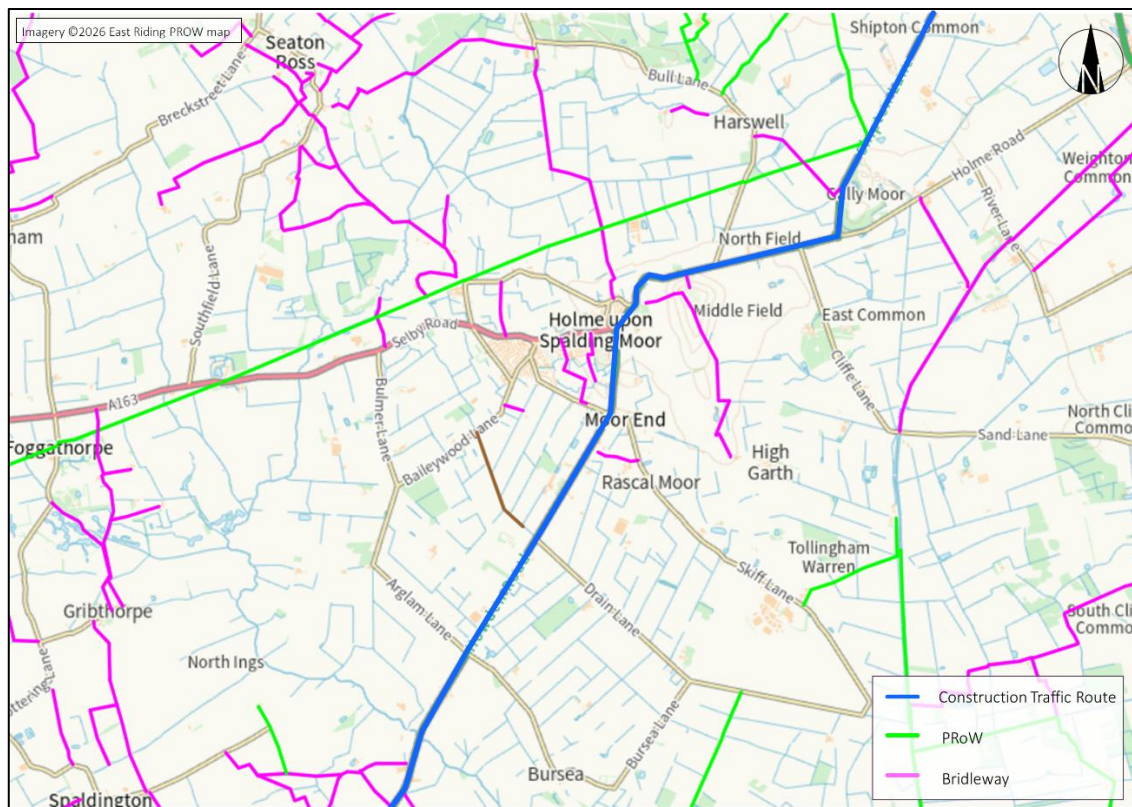
PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
		of the carriageway to Howden Footpath 7 The footpath is c.2,026m in length	

1.4 Section Two

1.4.1 Section two of the PROW assessment reviews the section of the route from east of the village of Spaldington to west of Market Weighton and just south of Shipton Common and the section covers an approximate distance of 8.5km

1.4.2 Figure 1.4.1 illustrates an extract of East Riding of Yorkshire definitive PROW map along section two of the route.

Figure 1.4.1 East Riding of Yorkshire PROW map



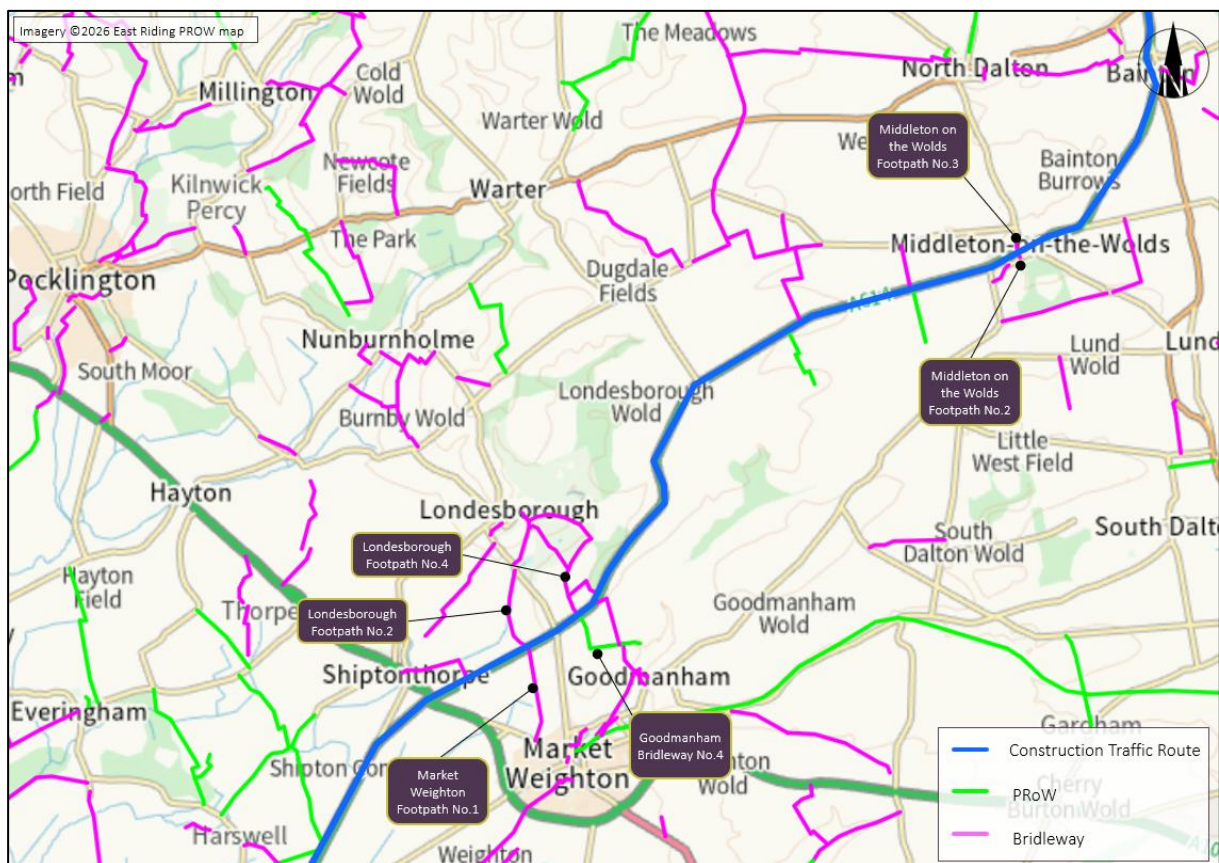
1.4.3 Based on the criteria outlined within the assessment methodology there are no PROWs or Bridleways within section two which result in a direct crossing of the construction traffic route.

1.5 Section Three

1.5.1 Section three of the PROW assessment covers the section of the construction traffic route from the north of Shipton Common to just north of Bainton covering an approximate 18.6km along the construction traffic route.

1.5.2 Figure 1.5.1 illustrates an extract of East Riding of Yorkshire definitive PROW map along section three of the route.

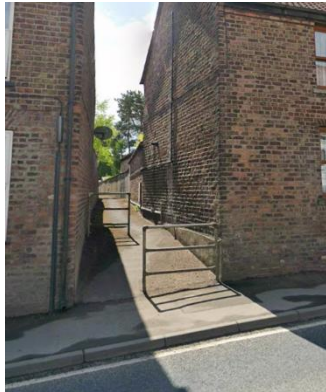
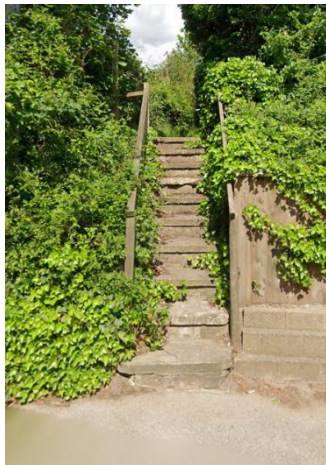
Figure 1.5.1 East Riding of Yorkshire PROW map



1.5.3 Table 1.5.1 outlines the PROWs within section three which meet the assessments criteria

Table 1.5.1 Section Three PROWs

PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
Market Weighton Footpath No.1 (MWEIF01)	53°52'50.2"N 0°40'36.1"W	From the construction traffic route Market Weighton Footpath No.1 routes south toward York Road The footpath is c.1,420m in length	
Londesborough Footpath No.2 (LONDF02)	53°52'50.2"N 0°40'36.5"W	Londesborough Footpath No.2 routes north from the opposite side of the carriageway to Market Weighton Footpath No.1 towards intake hill The footpath is c.2,122m	
Goodmanham Bridleway No.4 (GOODB04)	53°53'04.1"N 0°39'52.4"W	Goodmanham Bridleway No.4 routes south from the construction traffic route and provides access to Wateringdike Lane The Bridleway is c.1,243m in length	

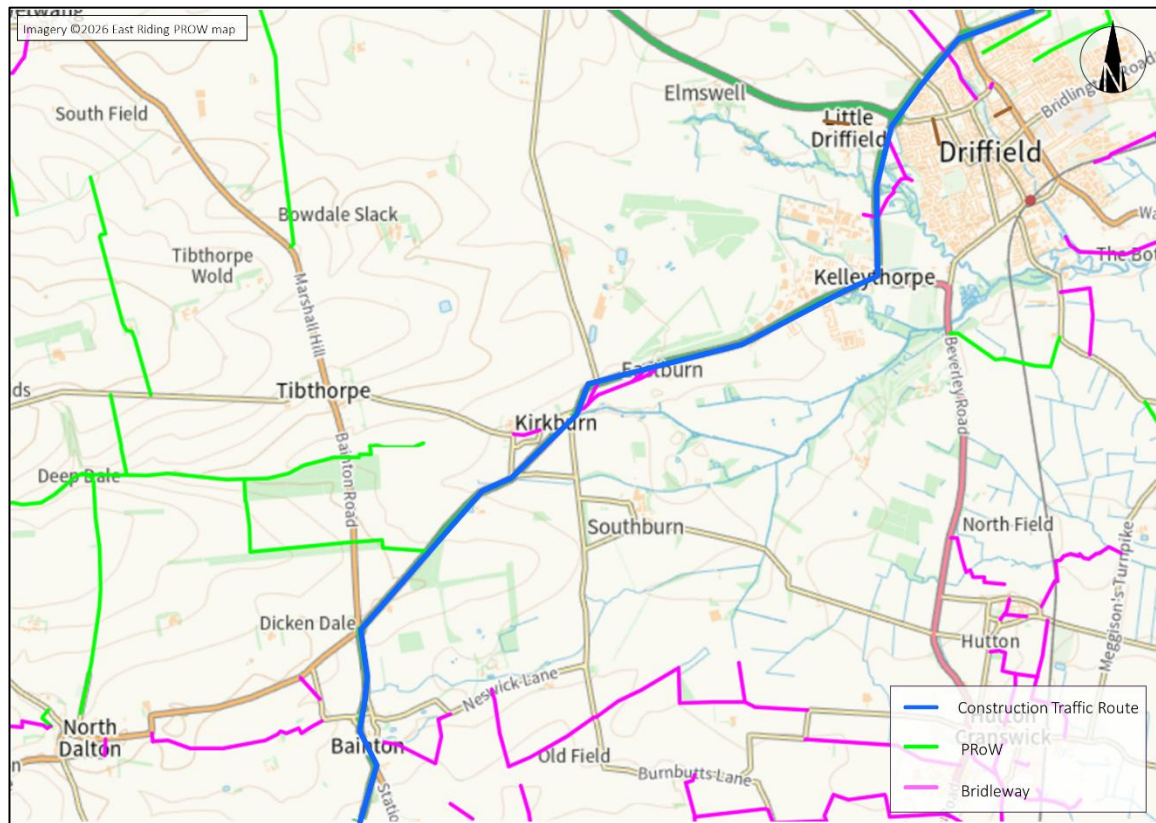
PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
Londesborough Footpath No.3 (LONDF03)	53°53'05.4"N 0°39'54.6"W	Londesborough Footpath No.3 routes northeast from the opposite side of the construction traffic route to Goodmanham Bridleway No.4 Londesborough Footpath is c.2,434m and provides access to the village of Londesborough	
Middleton on the Wolds Footpath No.2 (MOTWF02)	53°55'56.9"N 0°33'48.7"W	Middleton on the Wolds Footpath No.02 routes south from the construction traffic route to south street Middleton on the Wolds Footpath No.2 is c.75m in length	
Middleton on the Wolds Footpath No.3 (MOTWF03)		Middleton on the Wolds Footpath No.3 routes north from the construction traffic route opposite Middleton on the Wolds Footpath No.3 to Greenfield Lane Middleton on the Wolds Footpath No. 3 is c.150m in length	

1.6 Section Four

1.6.1 Section Four of the PROW assessment covers the section of the construction traffic route from just north of Bainton to Kelleythorpe southwest of Driffield covering an approximate 6.1km along the construction traffic route.

1.6.2 Figure 1.6.1 illustrates an extract of East Riding of Yorkshire definitive PROW map along section four of the route.

Figure 1.6.1 East Riding of Yorkshire PROW map



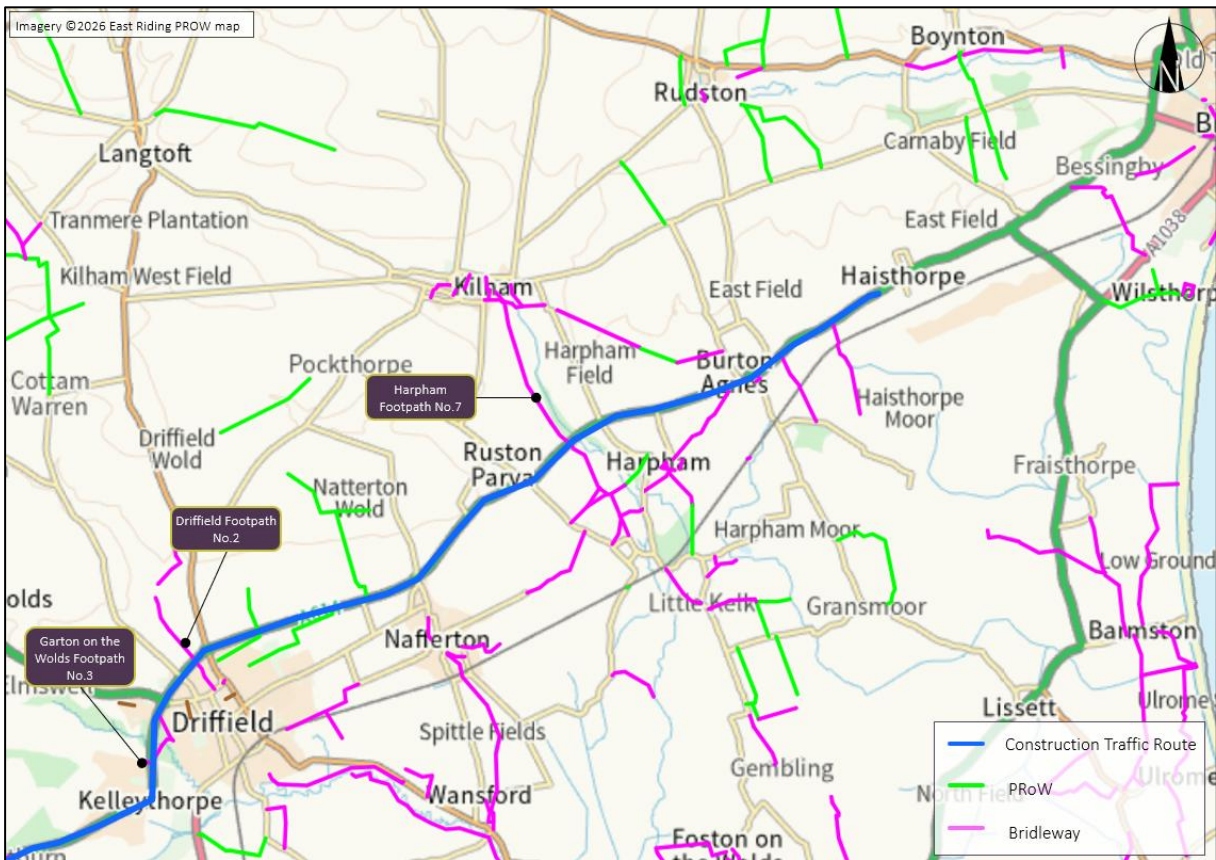
1.6.3 Based on the criteria outlined within the assessment methodology there are no PROWs or Bridleways within section four which result in a direct crossing of the construction traffic route.

1.7 Section Five

1.7.1 Section Five of the PROW assessment covers the section of the construction traffic route from Kelleythorpe southwest of Driffield to the proposed development covering an approximate 14.5km along the construction traffic route.

1.7.2 Figure 1.7.1 illustrates an extract of East Riding of Yorkshire definitive PROW map along section five of the route.

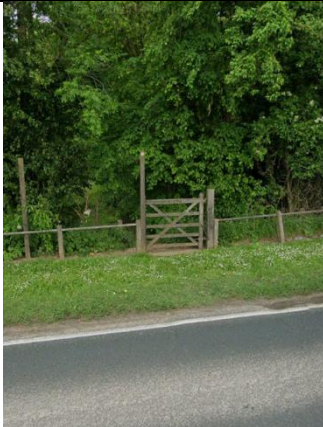
Figure 1.7.1 East Riding of Yorkshire PRoW map



1.7.3 Table 1.7.1 outlines the PROWs within section five which meet the assessments criteria

Table 1.7.1 Section Five PROWs

PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
Garton on the Wolds Footpath No.3	54°00'03.32"N -0°45'68.55"W	Garton on the Wolds Footpath No.3 routes on an east to west basis connecting Kelleythorpe to Driffield	

PROW Ref No.	Location PROW joins Construction Traffic Route	Brief Description	Photo
Driffeld Footpath No.2 (DRIFF02)	54°00'51.0"N 0°26'46.8"W	Driffeld Footpath No.2 routes south from the construction traffic route to north street. Driffeld Footpath is c.1070m in length	
Harpham Footpath No.7 (HARPF07)	54°02'34.9"N 0°21'27.5"W	Harpham Footpath No.7 routes north and south from the construction traffic route to the south the footpath routes to Harpham Footpath No.14 In total Harpham Footpath No.7 is c.1,400m in length	
Harpham Footpath No.7 (HARPF07)	54°02'35.1"N 0°21'27.6"W	Harpham Footpath No.7 routes north and south from the construction traffic route to the north the footpath routes to Kilham Footpath No.3 In total Harpham Footpath No.7 is c.1,400m in length	

1.8 Conclusion

1.8.1 A review of the East Riding of Yorkshire definitive PROw mapping has been undertaken to identify PROws that require users to cross the proposed construction traffic route. The assessment identifies a limited number of crossing points along the c.58km route, with no qualifying PROw crossings in Sections 2 and 4 and the remaining crossings occurring either in rural/agricultural settings or within/adjacent to smaller settlements (including Middleton on the

Wolds and Driffeld).

- 1.8.2 Overall, the relatively small number of PRow crossings along a long strategic corridor means that effects on PRow users during construction are expected to be limited. The Outline CTMP includes measures to manage construction vehicle movements and reduce the potential for conflict with non-motorised users, including routing controls, delivery management and (where required) marshal/traffic management arrangements at access locations.