

The Drax Power (Generating Stations) Order

Land at, and in the vicinity of, Drax Power Station, near Selby, North Yorkshire

Environmental Statement

Appendix 17.1 – Cumulative Development List



The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 – Regulation 5(2)(a)

Drax Power Limited

Drax Repower Project

Applicant: DRAX POWER LIMITED
Date: May 2018
Document Ref: 6.2.17.1
PINS Ref: EN010091

APPENDIX 17.1: CUMULATIVE DEVELOPMENT LIST

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
1	2016/0401/REM Applicant: Willow Developments Reserved matters approval is sought for the scale, layout, external appearance and landscaping of 14 dwellings, means of access was approved at outline stage	Selby	554m E	1	Transport	Yes	Yes	Planning permission granted July 2016.	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a significant cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes	Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).			No	N/A	
					Noise and Vibration	Yes	Residential Development - Noise from construction phase to be managed via a CEMP. No cumulative noise effects predicted			No	N/A	
					Historic Environment	Yes	Insignificant impacts in terms of scale, height and extent			No	N/A	
					Biodiversity	Yes	Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.			No	N/A	
					Landscape and Visual	Yes	Insignificant impacts in terms of scale, height and extent			No	N/A	
					Ground Conditions	No	N/A			No	N/A	
					Water Resources	Yes	Potential for significant impacts due to proximity to Proposed Scheme			Yes	N/A	
					Waste	Yes	The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.			Yes	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Stage 2			Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?	Temporal Scope	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction and changes in accessibility / amenity value of PROW.	Yes	N/A
2	2016/1124/COU Applicant: Mr Dean Howsam Change of use of land to 20 pitch caravan park and camping area with conversion of existing outbuildings into shower and toilet facilities	Selby	4413m SW	1	Transport	Yes	Yes	Permission granted January 2017 Permission expires in 2022.	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes	Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).			No	N/A	
					Noise and Vibration	Yes	Residential Development - Noise from construction phase to be managed via a CEMP. No cumulative noise effects predicted			No	N/A	
					Historic Environment	Yes	Insignificant impacts in terms of scale, height and extent			No	N/A	
					Biodiversity	Yes	Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.			No	N/A	
					Landscape and Visual	Yes	Insignificant impacts in terms of scale, height and extent			No	N/A	
					Ground Conditions	No	N/A			No	N/A	
					Water Resources	No	N/A			No	N/A	
					Waste	Yes	Due to nature of the development it is likely the volume of construction waste generated will be minor to none.			No	N/A	
					Socio-economics	Yes	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.			Yes	N/A	
3	2017/1018/FUL M	Selby	0m -	1	Transport	Yes	Yes	Application submitted September 2017	Unknown but possible construction	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been

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						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
	Applicant: Green Hedge Energy Barn 2 Limited Construction of 40 MW battery energy storage barn to provide back-up electricity services to the National Grid for a period of 25 years from the date of commissioning and retention of building thereafter, infrastructure, bund and landscaping on paddock and field								on overlap			applied to the 2018 base traffic flows.
					Air Quality	Yes				Potential to increase traffic flows in the area during construction, however considering the limited construction period effects are likely to be minor adverse. Potential to increase emissions of NO2/NOx at sensitive human receptors and Natura 2000 Sites from increased operational traffic. However operational traffic is limited and likely impacts are likely to be minor	Yes	N/A
					Noise and Vibration	Yes				Included in ES assessment for proposed Scheme.	No	N/A
					Historic Environment	Yes				The construction period of this development could generate temporary cumulative effects on the setting of Scurff Hall Moated Site	Yes	N/A
					Biodiversity	Yes				Within Proposed Scheme boundary, with potential for construction activities to overlap with those associated with Proposed Scheme, with the AGI and Gas Pipeline being the closest parts of the Proposed Scheme to this project. No significant cumulative effects predicted. The Preliminary Ecological Appraisal prepared for the development (Acorn Ecology, 2017) predicts no significant effects on ecological resources and that the development will be located within an area of limited ecological interest.	Yes	N/A
					Landscape and Visual	Yes				Proximity of development adjacent to Above Ground Works associated with Route Option A, height 7.5m to ridge, 45m x 25m could generate significant cumulative effects on adjacent visual receptors	Yes	N/A
					Ground Conditions	Yes				No expectation of cumulative effects on the basis that construction of both the Proposed Scheme and ID 3: 2017/1018/FULM will be undertaken in accordance with a robust CEMP and operation of the facility will in accordance with an environmental permit.	No	N/A
					Water Resources	Yes				Potential for significant impacts due to proximity to Proposed Scheme. Assessed within baseline in Chapter 12.	Yes	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors	
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?			
										existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually			
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction and changes in accessibility / amenity value of PROW.	Yes	N/A	
4	2015/1405/OUT Applicant: Treadstone Holdings Outline application including access for the erection of up to 45 dwellings	Selby	1443m SW	1	Transport	Yes	Yes	Permission granted May 2017 Expiry May 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				<u>Construction Effects</u> Potential to increase traffic flows in the area – minor adverse effect	Yes		N/A
					Noise and Vibration	Yes				<u>Operational Effects</u> Potential to increase emissions of NO2 at sensitive human receptors and Natura 2000 Sites from increased traffic	No		N/A
					Historic Environment	Yes				Residential Development - Noise from construction phase to be managed via a CEMP. No cumulative noise effects predicted	No		N/A
					Biodiversity	Yes				Insignificant impacts in terms of scale, height and extent	No		N/A
					Landscape and Visual	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No		N/A
					Ground Conditions	No				Insignificant impacts in terms of scale, height and extent	No		N/A
									N/A	No	N/A		

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Water Resources	No				Robust drainage strategy proposed as part of the application. Floor levels will be raised, however it is likely to include ramped access to maintain surrounding site levels at or near existing levels to ensure flood waters are not dispersed elsewhere as a result of the development.	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A
					Socio-economics					Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
5	2017/0261/FULM Applicant: Environment Agency Proposed engineering operation comprising the construction of flood alleviation embankment, land engineering works, alteration and partial removal of existing flood embankment and creation of temporary	Selby	6531m W	1	Transport	Yes	Yes	Permission granted June 2017 Expiry date June 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).	No	N/A
					Noise and Vibration	No				Construction phase to be managed via a CEMP. No cumulative noise effects predicted	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of height and distance in relation to the Proposed Scheme	No	N/A
					Biodiversity	Yes				Project comprises flood defence embankment and associated infrastructure. Located in excess of 6 km from Site; nature and distance of this development from the Project means significant cumulative effects are unlikely to arise.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of height and distance in relation to the Proposed Scheme	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	construction access at land north of Temple Hirst flood defences at Street Record Main Road, Temple Hirst				Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				Due to the nature of the development it is likely demolition and construction waste will be generated albeit in small volumes. It is envisaged materials will be reused on-site	No	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
6	2017/0822/FULM Applicant: P3P Brigg Lane Limited Proposed construction of new energy centre comprising of new main energy centre building and ancillary tanks, containers and services buildings	Selby	465m SW	1	Transport	Yes	Yes	Permission granted November 2017 Permission expiry November 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				<u>Operational Effects</u> Potential to increase emissions of NO2 at sensitive human receptors – minor adverse effect	Yes	N/A
					Noise and Vibration	Yes				Significant cumulative effects unlikely due to distance from the Proposed Scheme	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Biodiversity	Yes				Small scale development, which will not result in any point source emissions to air; hence negligible potential for significant cumulative air quality impacts on designated sites.	No	N/A
					Landscape and Visual	Yes				Proposed structure (39 x 36m and 8.7m in height will replace existing boiler house with an energy centre. It sits within an industrialised site. It is relatively small in scale compared to existing buildings over 10m in height and 10,000m2 in area generating insignificant impacts	No	N/A
					Ground Conditions	No				N/A	No	N/A

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						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Water Resources	Yes				Potential for cumulative effects.	Yes	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	No	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
7	2017/0272/FUL Applicant: Mr Hardeep Singh Proposed erection of apartments on brownfield site	Selby	2615m SW	1	Transport	Yes	Yes	Application made March 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	Yes				Residential Development - Noise from construction phase to be managed via a CEMP. No cumulative noise effects predicted	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Ground Conditions	No				N/A	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
					Water Resources	No				N/A	No	N/A
					Waste	Yes				Due to the nature of the development it is likely demolition and construction waste will be generated albeit in small volumes. It is envisaged materials will be reused on-site		N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
8	2016/0875/FUL Applicant: Mr Stuart Sharpley Proposed Erection of 54 units	Selby	9939m W	1	Transport	Yes	Yes	Permission granted in October 2017, permission expiry October 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and proximity - forms a small greenfield site on allocated land	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and proximity - forms a small greenfield site on allocated land	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
9	2017/0542/OUT M Applicant: Jas Bowman And Sons Ltd Outline to include access (all other matters reserved) for erection of up to 120 dwellings and associated car parking, garages, landscaping, open space and details of including demolition and removal of all structures, buildings and hard standing to facilitate future development	Selby	10619 m W	1	Transport	Yes	Yes	Application made May 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent and adjacent to the urban edge of Eggborough	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent and adjacent to the urban edge of Eggborough	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
10	2015/1392/EIA Applicant: Mr Scott Appleyard Erection of a new single storey production facility for the manufacture of insulation boarding together with associated vehicle movement and parking areas.	Selby	9273m W	1	Transport	Yes	Yes	Permission granted March 2016, permission expiry in March 2019	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of distance and intervening development	No	N/A
					Biodiversity					Project comprises erection of a new single-storey production facility for the manufacture of insulation boarding together with associated vehicle movement and parking areas. Small scale and nature of development and distance from Site means significant cumulative effects are unlikely to arise.	No	N/A
					Landscape and Visual	Yes				Sited within Eggborough and close to the Power Station and existing Saint Gobian Glass. The structure covers 19,995 m2 and is a large structure in terms of mass and extent, though only 1 storey in height (13.4 m) and therefore would generate insignificant impacts	Yes	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste					The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
11	2015/0367/FUL Applicant: KCS Development Ltd Proposed development of 125 no. dwellings with associated access from Barff Lane, landscaping, new footpath and drainage pond	Selby	7330m W	1	Transport	Yes	Yes	Permission granted in November 2015, permission expiry in November 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale and height, and within Brayton to the north west of the Proposed Scheme	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
12	2016/0978/FUL M Applicant: Barratt David Wilson Homes Proposed residential development of 53 dwellings including access and associated infrastructure	Selby	7325m W	1	Transport	Yes	Yes	Permission granted in February 2017, permission expiry in February 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent, and within Brayton to the north west of the Proposed Scheme	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a	Yes	N/A

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						Scale and nature of development likely to have a significant effect?	Within ZOI?			Progress to Stage 2?		
					Socio-economics	Yes				significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively. Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
13	2015/0389/FUL Applicant: Barratt Homes Proposed erection of 52 residential dwellings including site access	Selby	7379m W	1	Transport	Yes	Yes	Permission granted in December 2015, permission expiry in December 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent, and within Brayton to the north west of the Proposed Scheme	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent, and within Brayton to the north west of the Proposed Scheme	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors	
						Scale and nature of development likely to have a significant effect?	Within ZOI?			Progress to Stage 2?			
					Socio-economics	Yes				significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively. Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
14	2017/0577/OUT M Applicant: JSR Farms Ltd Outline application for residential development for up to 68 No. dwellings with all matters reserved	Selby	9647m W	1	Transport	Yes	Yes	Application made May 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No		N/A
					Noise and Vibration	No				N/A	No		N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent, and edging Thorpe Willoughby to the north west of the Proposed Scheme	No		N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No		N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent, and edging Thorpe Willoughby to the north west of the Proposed Scheme	No		N/A
					Ground Conditions	No				N/A	No		N/A
					Water Resources	No				N/A	No		N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a	Yes		N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors	
						Scale and nature of development likely to have a significant effect?							
										significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.			
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
15	2015/0105/OUT Applicant: H And I Lister Outline application with all matters reserved for the erection of residential development 119 dwellings	Selby	11176 m W	1	Transport	Yes	Yes	Permission granted in December 2015, permission expiry in December 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No		N/A
					Noise and Vibration	No				N/A	No		N/A
					Historic Environment	No				N/A	No		N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No		N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale and height, edging Thorpe Willoughby to the north west of the Proposed Scheme	No		N/A
					Ground Conditions	No				N/A	No		N/A
					Water Resources	No				N/A	No		N/A
					Waste	Yes					Yes		N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes		N/A
16	2014/1028/OUT Applicant: Mr Sherwood	Selby	8773m W	1	Transport	Yes	Yes	Permission granted in January 2015,	Unknown but possible constructi	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
	Outline planning permission for residential development including access. All other matters are reserved for future consideration 276 dwellings							permission expiry January 2018	on overlap			applied to the 2018 base traffic flows.
		Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A			
		Noise and Vibration	No				N/A	No	N/A			
		Historic Environment	Yes				Insignificant impacts in terms of scale and height, edging Thorpe Willoughby to the north west of the Proposed Scheme	No	N/A			
		Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A			
		Landscape and Visual	Yes				Insignificant impacts in terms of scale and height, edging Thorpe Willoughby to the north west of the Proposed Scheme	No	N/A			
		Ground Conditions	No				N/A	No	N/A			
		Water Resources	No				N/A	No	N/A			
		Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A			
	Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A				

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
17	2015/0333/FUL Applicant: Berkeley DeVeer Erection of 22 No. dwellings with associated access and landscaping	Selby	11421 m W	1	Transport	Yes	Yes	Permission granted in December 2015, permission expiry in December 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).			No	N/A	
					Noise and Vibration	No	N/A			No	N/A	
					Historic Environment	No	N/A			No	N/A	
					Biodiversity	No	N/A			No	N/A	
					Landscape and Visual	Yes	Insignificant impacts in terms of scale, height and extent, and within Hambleton to the north west of the Proposed Scheme			No	N/A	
					Ground Conditions	No	N/A			No	N/A	
					Water Resources	No	N/A			No	N/A	
					Waste	Yes				Yes	N/A	
					Socio-economics	Yes	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.			Yes	N/A	
18	2015/0676/FUL Applicant: Mackinder Farms Accommodation LLP Proposed installation of 960 ground mounted PV panels	Selby	8587m W	1	Transport	Yes	Yes	Permission granted in September 2015, permission expiry September 2018	Unknown	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes	Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).			No	N/A	
					Noise and Vibration	No	N/A			No	N/A	
					Historic Environment	Yes	Distance from the site and based on position of Proposed Scheme insignificant impacts			No	N/A	
					Biodiversity	Yes	Proposed installation of 960 ground mounted PV panels. Small scale and nature of development and distance from Site means significant cumulative effects are			No	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
										unlikely to arise.		
					Landscape and Visual	Yes				Distance from the site and based on position of Proposed Scheme insignificant impacts	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
19	2015/0007/FUL Applicant: Mr James Foley Erection of a two storey building to accommodate new social and leisure facilities including; ten-pin bowling, adventure play, high ropes, recreational skiing, skate/BMX park and	Selby	6872m NW	1	Transport	Yes	Yes	Permission granted in February 2015, permission expiry in February 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Located west of Selby town centre adjacent to leisure centre, insignificant impacts in terms of its proximity to the Proposed Scheme and height	No	N/A
					Biodiversity	Yes				Erection of a two storey building to accommodate new social and leisure facilities. Small scale and nature of development and	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
	restaurant/cafe facility, complete with associated external soft and hard landscaping									distance from Site means significant cumulative effects are unlikely to arise.		
					Landscape and Visual	Yes				Located west of Selby town centre adjacent to leisure centre, insignificant impacts in terms of its proximity to the Proposed Scheme and height	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
20	2016/0140/REM Applicant: Heselwood Bros Reserved matters application relating to appearance, landscaping and scale for buildings C,D,E,F and farmhouse of	Selby	9643m NW	1	Transport	Yes	Yes	Permission granted in May 2016, permission expiry in May 2019	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Proposed pig units north west of Selby- insignificant impacts in terms of scale, height, extent and proximity	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	approval 2012/0485/OUT Outline application to include access and layout for the erection of agricultural buildings to form a pig breeding, rearing and finishing unit and associated agricultural workers dwelling on land to the west of Thorpe Hall				Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Proposed pig units north west of Selby- insignificant impacts in terms of scale, height, extent and proximity	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
21	2014/0202/OUT Applicant: Enterprise Inns Outline application including access for the erection of 13 No. Dwellings	Selby	6950m NW	1	Transport	Yes	Yes	Permission granted in May 2014, permission expiry in May 2017	Unknown	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
Air Quality	Yes	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A								
Noise and Vibration	No	N/A	No	N/A								

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent and proximity forms an infill development within Barlby	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height, extent and proximity forms an infill development within Barlby	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
22	2015/0517/OUT Applicant: The York Road Landowners Outline application to include access and layout for residential and	Selby	9146m N	1	Transport	Yes	Yes	Permission granted in December 2015, permission expiry in December 2018	Unknown	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
				Air Quality	Yes					Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
				Noise and Vibration	No					N/A	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	associated development (35 dwellings) on land to the west of York Road (The Paddocks)				Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent and proximity - lies to north of North Duffield and north of the Proposed Scheme	No	N/A
Biodiversity					Yes	Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.				No	N/A	
Landscape and Visual					Yes	Insignificant impacts in terms of scale, height, extent and proximity - lies to north of North Duffield and north of the Proposed Scheme				No	N/A	
Ground Conditions					No	N/A				No	N/A	
Water Resources					No	N/A				No	N/A	
Waste					Yes	The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.				Yes	N/A	
Socio-economics					Yes	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.				Yes	N/A	
23	2017/1055/COD Applicant: Devonshires LLP Request for written confirmation of compliance of conditions of	Selby	5264m NW	1	Transport	Yes	Yes	Permission granted in November 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
				Air Quality	Yes	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).				No	N/A	
				Noise and Vibration	No	N/A				No	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	planning approval CO/2012/1185 (8/19/1011C/PA) for outline application for the erection of 1200 dwellings (4 existing to be demolished), employment, public open space, shopping and community facilities (including up to 2,000m ² . of shops), together with associated footpaths, cycle ways, roads, engineering				Historic Environment	Yes				Insignificant impacts in terms of height and proximity - lies on the southern edge of Selby and north of the Proposed Scheme	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of height and proximity - lies on the southern edge of Selby and north of the Proposed Scheme	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
24	2016/1408/FULM Applicant: Mr R Harrison Conversion of former courthouse building to form 16No. flats with	Selby	6493m NW	1	Transport	Yes	Yes	Permission granted in April 2017, permission expiry in April 2020	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
Air Quality	Yes	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A								
Noise and Vibration	No	N/A	No	N/A								

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	associated management suite/office, external works including works to windows and doors including new openings with associated vehicular and cycle parking				Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent - lies within Selby to the north of the Proposed Scheme	No	N/A
Biodiversity					Yes	Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.				No	N/A	
Landscape and Visual					Yes	Insignificant impacts in terms of scale, height, extent - lies within Selby to the north of the Proposed Scheme				No	N/A	
Ground Conditions					No	N/A				No	N/A	
Water Resources					No	N/A				No	N/A	
Waste					Yes	The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.				Yes	N/A	
Socio-economics					Yes	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.				Yes	N/A	
25	2015/0341/OUT Applicant: Hallam Land Management Hybrid application comprising outline proposals for	Selby	7898m NW	1	Transport	Yes	Yes	Permission granted in December 2015		Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
	Air Quality	Yes	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A							
	Noise and Vibration	No	N/A	No	N/A							

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	the erection of circa 200 new dwellings including the construction of a new junction onto Flaxley Road				Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent - lies north west of Selby and to the north of the Proposed Scheme	No	N/A
Biodiversity					Yes			Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A		
Landscape and Visual					Yes			Insignificant impacts in terms of scale, height, extent - lies north west of Selby and to the north of the Proposed Scheme	No	N/A		
Ground Conditions					No			N/A	No	N/A		
Water Resources					No			N/A	No	N/A		
Waste					Yes			The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A		
Socio-economics					Yes			Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A		
26	2016/0178/FUL Applicant: Mr Giorgio Crosetto Construction of an new glucose syrup plant and associated storage tanks, pipe bridges,	Selby	5190m NW	1	Transport	Yes	Yes	Permission granted in June 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	roads and hardstandings within an existing industrial site				Historic Environment	Yes				Sits within an Industrial Estate to the eastern edge of Selby and of a compatible height and mass to existing structures some of which will be demolished to accommodate the development.	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Sits within an Industrial Estate to the eastern edge of Selby and of a compatible height and mass to existing structures some of which will be demolished to accommodate the development - insignificant impacts would be generated.	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
					Transport	Yes				Yes	Permission granted in July 2016	Unknown but possible constructi

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	Section 73 application to vary condition 05 (plans) of planning permission 2014/0685/FUL Proposed installation of 4 x 18 m high floodlights onto existing rugby pitch and training area				Air Quality	Yes			on overlap	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent and given its proximity to the urban edge of Selby	No	N/A
					Biodiversity	Yes				Section 73 application to vary condition 05 (plans) of planning permission 2014/0685/FUL Proposed installation of 4 x 18 m high floodlights. Small scale and nature of development and distance from Site means significant cumulative effects are unlikely to arise.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height, extent and given its proximity to the urban edge of Selby	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2 Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?	Other Factors	
						Within ZOI?	Progress to Stage 2?						
28	17/01720/STPL F 18/30149/CON DET Applicant: Bellway Homes Limited (Yorkshire Division) Erection of 300 dwellings with associated access, open space, landscaping and infrastructure	ERYC	5004m NE	1	Transport	Yes	Yes	Application made May 2017 Information for conditions submitted April 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No		N/A
					Noise and Vibration	No				N/A	No		N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height - lies to the north west of Howden and to the east of the Proposed Scheme and will form an urban extension	No		N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No		N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height - lies to the north west of Howden and to the east of the Proposed Scheme and will form an urban extension	No		N/A
					Ground Conditions	No				N/A	No		N/A
					Water Resources	No				N/A	No		N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes		N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
29	17/02265/STOUT Applicant: Mr Jonathan Hick OUTLINE - Erection of Residential Development (up to 175 dwellings) (Access to be considered)	ERYC	4625m NE	1	Transport	Yes	Yes	Permission granted February 2018	Unknown but possible construction overlap	Scale and nature of development likely to have a significant effect?	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height - lies to the north west of Howden and to the east of the Proposed Scheme and will form an urban extension	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height - lies to the north west of Howden and to the east of the Proposed Scheme and will form an urban extension	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
30	17/03450/CM 18/40047/NON MAT 18/30148/CON DET Applicant: R100 Energy Limited Installation of an Anaerobic Digestion (AD) Plant including; AD Digester tanks; a biomethane gas to grid plant; CHP (Combined Heat and Power) unit; flare; buffer and treatment tanks; and a digestate storage lagoon with associated works	ERYC	7804m NE	1	Transport	Yes	Yes	Permission granted February 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts - heights of proposed structures a max of 14.83m and limited long distance views of the development due to topography, intervening vegetation and built form - intervisibility between the Proposed Scheme and this development is limited.	No	N/A
					Biodiversity	Yes				Development would give rise to operational emissions, which could potentially combine with those from the Propose Scheme leading to cumulative effects. No significant cumulative effects predicted. The development is located in excess of 2 km from any Natura 2000 Sites and in excess of 7.5 km from the Site. It is therefore considered unlikely to contribute significantly to air quality impacts on Natura 2000 Sites (the only effect which is considered potentially significant in-combination with The Proposed Scheme).	Yes	N/A
					Landscape and Visual	Yes				Insignificant impacts - heights of proposed structures a max of 14.83m and limited long distance views of the development due to topography, intervening vegetation and built form - intervisibility between the Proposed Scheme and this development is limited.	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
31	16/01584/STPL F Applicant: The Real Aeroplane Company Limited Erection of a building consisting of 6 aircraft hangers and storage following demolition of existing buildings and creation of a new vehicular access road	ERYC	7089m N	1	Transport	Yes	Yes	Permission granted in December 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts due to relatively low height of structures and distance - limited inter visibility with Brighton Airfield	No	N/A
					Biodiversity	Yes				Erection of a building consisting of 6 aircraft hangers and storage following demolition of existing buildings and creation of a new vehicular access road. Small scale and nature of development and distance from Site means significant cumulative effects are unlikely to arise. Emissions to air from operational airfield unlikely to contribute significantly to air quality impacts on European Sites	No	N/A
					Landscape and Visual	Yes				Insignificant impacts due to relatively low height of structures and distance - limited inter visibility with Brighton Airfield	No	N/A
					Ground Conditions	No				N/A	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
32	16/00528/PLF Applicant: Hoveden Homes Erection of 17 dwellings and associated surface water drainage	ERYC	10473 m E	1	Transport	Yes	Yes	Permission granted in November 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				N/A	N/A	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent and proximity - Eastington and forms infill development	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
33	16/02460/OUT Applicant: Furrward Homes Outline - Erection of 10 dwellings with associated access and parking (access and layout to be considered)	ERYC	2411m S	1	Transport	Yes	Yes	Permission granted in January 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Rawcliffe in fill development	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - Rawcliffe in fill development	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
					Socio-economics	Yes				residential developments identified in other developments have been assessed collectively. Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
34	15/03487/STPL F Applicant: Harron Homes Ltd Erection of 94 dwellings with associated open space, drainage infrastructure and landscaping	ERYC	4810m S	1	Transport	Yes	Yes	Permission granted in September 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Rawcliffe in fill development	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - West Cowick / Snaith	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
35	17/03359/STPL F Applicant: Peter Ward Homes Erection of 92 dwellings with associated parking (with access from adopted road for Phase 1)	ERYC	5437m E	1	Transport	Yes	Yes	Application made September 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
36	17/00144/STRE M Applicant: Mr Kevin Pullan Erection of 138 dwellings following outline permission 13/00931/STOUT (All matters to be considered)	ERYC	5580m E	1	Transport	Yes	Yes	Permission granted in August 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
37	16/04220/STREM Applicant: McGrory Trust Erection of 30 dwellings following Outline planning permission 12/04725/STOUT (Appearance, Landscaping and Scale to be considered)	ERYC	6239mE	1	Transport	Yes	Yes	Permission granted in January 2017	Unknown but possible construction overlap	Scale and nature of development likely to have a significant effect?	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors	
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?			
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
38	17/00508/STPL F Applicant: Gleeson Regeneration Erection of 53 dwellings with associated garages, infrastructure and access	ERYC	6116m SE	1	Transport	Yes	Yes	Application made February 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No		N/A
					Noise and Vibration	No				N/A	No		N/A
					Historic Environment	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No		N/A
					Biodiversity	Yes					No		N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent - Goole	No		N/A
					Ground Conditions	No				N/A	No		N/A
					Water Resources	No				N/A	No		N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes		N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes		N/A
39	14/01833/OUT M Applicant: Mr Alex Cutts	Doncaster	11005 m S	1	Transport	Yes	No	Permission granted in February 2017	Unknown but possible construction	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	Outline application for the erection of 28 dwellings on 0.72 ha of land with associated access roads, footpaths and landscaping (Some matters reserved - approval being sought for layout)				Air Quality	Yes			on overlap	Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No			N/A	No	N/A	
					Historic Environment	No			N/A	No	N/A	
					Biodiversity	No			N/A	No	N/A	
					Landscape and Visual	Yes			Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A	
					Ground Conditions	No			N/A	No	N/A	
					Water Resources	No			N/A	No	N/A	
					Waste	Yes			The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A	
					Socio-economics	Yes			Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
40	15/02275/OUT M Applicant: JO Steel Consulting Outline application for the erection of 79 dwellings and construction of access roads on approx. 2.48 ha of land (Approval being sought for	Doncaster	12154 m S	1	Transport	Yes	No	Permission granted in January 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No			N/A	No	N/A	
					Historic Environment	No			N/A	No	N/A	
					Biodiversity	No			N/A	No	N/A	
					Landscape and Visual	Yes			Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
	access, layout and scale)				Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
41	17/01021/FULM Applicant: Mr Graham McDarby Proposed erection of 67 dwelling apartments with associated ancillary and parking following the demolition of the former NHS clinic	Doncaster	12378 m S	1	Transport	Yes	No	Application made April 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				N/A	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
										collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
42	16/02438/FUL Applicant: Marston's Inns And Taverns Erection of a 27 bedroom hotel with associated car parking and landscaping	Doncaster	11664 m S	1	Transport	Yes	No	Permission granted in December 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				N/A	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
43	16/01934/MAT	Doncaster	11122 m S	1	Transport	Yes	No	Application made July 2016	Unknown but possible	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2		Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?			
	Applicant: Technical Services - Mr Matthew Clarkson Erection of 35 affordable houses on approx. 1.17 ha of land (Being Application under Regulation 4 Town and Country Planning (General) Regulations 1992)								construction overlap	therefore not likely to have a cumulative effect during construction.		applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A	
					Noise and Vibration	No				N/A	No	N/A	
					Historic Environment	No				N/A	No	N/A	
					Biodiversity	No				N/A	No	N/A	
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A	
					Ground Conditions	No				N/A	No	N/A	
					Water Resources	No				N/A	No	N/A	
					Waste	Yes					Yes	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
44	16/00898/FULM Applicant: Housing And Care 21 Extra Care Development comprising of 72 flats, communal areas and associated parking and landscaping	Doncaster	12176 m S	1	Transport	Yes	No	Permission granted in August 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.	
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A	
					Noise and Vibration	No				N/A	No	N/A	
					Historic Environment	No				N/A	No	N/A	
					Biodiversity	No				N/A	No	N/A	
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A	
					Ground Conditions	No				N/A	No	N/A	
					Water Resources	No				N/A	No	N/A	
					Waste	Yes				The volume of waste generated from the construction of this individual development is	Yes	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
										likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.		
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
45	16/00771/FULM Applicant: Expression Homes Limited (Mr J Heslop) Erection of 17 semi-detached and terrace houses on approx. 0.47ha of land	Doncaster	10079 m S	1	Transport	Yes	No	Permission granted in May 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				N/A	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
46	15/03006/FULM Applicant: McDonalds Restaurants Ltd Erection of two retail units (Class A1), one drive-thru restaurant (Class A3/A5) and one commercial unit (Class A1, A2, A3, A4, A5) with associated landscaping and car parking	Doncaster	11627 m S	1	Transport	Yes	No	Permission granted in September 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				N/A	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent as well as proximity - Thorne	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
47	Eggborough CCGT Applicant: Eggborough Power Ltd	PINS	8500m W	1	Transport	Yes	Yes	Last exam time in September 2017	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				<u>Construction Effects</u> No in-combination construction effects given the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	Eggborough CCGT - The construction and operation of a new CCGT generating station with a capacity of up to 2,500 megawatts, new gas pipeline to the NTS and other associated development								Operation overlap	distance between Eggborough and the Proposed Scheme <u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at sensitive human receptors and Natura 2000 Sites.		
Noise and Vibration					No				N/A	No	N/A	
Historic Environment					Yes				Insignificant impacts in terms of distance and intervening development	No	N/A	
Biodiversity					Yes				Development would give rise to operational emissions, which could potentially combine with those from the Propose Scheme leading to cumulative effects. During operation, this project would generate a sufficient level of emissions such that cumulative effects with the Proposed Scheme could be significant. This project has therefore been included within the cumulative assessment for air quality, which also informs the cumulative assessment for Biodiversity.	Yes	N/A	
Landscape and Visual					Yes				Significant impacts in terms of extent, scale, overall mass and proximity - Eggborough	Yes	N/A	
Ground Conditions					No				N/A	No	N/A	
Water Resources					No				N/A	No	N/A	
Waste					Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A	
Socio-economics					Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
						Within ZOI?	Progress to Stage 2?					
48	Thorpe Marsh Gas Pipeline Applicant: Thorpe Marsh Power Ltd Thorpe Marsh Gas Pipeline - The Proposed Gas Pipeline will be a continuously welded buried steel pipeline of approximately 18 km in length	PINS	8838m SW	1	Transport	Yes	Yes	Permission granted in March 2016	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes	Type of development and distance to Proposed Scheme is unlikely to result in in-combination effects (No relevant emissions for developments).			No	N/A	
					Noise and Vibration	No	N/A			No	N/A	
					Historic Environment	Yes	Insignificant impacts in terms of distance and intervening development			No	N/A	
					Biodiversity	Yes	Distance of development from the Proposed Scheme. SoS Decision letter identifies that no likely significant effects to European Sites are expected and that this concurs with advice from NE. The decision letter also identifies that positive biodiversity enhancements are predicted.			No	N/A	
					Landscape and Visual	Yes	Significant impacts in terms of extent though limited to construction and temporary in nature			Yes	N/A	
					Ground Conditions	No	N/A			No	N/A	
					Water Resources	No	N/A			No	N/A	
					Waste	Yes	Due to the nature of the development it is likely earthworks will be generated albeit in small volumes. It is envisaged materials will be reused on-site			No	N/A	
Socio-economics	Yes	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A								
49	Knottingley Power Project Applicant: Knottingley Power Ltd Knottingley Power Project - A 1500 MW	PINS	15344 m W	1	Transport	No	Yes	Permission granted in March 2015	Unknown but possible construction overlap Operation overlap	N/A	N/A	N/A
					Air Quality	Yes	<u>Construction Effects</u> No in-combination construction effects given the distance between Knottingley and the Proposed Scheme <u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at			Yes	N/A	

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?						
	Combined Cycle Gas Turbine (CCGT) power station and associated infrastructure.									sensitive human receptors and Natura 2000 Sites.		
					Noise and Vibration	No			N/A	No	N/A	
					Historic Environment				N/A	No	N/A	
					Biodiversity	No			N/A	No	N/A	
					Landscape and Visual	No			Significant impacts in terms of extent, scale, overall mass and proximity - Knottingley	Yes	N/A	
					Ground Conditions	No			N/A	No	N/A	
					Water Resources	No			N/A	No	N/A	
					Waste	Yes			The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A	
					Socio-economics	Yes			Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
50	Ferrybridge D Combined Cycle Gas Turbine (CCGT) Power Station Project Applicant: SSE A new CCGT generating station of circa 2000 MW output capacity and associated development including a gas supply pipeline	PINS	19,000 m W	2	Transport	Yes	Yes	Scoping Report submitted to PINS on 17 December 2017	Unknown but possible construction overlap Operation overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				<u>Construction Effects</u> No in-combination construction effects given the distance between Ferrybridge and the Proposed Scheme <u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at sensitive human receptors and Natura 2000 Sites. However given the distance to sensitive human receptors and Natura 2000 Sites, impacts are likely to be imperceptible and therefore no cumulative impacts are anticipated.	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Within ZOI?	Progress to Stage 2?			Scale and nature of development likely to have a significant effect?		
	to the NTS for gas.				Noise and Vibration	No				N/A	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	No				<u>Construction Effects</u> No in-combination construction effects given the distance between Ferrybridge and the Proposed Scheme <u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at sensitive human receptors and Natura 2000 Sites. However given the distance to sensitive human receptors and Natura 2000 Sites, impacts are likely to be imperceptible and therefore no cumulative impacts are anticipated	No	N/A
					Landscape and Visual	No				Significant impacts in terms of extent, scale, overall mass and proximity - Knottingley	Yes	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	No				N/A	Yes	N/A
					Socio-economics	No				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
51	2018/0051/FUL M Selby Applicant: Willow Developments Erection of 14 dwellings with associated access, garages and parking	Selby	10220 m N	1	Transport	Yes	Yes	Application submitted Jan 2018	Unknown but possible construction overlap	Scheme generates less than 30 vehicles at the in-scope junctions during the peak hour and is therefore not likely to have a cumulative effect during construction.	No	TEMPRO (Car Drivers) and NRTF (LGV's and HGVs) growth factors have been applied to the 2018 base traffic flows.
					Air Quality	Yes				Residential development small in scale and/or with no significant traffic emission in the local road network to the Proposed Scheme (i.e. distance from the Proposed Scheme).	No	N/A
					Noise and Vibration	No				N/A	No	N/A
					Historic Environment	Yes				Insignificant impacts in terms of distance and intervening development	No	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors
						Scale and nature of development likely to have a significant effect?	Within ZOI?			Progress to Stage 2?		
					Biodiversity	Yes				Small scale of development and/or distance from Site means significant cumulative effects are unlikely. Vehicle emissions arising from operational use of developments likely to be negligible and long term air quality strategy for UK will see ultra-low and zero emissions vehicles making up an increasing proportion of the vehicle fleet over coming years.	No	N/A
					Landscape and Visual	Yes				Insignificant impacts in terms of scale, height and extent	No	N/A
					Ground Conditions	No				N/A	No	N/A
					Water Resources	No				N/A	No	N/A
					Waste	Yes				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. For this reason all residential developments identified in other developments have been assessed collectively.	Yes	N/A
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
52	Thorpe Marsh CCGT Applicant: Thorpe Marsh Power Ltd Thorpe Marsh Power Ltd received a Section 36 Consent from the DECC to construct a 1,500MW, with a tolerance of up to 5 per cent,	S36	8800m SW	1	Transport	Yes	Yes	Undefined under s36	Unknown but possible construction overlap	N/A	No	
					Air Quality	Yes			Operation overlap	<u>Construction Effects</u> No in-combination construction effects given the distance between Knottingley and the Proposed Scheme	Yes	N/A
					Noise and Vibration	No				<u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at sensitive human receptors and Natura 2000 Sites.	No	N/A
					Historic Environment	No				N/A	No	N/A
					Biodiversity	Yes				<u>Construction Effects</u> No in-combination construction effects given the	Yes	N/A

ID:	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Temporal Scope	Overlap in temporal scope?	Stage 2	Progress to Stage 3/4?	Other Factors	
						Scale and nature of development likely to have a significant effect?							
						Within ZOI?	Progress to Stage 2?						
	gas-fired power station to be known as Thorpe Marsh Power Station on the former coal-fired Thorpe Marsh Power Station site in October 2011.									distance between Knottingley and the Proposed Scheme			
										<u>Operational Effects</u> Potential to increase emissions of NO ₂ /NO _x at sensitive human receptors and Natura 2000 Sites.			
						Landscape and Visual	Yes				Significant impacts in terms of extent, scale, overall mass and proximity	Yes	N/A
						Ground Conditions	No				N/A	No	N/A
						Water Resources	No				N/A	No	N/A
						Waste	No				The volume of waste generated from the construction of this individual development is likely to be minor. Subsequently the effects on existing waste management infrastructure are likely to be insignificant. Should all of the non-residential developments identified in other developments be constructed however, the collective volume of waste could have a significant cumulative effect. It isn't possible to assess these types of development cumulatively however they have been assessed individually	Yes	N/A
					Socio-economics	No				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	