



**THREE OAKS RENEWABLE
ENERGY PARK
EXTENSION**

**Environmental
Statement Volume 1:
Non-Technical Summary**

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Preface

The aim of this Non-Technical Summary is to summarise the content and main findings of the Environmental Statement (ES) in a clear and concise manner to assist the public in understanding what the environmental effects of the Proposed Three Oaks Renewable Energy Park Extension are likely to be.

The Environmental Statement provides a more detailed description of the Proposed Development and the findings of the Environmental Impact Assessment (EIA) Process.

The full Environmental Statement, along with supporting documents submitted as part of the planning application (including Design and Access Statement, Flood Risk Assessment, Statement of Community Involvement and Planning Statement) will be available for viewing as below:

Location	Opening times
Bridlington Central Library King Street Bridlington YO15 2DF	Monday 9.30am – 5pm Wednesday 9.30am – 6pm Thursday 9.30am – 3pm Saturday 9.30am – 1pm
Drifffield Library Cross Hill Drifffield YO25 6RQ	Monday 9.30am – 6.30pm Tuesday – Friday 9.30am – 4.30pm Saturday 9.30am – 12.30pm

Electronic copies of the submission material are available to download for free from the East Riding of Yorkshire Council planning website (www.eastriding.gov.uk/planning-permission-and-building-control/), the dedicated project website (<https://www.ridgecleanenergy.com/project/three-oaks-extension/>), or electronic copies are available from the Applicant free of charge.

Hard copies of the Environmental Statement can be obtained from the Applicant at a reasonable cost. Contact threeoaksextension@theridgegroup.com, or call the Applicant on 01608 819253 for further information.

1 Introduction

- 1.1 This Non-Technical Summary (NTS) is a summary of the Environmental Statement (ES) which accompanies an application made by Three Oaks REP Extension Ltd (the Applicant) to East Riding of Yorkshire Council (the Council) to construct, operate, maintain and decommission a wind farm development (along with associated infrastructure), to be known as the Three Oaks Renewable Energy Park Extension (hereafter referred to as the 'Proposed Development'). It would have an export capacity of 25.2 megawatts (MW) with a proposed operating lifetime of 40 years.

What is an Environmental Impact Assessment (EIA)?

- 1.2 An EIA is a framework to identify, assess, minimise and report the likely significant effects on the environment (including residents) during construction, operation and decommissioning of a proposed development.
- 1.3 The aim is to protect the environment by ensuring that when deciding whether to grant planning permission for a project, the Council does so in the full knowledge of the likely significant effects of the project, and takes them into account in the decision-making process.

What is an Environmental Statement (ES)?

- 1.4 An ES is a document which reports the EIA undertaken for a project, to inform the decision-making process. The content of an ES is required to be in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the 'EIA regulations').
- 1.5 This NTS constitutes Volume 1 of the ES, and is intended to be read alongside Volumes 2 (Main Text), 3 & 3a (Non-LVIA and LVIA Figures) and 4 (Appendices) of the ES and associated other application documents for the Proposed Development.

Who is the Applicant?

- 1.6 The Applicant is a Special Purpose Vehicle (SPV) owned by Ridge Clean Energy Ltd (the Developer). The Developer is a UK based clean energy company whose team has extensive experience developing, constructing and operating clean energy projects across the UK, including solar, wind, and associated infrastructure. The Applicant's ethos is centred around community engagement and support throughout the lifetime of the project, making possible enduring and meaningful impact.
- 1.7 Working in partnership with landowners and local communities, the Applicant's team identifies and develops new projects to supply clean energy to UK homes, businesses and other power consumers. The team has a wealth of experience with community engagement and support and has created a range of local initiatives in small towns and villages that focus on improving community value.
- 1.8 The ES has been compiled by the Applicant, supported by a suite of discipline specific specialists who are competent experts in their field.

What is Being Applied For?

1.9 The Proposed Development would comprise the following elements:

- Six Wind turbines;
- Wind turbine foundations;
- Crane hardstandings;
- Met mast;
- Site access and maintenance tracks;
- Transformers;
- Cabling;
- Two Temporary construction compounds;
- Mitigation and enhancement;
- Associated fencing and drainage works; and
- The substation and access tracks from the adjacent and consented (yet to be built) Three Oaks Renewable Energy Park (planning reference 22/02777/STPLF).

How is the ES Structured?

1.10 This ES Main Text is structured as follows:

- **Chapter 1** comprises an overview of the Proposed Development and a description of the Applicant;
- **Chapter 2** provides a description of the Proposed Development, the Site and surrounding area;
- **Chapter 3** provides a description of the reasonable alternatives which have been considered to date, including evolution of the site design;
- **Chapter 4** provides a description of the methodology employed in the undertaking of the EIA for the Proposed Development;
- **Chapters 5 – 12** provide a description of the findings of the EIA process for each environmental topic considered. These topics are as follows:
 - **Chapter 5** – Landscape and Visual Impact (LVIA);
 - **Chapter 6** – Historic Environment;
 - **Chapter 7** – Biodiversity;
 - **Chapter 8** – Traffic and Transport;
 - **Chapter 9** – Noise and Vibration;
 - **Chapter 10** – Other Considerations;
 - Electromagnetic Interference (EMI)
 - Shadow Flicker
 - Aviation
 - Soil Resources and Land Take
 - Climate
 - Economics
 - Tourism
 - Waste and Hazardous Materials
 - Accidents and Disasters
 - Hydrology and Flood Risk
 - Air Quality
 - Lighting
 - Heat and Radiation
 - Human Health

- **Chapter 11** – Summary of Findings and In-combination Effects;
- **Chapter 12** – Schedule of Mitigation and Monitoring; and
- **Chapter 13** – Glossary of Acronyms.

Who Has Inputted Into the Environmental Statement?

- 1.11 The Environmental Statement has been prepared by The Developer, assisted by various consultees and in collaboration with competent experts in their field as outlined below:

Position	Company
EIA Coordination	Ridge Clean Energy Ltd
Planning lead	DBPlanning
LVIA	H:B:A Environment
Biodiversity	Ecology Consulting
Noise and Vibration	Ion Acoustics
Heritage	York Archaeology
Traffic and Transport	The Transportation Consultancy
Disciplines scoped out of detailed assessment:	
EMI, Telecommunications and Shadow Flicker	Pager Power
Aviation	Dunnock Ltd
Carbon Balance	Gondolin
Economic	BiGGAR Economics

2 Project and Site Description

Describe the Site and Surrounding Area

- 2.1 The Site is located within the East Riding of Yorkshire and consists of a network of regular sized fields of mixed arable farmland within an undulating and sloped terrain. Two restricted byways run through the Site on a north-south axis bordered by hedgerows. Figure 2.1 shows the Site Location.
- 2.2 The area taken by the development (that is, the wind turbines, site access and maintenance 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 Compounds. The Application Boundary comprises the proposed infrastructure, blade swept area and land required to accommodate a proposed micro-siting allowance, amounting to an area of 23.83 ha (58.86 acres). The Site would be accessed off an unnamed public lane, which is itself accessed off the A614.
- 2.3 The Site is located approximately 1.6 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 the Parish of Burton Agnes. 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. North York Moors National Park lies approximately 22 km north of the Site at its closest point.

What is the Proposed Development?

2.4 The Proposed Development would comprise 6 three-bladed horizontal axis wind turbines with a maximum tip height of up to 149.9 m, with a generation capacity up to 25.2 MW. Figure 2.2 shows the indicative site design. The Proposed Development would sit adjacent and partially within the consented Three Oaks Renewable Energy Park – Figure 2.3 shows the Proposed Development in context with the adjacent scheme.

2.5 Detail on the Proposed Development components is provided below:

Element	
Wind turbines	Six wind turbines with a maximum height to blade tip of 149.9 m, which would be light grey in colour. Figure 2.4 shows an indicative wind turbine.
Wind turbine foundations	Each wind turbine would require a foundation, typically of 25 m diameter. It is anticipated that each foundation would be a gravity foundation, however a piled foundation design may be required. The exact foundation design would be finalised following detailed ground investigation studies.
Crane hardstandings	Crane hardstandings will be required adjacent to each turbine, consisting of an area of approximately 2,171 m ² at each turbine to house the cranes required to install infrastructure.
Met mast	A free-standing lattice mast of turbine hub height (91.4 m) would house anemometers and wind vanes to measure wind speed and direction at various heights.
Access tracks	Access tracks to serve the construction and operation of the wind farm with widths of approximately 5.5 m, will consist of c. 2.98 km of new track. New track would take the appearance of typical farm tracks which would be permeable. The upgraded c. 2.0 km of access track off the A614 would have a minimum width of c.4 m. The junction between the A614 and unnamed road leading to Site would require widening works to allow turbine component delivery vehicles. This would be left for the operation of the Proposed Development, albeit with reinstated verge and hedgerow upon completion of the construction phase.
Transformers	Depending on the final choice of turbine, transformers would either be located within each turbine or in a small unit adjacent to each turbine base. Outside transformers have been assumed for the assessment. Each transformer unit will increase electrical voltage to 33 kV.
Cabling	Electrical cables will be laid in trenches, usually alongside access tracks in a sand bed and back filled with suitably graded material.
Temporary Construction Compound	Two Temporary Construction Compounds will be required, forming an area for temporary welfare, parking and lay down. Each temporary compound would measure approximately 75 x 50 m.
Micrositing	It is proposed that a micro siting allowance of 25 m is applied for T 1-5 and associated infrastructure, and a micrositing allowance of 10 m is applied for T6 and associated infrastructure.

What would the construction process involve?

- 2.6 The main construction activities would last for up to eight months, and would involve:
- Upgrading of existing site access tracks, construction of new site access tracks and works to the site entrance off the A614;
 - Construction of the temporary construction compound;
 - Erection of site fencing;
 - Construction of turbine foundations and bases;
 - Construction of crane hardstandings;
 - Construction of permanent met mast;
 - Excavation of shallow cable trenches and connection of on-site electrical distribution cables;
 - Delivery, erection and commissioning of wind turbines;
 - Commissioning of site equipment;
 - Reinstatement of temporary construction compound; and
 - Landscape mitigation and biodiversity enhancements.
- 2.7 A range of construction vehicles will be required to facilitate the Proposed Development, including Heavy Goods Vehicles, Cars, Vans and Abnormal Loads associated with turbine component delivery.
- 2.8 Construction working hours are proposed to be limited to 07:00 and 19:00 Monday to Saturday, with no construction work expected on Sundays or Bank Holidays. Any works outside of these times would need to be approved in writing by the Council, unless in an emergency situation.

What will the construction access route be?

- 2.9 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. Abnormal loads (associated with turbine component delivery) would leave the Port of Hull, A1033, Marfleet Avenue, Staveley Road, Diadem Grove, A165, A1035, A165, A614 to the junction with the unnamed road, and along the unnamed road to Site.

How will the construction process be managed?

- 2.10 The construction process would be controlled by a Noise Management Plan, Construction Transport Management Plan, and Construction Environmental Management Plan which would manage:
- Construction noise;
 - Construction vehicle movements;
 - Dust management;
 - Site induction and training;
 - Working hours;
 - Enabling works;
 - Surface water and drainage management;

- Waste management;
- Wastewater and water supply monitoring and control;
- Oil and chemical delivery and storage;
- Water quality monitoring;
- Ecological protection measures;
- Construction noise management;
- Cultural heritage protection measures;
- Handling of excavated materials;
- Reinstatement and restoration;
- Traffic management; and
- Environmental incident response and reporting.

- 2.11 Waste material will be minimised as far as possible in accordance with the waste hierarchy.

What happens during operation?

- 2.12 During the 40 year operational phase, the Proposed Development would be monitored remotely with routine maintenance taking place, consisting of servicing, oil changes, inspections and replacement of components if required. It is proposed that operational inspections will be undertaken on a weekly basis and the servicing of turbines will be undertaken as per the turbine manufacturer requirements, usually once or twice per year.

What will happen during decommissioning?

- 2.13 The principal operations during decommissioning would involve dismantling and removal of wind turbines and electrical equipment, followed by reinstatement of the turbine areas and associated hardstanding for continued agricultural use.
- 2.14 The equipment necessary to decommission the Proposed Development would be similar to those during the construction phase.
- 2.15 A decommissioning method statement would be prepared and agreed with the Council in advance of the decommissioning period.

3 Site Selection, Design and Alternatives

What alternatives have been considered?

- 3.1 There is no general requirement to consider alternative sites or proposals to the Proposed Development. However, reasonable alternatives in terms of development design and the 'do nothing scenario' have been considered.

How was the Site selected?

- 3.2 The Applicant applied a range of criteria which are required to be addressed for a site to be considered suitable, including electrical grid connection, land availability, energy resource, access and environmental sensitivity.
- 3.3 The Applicant has secured both the necessary grid connection and land rights suitable to take the project forward for consideration. The Site was identified as having sufficient energy resource for such a development, and it was considered that safe and suitable access was achievable. The Applicant conducted an initial review and determined the Site was free from environmental designations (see Figure 3.1):
- World Heritage Sites;
 - Special Protection Areas (SPA);
 - Special Areas of Conservation (SAC);
 - Site of Special Scientific Interest (SSSI);
 - RAMSAR;
 - National Landscapes / Areas of Outstanding Natural Beauty;
 - National Parks;
 - Scheduled Monuments;
 - Registered Park and Gardens;
 - Conservation Areas;
 - RSPB Important Bird Areas;
 - Listed Buildings; and
 - 800 m housing buffer.

How did the design evolve?

- 3.4 After applying a series of principal parameters, an initial six turbine site layout was prepared. This then underwent an iterative design evolution process resulting in five layout evolutions which accounted for:
- Site constraints;
 - Necessary associated infrastructure;
 - Feedback from public exhibitions;
 - Identified Electromagnetic Interference (EMI) restrictions;
 - Known archaeology; and
 - Ecological buffers.
- 3.5 Onsite access tracks were optioneered to result in the most efficient alignment for 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.
- 3.6 Figure 3.2 shows the final layout in context with relevant constraints on site.

What if we did nothing?

- 3.7 If the 'do nothing' scenario were applied, with the Site continuing to be used for arable agriculture, the likely significant effects (both beneficial and adverse) as reported in the ES would not materialise. Furthermore, the generation of clean renewable energy would not occur, slowing the necessary transition away from traditional methods of generation, preventing the ability to secure domestically generated electricity as well as the generation of affordable and readily deployable renewable energy.

4 EIA Assessment Methodology

What EIA process has been followed?

- 4.1 EIA is a process which comprises a series of steps.
- Step 1 – EIA Screening: determining if the project falls within the scope of the Regulations and if it requires an EIA. This is either determined by the testing of the project against criteria set out in the EIA Regulations, or via a Screening opinion (unless the Applicant makes the decision to prepare an EIA regardless).
 - Step 2 – EIA Scoping: agreeing the scope of the EIA with the determining authority and the level of detail to be provided within the ES.
 - Step 3 – ES: the reporting of the assessments of likely significant environmental effects associated with the project so that there is sufficient information for the decision maker to determine the planning application.
- 4.2 For the Proposed Development, the Applicant was of the opinion that significant effects to the environment were likely, and so volunteered to undertake an EIA rather than go through a formal EIA Screening process.
- 4.3 Due to information previously gathered on the Site and locality through the consented Three Oaks Renewable Energy Park (22/02777/STPLF), situated on land adjacent to and surrounding the Proposed Development, and utilising the Applicant and topic specialist advisor's prior experience in the wind sector, no formal EIA Scoping Opinion was requested (EIA Scoping is not a mandatory process under the EIA Regulations). The Applicant did seek pre-application advice from the Council, as described below.

What Consultation has been Undertaken?

- 4.4 The Applicant undertook further consultation with the following bodies:
- Parish Councils;
 - East Wold and Coastal Ward Councillors;
 - Bridlington Central and Old Town Ward Councillors;
 - East Riding Food Poverty Alliance;
 - East Riding Community Transport;
 - Burton Agnes Primary School;
 - Beacon Benefice; and
 - EE-Why Filling Station.

- 4.5 The Applicant engaged with the Council in a formal Pre-Application process (25/10744/STPREP) to allow meaningful engagement and collaboration with statutory advisors. A Pre-Application Advice Request was submitted to the Council on 7th August 2025, who provided a response on 24th December 2025 which raised no objection or issue with the proposed scope.
- 4.6 Further consultation was held with members of the Council - the Council's independent landscape and visual impact advisor / Development Management Archaeologist / Abnormal Loads Teams / Environmental Control Officer, and Electromagnetic Interference link operators.
- 4.7 Three Public Exhibitions were held in July 2025, in Burton Agnes, Carnaby and Rudston, to which invitations were sent to 2,290 residential properties within a 5 km radius of the Site.

How is each Technical Chapter Structured?

- 4.8 Chapters 5 – 9 of the ES follow the same reporting structure:
- **Consultation** – an overview of discipline specific consultation undertaken;
 - **Legislation, Policy, Guidance and Standards** – an overview of the information which has steered the assessment;
 - **Assessment Methodology and Significance Criteria** – summarising the methodology and significance criteria used to undertake assessment;
 - **Assumptions and Limitations** – explaining any difficulties in undertaking the assessment;
 - **Baseline Conditions and Receptors** – identifying the surveyed/observed baseline and what key receptors are relevant to that assessment;
 - **Baseline Evolution** – how the observed baseline is anticipated to evolve;
 - **Mitigation** – consideration of mitigation inherent in the design or legally required (known as Primary/Tertiary Mitigation);
 - **Assessment of Effects** – assessment conclusions considering primary/tertiary mitigation;
 - **Secondary Mitigation** – consideration of mitigation that requires further action to secure;
 - **Residual Effects** – assessment conclusions considering secondary mitigation;
 - **Monitoring** – as necessary, consideration of monitoring of significance effects; and
 - **Cumulative Effects** – considering impacts to receptors from the Proposed Development and other relevant development.
- 4.9 A search for sites has been undertaken to identify schemes which, when considered cumulatively, could result in likely significant cumulative effects. The search considered the below criteria:
- 0-2 km from proposed turbines:
 - Solar farms – ground mounted schemes;
 - Wind turbines – all;
 - Agricultural/commercial/industrial buildings exceeding 200 m²; and
 - Residential development, with a minimum of 8 units.
 - 0-5 km from proposed turbines:
 - All projects of a pertinent scale. These schemes have been identified using professional judgement, informed by their scale, perceived impact and/or complexity. Single wind turbines were included in this category.
 - 5-10 km from proposed turbines:

- All wind turbines.
- 10-20 km from proposed wind turbines:
 - All wind turbines exceeding 100 m to tip.

4.10 Chapter 4 of the ES identifies the specific and detailed requirements of what an ES must include against the EIA Regulations, and where that information can be found within the submission.

5 Landscape and Visual Impact

- 5.1 The Landscape and Visual Impact (LVIA) assessment considers the likely significance of effect upon landscape resource and visual amenity including landscape, landscape fabric, landscape character, landscape designations and visual receptors. Consultation was undertaken with the Council Landscape Advisor (2B Landscape Consultancy Ltd).
- 5.2 The landscape fabric of the Site consists of existing field patterns, vegetation within the field and boundary hedgerows. The Site is located within National Character Area (NCA: 27) Yorkshire Wolds, Landscape character type (LCT: 13) Open High Rolling Farmland, Landscape character area (LCA: 13D) North Wolds Plateau Farmland and Yorkshire Wolds Important Landscape Area.
- 5.3 The study area focussed on a 20 km radius centred on the Site, and includes all the landscape resources and visual receptors that could be significantly affected by the Proposed Development. Effects upon landscape fabric have focussed on land within the application boundary and the residential visual amenity assessment has considered effects to properties within and just beyond 10 x rotor diameter from the nearest turbine. The assessment of effects of visual amenity of walkers, cyclists and equestrians on the local public rights of way network, has considered public footpath users, public bridleways, byways open to all traffic and other public access routes within 5 km of the Site.
- 5.4 19 viewpoint locations were selected and agreed with the Council through consultation, 16 of which represent views from the LVIA study area, and three of which were selected in and around Burton Agnes Hall to inform the cultural heritage assessment.

Effects on Landscape Fabric

- 5.5 Construction effects on the landscape fabric of the Site would be a mix of loss of ground vegetation and, removal and reinstatement (in some areas/instances) of hedgerows. However, there would not be any significant adverse effects on landscape fabric from construction.
- 5.6 During operation, planted features would mature resulting in a long-term beneficial effect to landscape fabric, however this would not be significant.
- 5.7 The decommissioning phase would not result in any significant adverse effects on landscape fabric and, once completed, would result in minor long-term benefits as a result of proposed landscaping measures.

Effects on Landscape Character

- 5.8 Construction effects would occur due to loss of hedgerow, widened Site entrance, construction and presence of new tracks and crane hardstandings, construction and removal of two temporary construction compounds, installation and construction of the anemometer mast and the wind turbines and transformer housings and general presence of construction equipment and vehicles. This would result in a short term adverse significant effect during the construction phase within the development site and immediate surrounding area during construction within Landscape Character Area 13D.
- 5.9 During construction, there would be no significant impact to Flamborough Head Heritage Coast or the proposed Yorkshire Wolds AONB. However, there would be a significant effect on a small part of the Yorkshire Wolds Important Landscape Area.
- 5.10 During operation, significant effects would be experienced within the immediate part of Landscape Character Area 13D and the Yorkshire Wolds Important Landscape Area (2 km to the east, 0.4 km north, 1.2 km south and 5 km west and north-west), as well as the northern part of Landscape Character Area 19C. However, no significant effects would be experienced in the remainder of Landscape Character Area 13D and 19C, the remainder of the Yorkshire Wolds Important Landscape Area as well as all other Landscape Character Areas in the study area, the Flamborough Head Coast and the proposed Yorkshire Wolds AONB/National Landscape (if this comes into effect).
- 5.11 The decommissioning phase would not result in any significant adverse effects on landscape character and, once completed, would result in minor long-term benefits as a result of proposed landscaping measures.

Effects on Visual Amenity

- 5.12 During construction, there would be significant adverse effects on the views and visual amenity at one property within Haisthorpe, some properties at the eastern and western end of Thornholme, however no other residents would experience significant adverse construction effects. In relation to visitors, significant adverse effects would be experienced at one location on the Hockney Trail (noting that at this location the existing view does not match the associated painting), with the 12 other locations along the trail not experiencing views of construction. No other visitor attractions would experience significant adverse construction effects. In relation to walkers, cyclists and equestrians, significant adverse effects would be experienced from five local Public Rights of Way (PRoW) that run down the Wold slope and around the Site. Significant adverse effects would be experienced along short sections of National Cycle Network (NCN) Route 1 and four long distance recreational routes, with significant adverse effects not experienced along the remainder of these routes. There would be no significant adverse effects on railway passengers or motorists.
- 5.13 During operation, significant adverse effects would be experienced on the visual amenity of residents at some properties within Haisthorpe, the eastern and western end of Thornholme, Burton Agnes Hall, Rudston and Carnaby. In relation to visitors, significant adverse effects would be experienced at one location on the Hockney Trail and All Saints Church churchyard and Rudston Monolith. In relation to walkers, cyclists and equestrians, significant adverse effects would be experienced along the five local PRoWs that run down the Wold slope around the Site, and on short sections of NCN Route 1 and four long distance recreational routes where these follow a 3 km section of Woldgate to the immediate north of the Site and a local

PRoW to the east of the Site. Motorists on single track lanes around the Site would also experience significant adverse effects.

- 5.14 Significant adverse operational effects would not occur to most properties in Haisthorpe, Burton Agnes, Rudston, Carnaby or further afield, including the remaining 12 locations along the Hockney Trail, other local or long distance recreational routes, railway passengers or motorists on other A, B and minor roads.
- 5.15 The decommissioning phase would not result in any significant adverse effects on visual amenity and, once completed, would result in minor long-term benefits as a result of proposed landscaping measures.

Cumulative Effects

- 5.16 Cumulative consideration has been given to the Proposed Development in context of likely future changes to the landscape and visual baseline, including operational wind turbines, the consented Three Oaks Renewable Energy Park, the permitted Carnaby wind turbines and other relevant development in the study area. It was concluded that the effects of the construction, operation and decommissioning phases, when considered cumulatively, would be similar to the effects of the scheme when considered in isolation.

6 Historic Environment

- 6.1 The Historic Environment assessment considers impacts to designated and non-designated archaeology and built heritage assets. It sets out the archaeological and built heritage resource within the Site and study area.
- 6.2 Archaeological receptors could be impacted by intrusive groundworks and excavations during the construction phase, whereas designated assets and built heritage could be impacted through visual impact from changes to their setting during construction and operation.
- 6.3 Consultation has taken place with the Humber Historic Environment Record and the Council's Conservation Team.
- 6.4 A study area of 2 km from the Site centre was used to collate data on designated and non-designated heritage assets, and a 5 km study area was used to consider impacts upon the setting of heritage assets. Within 2 km of the Site, nine Scheduled Monuments, 34 Listed Buildings and one Conservation Area were identified, along with 143 non-designated heritage assets and 25 archaeological events.
- 6.5 A geophysical survey was undertaken at the Site to gather knowledge of sub-surface archaeological potential, which identified archaeological anomalies comprising enclosure systems and trackways, with further anomalies possibly relating to settlement activity.

Impact to Archaeology

- 6.6 Direct impact from the construction of the Proposed Development was identified as potentially impacting ten archaeological receptors, of which eight (prehistoric finds (likely Neolithic to

Bronze Age), Roman settlement site, possible Iron Age/Roman trackways and enclosures, undated settlement complex, undated linear earthwork, undated curvilinear bank, undated enclosures, tracks, pits (possibly prehistoric to medieval) and palaeochannels/drainage features) were considered to have a significant adverse effect. However, a programme of pre-commencement intrusive trial trenching (to be secured by condition and carried out to an agreed Written Scheme of Investigation) is committed to, which would obtain evidence and detail on surviving archaeological deposits. Such investigation would reduce the impact to these features, resulting in effects being not significant.

Impact to Setting

- 6.7 Indirect impact to the setting of heritage assets has been considered to 16 assets (nine Scheduled Monuments, one Conservation Area, five Listed Buildings and one non-designated heritage asset). Upon accounting for the contribution of each asset's setting to the significance of the asset, the intervisibility between the Proposed Development and each asset, as well as mitigation measures, no significant residual effects are considered likely.
- 6.8 No significant effects (alone or cumulatively) are anticipated from the Proposed Development.

7 Biodiversity

- 7.1 The Ecological Impact Assessment included both desktop and field survey methods in order to assess the potential impact on local ecological and ornithological species of nature conservation interest. Impacts could occur from collision risk to birds and bats, disturbance or displacement of birds, habitat loss or fragmentation as well as vibration.
- 7.2 Consultation was undertaken with the Council's Biodiversity Officer and Nature Conservation Team.
- 7.3 The study area included:
- Designated nature conservation sites within 5 km for all statutory protected sites, and 30 km for internationally important sites;
 - Habitat surveys included the Proposed Development plus a minimum 500 m buffer;
 - Bat and badger surveys included the Proposed Development plus a minimum 100 m buffer
 - Core breeding bird surveys included a minimum 500 m buffer from the Proposed Development;
 - Key species breeding surveys included a 2 km buffer from the Proposed Development;
 - Wintering bird surveys included a 1 km buffer Proposed Development;
 - Flight Activity (Vantage Point) surveys from a single vantage point; and
 - Cumulative effects with other development within 20 km of the Proposed Development.
- 7.4 Specific surveys were undertaken as follows:
- Desk Study;
 - Extended Phase 1 Habitat Survey and Preliminary Ecological Appraisal;
 - Bat surveys;
 - Badger surveys;
 - Bird flight activity;

- Core breeding bird walkover surveys;
- Species specific breeding bird surveys; and
- Wintering bird field surveys.

- 7.5 The assessments also drew upon previous survey efforts from historic planning applications for development at the same site, allowing a more robust and longer-term perspective for baseline information to assess against.
- 7.6 Seven statutory designated internationally/nationally important nature conservation sites were identified, no Local Nature Reserves were identified whilst eight Local Wildlife Sites and no Ancient Woodland were noted. The Site itself was identified as being mostly cereal crop, with some non-cereal crop and artificial unvegetated unsealed surfaces.
- 7.7 Ecological input into the design evolution process allowed impacts to be designed out, such as retaining appropriate buffer distances from preferred bat habitat, re-use of existing tracks and avoidance of more sensitive/higher value habitats as much as possible.
- 7.8 No significant adverse effects (alone, or cumulatively) are anticipated to take place and an outline Landscape and Biodiversity Mitigation and Enhancement Plan has been prepared (a detailed version to be secured by planning condition), which has been prepared in collaboration with the project landscape architect and will deliver a Biodiversity Net Gain of 10.5% (exceeding requirements).

8 Traffic and Transport

- 8.1 The Traffic and Transport chapter considers potential effects on severance of communities, road vehicle driver and passenger delay, non-motorised user delay and amenity, fear and intimidation, road user and pedestrian safety and movement of abnormal loads. Consultation was undertaken with the Council Highways and Hull City Council.
- 8.2 The final route for Abnormal Loads (turbine component delivery vehicles) is subject to confirmation. However, following consultation it is anticipated that such vehicles would originate from the Port of Hull, travel along the A1033, Marfleet Avenue, Staveley Road, Diadem Grove, A165, A1035, A165, A614 to Site. The anticipated route for standard construction vehicles (including Heavy Goods Vehicles (HGV)) is from the M62, M62 Howden Spur Road, A614 to Site.
- 8.3 The existing junction between the A614 and the unnamed road (which runs north to south through the Site) will be widened to accommodate large delivery vehicles. Hedgerow and verge will be reinstated following completion of the construction period. The unnamed road itself will be upgraded to an adoptable standard, including passing places to facilitate access from the A614 to Site. This road would be temporarily stopped up during the construction phase and re-opened for public use during operation.
- 8.4 An outline Surface Water Drainage Strategy has been developed to manage surface water runoff from new and upgraded tracks, to prevent pooling of water at the junction with the A614 as currently occurs.

- 8.5 Junction improvement works at the A614 will require the installation of two-way portable traffic signals on the A614 mainline to enable the junction improvement works to be implemented, which are estimated to take approximately two to three weeks.
- 8.6 Only one link of the A614, 'A614 through Burton Agnes and Thornholme', is anticipated to experience a temporary increase in traffic levels as to warrant assessment. However, a specific assessment of impacts to the publicly accessible unnamed road through the Site has also taken place.
- 8.7 No significant adverse effects (alone, or cumulatively) are anticipated to take place, and construction traffic movements will be managed through a robust Construction Traffic Management Plan.

9 Noise and Vibration

- 9.1 The noise and vibration chapter assessed the potential noise and vibration impacts to local receptors, generated from the construction process (excavation works, construction of new tracks and hardstandings and the erection of wind turbines) and operation (turning of wind turbines).
- 9.2 Consultation was undertaken with the Council Environmental Health department to assist and agree the assessment methodology and surveys undertaken.
- 9.3 The Proposed Development is in a semi-rural area and the nearest locations are either farms or properties in Haisthorpe, Thornholme and Burton Agnes. Traffic noise from the A614 road to Bridlington is significant, especially for properties close to the road.
- 9.4 A noise survey was carried out between October and November 2025 at three locations (in agreement with the property owners) to determine noise limits for the Proposed Development. Concurrently, a Sonic Detection and Ranging (SODAR) unit was temporarily installed to measure wind speed and direction. Data from these surveys and properties were used to infer background noise at other nearby properties in accordance with guidance.
- 9.5 Consideration of construction noise and vibration included the likely plant to be used on Site, including excavators, dozers, rollers, flat beds, dump trucks, concrete pump and mixers, poker vibrators and, should it be deemed necessary, impact piling. Results showed no likely significant adverse effects are anticipated. No significant adverse construction vibration impacts are anticipated.
- 9.6 Noise from the temporary increase in construction traffic was also considered against baseline vehicle movements on the A614, no significant adverse effects are anticipated.
- 9.7 Operational impacts to local properties are within the required noise limits as set by guidance, and the associated amenity of all nearby properties would be regarded as acceptable. No significant adverse effects are anticipated.
- 9.8 Overall, no significant adverse noise and vibration effects are anticipated.

10 **Other Considerations**

- 10.1 The Applicant identified that the Proposed Development may give rise to other environmental effects outside of the disciplines scoped in for detailed assessment (chapters 5-9). Proportionate consideration was therefore given to a number of environmental topics in accordance with the EIA Regulations.

Electromagnetic Interference (EMI)

- 10.2 Installations such as the Proposed Development have the potential to interfere with electromagnetic signals passing above ground during their operational phases. In this instance – the tower and rotating blades of the wind turbines.

- 10.3 The Applicant consulted with the below link operators who responded as follows:

- Airwave – No objection;
- Arqiva – No objection;
- Atkins – No objection;
- BT – No objection;
- JRC – Objection;
- MBNL – Objections;
- MLL Telecom – No objection;
- Virgin Media O2 – No objection; and
- Vodafone – No objection.

- 10.4 The Applicant undertook further analysis and a micrositeing exercise to remove the offending turbines from JRC's link buffer zones, such that there would be no associated impacts.

- 10.5 In relation to MBNL's two links, turbines 1, 3, 4 and 6 were clear of the requested buffer zones. Turbine 2 was micrositeing to avoid both the 'Fresnel Zone', and the Fresnel Zone's 25 m buffer. Turbine 5 was micrositeing, but infringed on the Fresnel Zone by 3.08 m, and the Fresnel Zone's 25 m buffer by 28.08 m. However, the Applicant has sought a 25 m micrositeing allowance for turbine 5, and there is sufficient space to relocate turbine 5 to avoid the Fresnel Zone.

- 10.6 Notwithstanding this mitigation, in the event an impact to an EMI link is attributable to the Proposed Development, the Applicant commits to a planning condition which will require the implementation of a mitigation solution.

Shadow Flicker

- 10.7 Under certain environmental conditions (including the time of day), the sun may pass behind the rotors of a wind turbine and cast a shadow over a neighbouring property causing a flickering effect. Such a likelihood depends on a range of factors including direction, distance and aspect of a residential dwelling in relation to the turbine height and rotor diameter, topography, time of year and day and local weather conditions.

- 10.8 A shadow flicker assessment was undertaken, drawing on technical guidance from the Scottish Government, Parsons Brinckerhoff and the Department for Communities and Local

Government. There is no formal amount of shadow flicker which is considered acceptable, however the threshold of 30 minutes per day or 30 hours per year is generally accepted as the limits to assess against. It is also accepted that beyond a distance of 10 rotor diameters, shadow flicker effects would not occur.

- 10.9 The assessment undertaken applies a number of 'worst case' criteria resulting in a robust assessment. A total of five residential dwellings were identified within 10 rotor diameters and the assessment concluded only turbine 6 would potentially result in shadow flicker effects, also that four out of the five properties could be affected above the thresholds.
- 10.10 However, mitigation for shadow flicker is readily accepted and commonplace across the UK, taking the form of remote automatic shutdown for specific turbines under specific conditions and times, such that no neighbouring property would experience an effect above the threshold. The Applicant commits to the implementation of such mitigation through a shadow flicker mitigation strategy, and thus there would be no adverse effects from shadow flicker.

Aviation

- 10.11 An aviation safeguarding assessment was undertaken for the Proposed Development, providing analysis of line of sight and radio path profiles for civilian and military radars, other related communication systems and an airspace assessment was also undertaken.
- 10.12 The assessment identified and considered impacts to:
- Royal Air Force (RAF) Fylingdales;
 - Remote Radar Head (RRH) Staxton Wold;
 - Humberside Airport;
 - Claxby;
 - Airspace for RAF Leeming, Leeds East, Sherburn and Sandtoft and unlicensed airstrips;
 - Vale of York Area of Intense Aerial Activity and Southern Military Danger Area; and
 - Humberside North Helicopter Night Training Area.
- 10.13 It was concluded that the Ministry of Defence (MOD) will likely have technical and airspace concerns with the Proposed Development, however there may be the potential for mitigation and it has been recommended that the Applicant consults with the MOD. Mitigation is currently being worked on to benefit NERL which is considered likely to address any concerns should they be raised. It is noted that MOD concerns were raised to other wind farm developments in the area which are now operational, and it is anticipated that similar conditions will be agreed for the Proposed Development allowing it to proceed. The Applicant will continue to engage with the MOD, and mitigation (either in the form of the existing upgrading of assets, or through liaison and the implementation of planning conditions) is anticipated to remove any aviation safeguarding concerns which may be raised.

Soil Resource and Land Take

- 10.14 No intrusive soil testing has taken place at the Site, however, it has been presumed that land affected by the Proposed Development is Best and Most Versatile (BMV).
- 10.15 The operational footprint of the Proposed Development, including land allocated for Biodiversity Net Gain, would be 10.34 ha. The Proposed Development would cause the temporary loss of

0.15%, 0.01% and 0.01% of local Grade 1, 2 and 3 agricultural land (BMV) respectively, and 0.003%, 0.0006% and 0.0002% of national grade 1, 2 and 3 agricultural land (BMV) respectively. Owing to such small and temporary losses, impacts to BMV land from the Proposed Development are considered negligible.

10.16 For comparison, the Government's Landscape Recovery Scheme aims to have 300,000 ha of agricultural land used for rewilding purposes by 2042. This constitutes approximately 3% of national agricultural land. Unlike the (generally) temporary duration of renewable energy consents, the duration of rewilding is not limited.

10.17 Agricultural land will not be lost, as the Proposed Development is temporary. Further, over the lifetime of the Proposed Development soil health can recover from intensive agricultural use (outside the direct footprint of the Proposed Development). Following decommissioning, other than access tracks which would be left in situ, land would be returned to agriculture with an increased soil organic carbon content.

10.18 The UK Government Food Security Report, published in December 2021, is explicit:

"The biggest medium to long term risk to the UK's domestic production comes from climate change and other environmental pressures like soil degradation, water quality and biodiversity."

Climate

10.19 In relation to vulnerability to climate change, the Proposed Development is not considered to be vulnerable to the effects of climate change. In relation to the nature and magnitude of greenhouse gas generation, the Proposed Development is estimated to have an expected payback of 3.5 years based on the current grid mix, which is ~9% of the 40 year lifetime of the Proposed Development. After this period, the Proposed Development will generate carbon savings for the remainder of its operational life.

Economics

10.20 An Economic Impact Report was prepared for the Proposed Development. The local economy within the East Riding of Yorkshire is strong in construction, manufacturing and land-based industries, with low unemployment. It is considered that there is good local capacity to support construction.

10.21 During the development and construction, it is estimated that the Proposed Development would generate:

- £1 million Gross Value Added (GVA) and 12 years of employment in East Riding of Yorkshire;
- £2 million GVA and 24 years of employment in Yorkshire and the Humber; and
- £5.3 million GVA and 63 years of employment in the UK.

10.22 During its operation and maintenance, each year the Proposed Development could also generate:

- £0.1 million GVA and 1 job in East Riding of Yorkshire;

- £0.3 million GVA and 3 jobs in Yorkshire and Humber; and
- £1.3 million GVA and 11 jobs in the UK.

- 10.23 An annual community benefit fund of £5,000/MW (£126,200) is proposed as part of the Proposed Development, which is also expected to make an annual business rates contribution of approximately £0.35 million to public finances.

Tourism

- 10.24 A recent study by BiGGAR Economics in 2021 considered 44 wind farm case studies and identified no correlation between the change in number of onshore wind turbines and in tourism related employment, which concurred with a study from a decade prior which identified no new evidence to contradict earlier findings that wind farms have little or no adverse impact on tourism in Scotland. Such results are applicable to England (where up until recently due to policy there has been a *de facto* ban on onshore wind).
- 10.25 The ES has considered impacts to visitors and related local receptors. Tourism is not anticipated to be materially affected by the Proposed Development.

Waste and Hazardous Materials

- 10.26 Construction waste will be generated from activities and items such as site clearance, earthworks, packaging, off-cuts, cannisters and excavated soils (which will be utilised on site where possible).
- 10.27 Construction waste will be minimised by manufacturing materials off site, or where it does occur, it will be controlled through a waste management plan (secured as part of the Construction Environment Management Plan (CEMP)) – informed by relevant legislation.
- 10.28 Once operational, minimal waste would be generated from occasional maintenance activities, including oils, greases, worn components, packaging and organic waste from ongoing management, all of which would be managed in accordance with the general principles of the waste duty of care. An Operational Waste Management Strategy will set out how waste streams will be managed. Decommissioning waste would be managed via a Decommissioning Environment Management Plan (DEMP).
- 10.29 Hazardous materials required on site would be appropriately handled and stored, in accordance with management strategies and plans. No routine bulk storage of hazardous materials is proposed during operation.

Accidents and Disasters

- 10.30 Reasonable, foreseeable accidents (human induced) and disasters (natural incidents) have been considered.
- 10.31 There is potential for accidents to occur from unintended interaction with utilities, unexploded ordnance, road traffic incidents, turbine collapse, ice throw or fire. However, the risk of such

incidents occurring is very low, and controlled by mitigation measures or control plans which would be secured by planning condition.

- 10.32 The probability, frequency and likelihood of natural disasters arising such as earthquakes, tsunamis or hurricanes are considered to be very low due to the natural climatic or geological condition of the UK within the global climate system. Furthermore, the Site is not located within an area prone to flooding.

Hydrology and Flood Risk

- 10.33 The footprint of the Proposed Development is relatively small and lies wholly outside areas prone to flooding from rivers or surface water. With the implementation of the Surface Water Drainage Strategy no increase in surface water runoff is anticipated on to the A614. It would not cause an increase in flood risk, nor would it be vulnerable to flooding.

Air Quality

- 10.34 During the temporary construction period the increase of construction vehicles above background levels would be minimal, and risk of emissions (from dust of vehicles) would be appropriately controlled. No Air Quality Management Areas would be affected by the construction traffic routing, and there would be no material operational emissions to air.

Lighting

- 10.35 The Site does not lie within or in proximity to a designated International Dark Skies Park or associated buffer zone. The Application Boundary is also not situated within a National Park or National Landscape (formerly Area of Outstanding Natural Beauty). It is anticipated that construction work will be undertaken during daylight hours, where possible, in order to prevent disturbance to nearby residents and local wildlife. During operation, the Proposed Development is not expected to require visible lighting as the turbines fall below the 150 m requirement for civil aviation lighting. As the Proposed Development would be remotely monitored, only occasional and infrequent visits to Site would occur for maintenance, with associated lighting being minimal.

Heat and Radiation

- 10.36 There are no heat or radiation emissions from the Proposed Development.

Human Health

- 10.37 Drawing from the Residential Visual Amenity Assessment, noise and vibration chapter, shadow flicker assessment and consideration of air quality, no significant human health effects are considered likely.

11 Summary of Significant Findings and In-combination Effects

- 11.1 The EIA for the Proposed Development was carried out in accordance with regulatory requirements, established guidance and good practice. The findings of the surveys, in addition to responses through consultation, have informed the design process and assessment.
- 11.2 Prior to mitigation, significant effects were identified in relation to Landscape and Visual Impact, Shadow Flicker, Historic Environment and Biodiversity. Following mitigation, residual effects were identified in relation to Landscape and Visual Impact only. It is also anticipated that mitigation will be agreed with the MOD.
- 11.3 Through the EIA process, the potential for in-combination effects was also considered. No significant in-combination effects are anticipated.

12 Conclusion

- 12.1 The Proposed Development is a six turbine wind farm with an installed capacity of 25.2 MW. It will result in a reduction of greenhouse gas emissions from the electricity generating industry by harnessing wind as an alternative to burning fossil fuels in line with the government's energy goals and legally binding targets.
- 12.2 The Proposed Development is considered an appropriate and viable location due to:
- Acceptable grid connection;
 - Land availability;
 - Access to site;
 - Wind resource; and
 - Lack of environmental designations on the Site.
- 12.3 The final layout has been informed by a robust EIA and iterative design process. The information used to inform the design iteration process included consultation responses, baseline data and the impact assessment undertaken.
- 12.4 The effects of the Proposed Development have been assessed in accordance with regulatory requirements and good practice. The ES incorporates technical assessments based on required legislation, policy, guidance and standards and has demonstrated that, where possible, significant adverse environmental effects associated with construction, operation and decommissioning have been avoided or minimised through the iterative design process, or the application of mitigation measures.
- 12.5 Overall, the Proposed Development is appropriately designed, draws support from local and national planning policy and would provide a valuable contribution towards the ambitious national targets for electricity generation from renewable sources.

Legend

 Application Boundary

Scale: 1:60,000 @ A3
 Kilometers

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Produced by: DS

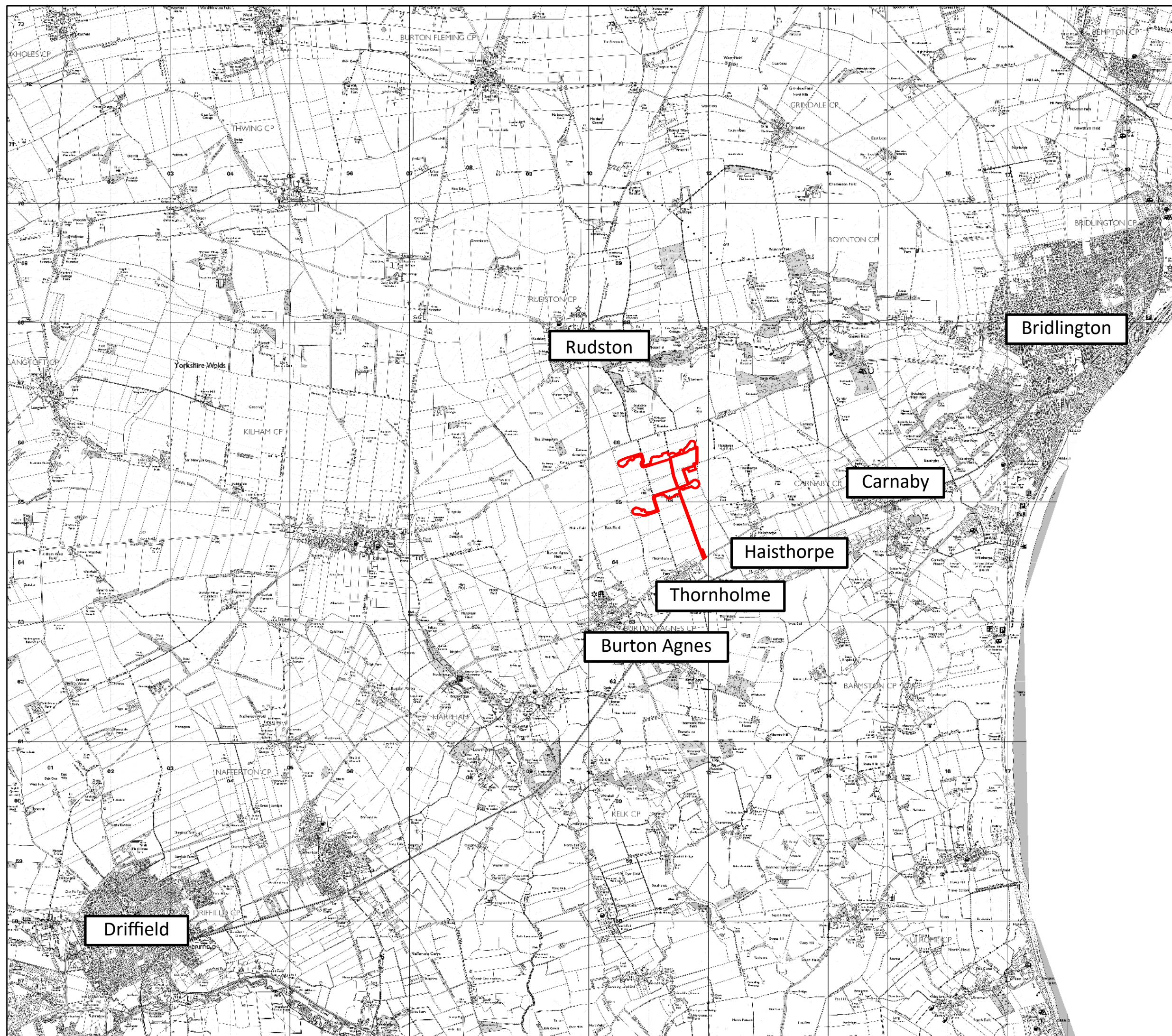
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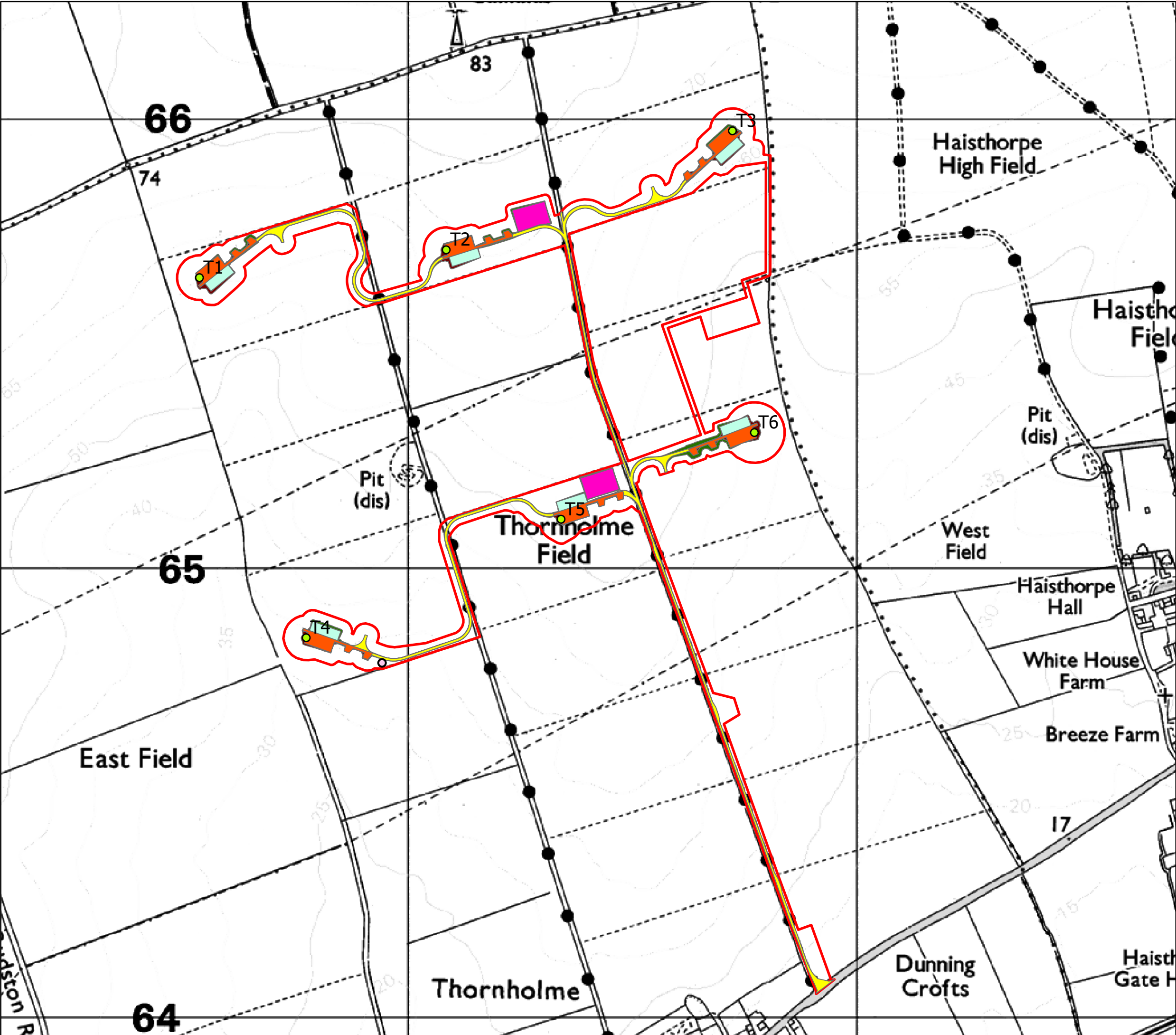
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Date: 26/01/2026

Figure 2.1 Site Location Plan

**Three Oaks Renewable Energy Park
 Extension**





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



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Produced by: DS

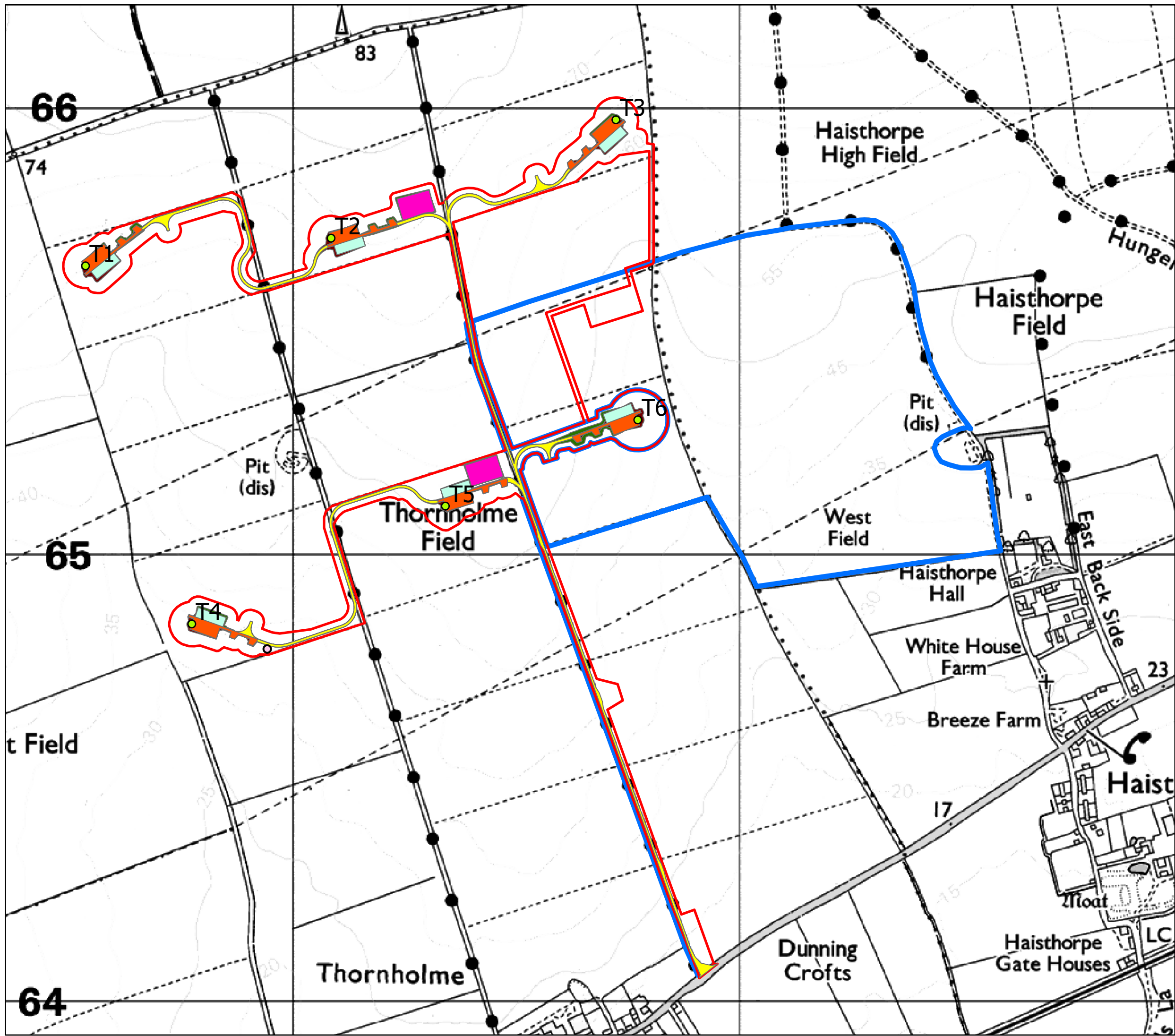
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Checked by: JM

Date: 13/02/2026

**Figure 2.2 Indicative Site
Layout Plan**

**Three Oaks Renewable Energy Park
Extension**



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



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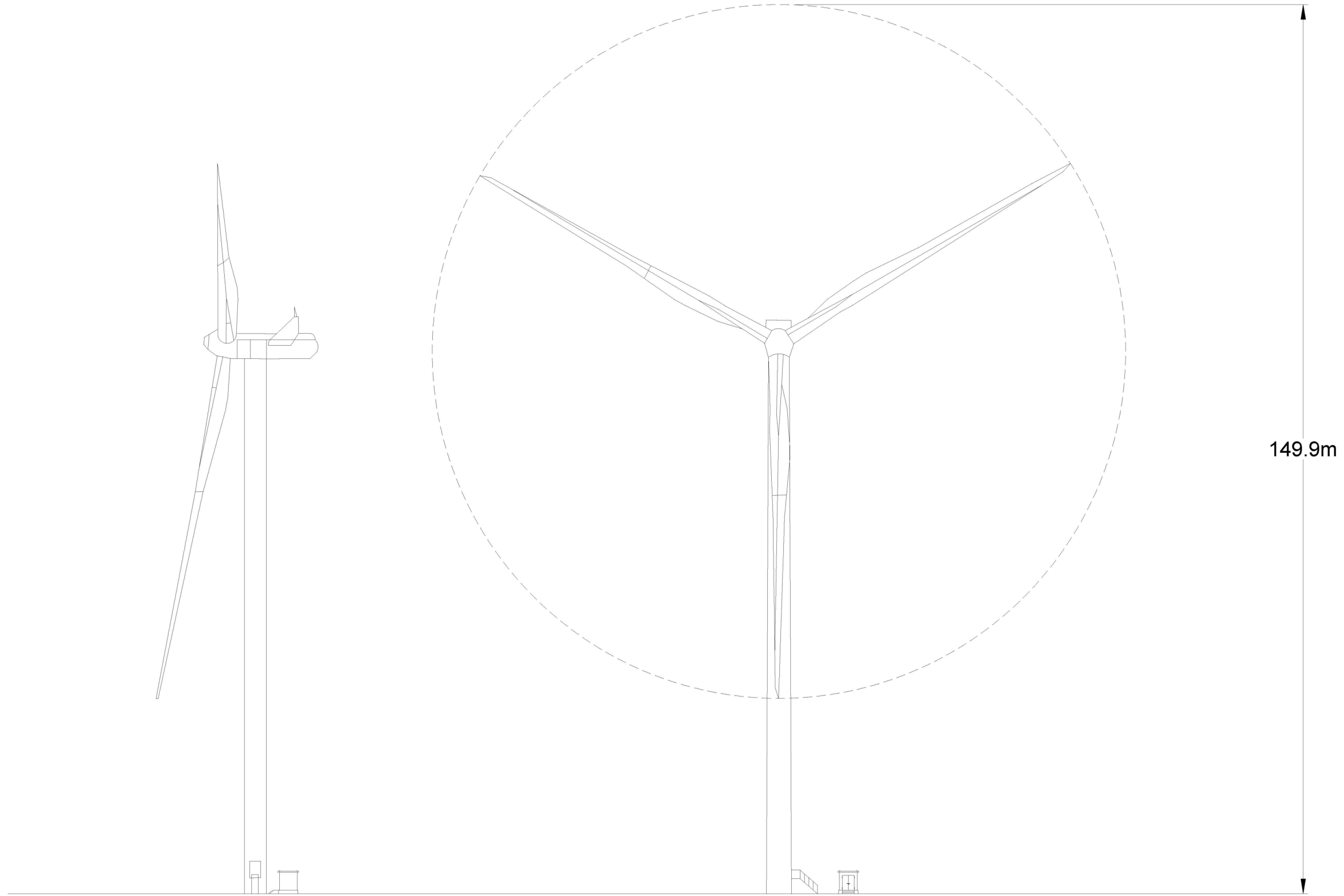
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Date: 13/02/2026

**Figure 2.3 Indicative
Contextual Site Layout Plan**

**Three Oaks Renewable Energy Park
Extension**



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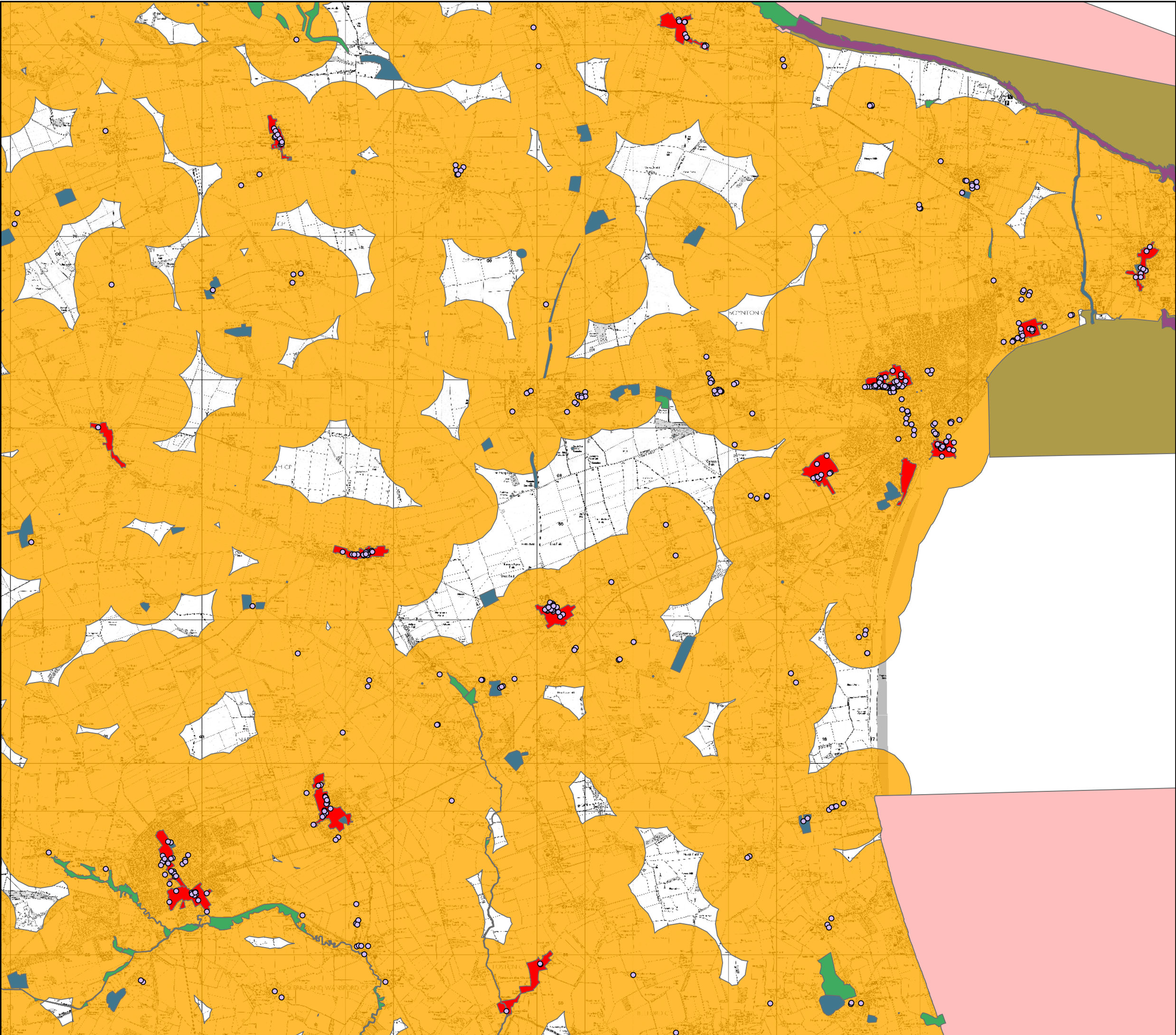
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Checked by: DS

Date: 30/01/2026

Figure 2.4 Indicative Turbine

**Three Oaks Renewable Energy Park
Extension**



Legend

-  Listed Buildings
-  800m Property Buffer
-  RSPB Important Bird Area
-  Scheduled Monuments
-  Special Area of Conservation
-  Sites of Special Scientific Interest
-  Special Protection Areas
-  Conservation Areas

Scale: 1:75,000 @ A3
 Kilometers
0 0.5 1 2



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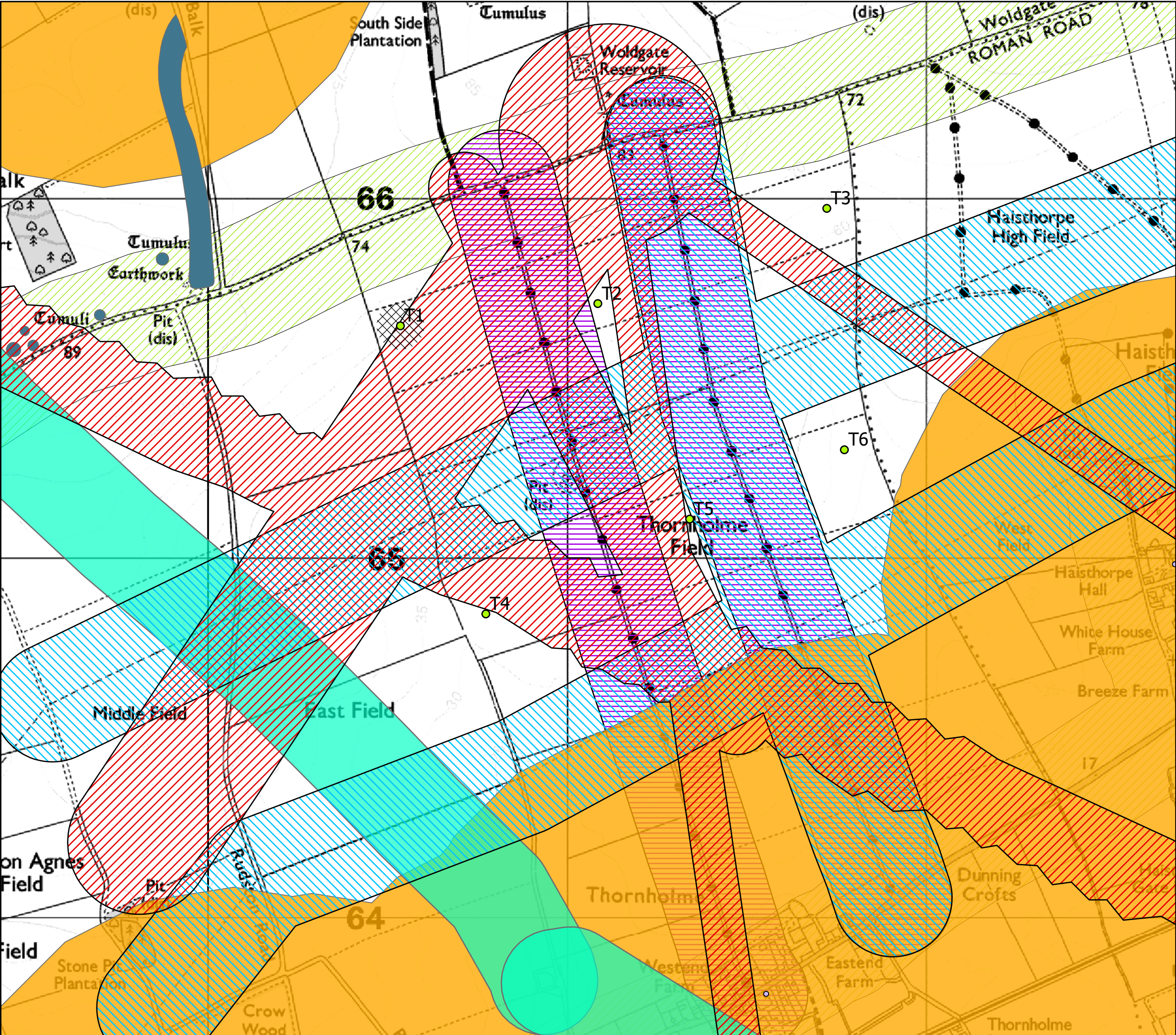
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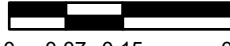
Figure 3.1 Regional Constraints

Three Oaks Renewable Energy Park Extension



Legend

-  Proposed Turbine Location
-  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
 Kilometers
0 0.07 0.15 0.3



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Ref:

Checked by: JM

Date: 20/01/2026

Figure 3.2 Final Turbine Layout with Site Constraints

Three Oaks Renewable Energy Park Extension