
**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Appendix 8.7: Environmental
Consideration of Abnormal Indivisible
Loads**

MAY 2026



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Introduction

- 1.1 This report considers the landscape, visual and biodiversity consideration of the off-site impacts associated with the abnormal indivisible load (AIL) movements for the Proposed Development.
- 1.2 Such impacts would occur outside the Application Boundary and are not part of the Proposed Development for which planning permission is sought. Such work would be undertaken via a separate consenting process following planning approval for the Proposed Development.
- 1.3 Appendix 8.3 (Abnormal Indivisible Load Assessment) – Volume 4 provides a detailed overview of the proposed AIL movements, legislative and procedural guidelines, specification of AIL vehicles, route options, appraisal (including swept path drawings) and assessment and management strategy. This report does not replicate the information provided within Appendix 8.3, which should be read alongside this report.

Overview

- 1.4 AILs are required to facilitate the delivery of oversized / weighted turbine components along the public highway to access the Site from the Port of Hull. The anticipated AIL movements for the Proposed Development are:
- 18 no. turbine blades (16,000 kg) with a length of 57,200 mm;
 - 6 no. nacelle components (67,035 kg);
 - 30 no. tower components (79,500 kg); and
 - 12 no. escort vehicles
- 1.5 The vehicle configurations used to transfer the abnormal loads will ultimately be decided by the appointed haulier, however, the configurations selected (see Chapter 8 (Traffic and Transport) – Volume 2 for further information) are considered a worst-case and robust representation.
- 1.6 A number of possible route options from the Port of Hull to Site were considered and discussed via pre-application consultation with East Riding of Yorkshire Council and Hull City Council in their capacity as Local Highway Authorities. The preferred route is shown in Plate 1 and 2, and is summarised as follows:
- Port of Hull;
 - A1033;
 - Marfleet Avenue;
 - Staveley Road;
 - Diadem Grove;
 - A165;
 - A1035;
 - A165;
 - A165 Moor Lane;
 - A614; and
 - Site Access Road.
- 1.7 The final route will be submitted to and approved by the relevant highway authorities by way of planning condition prior to the commencement of AIL movements.

Plate 1 – Preferred AIL Route

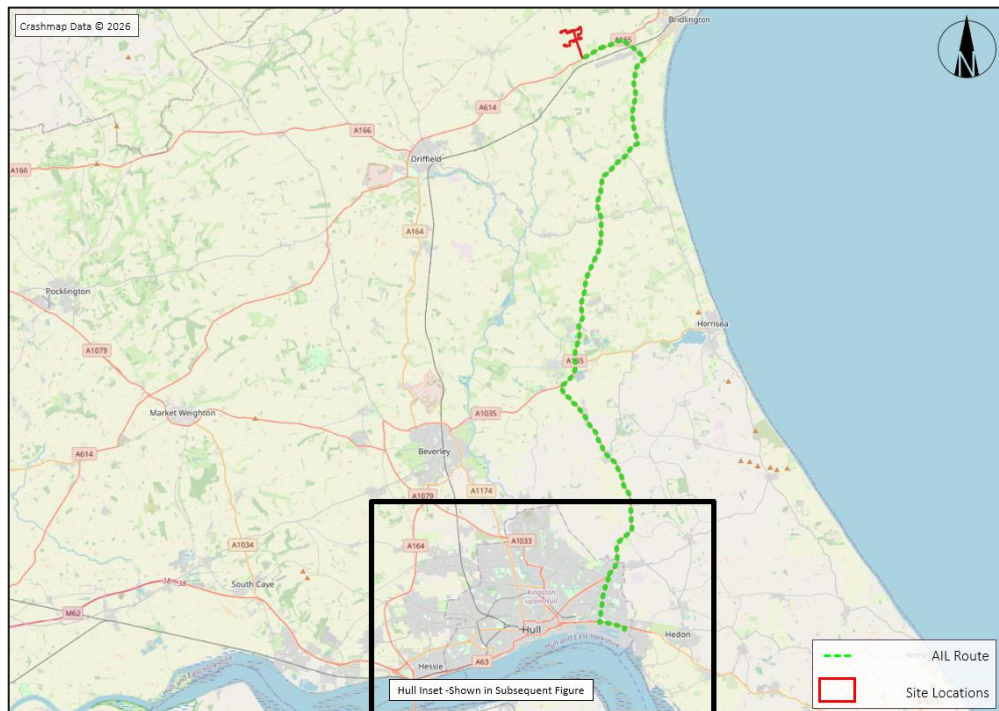


Plate 2 – Preferred AIL Route, Hull Inset



- 1.8 Appendix B within Appendix 8.3 (Abnormal Indivisible Load Assessment) – Volume 4 provides detailed swept path drawings showing where over sail of turbine components or over run of AIL delivery vehicles is anticipated to impact land outside of the bound surface of the road network (yet within highway extent). Anticipated impacts along the route include:

- Overrun of verges;
- Temporary removal of some street furniture;
- The removal of one tree at the junction of Marfleet Lane and Staveley Road;
- Pruning of trees and scrub which overhang the highway in places along the route as necessary, particularly along Staveley Road;
- The removal of one tree within the roundabout at Hopewell Road and Staveley Road;
- Tree trimming and removal at the roundabout at Barham Road and Staveley Road and the roundabout at Diadem Grove / Holderness Road; and
- Tree trimming at the Brandesburton Roundabout.

Environmental Considerations

Construction

Landscape and Visual Effects

- 1.9 There would be some short-term effects on landscape fabric along the AIL delivery route. The effects of the pruning would be temporary (as the scrub and trees would re-generate), any damage to the grass verges would be reinstated and trees lost could be allowed to regenerate from the roots remaining in the ground upon completion of AIL deliveries.

Biodiversity

- 1.10 Some minor works will be required to facilitate the transport of the wind turbine blades to the site, involving some tree trimming and felling. Surveys of the affected trees will be undertaken to determine sensitivity for species (such as bats) and suitable mitigation suggested as part of the application for AIL deliveries.
- 1.11 Consequently, there will be no unacceptable effects and suitable mitigation will be delivered.

Operation

- 1.12 In the unlikely event that a turbine blade would need to be replaced during the operational phase, impacts would be no greater than as during the construction phase.

Decommissioning

- 1.13 During decommissioning component parts could be broken up on site and thus would not constitute AILs for removal from the site. Alternatively, if components are removed in full, they would not need to traverse back to the Port of Hull after the operational phase has ceased. It is not possible to quantify the impacts due to the unknown routing to be taken, however it is considered likely that impacts would be no greater than as during the construction phase.

Conclusion

- 1.14 The offsite works required to facilitate the AIL deliveries to site would be subject to a separate consenting process and are not part of the scope of this application for planning consent. However, such works are not considered to result in effects that would be unacceptable and can suitably be mitigated.