

# The Drax Power (Generating Stations) Order

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

## Update to the Cumulative Assessment

(Submitted for Deadline 3)



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

### **Drax Power Limited**

Drax Repower Project

Applicant: DRAX POWER LIMITED  
Date: November 2018  
Document Ref: 8.4.9  
PINS Ref: EN010091

## Document History

<b>Document Ref</b>	8.4.9
<b>Revision</b>	001
<b>Author</b>	Richard McCulloch/Catherine Sugden
<b>Signed</b>	Date 15/11/2018
<b>Approved By</b>	Chris Taylor
<b>Signed</b>	Date 15/11/2018
<b>Document Owner</b>	WSP UK Limited

## Glossary and Abbreviations

The updated Glossary and Abbreviations for the Proposed Scheme are contained in Document Reference 1.6 submitted in November 2018 at Deadline 3 of the Examination.

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# 1 INTRODUCTION

## 1.1 Overview

- 1.1.1 An application (“the Application”) for a Development Consent Order (“DCO”) for the Drax Repower Project (“the Proposed Scheme”) was made by Drax (“the Applicant” or “Drax”) to the Secretary of State (“SoS”) for Business, Energy and Industrial Strategy (“BEIS”) on 29 May 2018. The Application was accepted for Examination on 26 June 2018, with the Examination commencing on 4 October 2018.
- 1.1.2 The Proposed Scheme is described in detail in Chapter 3 (Site and Project Description) of the Environmental Statement (“ES”) (Examination Library reference APP-071), as amended by:-
- The Removal of Stage 0 made at Deadline 2 of the Examination (as set out in the Cover Letter submitted at Deadline 2 (Examination Library Reference REP2-003) pursuant to the non-material amendment application submitted at Deadline 2; and
  - The non-material amendments made at Deadline 3 of the Examination (as set out in the Cover Letter submitted at Deadline 3) pursuant to the non-material amendment application submitted at Deadline 3.

## 1.2 Purpose of this document

- 1.2.1 The ExA’s Written Question CO 1.11 (published on 11 October 2018) was as follows:
- “Paragraph 17.11.3 of Chapter 17 of the ES states that any planning applications, status updates or additional information published since March 2018 have not been included with the assessment in the ES. Confirm whether you are aware of any additional other projects or plans that should be included within the cumulative effects assessment since March 2018.”*
- 1.2.2 NYCC and SDC have confirmed now in their Response to the Examining Authority’s Written Questions (Examination Library Ref: REP2-047) that they are not aware of any developments of a scale that would have cumulative effects sufficient that they should be included.
- 1.2.3 However, in its response to the ExA written question submitted for Deadline 2 (Examination Library Ref: REP2-035) the Applicant stated that an assessment of the additional developments since March 2018 would be submitted with Deadline 3. This document contains an assessment of the cumulative effects of these projects, along with those already considered in the original cumulative chapter, with the Proposed Scheme. It should be noted of course, that once the Application was submitted in May 2018, any development coming after that date should in its own submitted application cumulatively assess the Proposed Scheme rather than the Proposed Scheme having to continuously update its own cumulative assessment for any applications following it.
- 1.2.4 In accordance with the EIA Regulations 2017 and best practice guidance, there are two types of cumulative effect that should be assessed. These are outlined below:
- Effect interactions (combined effects) - the interaction and combination of environmental effects of the Proposed Scheme affecting the same receptor.

- In-combination interactions (cumulative effects) - the interaction and combination of environmental effects of the Proposed Scheme with 'other development' affecting the same receptor.

1.2.5 This report will consider in-combination effects only. For details of the effect interactions or combined effects refer to Chapter 17 of the Environmental Statement (Examination Library Reference APP-085).



## 2 CUMULATIVE ASSESSMENT

### 2.1 Cumulative Assessment Methodology

- 2.1.1 For full details of the policy, legislation and guidance applied in this report, along with the full cumulative assessment methodology refer to Chapter 17 of the Environmental Statement (Examination Library Reference APP-085).
- 2.1.2 This update follows the same approach adopted for the ES. In brief, the methodology for the assessment of in-combination (cumulative) effects is as follows:
- Stage 1: identify the Zone of Influence (ZOI) and identify long list of "other developments".
  - Stage 2: identify short list of "other development" for cumulative assessment.
  - Stage 3: information gathering for "other development".
  - Stage 4: assessment.
- 2.1.3 The ZOI for each environmental topic is set out in Table 17.3 of Chapter 17 of the ES (Examination Library Reference APP-085).

### 2.2 In-combination cumulative assessment

- 2.2.1 Since March 2018 there are 16 additional projects and plans within 15 km of the Drax Power Station Site. This excludes two projects identified in the Applicant's Response to Written Questions (REP2-035) that related only to the discharge of conditions. These additional projects and plans are set out in Appendix A and Figure 1 of this document. Appendix A also sets out the Stage 1 and 2 assessments of these developments.

#### Socio-Economics

- 2.2.2 All developments listed within Appendix 17.1 (Examination Library Ref APP-128) are within the ZOI and were identified during Stage 2 as having the potential to provide cumulative effects, when considered in the context of the Proposed Scheme, and were therefore taken forward to Stage 4 assessment.

#### Other topics

- 2.2.3 None of the developments in Appendix A were identified during Stage 2 as having the potential to provide cumulative effects on the following topics when considered in the context of the Proposed Scheme:
- Air Quality
  - Noise and Vibration
  - Historic Environment
  - Biodiversity
  - Landscape and Visual
  - Ground Conditions
  - Traffic and Transport
  - Water Resource, Quality and Hydrology
  - Waste.

- 2.2.4 Appendix A provides further details on why each development was scoped out for the topics listed above.
- 2.2.5 For socioeconomics, all developments listed within Appendix 17.1 are within the ZOI and were identified during Stage 2 as having the potential to provide cumulative effects, when considered in the context of the Proposed Scheme, and were therefore taken forward to Stage 4 assessment. Details of the Stage 4 assessment are set out in Table 1 below.



Table 2-1 - Cumulative Assessment Matrix

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
1	1	2018/0872/FULM	Demolition of existing dilapidated concrete building, associated portacabins and outbuildings. Partial demolition of existing packing, heat treatment plant and warehouse building. Construction of a world leading flour production facility, including new mill building, welfare buildings, warehouse, CHP, silos, weighbridges and associated hardstanding.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
2	1	2018/0870/REMM	Reserved matters application for the erection of 67 dwellings pursuant to 2014/1130/OUT on land to west.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
3	1	2018/0934/FULM	Proposed construction of 25 assisted care apartments with associated car parking and landscaped gardens.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
4	1	2018/0310/DOC	Hybrid application comprising outline proposals for the erection of circa 200 new dwellings including the construction of a new junction onto Flaxley Road.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
5	1	2018/0743/FULM	Demolition of buildings and removal of concrete hard standing and redevelopment of site to create a retirement village comprising a change of use of land to site 168 residential park home caravans, temporary reception lodge, shop and sales home, community centre with meeting hall, kitchen, toilets, office, shop, outdoor terrace, village green, and provision of lakes, ponds, public and private amenity spaces, estate roads, car parking, bus layby's, refuse stores,	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
			maintenance building and yard.		No cumulative effects are anticipated during operation.		
6	1	2018/0474/OUTM	Outline application including access (all other matters reserved) for development of 98 dwellings (including self build plots), a primary school and nursery and public open space with associated landscaping and access.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
7	1	2018/0319/SCN	EIA Screening opinion request for solar farm.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)



ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
8	1	2018/0875/SCP	EIA scoping request for the proposed residential led mixed use development.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
9	1	2018/0468/REMM	Reserved matters application including (a) appearance, (b) landscaping, (c) layout, (d) scale and (e) means of access to the site for erection of 35 dwellings (outline planning permission 2015/0586/OUT).	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
101		2018/0818/EIA	Outline planning application with all matters (scale, appearance and layout) except access and landscaping reserved for the demolition of existing colliery buildings and construction of up to 186,000 sq m (approx. 2,000,000sq ft) of Class B2/B8 and associated Class B1 floor space with supporting container storage area and associated buildings, trackside facilities, access and landscaping.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
11	1	18/03355/OUT	Outline - Residential development for up to 18 dwellings (All matters reserved).	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
121		18/02836/STPLF	Erection of 87 dwellings with associated parking, access from adopted road for Phase 1 (revised scheme of 17/03359/STPLF).	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
131		18/03342/EIASCR	EIA screening opinion - Proposed change of use of existing buildings and associated curtilage to a recycling facility, erection of tanks and containment bays for bio-solids treatment, waste treatment and waste storage facility, which are to be used as soil improvers and fertiliser replacements.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
141		18/01892/OUT	OUTLINE - Erection of 28 dwellings (all matters reserved).	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)



ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
151		18/02356/PLF	Erection of 15 dwellings.	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive negligible to minor significance.	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					No cumulative effects are anticipated during operation.		
161		18/01746/FULM	Erection of 23 dwellings on approx 0.53ha of land with associated car parking (Being resubmission of application 15/00878/FULM refused on 04.07.2018).	Socio-economics	There will be further direct, indirect and induced employment opportunities generated associated with this development in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. Based on professional judgement, it is anticipated that the effect on the local economy and employment market will be positive	N/A	There is likely to be a cumulative effect in relation to direct, indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme, but this will be insignificant (of negligible to minor significance)

ID	Tier	Application Reference	Application for 'other development' and brief description	Topic	Assessment of cumulative effect with NSIP	Proposed mitigation applicable to NSIP including any apportionment	Residual cumulative effect
					negligible to minor significance.  No cumulative effects are anticipated during operation.		

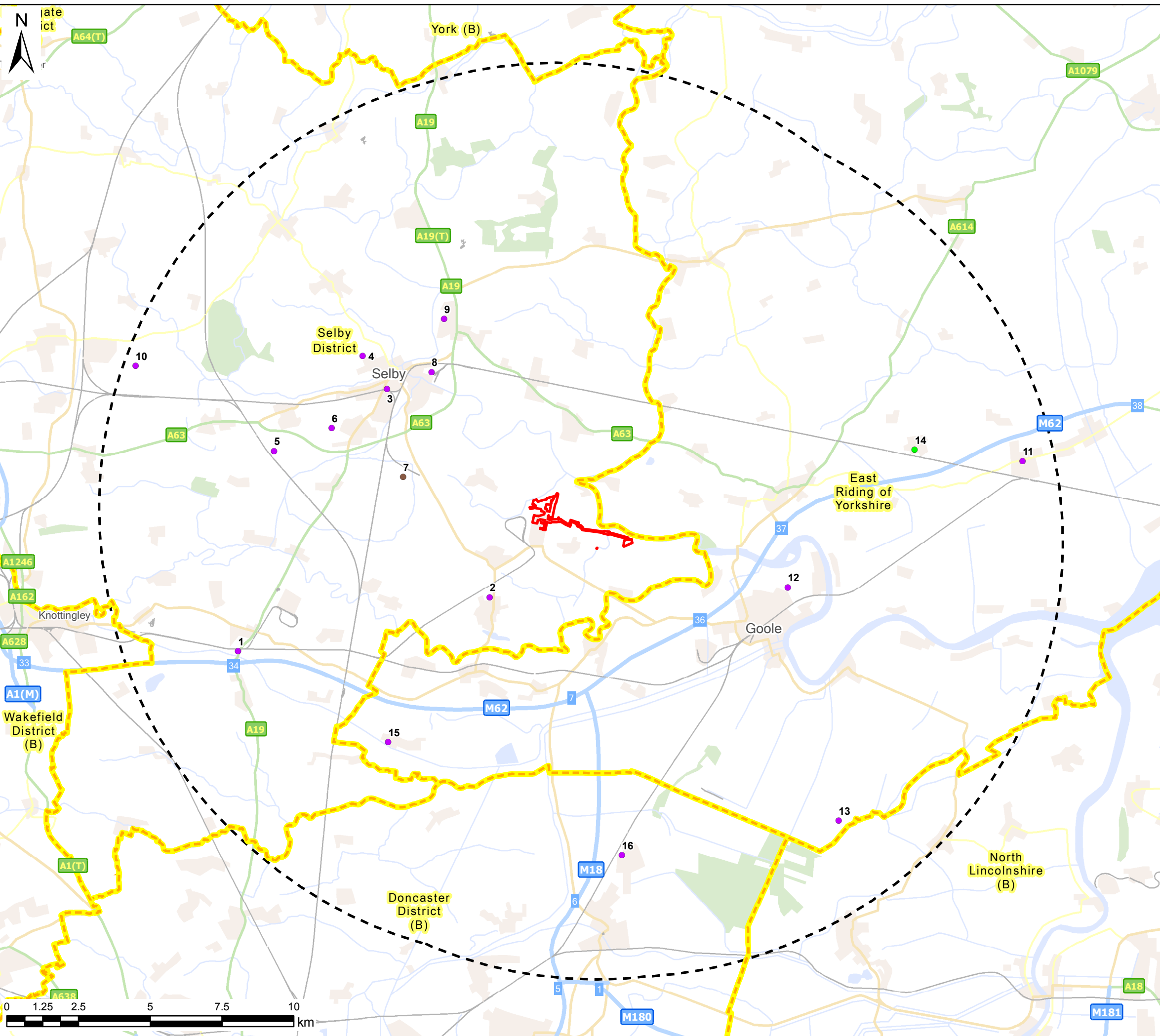
## 2.3 Worst case assessment of all other developments

- 2.3.1 The following effects have been identified where multiple or all other developments, including those assessed in this document and the ES Chapter 17, are considered in combination as a worst case assessment for socioeconomics.
- 2.3.2 It is assumed that there will be further direct employment opportunities associated with all of the committed developments listed above, as well as those in Chapter 17 (Examination Library Reference APP-085), in conjunction with the Proposed Scheme assuming that the construction stages are concurrent. However, at this stage, there is insufficient information available to quantify the cumulative effect associated with direct employment opportunities. As such, it is considered that there is likely to be a cumulative effect in relation to direct employment opportunities of greater positive significance than that concluded for the Proposed Scheme.
- 2.3.3 It is assumed that there will be further indirect and induced employment opportunities generated associated with the relevant committed developments in conjunction with the Proposed Development assuming that the construction stages are concurrent. However, at this stage, there is insufficient information available to quantify the cumulative effect associated with indirect and induced employment opportunities. It is considered that there is likely to be a cumulative effect in relation to indirect and induced employment opportunities of greater positive significance than that concluded for the Proposed Scheme.
- 2.3.4 If all committed developments and the Proposed Scheme are constructed concurrently, there is anticipated to be a cumulative effect on the construction workforce in terms of resource to deliver each development. This cannot be quantified at this stage. As such, it is considered that there is a potential effect of greater negative significance than that concluded for the Proposed Scheme in isolation in relation to constraints on the resource of the construction workforce at the local and regional level.

### 3 SUMMARY

- 3.1.1 There are no significant in-combination cumulative effects associated with the projects and plans that have entered the planning system since March 2018, when considered with the Proposed Scheme and other developments identified in Chapter 17 of the ES.

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**Key**

- Site Boundary
- 15km Study Area
- District Boundary

**Short List of 'Other Development'**

- Approved
- Awaiting Decision
- EIA not required

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REV	DATE	BY	DESCRIPTION	CHK	APP
B	08/11/2018	RMcC	SECOND ISSUE - DEVELOPMENTS MARCH - OCTOBER 2018	CS	CT
A	23/04/2018	RMcC	FIRST ISSUE - DEVELOPMENTS PRIOR TO MARCH 2018	CS	CT

DRAWING STATUS: **FINAL**

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CLIENT:

PROJECT: **The Drax Power (Generating Stations) Order**

TITLE: **Figure 1  
 Location of Short List of Other Developments  
 Considered for Cumulative Assessment  
 (March - October 2018)**

SCALE @ A3: 130,000 @ A3	CHECKED: CS	APPROVED: CT
PROJECT No: 70048144	DESIGNED: WSP	DRAWN: RMcC
	DATE: 08/11/2018	

DRAWING No: <b>Figure 1</b>	REV: <b>B</b>
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# APPENDIX A - CUMULATIVE DEVELOPMENT LIST



Matrix 1 - Identification of 'other development' for CEA

Current Status: Stage 1

ID	Application Reference	Local Authority / PINS	Distance from project	Tier	Topic	Stage 1		Stage 2		Scale and nature of development likely to have a significant effect?	Progress to Stage 3/4?	Other Factors	Web link
						Within ZOI?	Progress to Stage 2?	Temporal Scope	Overlap in temporal scope?				
1	2018/0872/FULM Applicant: Whitworth Holdings Limited Demolition of existing dilapidated concrete building, associated portacabins and outbuildings. Partial demolition of existing packing, heat treatment plant and warehouse building. Construction of a world leading flour production facility, including new mill building, welfare buildings, warehouse, CHP, silos, weighbridges and associated hardstanding	Selby	11,187m SW	1	Transport	Yes	Yes	Application made July 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. Type of development and distance to Proposed Scheme is unlikely to result in cumulative effects (No relevant emissions for developments). N/A N/A 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. Insignificant impacts in terms of height, extent and proximity N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage">http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	No	No				N/A		
					Historic Environment	No	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		
2	2018/0870/REMM Applicant: Harron Homes Ltd & Ainscough Strategic Land Ltd & Others Reserved matters application for the erection of 67 dwellings pursuant to 2014/1130/OUT on land to west	Selby	2948m SW	1	Transport	Yes	Yes	Application made July 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. 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). Residential Development - Noise from construction phase to be managed via a CEMP. No cumulative noise effects predicted. Insignificant impacts in terms of scale, height and extent 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. Insignificant impacts in terms of scale, height and extent N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=ODSPFFN0800">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=ODSPFFN0800</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	Yes	No				N/A		
					Historic Environment	Yes	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		
3	2018/0934/FULM Applicant: Crown Care Proposed construction of 25 assisted care apartments with associated car parking and landscaped gardens	Selby	6401m NW	1	Transport	Yes	Yes	Application made August 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. 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). N/A Insignificant impacts in terms of scale, height, extent - lies within Selby to the north of the Proposed Scheme 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. Insignificant impacts in terms of scale, height, extent - lies within Selby to the north of the Proposed Scheme N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage">http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	No	No				N/A		
					Historic Environment	Yes	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		
4	2018/0310/DOC Applicant: Harron Homes Discharge of conditions of approval 2015/0341/OUT Hybrid application comprising outline proposals for the erection of circa 200 new dwellings including the construction of a new junction onto Flaxley Road	Selby	7779m NW	1	Transport	Yes	Yes	Application made March 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. 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). N/A Insignificant impacts in terms of scale, height, extent, proximity - lies north west of Selby to the north of the Proposed Scheme 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. Insignificant impacts in terms of scale, height, extent, proximity - lies north west of Selby to the north of the Proposed Scheme N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage">http://public.selby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	No	No				N/A		
					Historic Environment	Yes	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		
5	2018/0743/FULM Applicant: York House Leisure Demolition of buildings and removal of concrete hard standing and redevelopment of site to create a retirement village comprising a change of use of land to site 168 residential park home caravans, temporary reception lodge, shop and sales home, community centre with meeting hall, kitchen, toilets, office, shop, outdoor terrace, village green, and provision of lakes, ponds, public and private amenity spaces, estate roads, car parking, bus layby's, refuse stores, maintenance building and yard	Selby	9115m W	1	Transport	Yes	Yes	Application made June 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. 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). N/A Insignificant impacts in terms of scale, height, extent - lies south west of Selby to the west of the Proposed Scheme 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. Insignificant impacts in terms of scale, height, extent - lies south west of Selby to the west of the Proposed Scheme N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=OMN4GLNXHT00">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=OMN4GLNXHT00</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	No	No				N/A		
					Historic Environment	Yes	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		
6	2018/0474/OUTM Applicant: KCS Development Outline application including access (all other matters reserved) for development of 98 dwellings (including self build plots), a primary school and nursery and public open space with associated landscaping and access	Selby	7430m W	1	Transport	Yes	Yes	Application made April 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. 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). N/A Insignificant impacts in terms of scale, height, extent - lies south west of Selby to the north west of the Proposed Scheme 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. Insignificant impacts in terms of scale, height, extent - lies south west of Selby to the north west of the Proposed Scheme N/A N/A Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	TEMPRO (Car Drivers) and NRTF(LGV's and HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=OTV00WVNXJDT00">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=dates&amp;keyVal=OTV00WVNXJDT00</a>
					Air Quality	Yes	No				N/A		
					Noise and Vibration	No	No				N/A		
					Historic Environment	Yes	No				N/A		
					Biodiversity	Yes	No				N/A		
					Landscape and Visual	Yes	No				N/A		
					Ground Conditions	No	No				N/A		
					Water Resources	No	No				N/A		
					Waste	Yes	No				N/A		
					Socio-economics	Yes	Yes				N/A		

7	2018/0319/SCN	Selby	4529m W	1	Transport	Yes	Yes	Application made March 2018, EIA Not Required	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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OMSWSWXX0V100">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OMSWSWXX0V100</a>
	Applicant: Intelligent Alternatives				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	
	EIA Screening opinion request for solar farm				Noise and Vibration	Yes				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					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
8	2018/0875/SCP	Selby	5703m NW	1	Transport	Yes	Yes	Application made July 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OAPNCPNXX0L00">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OAPNCPNXX0L00</a>
	Applicant: Olympia Park Developments Ltd				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	
	EIA scoping request for the proposed residential led mixed use development				Noise and Vibration	No				N/A	No	N/A	
					Historic Environment	Yes				Insignificant impacts in terms of scale, height - lies on the eastern edge of Selby 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 - lies on the eastern edge of Selby 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					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
9	2018/0468/REMM	Selby	7030m NW	1	Transport	Yes	Yes	Application made April 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OQ356NXX08600">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OQ356NXX08600</a>
	Applicant: Daniel Gath Homes				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	
	Reserved matters application including (a) appearance, (b) landscaping, (c) layout, (d) scale and (e) means of access to the site for erection of 35 dwellings (outline planning permission 2015/0586/OUT)				Noise and Vibration	No				N/A	No	N/A	
					Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent, proximity - lies within Barby 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, extent, proximity - lies within Barby 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					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
10	2018/0818/EIA	Selby	14,581m W	1	Transport	Yes	Yes	Application made July 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NZSHXNXX5000">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NZSHXNXX5000</a>
	Applicant: Harworth Group PLC				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	
	Outline planning application with all matters (scale, appearance and layout) except access and landscaping reserved for the demolition of existing colliery buildings and construction of up to 186,000 sq m (approx. 2,000,000sq ft) of Class B2/B8 and associated Class B1 floor space with supporting container storage area and associated buildings, trackside facilities, access and landscaping.				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, height, proximity	No	N/A	
					Ground Conditions	No				N/A	No	N/A	
					Water Resources	No				N/A	No	N/A	
					Waste	Yes					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
11	18/03355/OUT	ERYC	13,886m E	1	Transport	Yes	Yes	Application made October 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NMJQTANXJ200">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NMJQTANXJ200</a>
	Applicant: Hycet Developments Ltd				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	
	Outline - Residential development for up to 18 dwellings (All matters reserved)				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, height, extent, proximity	No	N/A	
					Ground Conditions	No				N/A	No	N/A	
					Water Resources	No				N/A	No	N/A	
					Waste	Yes					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
12	18/02836/STPLF	ERYC	5633m E	1	Transport	Yes	Yes	Application made August 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OBSJFONXJ200">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=OBSJFONXJ200</a>
	Applicant: Mr Peter Ward				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	
	Erection of 87 dwellings with associated parking, access from adopted road for Phase 1 (revised scheme of 17/03359/STPLF)				Noise and Vibration	No				N/A	No	N/A	
					Historic Environment	Yes				Insignificant impacts in terms of scale, height, extent - lies north of Goole to the east 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 of Goole to the east 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					No	N/A	
					Socio-economics	Yes				Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A	
13	18/03342/EIASC	ERYC	12,048m SE	1	Transport	Yes	Yes	Application made October 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 HGV's) growth factors have been applied to the 2018 base traffic flows.	<a href="http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NMUGY6NX05500">http://public.selby.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;keyVal=NMUGY6NX05500</a>
	Applicant: Heaton Planning				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	
	EIA screening opinion - Proposed change of use of existing buildings and associated curtilage to a recycling facility, erection of tanks and containment bays for bio-solids treatment, waste treatment and waste storage facility, which are to be used for the				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, height, extent	No	N/A	
					Ground Conditions	No				N/A	No	N/A	
					Water Resources	No				N/A	No	N/A	

Ref	Applicant	Address	Area	Size	Count	Permitted	Decision	Notes	Impact	Other	URL	
14	18/01892/OUT Applicant: Mr And Mrs A Kay OUTLINE - Erection of 28 dwellings (all matters reserved)	ERYC	10,344m E	1	Transport	Yes	Yes	Permission granted in August 2018	Unknown, but likely	Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	No	N/A
										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 HGV's) growth factors have been applied to the 2018 base traffic flows.
										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
										N/A	No	N/A
										N/A	No	N/A
										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
										Insignificant impacts in terms of scale, height, extent	No	N/A
										N/A	No	N/A
										N/A	No	N/A
										Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
15	18/02356/PLF Applicant: Northvale Homes Ltd Erection of 15 dwellings	ERYC	9114m SW	1	Transport	Yes	Yes	Application made July 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 HGV's) growth factors have been applied to the 2018 base traffic flows.
										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
										N/A	No	N/A
										Insignificant impacts in terms of scale, height, extent, proximity - lies within Pollington to the south west of the Proposed Scheme	No	N/A
										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
										Insignificant impacts in terms of scale, height, extent, proximity - lies within Pollington to the south west of the Proposed Scheme	No	N/A
										N/A	No	N/A
										N/A	No	N/A
										N/A	No	N/A
										Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A
16	18/01746/FULM Applicant: D Noble Limited - Mr C Noble Erection of 23 dwellings on approx 0.53ha of land with associated car parking (Being resubmission of application 15/00878/FULM refused on 04.07.2018).	Doncaster	10,709m S	1	Transport	Yes	Yes	Application made July 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 HGV's) growth factors have been applied to the 2018 base traffic flows.
										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
										N/A	No	N/A
										N/A	No	N/A
										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
										Insignificant impacts in terms of scale, height, extent.	No	N/A
										N/A	No	N/A
										N/A	No	N/A
										N/A	No	N/A
										Potential for cumulative effects associated with direct, indirect and induced employment opportunities during construction.	Yes	N/A

