

Light Valley Solar

Environmental Statement Volume 1

Chapter 17: Cumulative and In-Combination Effects

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Light Valley Solar

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Chapter 17: Cumulative and In-Combination Effects

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17 Cumulative and In-Combination Effects

17.1 Introduction

17.1.1 This chapter of the Environmental Statement (ES) presents the findings of an assessment of the potential for cumulative and in-combination effects to arise from the construction, operation and decommissioning of the Proposed Development.

17.1.2 For this assessment, two types of effect are considered:

- 1) **In-Combination Effects:** the combined effect of individual impacts from the Proposed Development, which have been identified as part of the assessments reported within ES Chapters 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01] that are considered likely to result in a new or different likely significant impacts than on their own. For example, this can occur during construction if a receptor is subjected to noise, dust, and visual impacts associated with the Proposed Development; and
- 2) **Cumulative Effects:** where there is the potential for two or more developments that are reasonably foreseeable and/or consented, but not yet forming part of the baseline environment, within close enough proximity to the Proposed Development to lead to significant cumulative effects on the same receptor. ES Chapters 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01] assess where there are cumulative effects, with a summary provided in this chapter. A detailed description of the assessment methodology is presented in this chapter.

17.1.3 This chapter is supported by the following figure:

- 1) Figure 17.1: Location of Short List Cumulative Schemes (ES Volume 2) [EN0110012/APP/LVS/06.02.17.01]

17.1.4 This chapter is supported by the following appendix:

- 1) Appendix 17.1: Long List of In-Combination Effects and Cumulative Schemes (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01]

17.2 Relevant legislation, policy, standards and guidance

17.2.1 The following section identifies the relevant legislation, planning policy, standards and guidelines which underpin the assessment methodology for cumulative and in-combination effects and have informed the assessment, including the identification of mitigation.

Legislation

Table 17-1 Cumulative and in-combination effects - Legislation

Legislation	Relevant to assessment
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 1)	<p>Sets out the information required for an ES, in relation to the assessment of cumulative effects, Schedule 4 paragraph 5 requires: <i>“A description of the likely significant effects of the development on the environment resulting from, inter alia: (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources”.</i></p> <p>Regulation 5 (2) sets out the EIA process and states that: <i>“The EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors—</i></p> <ul style="list-style-type: none"> <i>(a) population and human health;</i> <i>(b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;</i> <i>(c) land, soil, water, air and climate;</i> <i>(d) material assets, cultural heritage and the landscape;</i> <i>(e) the interaction between the factors referred to in sub-paragraphs (a) to (d).”</i>

Policy

Table 17-2 Cumulative and in-combination effects - Policy

Policy	Relevant to assessment
Overarching National Policy Statement for Energy (EN-1), 2025 (Ref 2)	<p>Paragraph 4.1.5</p> <p><i>“In considering any proposed development, in particular when weighing its adverse impacts against its benefit, the Secretary of State should take into account:</i></p> <p><i>Its potential adverse impacts, including on the environment, and including any long-term and cumulative adverse impacts, as well as any measures to avoid, reduce, mitigate or compensate for any adverse impacts, following the mitigation hierarchy”</i></p> <p>Paragraph 4.2.12</p> <p><i>“The cumulative impacts of multiple developments with residual impacts should also be considered.”</i></p>
National Policy Statement for Renewable Energy	In relation to network connection, in paragraphs 2.10.25 – 26 <i>“To maximise existing grid infrastructure, minimise disruption to existing local community infrastructure or biodiversity and reduce overall</i>

Policy	Relevant to assessment
Infrastructure (EN-3), 2025 (Ref 3)	<i>costs, applicants may choose a site based on nearby available grid export capacity. Where this is the case, applicants should consider the cumulative impact of situating a solar farm in proximity to other energy generating stations and infrastructure.”</i>

Standards and Guidance

Table 17-3 Cumulative and in-combination effects - Standards and Guidance

Standards and guidance	Relevant to assessment
Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment, 2025 (Ref 4)	<p>Sets out a staged approach to cumulative effects assessment for Nationally Significant Infrastructure Projects and provides template formats for documenting the cumulative effects assessment within the ES.</p> <p>Sets out a brief description of the legal context and obligations placed on an applicant with respect to cumulative effects under national planning and the EIA Regulations; an overview of the cumulative effects assessment (CEA) process that applicants may wish to adopt for Nationally Significant Infrastructure Projects; and advice regarding a staged approach and the use of consistent template formats for documenting the CEA.</p>

17.3 Stakeholder engagement and consultation

EIA Scoping Opinion

- 17.3.1 An EIA Scoping Report (Appendix 1.1: EIA Scoping Report (ES Volume 3) [EN0110012/APP/LVS/06.03.01.01]) was submitted to the Planning Inspectorate (PINS) on 11 November 2024. No matters relating to cumulative or in-combination effects were proposed to be scoped out by the Applicant in the EIA Scoping Report. An EIA Scoping Opinion was received on 19 December 2024 (Appendix 1.2: EIA Scoping Opinion (ES Volume 3) [EN0110012/APP/LVS/06.03.01.02]), and in relation to the cumulative assessment, PINS made no comments within their EIA Scoping Opinion.

Statutory consultation

- 17.3.2 A period of statutory consultation took place between 26 June to 7 August 2025 wherein consultees were able to respond to preliminary environmental information set out in the Preliminary Environmental Information Report (PEIR). Table 17-4 outlines the statutory consultation responses relating to cumulative and in-combination effects and how these have been addressed through the ES.
- 17.3.3 Responses to the Statutory Consultation are also outlined in the Consultation Report [EN0110012/APP/LVS/05.01].

Table 17-4 Statutory consultation comments

Consultee	Comments	How has this comment been addressed
Hambleton Parish Council	The PEIR documentation neglects to account for the cumulative impact of the existing industrialisation in the surrounding area on these assets. Without clear limits, the landscape risks being permanently altered – at the expense of both its character and the well-being of the communities who call it home.	Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/ LVS/06.01.10] presents a cumulative effects assessment relating to the potential for cumulative landscape effects to arise from relevant identified developments within the Landscape and Visual Zone of Influence (Zoi) defined in Table 17-7 below.
Hambleton Parish Council	Specifically in Hambleton, the construction of cabling corridors will cause major disruption within the village. With planning permission already granted for over 250 new homes across two sites – and an additional 100 expected to be approved – the resulting congestion on local roads will pose an unacceptable risk to resident’s safety. The A63, which already operates beyond a safe capacity as it passes through the heart of our village, is set to become a primary route for construction traffic. This is particularly concerning given that pedestrian refuge signage has already been removed to accommodate equipment for the Yorkshire GREEN Supergrid Transformers and the SSE BESS site transformers. The additional traffic generated by the Light Valley Solar project will only worsen these conditions, significantly increasing the danger to our community.	Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/ LVS/06.01.14] presents an assessment of the likely significant effects arising from the Proposed Development on Traffic and Movement. The assessment presented within this chapter considers the future traffic scenarios and undertakes a cumulative effects assessment to identify any potential cumulative effects with other identified developments.

Consultee	Comments	How has this comment been addressed
Hambleton Parish Council	The PEIR and Scoping Report identify potential harm to visual amenity and setting, yet fail to fully consider cumulative impacts from other nearby infrastructure schemes, including Yorkshire Green, the proposed limestone quarry on the A63, and additional development in Monk Fryston and South Milford.	The additional developments identified by the consultee have been considered within the relevant technical topic assessments within Chapters 5 to 16 (ES Volume 1) [EN0110012/ APP/LVS/06.01]. They are also presented within Appendix 17.1: Long List of In-Combination and Cumulative Effects (ES Volume 3) [EN0110012/ APP/LVS/06.03.17.01] and within this chapter.
Thorpe Willoughby Parish Council	The A63, which already operates beyond safe capacity as it stands and is set to get even more congested with recent planning permission granted in Thorpe Willoughby for 280 new homes and Hambleton for 250 homes with another 100 homes expected to be granted in the coming months.	Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/ LVS/06.01.14] presents an assessment of the likely significant effects arising from the Proposed Development on Traffic and Movement. The assessment presented within this chapter considers the future traffic scenarios and undertakes a cumulative effects assessment to identify any potential cumulative effects with other identified developments.
SSE Hydrogen Developments	We would appreciate the opportunity to engage with you regarding the potential interaction points to minimise cumulative impacts, maximise the benefits of coexistence of both schemes and those for local communities and to ensure consistency across the applications throughout associated technical and environmental assessments.	The Applicant has been engaging with SSE Hydrogen Developments in respect of their development and these negotiations are on-going.

Stakeholder engagement

- 17.3.4 The list of cumulative developments was shared with North Yorkshire Council on 8 October 2025 for agreement in preparing this ES. North Yorkshire Council responded to say that they believed all relevant developments had been captured.

17.4 Methodology

In-combination effects assessment

- 17.4.1 There is currently no single, prescriptive industry standard for the assessment of in-combination effects for NSIPs. However, guidance from PINS (Ref 4) and the European Commission (Ref 5), as well as precedent from recent solar NSIPs that have been granted Development Consent, support a receptor-led, qualitative approach based on professional judgement and the findings of individual technical assessments.
- 17.4.2 The purpose of the in-combination effects assessment is to identify and evaluate situations where a single receptor or receptor group may be subject to more than one type of residual effect (e.g. noise, landscape and traffic effects) from the Proposed Development, and to determine whether these effects could interact with each other to result in a more significant effect than those already identified for each receptor or receptor group.
- 17.4.3 This assessment is distinct from the cumulative effects assessment with other developments and focuses solely on the interrelationships between environmental effects arising from the Proposed Development itself.

Methodology

- 17.4.4 The assessment methodology for in-combination effects firstly involves the identification of common receptors that may be subject to more than one residual effect of minor significance or above, as determined in the technical assessments provided in Chapter 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01].
- 17.4.5 The following environmental receptors have been considered in relation to the potential for more than one type of impact to be experienced by a single receptor:
- 1) human receptors (residents, local community using community facilities);
 - 2) ecological receptors;
 - 3) geology and soils;
 - 4) heritage assets;
 - 5) waterbodies; and
 - 6) users and operators of local businesses and tourism amenities
- 17.4.6 The potential interactions between individual effects have been identified by reviewing the residual effects assessment presented within Chapters 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01]. Several chapters have already considered interactions between different types of impact relating to specified environmental resources and receptors and have therefore inherently undertaken an in-combination effects assessment, as described below:
- 1) Chapter 13: Socioeconomics (ES Volume 1) [EN0110012/APP/LVS/06.01.13] considers potential indirect effects on commercial and tourism receptors.

- 2) Chapter 6: Biodiversity (ES Volume 1) [**EN0110012/APP/LVS/06.01.06**] takes into consideration the potential for air quality, dust and noise and vibration impacts (in-combination with other ecological impacts, such as habitat loss) to ecological receptors. In addition, water environment related effects that could affect biodiversity receptors are set out in Chapter 15: Water Resources and Flood Risk (ES Volume 1) [**EN0110012/APP/LVS/06.01.15**], and have flowed through to Chapter 6, for example the consideration of surface water or groundwater pathways to Skipwith Common SAC are considered.
 - 3) Chapter 8: Cultural Heritage (ES Volume 1) [**EN0110012/APP/LVS/06.01.08**] takes into consideration the potential for landscape, visual, noise, vibration and flood risk impacts on heritage assets.
 - 4) Chapter 12: Ornithology (ES Volume 1) [**EN0110012/APP/LVS/06.01.12**] takes into consideration the potential for noise, vibration, traffic and water resources and flood risk on ornithological receptors.
 - 5) Chapter 15: Water Resources and Flood Risk (ES Volume 1) [**EN0110012/APP/LVS/06.01.15**] considers climate change allowances within the assessment (see FRA in Appendix 15.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.15.01**]). Chapter 15 also considers the conclusions outlined in Appendix 16.3: Ground Conditions Preliminary Risk Assessment (PRA) (ES Volume 3) [**EN0110012/APP/LVS/06.03.16.03**], and the baseline data from the associated Groundsure Report.
- 17.4.7 Effects resulting from the interaction of different impact types that are already addressed within the technical assessment within Chapter 5 to 16 are therefore not reassessed here. The in-combination effects assessment only considers additional effects on single receptors that have not been identified elsewhere.
- 17.4.8 As the above chapters have already considered potential in-combination effects on ecological resources, ground conditions and soils, heritage assets and waterbodies, this chapter considers the combined effects on human receptors only. The type of effects that could be experienced by these receptors and which may interact are traffic, air quality (dust), visual, noise, vibration and glint and glare during both construction and operation.
- 17.4.9 Given the impracticality of assessing every individual receptor within the Study Area, a representative approach has been adopted. The viewpoints established in the assessment within Chapter 10: Landscape and Visual (ES Volume 1) [**EN0110012/APP/LVS/06.01.10**] have been used as the initial basis for identifying receptor locations, due to their strategic geographical distribution across the Order Limits and surrounding area and that they were identified to encapsulate impacts to groups of receptors. They are also considered to represent communities within the Study Area. These viewpoints provide a spatial framework that ensures coverage of areas likely to experience visual and other environmental effects. From these locations, receptors identified in other technical assessments within Chapter 5 to 16 (ES Volume 1)

[EN0110012/APP/LVS/06.01] that fall within the proximity of these viewpoints have been considered for inclusion in the in-combination effect assessment.

- 17.4.10 Where no similar receptors are located within the vicinity of the selected viewpoints, the nearest comparable receptors have been included on a precautionary basis to ensure potential in-combination effects are not overlooked. In instances where receptors cannot be reasonably associated with any viewpoint, due to their unique location or characteristics, these receptors are considered separately as standalone cases within the assessment. This approach ensures a consistent proportionate evaluation of potential in-combination effects.
- 17.4.11 Table 1-1 and Table 1-2 in Appendix 17.1: Long List of In-Combination Effects and Cumulative Developments (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01] undertakes an initial assessment of each viewpoint and its associated receptors to identify where more than one residual effect of minor significance or above remains. Where more than one residual minor effect is identified, these receptor groups are included within the in-combination assessment tables below.
- 17.4.12 Section 17.5 within this chapter presents the in-combination effects assessment for the Proposed Development. Table 17-8 presents the assessment for potential construction and decommissioning in-combination effects, and Table 17-9 presents the assessment for potential operational in-combination effects.
- 17.4.13 Replacement activities associated with the Proposed Development are expected to be considerably less intensive than the scale to those assessed for construction (e.g. less vehicle movements, lack of intrusive works). In addition, landscape mitigation would have matured, therefore reducing landscape and visual effects of any replacement activities. As such, replacement activities are not anticipated to give rise to any new significant effects beyond those already identified for the construction phase, and mitigation would effectively address adverse effects arising during these periods. Therefore, the in-combination effects assessment focuses on potential interactions for construction and decommissioning (Table 17-8) and standard operation and maintenance (Table 17-9).

Cumulative effects assessment (CEA)

- 17.4.14 The EIA Regulations require the EIA to consider cumulative effects, i.e. the cumulative effect of the Proposed Development being carried out alongside other existing and/or approved developments.
- 17.4.15 The PINS Advice provides a systematic approach to cumulative effects assessment, which can be split into four distinct phases as detailed in Table 17-5.

Table 17-5 Stages of cumulative effects assessment

CEA stage	Key activities
Stage 1:	Define and document the ZOI (Study Area) for each environmental aspect considered within the ES a desk study exercise to identify the long list of

CEA stage	Key activities
Establishing the long list of other existing and, or approved development	other developments taking into account live and approved planning applications, development plans and any other available and relevant sources, from the past 5 years attribute and record a level of certainty to each development, based on available information, using tiers 1, 2 or 3 (see Table 17-6 below).
Stage 2: Establishing a shortlist of other existing and, or approved development	<p>Develop and apply threshold criteria to the long list to establish a short list of the existing and, or approved development to be included in the CEA, ensuring the assessment is proportionate.</p> <p>Develop the shortlist criteria at an early stage, with regard to relevant policies, and in consultation with relevant consultation bodies, especially the local planning authority.</p> <p>Identify which of the identified other developments from Stage 1 have the potential to give rise to significant cumulative effects by virtue of: overlaps in temporal scope; interaction with the scale and nature; or any other relevant factors.</p> <p>Include a summary of consultation, and any agreements reached, within the CEA, possibly using Matrix 1 in Annex 1 to summarise Stages 1 and 2.</p>
Stage 3: Information gathering	<p>Gather and compile detailed information on each of the other existing and, or approved developments shortlisted at Stage 2.</p> <p>Include information relating to: proposed design and location information; proposed programme of construction, operation and decommissioning; and environmental assessments that set out baseline data and effects arising from the other existing and, or approved development.</p> <p>Summarise information gathered and present in an accessible format, for example in line with Matrix 2 in Annex 2.</p>
Stage 4: Assessment	<p>Assess the cumulative effects of the proposed NSIP with the other existing and, or approved development identified in Stages 1 to 3 undertake a level of detail proportionate to the information available; explain and record any limits or gaps in the information; consider all Tier 1 and Tier 2 other existing and, or approved developments where possible; consider all Tier 3 other existing and, or approved development where possible, although this may be qualitative and high level; and document this in the Environmental Statement.</p>

17.4.16 The above approach has been followed to undertake the CEA and is presented in this chapter. The assessment approach is set out below.

Stage 1: Establish the Long List of Other Existing Development and/ or Approved Development

17.4.17 The PINS Advice recommends that a wide range of future projects is included within the CEA which can be tiered (from Tier 1-3) according to how far advanced the development is within the planning system and to the level of detail that is likely to be available for each tier. The tiers classifications are outlined below in Table 17-6.

Table 17-6 CEA Tier Classification and Level of Certainty

CEA Tier	Degree of Certainty	Decreasing level of detail likely to be available
Tier 1	Under construction;* Permitted application(s), whether under the PA2008 or other regimes, but not yet implemented; and Submitted application(s) whether under the PA2008 or other regimes but not yet determined.	
Tier 2	Projects on the PINS Programme of Projects (which have progressed beyond EIA Scoping, with provisional assessment work available to view).	
Tier 3	Projects on the PINS Programme of Projects where a scoping report has been submitted; Identified in the relevant Development Plan (an emerging Development Plans – with appropriate weight being given as they move closer to adoption) recognising that there will be limited information on any relevant proposals; and Identified in other plans and programmes (as appropriate) which set the framework for future development consents/approvals, where such development is reasonably likely to come forward.	
<p>*Where other projects are expected to be completed before the construction of the proposed NSIP the effects of those projects are fully determined, effects arising from them should be considered as part of the baseline and may be considered as part of both the construction and operational assessment. The ES should distinguish between projects forming part of the dynamic baseline and those in the CEA. Adapted from the PINS Advice</p>		

17.4.18 Table 2-1 of Appendix 17.1: Long List of In-Combination Effects and Cumulative Developments (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01] outlines the initial ‘long list’ of proposed schemes in the vicinity of the Proposed Development that have been identified.

Stage 2: Establishing the Short List of Other Existing Development and/ or Approved Development

17.4.19 The long list of potential ‘other developments’ identified under Stage 1 is subject to further threshold criteria to identify a proportionate list of developments for assessment within the CEA. This further threshold criteria addresses the following:

- 1) Temporal scope: whereby the relative construction, operation and decommissioning programmes of the other existing and, or approved schemes, have potential overlap and any potential interaction with the Proposed Development.
 - 2) Scale and nature of development: whereby the scale and nature of other existing and, or approved schemes identified within the ZOI are assessed for their likelihood to interact with the Proposed Development.
 - 3) Other factors: such as the nature and, or capacity of the receiving environment which could make a significant cumulative effect with the other existing and, or approved schemes more or less likely.
- 17.4.20 To shortlist a scheme, a minimum level of information is necessary. Only schemes with at least an EIA Scoping Report or ES (if EIA Development) or a planning/DCO application supported by relevant technical appendices (e.g. a Flood Risk Assessment) available are considered for shortlisting. Exceptions to this may be made based on professional judgement, particularly if there is potential for significant cumulative effects due to factors such as close proximity to the Proposed Development.
- 17.4.21 Land allocations have been considered, however due to the lack of certainty that a project will progress on the land and their environmental effects have not been analysed, these have not been shortlisted. Where planning applications/scoping requests exist for specific land allocations, these have been included in the short list.
- 17.4.22 Schemes that have been completed and are operational or will have been constructed before construction of the Proposed Development begins are considered to form part of the future environmental baseline within each technical assessment presented in Chapters 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01] and therefore are not considered for shortlisting. This includes schemes which were originally in the short-list at the start of the project but which have progressed during the pre-application process, have been reviewed and where necessary considered in the future baseline, instead of in the cumulative assessment.

Stage 3: Information Gathering

- 17.4.23 Stage 3 involves the review of available information for the shortlisted schemes to review their likely environmental effects. This review takes into account factors such as ZOI of the environmental topics within Chapters 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01]; the planned timescales for construction of the shortlisted schemes, operation and (where relevant) decommissioning; and details of their potential or likely significant effects.

Stage 4: Assessment

- 17.4.24 Developments that meet the criteria outlined in the preceding stages are included in the CEA. This entails identifying areas where effects are anticipated and evaluating the significance of those effects.

Study Area

- 17.4.25 The Study Area for cumulative effects considers the predicted ZOI for each technical discipline/ extent of impacts associated with the Proposed Development as detailed within Chapters 5 to 16 of this ES (ES Volume 1) [EN0110012/APP/LVS/06.01].
- 17.4.26 The Study Area for each environmental assessment topic has been taken from the relevant ES technical chapters (Chapter 5 to 16 (ES Volume 1) [EN0110012/APP/LVS/06.01]) and is outlined in Table 17-7 below.

Table 17-7 ZOI Summary Table

Topic	Zone of Influence (Zoi)
Agricultural Land and Soil	The Study Area for agricultural land and soils comprises all of the agricultural land within the Order Limits. A 10 km Zoi from the Proposed Development has been used for the cumulative effects assessment.
Biodiversity	The Order Limits and up to 20 km for internationally designated sites. The Order Limits and up to 2 km for all other designated and protected species. 500 m for Air Quality impacts relevant to the Affected Road Network (ARN) for construction traffic.
Climate Change Resilience	Not applicable. A CCR assessment considers the resilience of the Proposed Development to climate change, not the combined impact from a range of different activities and other surrounding developments and therefore an assessment of CCR cumulative effects is not required.
Cultural Heritage	For designated heritage assets: 2 km from Solar Development Sites 1-4 and 6-8 and 500 m from the Cable Route Corridors. For non-designated heritage assets: 1 km from Solar Development Sites 1-4 and 6-8 and 500 m from the Cable Route Corridor.
Greenhouse Gas Emissions	Not applicable. The assessment of cumulative impacts as carried out for other environmental topics is not transferable to the assessment of GHG emissions in an analogous way, as the single receptor for GHG emissions is the global climate in the atmosphere. Therefore, an assessment of GHG cumulative effects is not considered appropriate.
Landscape and Visual	3 km from the Order Limits of Solar Development Sites and 1 km from the Cable Route Corridors. The detailed desk study and fieldwork carried out shows that intervening landform, buildings and vegetation generally limit the extent of views to within 3 km of the Solar Development Sites and 1 km of the Cable Route Corridors.
Noise and Vibration	Up to 300 m around the Order Limits for construction and decommissioning noise. Up to 100 m around the Order Limits for construction vibration. Up to 1 km around the Solar Development Sites for operational noise.
Ornithology	20 km from the Order Limits
Socioeconomics	The North Yorkshire Council area Includes the socioeconomic receptors within the above Zoi, as well as the PRow network within the vicinity of the Proposed Development.
Traffic and Movement	Within the Order Limits and the Strategic Road Network (SRN) which comprise the construction and decommissioning vehicle routes to the Solar Development Sites. For the Cable Route Corridor, the Study Area includes the Local Road Network (LRN) and SRN.

Topic	Zone of Influence (Zoi)
Water Resources and Flood Risk	1 km around the Order Limits. The Study Area ensures that all receptors that are potentially in hydraulic continuity with the Proposed Development are included (such as downstream receptors and wider flood risk areas).

17.5 In-Combination Effects Assessment

Table 17-8 Potential for significant in-combination effects (construction and decommissioning)

Receptor Group Name	Value / Sensitivity	Assessment					Results		In-Combination Effect
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	
Viewpoint 4 PRoW (35.28/1/1) adjacent to Tiledshed Farm	Value: Low (value attached to views)	No residual effects	No residual effect	Moderate adverse (significant)	No residual effects	Exceedance of vibration threshold	No residual effects	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant . This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact.
	Sensitivity: Medium (Visual) Medium (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Considered on a precautionary basis to be a similar effect to the assessment of Wheldrake Lane (closest relevant road to Viewpoint 4) within Chapter 14 (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be low/negligible not significant effects on severance, driver delay and pedestrian and cyclist amenity.	Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.	Viewpoint 4 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'residents of local communities' as well as for 'people travelling along the PRoW'.	Receptor S1_R10 for noise and Wheldrake Lane link for construction traffic noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.	Receptor S1_R10 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	Considered on a precautionary basis to be a similar effect to the assessment of Road N19 and Dwelling N69 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.		
Viewpoint 8 Mill Hill / Skipwith Road at private driveway to Mount Pleasant Farm	Value: Low (value attached to views)	No residual effects	No residual effect	Moderate adverse (significant)	No residual effects	Exceedance of vibration threshold	No residual effects	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant . This conclusion reflects the medium sensitivity of the
	Sensitivity: Medium (Visual) Medium (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Considered on a precautionary basis to be a similar effect to the assessment of Skipwith Road (closest relevant road to Viewpoint 8) within Chapter 14: Traffic and Movement (ES	Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the	Viewpoint 8 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1)	Receptor S1_R4 and S1_R5 (considered on a precautionary basis) for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no	Receptor S1_R4 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP	Considered on a precautionary basis to be a similar effect to the assessment of Road N31 and Dwelling N48 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3)		

Receptor Group Name	Value / Sensitivity	Assessment						Results	
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
		Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be low/negligible not significant effects on severance, driver delay and pedestrian and cyclist amenity.	Order Limits at this location.	[EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'residents of local communities' as well as for 'people travelling on public roads'	residual effects for construction noise impacts.	[EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	[EN0110012/APP/LVS/06.03.16.04] which concluded there is low impact on N48 following mitigation proposed.		receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact
Viewpoint 9 PRoW (35.28/3/1) south of Mount Pleasant Farm	Value: Low (value attached to views) Sensitivity: Medium (Visual) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	N/A No local traffic network applicable.	No residual effect Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.	Moderate adverse (significant) Viewpoint 9 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling along PRoW'.	No residual effects Receptor S1_R1 and S1_R1b for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts	Exceedance of vibration threshold Receptor S1_R1 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	No residual effects Considered on a precautionary basis to be a similar effect to the assessment of Dwelling N60 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant . This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact.
Viewpoint 11 East of Lowfield Road on the A63	Value: Low (value attached to views) Sensitivity: Medium (Visual) Medium (Traffic)	Minor adverse (not significant) Concluded from Chapter 14: Traffic	No residual effect Concluded from Appendix 16.1:	Moderate adverse (significant)	Exceedance of evening / night time impact threshold (not significant) Receptor CC_R16 for noise within	No residual effects Receptor S2_R3 for vibration within Chapter 11: Noise and	No residual effects Considered on a precautionary basis	No additional mitigation measures are proposed beyond those recommended in the relevant	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is

Receptor Group Name	Value / Sensitivity	Assessment						Results	
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
	N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon driver delay upon the A63 (closest relevant road to Viewpoint 11).	Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.	Viewpoint 11 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling on local roads' and 'residents of local communities'	Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 6 dBLA _{eq,8hr} . This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.	Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.	to be a similar effect to the assessment of Road W50 and Dwelling W151 – W153 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is low impact on W50 and no impact on W151-153 following mitigation proposed.	technical chapters.	moderate adverse and significant. This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the short-term, temporary evening/night time impact threshold exceedance, the minor driver delay impact upon users of the A63 and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact.
Viewpoint 12 Junction of Fox Lane and A63	Value: Low (value attached to views) Sensitivity: Medium (Visual) Medium (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Minor adverse (not significant) Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon driver delay upon the A63 (closest relevant road to Viewpoint 12).	No residual effect Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.	Moderate adverse (significant) Viewpoint 12 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people	No residual effects Receptor S2_R2 and S2_R1 (considered on a precautionary basis) for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.	Exceedance of vibration threshold Receptor S2_R1 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	No residual effects Considered on a precautionary basis to be a similar effect to the assessment of Road W64 and Dwelling W264 – W269 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant. This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
				travelling on local roads’.					visual change, meaning that the combined effect does not materially alter the overall level of impact.
Viewpoint 14 Hillam Common Lane adjacent to Meadow Farm	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>Minor adverse (not significant)</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and cyclist amenity for Hillam Common Lane (closest relevant road to Viewpoint 14).</p>	<p>No residual effect</p> <p>Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 14 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for ‘residents of local communities’. And a minor adverse (not significant) visual impact for ‘people travelling on local roads’.</p>	<p>No residual effects</p> <p>Receptor S3_R1 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.</p>	<p>No residual effects</p> <p>Receptor S3_R1 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Road W64 and Dwelling W160 to W161 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is low following mitigation proposed.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the medium visual change and minor effect upon pedestrian and cyclist amenity, meaning that the combined effect does not materially alter the overall level of impact.</p>
Viewpoint 15 PRoW (35.37/8/1) close to Hillam Common Lane	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>Minor adverse (not significant)</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and cyclist amenity for</p>	<p>No residual effect</p> <p>Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 15 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1)</p>	<p>No residual effects</p> <p>Receptor CC_R27 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for</p>	<p>No residual effects</p> <p>Receptor CC_R27 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W253-W256 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3)</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the low sensitivity of the</p>

Receptor Group Name	Value / Sensitivity	Assessment						Results	
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
		Hillam Common Lane (closest relevant road to Viewpoint 15).	Order Limits at this location.	[EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling along PRoW'.	construction noise impacts.		[EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.		receptor group and the limited interaction between the moderate visual change and minor effect upon pedestrian and cyclist amenity, meaning that the combined effect does not materially alter the overall level of impact.
Viewpoint 43 Common Lane next to Woodhaven, east of South Milford.	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) High (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effect</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Common Lane, South Milford within Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be no residual effects related to Common Lane, South Milford (closest relevant road to Viewpoint 43).</p>	<p>No residual effect</p> <p>Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 43 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling on local roads'.</p>	<p>Exceedance of evening / night time impact threshold (not significant)</p> <p>Receptor S7_R1 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 8 dBLA_{eq,8hr}. This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means</p>	<p>Exceedance of vibration threshold</p> <p>Receptor S7_R1 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W64 – W65, within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is low impact.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p> <p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium sensitivity of the visual receptor group and the limited interaction between the moderate visual change and the temporary noise and vibration threshold exceedance, meaning that the combined effect does not materially alter the overall level of impact.</p>	

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
					(BPM) to control noise at source.				
Viewpoint 44 PRoW (35.59/6/1) east of Maltings Waste Processing Plant	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) High (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effect</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Common Lane, South Milford within Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be no residual effects related to Common Lane, South Milford (closest relevant road to Viewpoint 44).</p>	<p>No residual effect</p> <p>Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 44 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling along PRoW'.</p>	<p>Exceedance of evening / night time impact threshold (not significant)</p> <p>Receptor S7_R1 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 8 dBLA_{eq,8hr}. This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.</p>	<p>Exceedance of vibration threshold</p> <p>Receptor S7_R1 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W331 – W333 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the low sensitivity of the visual receptor group and the limited interaction between the moderate visual change and the temporary noise and vibration threshold exceedance, meaning that the combined effect does not materially alter the overall level of impact.</p>
Viewpoint 45 Turpin Lane, PRoW (35.59/6/1) next to Milford Common Drain	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual)</p>	<p>No residual effect</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of</p>	<p>No residual effect</p> <p>Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 45 which concludes moderate adverse (significant) effects</p>	<p>No residual effects</p> <p>Receptor S6_R4 for noise within Chapter 11: Noise and Vibration (ES</p>	<p>Exceedance of vibration threshold</p> <p>Receptor S6_R4 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is</p>

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
	N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Turpin Lane (closest relevant road to Viewpoint 45) within Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be no residual effects.	[LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.	for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling along PRoW'.	Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.	[LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	Dwelling W143 – W144 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.	technical chapters.	moderate adverse and significant. This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact.
Viewpoint 46 Common Lane next to Milford Lodge	Value: Low (value attached to views) Sensitivity: Medium (Visual) High (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	No residual effect Considered on a precautionary basis to be a similar effect to the assessment of Common Lane, South Milford within Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be no residual effects related to Common Lane, South Milford (closest relevant road to Viewpoint 46).	No residual effect Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.	Moderate adverse (significant) Viewpoint 46 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'residents of local communities'.	No residual effects Receptor S6_R2 and S6_R3 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.	Exceedance of vibration threshold Receptor S6_R2 and S6_R3 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	No residual effects Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W331 – W333 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is low impact following mitigation proposed.	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant. This conclusion reflects the medium visual sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the moderate visual change, meaning that the combined effect does not materially alter the overall level of impact.

Receptor Group Name	Value / Sensitivity	Assessment						Results	
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
Viewpoint 52 Wheldrake Lane north of Tiledshed Farm	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Low (Visual)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	No residual effects	No residual effect	Minor adverse (not significant)	No residual effects	Exceedance of vibration threshold	No residual effects	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant.</p> <p>This conclusion reflects the low visual sensitivity of the receptor group and the limited interaction between the short-term, temporary vibration exceedance and the minor visual change, meaning that the combined effect does not materially alter the overall level of impact.</p>
Viewpoint 55 A63 south of Siddle Farm House	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Low (Visual) Medium (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	Minor adverse (not significant)	No residual effect	Moderate adverse (significant)	Exceedance of evening / night time impact threshold (not significant)	Exceedance of vibration threshold	No residual effects	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>The overall combined effect for road users is assessed as moderate adverse (significant), driven by visual change. Minor adverse (not significant) driver delay and short-term, not significant noise</p>

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
		road to Viewpoint 55).		activity for 'people travelling on local roads'.	dBLA _{eq,8hr} at S2_R1. This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.				and vibration exceedances do not materially alter the overall level of impact or escalate significance, reflecting the low visual sensitivity of this receptor group and the transient nature of views while travelling.
Viewpoint 58 A19 east of Riccall	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Low (Visual) Medium (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of A19 Riccall (closest relevant road to Viewpoint 58) within Chapter 14 (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be low/negligible not significant effects on severance, driver delay and pedestrian and cyclist amenity.</p>	<p>No residual effect</p> <p>Appendix 16:1 Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] identifies human health risk from dust to be low. With the appropriate best practice mitigation measures in place, there is likely to be no significant effects on existing receptors from the dust-generating construction activities.</p>	<p>Minor adverse (not significant)</p> <p>Viewpoint 58 which concludes minor adverse (not significant) effects for construction (winter) due to visible construction activity for 'people travelling along PRoW' and 'residents of local communities'</p>	<p>Exceedance of evening / night time impact threshold (not significant)</p> <p>Receptor CRC_R16 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 6 dBLA_{eq,8hr}. This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well</p>	<p>No residual effects</p> <p>Receptor CRC_R16 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.</p>	<p>N/A</p> <p>As this viewpoint relates specifically to the Cable Route Corridor (CRC 1-4), the assessment of glint and glare impacts is not deemed relevant.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p> <p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant.</p> <p>This conclusion reflects the low sensitivity of the receptor group and the limited interaction between the short-term, temporary noise exceedance and the minor visual change, meaning that the combined effect does not materially alter the overall level of impact.</p>	

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
					as the use of Best Practicable Means (BPM) to control noise at source.				
Viewpoint 64 Mill Lane south of Hambleton	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>Minor adverse (not significant)</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon severance on Field Lane, and minor adverse effects on pedestrian and cyclist amenity on Field Lane (closest relevant road to Viewpoint 64).</p>	<p>No residual effect</p> <p>Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 64 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'residents of local communities'.</p>	<p>No residual effects</p> <p>Receptor CRC_R29 (considered on a precautionary basis) for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction noise impacts.</p>	<p>No residual effects</p> <p>Receptor CRC_R29 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W270 – W319 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium visual sensitivity of the receptor group and the limited interaction between the minor adverse severance and pedestrian and cyclist amenity on Field Lane and the moderate adverse visual change, meaning that the combined effect does not materially alter the overall level of impact.</p>
Viewpoint 69 Hillam Common Lane	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual) Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>Minor adverse (not significant)</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and</p>	<p>No residual effect</p> <p>Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 69 which concludes moderate adverse (significant) effects for construction (winter) within Chapter 10: Landscape and Visual (ES Volume</p>	<p>No residual effects</p> <p>Receptor S3_R1 (considered on a precautionary basis) for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/</p>	<p>No residual effects</p> <p>Receptor S3_R1 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling W161 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3)</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium</p>

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
		cyclist amenity for Hillam Common Lane (closest relevant road to Viewpoint 69).	Order Limits at this location.	1) [EN0110012/APP/LVS/06.01.10] due to visible construction activity for 'people travelling on local roads'.	LVS/06.01.11] concludes no residual effects for construction noise impacts.		[EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.		sensitivity of the receptor group and the limited interaction between the moderate visual change and minor effect upon pedestrian and cyclist amenity, meaning that the combined effect does not materially alter the overall level of impact.
Noise receptor: CRC_R4	Value: N/A Sensitivity: Medium (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Minor adverse (not significant) Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and cyclist amenity for Wistow Road (closest relevant road to noise receptor CRC_R4).	No residual effect Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.	N/A There is no applicable viewpoint at or within the vicinity of this receptor.	Exceedance of evening / night time impact threshold (not significant) Receptor CRC_R4 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 2 dBLA _{eq,8hr} . This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means	Exceedance of vibration threshold Receptor CRC_R4 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.	N/A As this viewpoint relates specifically to receptors in the vicinity of the Cable Route Corridor, the assessment of glint and glare impacts is not deemed relevant.	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant. This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the minor adverse effect on pedestrian and cyclist amenity and the temporary noise and vibration threshold exceedance, meaning that the combined effect does not materially alter the overall level of impact.

Receptor Group Name	Value / Sensitivity	Assessment					Results		
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
Noise receptor: CRC_R6	<p>Value: N/A</p> <p>Sensitivity: Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Hillam Road (closest relevant road to noise receptor CRC_R6) within Chapter 14 (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which states that there will be no residual effects.</p>	<p>No residual effect</p> <p>Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.</p>	<p>N/A</p> <p>There is no applicable viewpoint at or within the vicinity of this receptor.</p>	<p>(BPM) to control noise at source.</p> <p>Exceedance of evening / night time impact threshold (not significant)</p> <p>Receptor CRC_R4 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 9 dBLA_{eq,8hr}. This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.</p>	<p>Exceedance of vibration threshold</p> <p>Receptor CRC_R4 for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes exceedance of 1.0 mm/s peak particle velocity for vibration, where it could cause complaint. However, with embedded mitigation in the oCEMP [EN0110012/APP/LVS/07.02], is not considered to result in significant adverse effects.</p>	<p>N/A</p> <p>As this viewpoint relates specifically to the Cable Route Corridor, the assessment of glint and glare impacts is not deemed relevant.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant.</p> <p>This conclusion reflects the low sensitivity of the receptor group and the temporary noise and vibration threshold exceedance, meaning that the combined effect does not materially alter the overall level of impact</p>
Noise receptor: CRC_R7	<p>Value: N/A</p> <p>Sensitivity: Low (Traffic)</p> <p>N.B. receptors for Noise and Glint and Glare are always</p>	<p>Minor adverse (not significant)</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1)</p>	<p>No residual effect</p> <p>Concluded from Appendix 16.1: Construction Dust Assessment (ES</p>	<p>N/A</p> <p>There is no applicable viewpoint at or</p>	<p>Exceedance of evening / night time impact threshold (not significant)</p> <p>Receptor CRC_R4 for noise within Chapter 11: Noise and Vibration (ES</p>	<p>No residual effects</p> <p>Receptor CRC_R7 (considered on a precautionary basis) for vibration within Chapter 11:</p>	<p>N/A</p> <p>As this viewpoint relates specifically to the Cable Route Corridor, the</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant.</p>

Receptor Group Name	Value / Sensitivity	Assessment						Results	
		Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
	considered high sensitivity	[EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and cyclist amenity for Common Lane, Hambleton (closest relevant road to noise receptor CRC_R7).	Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.	within the vicinity of this receptor.	Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 3 dBLA _{eq,8hr} . This is not deemed significant due to the short-term nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.	Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts	assessment of glint and glare impacts is not deemed relevant.		This conclusion reflects the low sensitivity of the receptor group and the limited interaction between the minor adverse effect on pedestrian and cyclist amenity and the temporary noise threshold exceedance, meaning that the combined effect does not materially alter the overall level of impact.
Noise receptor: CRC_R8	Value: N/A Sensitivity: Low (Traffic) N.B. receptors for Noise and Glint and Glare are always considered high sensitivity	Minor adverse (not significant) Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes a minor adverse effect upon pedestrian and cyclist amenity for Hillam Common Lane (closest relevant road to noise receptor CRC_R8).	No residual effect Concluded from Appendix 16.1: Construction Dust Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.01] as there are no sensitive receptors within 20 m of the Order Limits at this location.	N/A There is no applicable viewpoint at or within the vicinity of this receptor.	Exceedance of evening / night time impact threshold (not significant) Receptor CRC_R8 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the evening / night time impact threshold for noise, by 2 dBLA _{eq,8hr} . This is not deemed significant due to the short-term	No residual effects Receptor CRC_R8 (considered on a precautionary basis) for vibration within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes no residual effects for construction vibration impacts	N/A As this viewpoint relates specifically to the Cable Route Corridor, the assessment of glint and glare impacts is not deemed relevant.	No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.	The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is minor adverse and not significant. This conclusion reflects the medium sensitivity of the receptor group and the limited interaction between the minor adverse effect on pedestrian and cyclist amenity and the temporary noise threshold

Receptor Group		Assessment					Results			
Name	Value / Sensitivity	Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect	
					nature of the impact, the fact that precautionary assumptions have been made around simultaneous use of plant and machinery, as well as the use of Best Practicable Means (BPM) to control noise at source.				exceedance, meaning that the combined effect does not materially alter the overall level of impact.	

Table 17-9 Potential for significant in-combination effects (standard operation and maintenance)

Receptor Group		Assessment						Results	
Receptor Group Name	Value / Sensitivity	Traffic Impacts	Dust	Visual	Noise	Vibration	Glint and Glare	Mitigation	In-Combination Effect
Viewpoint 6 Public bridleway (35.28/1/1) adjacent to Gray Reins woodland	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effects</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes that the operational traffic numbers are below the IEMA (now known as ISEP) assessment threshold.</p>	<p>N/A</p> <p>Dust impacts are only anticipated and assessed for the construction phase of the Proposed Development</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 6 which concludes moderate adverse (significant) effects for Year 1 operation (winter) and for Year 15 operation (summer) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to direct sequential views of the solar panels and associated infrastructure.</p>	<p>Exceedance of measured background sound level</p> <p>Receptor S1_R12b for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the night time impact threshold for noise, by 6 dB. This is not deemed significant as these levels are still below noise threshold guidelines.</p>	<p>N/A</p> <p>Operational vibration has been scoped out of the assessment.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling N60 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium sensitivity of the visual receptor group and the interaction between the noise threshold exceedance, which is deemed not significant within the noise assessment, meaning that the combined effect does not materially alter the overall level of impact.</p>
Viewpoint 10 Fryston Common Lane adjacent to Siddle Farm House	<p>Value: Low (value attached to views)</p> <p>Sensitivity: Medium (Visual)</p> <p>N.B. receptors for Noise and Glint and Glare are always considered high sensitivity</p>	<p>No residual effects</p> <p>Concluded from Chapter 14: Traffic and Movement (ES Volume 1) [EN0110012/APP/LVS/06.01.14] which concludes that the operational traffic numbers are below the IEMA assessment threshold.</p>	<p>N/A</p> <p>Dust impacts are only anticipated and assessed for the construction phase of the Proposed Development</p>	<p>Moderate adverse (significant)</p> <p>Viewpoint 10 which concludes moderate adverse (significant) effects for Year 1 operation (winter) and for Year 15 operation (summer) within Chapter 10: Landscape and Visual (ES Volume 1) [EN0110012/APP/LVS/06.01.10] due to direct sequential views of the solar panels and</p>	<p>Exceedance of measured background sound level</p> <p>Receptor S2_R6 for noise within Chapter 11: Noise and Vibration (ES Volume 1) [EN0110012/APP/LVS/06.01.11] concludes an exceedance of the night time impact threshold for noise, by 8 dB. This is not deemed significant as these levels are</p>	<p>N/A</p> <p>Operational vibration has been scoped out of the assessment.</p>	<p>No residual effects</p> <p>Considered on a precautionary basis to be a similar effect to the assessment of Dwelling N60 within Appendix 16.4: Glint and Glare Assessment (ES Volume 3) [EN0110012/APP/LVS/06.03.16.04] which concluded there is no impact.</p>	<p>No additional mitigation measures are proposed beyond those recommended in the relevant technical chapters.</p>	<p>The in-combination effect is not expected to increase the significance of effects predicted in the Environmental Statement, which is moderate adverse and significant.</p> <p>This conclusion reflects the medium sensitivity of the visual receptor group and the interaction between the noise threshold exceedance, which is deemed not significant within the noise assessment, meaning</p>

Receptor Group		Assessment				Results			
				associated infrastructure.	still below noise threshold guidelines				that the combined effect does not materially alter the overall level of impact.

17.5.1 The in-combination assessment, as presented in Table 17-8 and Table 17-9, concludes that there are no residual effects on receptor groups that would combine to produce a more significant effect than the topic related effects already identified for each receptor group.

17.6 Cumulative Effects Assessment (CEA)

Stage 1: Establishing the ZOI and Identifying a Long List of ‘Other Development’

- 17.6.1 A screening exercise has been undertaken to identify potential major developments, other developments and development plan allocations. A 10 km radius has been used to create an initial long list for consideration within the CEA. Where it was appropriate for technical topics to consider National Significant Infrastructure Projects (NSIPs) within a larger spatial area, a 20 km radius was used (for Biodiversity and Ornithology). Table 17-10 below outlines that this approach was taken for Biodiversity and Ornithology. Searches included (NSIP applications, Transport and Work Act Orders (TWAOs), Mineral and Waste planning applications, Town and Country Planning applications (TCPAs), and allocations in draft and adopted emerging plans¹.
- 17.6.2 This search was undertaken on 4 September 2025, with a supplementary check undertaken on 10 December 2025 to capture any further developments within the above quoted radiuses. Different spatial buffers were used depending upon the size of the development. These spatial buffers are presented below in Table 17-10. Information regarding each scheme is provided in Appendix 17.1 (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01].

Table 17-10 Stage 1 Search Criteria

Development Type	Housing Unit (no)	Housing Land (ha)	Non-residential (ha)	Distance from the Order Limits	
Nationally Significant Infrastructure Projects	All	All	All	10 km (20 km for Biodiversity and Ornithology)	
Transport and Works Act Orders (TWAO)	All	All	All	10 km	
Mineral and Waste EIA Applications	All	All	All	10 km	
Applications or Allocations	Large Scale	200+	4+	2+	10 km
	Medium Scale	10-199	0.5-4	1-2	2 km
	Small Scale	1-9	Less than 0.5	Less than 1	500 m

¹ Note that allocations from the now halted emerging Selby Local Plan were considered at this stage, and where relevant included in the long list of other development. Land allocations, which do not correspond to a committed or proposed planning application, were not considered for the short listing stage.

Stage 2: Identify Short List of ‘Other Development’ for the CEA

- 17.6.3 In line with PINS advice on CEA (Ref 4) Stage 1 long list in Appendix 17.1 (Table 2-1) (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01] has been re-screened using the ZOI for each of the technical assessments included within this ES (as defined in Table 17-7). The geographical and temporal scope of the schemes included in the long list has been considered in relation to the geographical and temporal scope of the ZOIs of the Proposed Development (this re-screening is presented in Appendix 17.1, Table 2-2 (ES Volume 3) [EN0110012/APP/LVS/06.03.17.01]), and professional judgement used to identify the short list (with the final short list presented below in Table 17-11 outlining developments to be considered further for the CEA (Stage 3 and 4).

Table 17-11 Short List

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
1	Drax Bioenergy with Carbon Capture and Storage EN010120	Installation of post-combustion capture technology that would capture carbon dioxide emissions from up to two of the existing biomass units at Drax Power Station. The proposal includes the construction and operation of carbon capture technology and associated equipment, and the integration of the units into the existing Common Services at Drax Power Station, and associated development.	10.7 km east of Solar Development Site 4	8.9 km southeast of CRC 1-4
2	Helios Renewable Energy Project EN010140	Installation of ground mounted solar arrays, energy storage and associated development comprising grid connection infrastructure and other infrastructure integral to the construction, operation, and maintenance of the development for the generation of over 50 megawatts of electricity.	6 km east of Solar Development Site 4	4.5 km southeast of CRC 1-4
3	Fenwick Solar Farm EN010152	Installation of solar photovoltaic (PV) generating panels, associated electrical equipment, cabling and energy storage facilities together with grid connection infrastructure. The generating capacity of the Scheme will exceed 50 MW and its maximum capacity is anticipated to be 237.5 MW.	11.7 km east of Solar Development Site 4	8.4 km southeast of CRC 1-4
4	Ferrybridge Multifuel Carbon Capture and Storage (CCS) EN0710002 Also local plan land allocation ES08	Carbon Capture and Storage (CCS) technology for the Ferrybridge Multifuel 1 & 2 Energy from Waste facilities along with associated infrastructure works.	5 km southwest of Solar Development Site 3	3 km southwest of CRC 4-POC

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
5	Yorkshire Green EN020024	A proposed reinforcement project comprising a new 400kV and 275kV electricity transmission connection and associated development.	300 m south of Solar Development Site 3	0 m (overlap with CRC 4-POC due to works at Monk Fryston substation)
6	East Yorkshire Solar Farm EN010143	Construction, operation (including maintenance) and decommissioning of ground mounted solar photovoltaic (PV) panel arrays, including underground cabling to connect to the national electricity transmission network at National Grid's Drax Substation; underground cabling between the areas of solar PV panels; areas of landscaping and biodiversity enhancement; and other associated development.	8.6 km southeast of Solar Development Site 1	7.6 km southeast of CRC 1-4
7	Ferrybridge Next Generation Power Station EN0110011 Also local plan land allocation ES08	A generating station of up to 1.2GW output capacity designed to run on 100% hydrogen and able to run on 100% natural gas and associated infrastructure including a gas pipeline of up to 10 km to connect with the existing Feeder 29 of the National Grid transmission system; water supply and electricity connections; above ground installations; utilities connections; construction and operational laydown areas; access(es); and other associated and ancillary development. (Gas Pipeline crosses Solar Development Site 4)	0 m (crosses Solar Development Site 4)	0 m (intersects CRC 4-POC)
8	Humber Carbon Capture Pipeline EN0710003	The Humber Carbon Capture Pipeline project comprises an onshore underground CO2 pipeline and associated above ground infrastructure to transport captured carbon dioxide from emitters in the Humber region (to be selected by UK Government as part of the Carbon Capture Usage and Storage Cluster Sequencing process) from Drax (in North Yorkshire) to Easington on the coast (within East Riding of Yorkshire) to connect with a secure offshore storage in the North Sea (with the offshore storage and associated transportation pipeline subject to separate consent).	11 km east of Solar Development Site 4	8.35 km southeast of CRC 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
9	Mylen Leah Solar Farm EN0110002	Ground-mounted solar electricity generating station with a gross output of over 50 Megawatts (MW) and associated grid connection infrastructure.	5.1 km east of SDS 1	5.2 km east of CRC 1-4
21	Installation and operation of a battery storage facility and ancillary development 2021/0633/FULM (also ZG2023/0956/FUL, 2022/1482/S73 and 2022/1501/FUL)	Installation of a revised access road layout and drainage connection pipe and a new fibre connection cable for the approved Monk Fryston Battery Storage Facility off Rawfield Lane, Monk Fryston (planning reference 2021/0633/FULM / appeal reference APP/N2)	2.45 km southeast of Solar Development Site 6	0 m (overlaps CRC 4-POC due to works at Monk Fryston substation)
43	Erection and operation of a mushroom and algae cultivation facility ZG2024/1101/FULM	Erection and operation of a mushroom and algae cultivation facility, ancillary structures and associated scheme of landscaping and biodiversity enhancement	11 m south of Solar Development Site 7	50 m west of CRC 6-7
44	Outline application for development of 156 2022/0665/OUTM (allowed on appeal as AP/2024/0032/NONDET. <i>N.B. Associated application on same site withdrawn: ZG2023/1152/OUTM</i>	Outline application with all matters reserved except for means of access to, but not within, the site for the development of up to 150 dwellings and associated landscaping and infrastructure works	1.15 km southeast of Solar Development Site 8	280 m north of CRC 1-4
45	Outline application for development of 145 dwellings ZG2023/0358/OUTM	Outline application for up to 145 residential dwellings and associated works, including access from Leeds Road but not access within the site (all other matters reserved).	2.65 km southeast of Solar Development Site 8	250 m east of CRC 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
46	Section 73 – vary conditions for development of 168 residential park caravan homes 2021/1162/S73	Section 73 application to vary conditions for development of 168 residential park caravan homes.	2.7 km northeast of Solar Development Site 4	400 m southeast of CRC 1-4
48	EIA Screening for Monk Fryston battery energy storage system ZG2024/1155/SCN	EIA Screening for proposal for elements green Monk Fryston battery energy storage system and associated infrastructure.	870 m southwest of Solar Development Site 6	450 m northeast of CRC 4 – POC
49	Erection of 76 dwellings ZG2024/0041/FULM	Erection of up to 76 dwellings, including associated landscaping, public open space, and the formation of a new vehicle access off Wheatfields Walk.	3.6 km southwest of Solar Development Site 1	900 m northwest of CRC 1-4
50	Outline planning application for residential development of up to 110 dwellings ZG2023/1356/OUTM Also local plan land allocation HAMBLETON/008	Outline planning application for residential development of up to 110 dwellings, landscaping, open space and associated infrastructure with all matters reserved other than access into the site.	1.05 km southeast of Solar Development Site 8	540 m west of CRC 1-4
52	Demolition of existing property and erection of 27 dwellings ZG2023/0888/FULM	Demolition of an existing single property and the residential development of 27 No. dwellings with associated landscaping and infrastructure works.	1 km northwest of Solar Development Site 3	850 m north of CRC4 – POC
53	Erection of 106 residential dwellings ZG2023/0774/FULM	The erection of 106 residential dwellings and associated works.	670 m northwest of Solar Development Site 7	620 m northwest of CRC 6-7

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
	Also local plan land allocation SHERBURN/011			
67	Erection of a Solar Farm AP/2025/0037/REF	Erection of a solar farm together with ancillary development including cable trenches, internal access tracks, access into the site, an inverter station and fencing	0 m (adjacent to boundary of Solar Development Sites 3 and 4)	0 m (intersects CRC 3-4a and CRC 3-4)
69	Solar development with co-located Battery Energy Storage System ZG2024/1129/FULM	Solar development with co-located Battery Energy Storage System and associated works	1.55 km east of Solar Development Site 8	100 m north of CRC 1-4
70	Development of Battery Energy Storage System ('BESS') ZG2024/1099/SCN	EIA Screening Opinion in relation to the development of Battery Energy Storage System ('BESS') and associated infrastructure	1.8 km southwest of Solar Development Site 6	0 m (intersects CRC 4-POC)
73	Outline planning application for development of 140 dwellings ZG2023/0551/OUTM	Permitted Outline application with all matters reserved except for means of access to, but not within, the site for the development of up to 140 dwellings and associated landscaping and infrastructure	2.6 km east of Solar Development Site 8	0 m (adjacent to Cable Route Corridor 1-4)
75	Installation of battery storage facility ZG2023/1179/FULM	Installation of battery storage facility	2.2 km south of Solar Development Site 4	3 km southeast of CRC 4 - POC
76	Outline planning application for development of 110 dwellings ZG2023/1017/OUTM	Outline Planning Application including access, with all other matters reserved, for up to 110 residential dwellings	3.2 km southeast of Solar Development Site 8	660 m southeast of Cable Route Corridor 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
88	Construction and operation of a solar farm ZG2023/0481/SCN	EIA Screening Opinion in relation to the construction and operation of a solar farm together with all associated works, equipment, necessary infrastructure, and landscaping	50 m east of Solar Development Site 7	10 m east of CRC 6-7
91	EIA screening request for the construction and operation of approximately 40 MW, ground mounted solar farm 2020/1250/SCN	EIA screening request for a construction and operation of approximately 40 MW, ground mounted solar farm development and related infrastructure, including site access, inverter/transformer units, substation, battery storage provision and security measures	6.7 km southwest of Solar Development Site 4	7 km southwest of CRC 4-POC
92	Gascoigne Wood Power Plant Reserved Matters Application including layout of planning permission 2021/1531/EIA Outline application for the demolition of existing colliery buildings and the construction of up to 1,460,000 sq ft of employment floorspace ZG2025/0529/REMM Also local plan land allocation SHERBURN/028	Application for the demolition of existing colliery buildings and the construction of up to 1,460,000 sq ft of employment floorspace comprising Use Classes B2, B8 and E(g) to include access (with all other matters reserved).	60 m north of Solar Development Site 7	660 m north of CRC 2-6
98	Hybrid Planning Application for Drax Power Station – Converter Station and high voltage current	Hybrid Planning Application comprising two parts: (Part 1) Outline planning application (all matters reserved) for the construction of a converter station at Drax, Selby; (Part 2) full planning application for the installation of high voltage direct current (HVDC) underground	11.7 km east of Solar Development Site 4	9.8 km southeast of CRC 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
	2022/0711/EIA (Reserved Matters App - ZG2024/0241/REMM)	cables from the River Ouse to the converter station and high voltage alternating current (HVAC) underground cables from the converter station to the existing Drax Substation as well as all associated temporary works including compounds, accesses and bellmouths as part of the construction of Scotland-England Green Link 2 (SEGL2), a two gigawatt (GW) reinforcement of the electricity transmission system between Peterhead, Scotland and Drax, England.		
100	Installation of renewable energy generating station comprising ground mounted photovoltaic solar arrays 2021/0978/FULM	Installation of renewable energy generating station comprising ground mounted photovoltaic solar arrays together with substation, transformer stations, site accesses, internal access tracks, security measures, access gates, other ancillary infrastructure	4.6 km south of Solar Development Site 1	2.8 km southeast of CRC 1-4
102	Enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Train Station. 2021/0692/SCP	EIA Scoping Request for an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Train Station.	7.2 km east of Solar Development Site 8	2.5 km southeast of CRC 1-4
103	Proposed solar farm and battery energy storage system development ZG2025/0733/EIA	Construction and operation of solar photovoltaic farm and Battery Energy Storage System (BESS) including access, fencing, CCTV, internal service tracks, ancillary equipment and scheme of landscaping	4.45 km south of Solar Development Site 1	1.6 km southeast of CRC 1-4
126	Eggborough CCGT – PINS EN010081	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.	2.8 km east of Solar Development Site 4	2.7 km southeast of CRC 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
	Also local plan land allocation EGGBOROUGH/022			
151	Extraction and processing of magnesian limestone, the installation and operation of a low-level aggregate processing plant with ancillary buildings and restoration by infilling of the void space with inert waste to original ground levels NY/2022/0102/ENV	Extraction and processing of magnesian limestone, the installation and operation of a low-level aggregate processing plant with ancillary buildings and restoration by infilling of the void space with inert waste to original ground levels	2.15 km southwest of Solar Development Site 6	250 m northwest of CRC 4 - POC
157	Proposed new quarry to extract approximately 6 million tonnes of clay by 2053 and restoration of the site to agriculture and nature conservation with the importation of up to 2.67 million tonnes of inert materials NY/2019/0136/ENV	Proposed new quarry to extract approximately 6 million tonnes of clay by 2053 and restoration of the site to agriculture and nature conservation with the importation of up to 2.67 million tonnes of inert materials together with the construction of new internal site access haul road, site compound, car park, site office, wheel washing facility, security fencing and gates and the construction of a temporary bridge crossing over the National Route 65 of the National Cycle Network	2.1 km west of Solar Development Site 1	1.8 km northwest of CRC 1-4
158	Proposed additional recovery of ash resource NY/2022/0027/SCO	Request for EIA Scoping Opinion for the proposed additional recovery of ash resource	10.2 km northeast of Solar Development Site 4	7.3 km southeast of CRC 1-4

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
160	Development of an Agricultural Anaerobic Digestion (AD) Facility NY/2024/0200/FUL	Development of an Agricultural Anaerobic Digestion (AD) Facility and associated plant and equipment and soft landscaping	70 m northwest of Solar Development Site 7	400 m northwest of CRC 6-7
161	Extraction and export of pulverised fuel ash (PFA) and furnace bottom ash (FBA) from Barlow Ash Mound in two phases (Phase 1 and Phase 2) NY/2024/0159/ENV	Extraction and export of pulverised fuel ash (PFA) and furnace bottom ash (FBA) from Barlow Ash Mound in two phases (Phase 1 and Phase 2) and associated development including a weighbridge, wheel wash facilities, screening and processing plant, lighting	10 km east of Solar Development Site 4	7 km southeast of CRC 1-4
162	Request for EIA Scoping Opinion for the importation of inert waste to enable restoration NY/2024/0132/SCO	Request for EIA Scoping Opinion for the importation of inert waste to enable restoration	5.8 km to the southeast of Solar Development Site 4	7.4 km to the southeast of CRC 1-4
167	Construction of an energy park comprising 49.9 MW solar farm and battery energy storage system (BESS) ZG2025/0427/EIA	Construction of an energy park comprising 49.9 MW solar farm and battery energy storage system (BESS) and associated infrastructure cross boundary application	7.5 km northwest of Solar Development Site 7	8.8 km northwest of CRC 6-7
168	Construction and operation of a solar farm comprising up to 49.9 MW (AC) and associated infrastructure ZG2025/0100/EIA	Construction and operation of a solar farm comprising up to 49.9 MW (AC) and associated infrastructure	6.4 km southwest of Solar Development Site 4	6.5 km south of CRC 4-POC

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
170	Installation of a solar farm comprising ground mounted solar PV panels with an installed capacity of 49.99 MW ZG2025/0693/EIA	Installation of a solar farm comprising ground mounted solar PV panels with an installed capacity of 49.99 MW AC including mounting system, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping, biodiversity net gain and environmental enhancements for a temporary period of 50 years and a permanent substation	8.2 km south of Solar Development Site 1	4.1 km southeast of CRC 1-4
171	Construction and operation of solar photovoltaic farm and BESS ZG/2025/0762/EIA	Construction and operation of solar photovoltaic farm and Battery Energy Storage System (BESS) including access, fencing, CCTV, internal service tracks, ancillary equipment and scheme of landscaping	4.55 km northeast of Solar Development Site 8	1.45 km northwest of CRC 1-4
176	Development of up to 99 dwellings and all other works ZG2025/0840/OUTM	Outline application (some matters reserved) for development of up to 99 dwellings and all other works including access, sustainable drainage, biodiversity enhancements, open space, infrastructure, and landscaping, with details of access, layout and landscaping submitted for approval.	4.5 km northeast of Solar Development Site 8	1.05 km north of CRC 1-4
180	Ground mounted solar farm 2023/0128/EIA	Development of a ground-mounted solar farm including associated infrastructure	10.95 km east of Solar Development Site 4	9.85 km southeast of CRC 1-4
181	100 dwelling development ZG2025/0928/OUTM	Outline application for up to 100 residential dwellings with all matters reserved except for access	4 km northeast of Solar Development Site 4	250 m southwest of CRC 1-4
182	75 dwelling development ZG2025/1019/FULM	Erection of up to 75 No. residential dwellings, open space, landscaping, drainage infrastructure and associated works	1.55 km southeast of Solar Development Site 8	30 m northwest of CRC 1-4
183	300 dwelling development ZG2025/0982/OUTM	Outline application for the development of up to 300 dwellings with drainage, access, open space, landscaping and associated infrastructure. All matters are reserved except for access from Tadcaster Road (A162)	2.4 km north of Solar Development Site 7	2.75 km north of CRC 6-7

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
184	Reserved matters application for employment floor space ZG2025/0711/S73	Section 73 application to vary condition 06 (foul rising mains) of approval ZG2023/0660/REMM Reserved matters application including appearance, landscaping, layout and scale of approval 2018/0697/OUTM for the erection of employment floor space (Use Class B2/B8/ E(g)(i), with ancillary office accommodation; parking and servicing areas and landscaping granted on 22 April 2025	1.35 km northeast of Solar Development Site 6	1.75 km northeast of CRC 6-7
185	180 dwelling development ZG2025/0983/OUTM	Outline planning application for the construction of up to 180 dwellings (Class C3) including access from Low Street (all other matters are reserved)	400 m west of Solar Development Site 7	630 m west of CRC 6-7
187	Reserved matters application for construction of employment development ZG2025/0884/REMM	Core 62(Eggborough) Ltd (formerly St Francis Group Ltd) Reserved Matters application for the construction of employment development (Use Class E(g)iii, B2 and B8) for Plots 3 and 4A-4D, including details of appearance, scale, landscaping, layout, along with all associated works in association to hybrid application 2019/1343/EIA to demolish and redevelop the power station	3.85 km southeast of Solar Development Site 4	5.2 km southeast of CRC 1-4
192	Construction of underground cable 22/01990/STPLFE	Construction of sub-surface cable route from Drax Power Station to Fraisthorpe Coastline with associated accesses and temporary construction compounds in association with the Scotland to England Green Link	12.25 km east of Solar Development Site 4	9.4 km southeast of CRC 1-4
195	Scoping Opinion for waste to resource park 25/01962/EIASC	Scoping Opinion for waste to resource park	3.65 km southwest of Solar Development Site 4	3.8 km south of CRC 4-POC
196	Sand and gravel quarry scheme 25/02626/FU	Temporary use of 40.2 hectares of land for the winning and working of 2.1 million tonnes of sand and gravel, including new access and egress onto Green Lane; internal access roads; screening mounds; a processing area for operation of a mineral washing and screening plant and conveyors; settlement lagoons; a stockyard for finished building sand, concrete sand and gravel products; a plant yard;	9.7 km southwest of Solar Development Site 6	7.1 km southwest of CRC 4-POC

ID	Name and Planning Reference Number	Description	Distance to Solar Development Site	Distance to Cable Route Corridor
		single storey site offices and amenity units with septic tanks; fixed and mobile external lighting; a vehicle parking area; a wheel washing facility; a weighbridge; a water treatment area including drainage ditches and replacement pipe beneath Lower Mickleton Road; an electricity substation; perimeter fences; and restoration of the land to agriculture, grassland and 2 no. water bodies		

Stage 3: Information Gathering

17.6.4 A search for more detailed information has been undertaken for the short-listed schemes. In line with PINS Advice (Ref 4), this includes reviewing the following information:

- 1) The design of a scheme and its location;
- 2) construction, operation and decommissioning information; and
- 3) environmental assessment information.

Cumulative Effects Assessment (Stage 4)

17.6.5 The assessment assesses whether effects associated with each scheme included on the short-list would be able to interact with the effects associated with the Proposed Development in a way that has the ability to lead to potentially significant cumulative effects.

17.6.6 Where the location of a scheme falls outside the ZOI for a topic, the scheme has been scoped out of the CEA for that topic due to there being no reasonable pathway by which effects could arise.

17.6.7 The CEA for each environmental assessment topic has been presented in the relevant ES technical chapters (Chapter 5 to 15 (ES Volume 1) [EN0110012/APP/LVS/06.01]) and is summarised in Table 17-12 below:

Table 17-12 Summary of Cumulative Effects

Chapter	Cumulative Effects
Chapter 5: Agricultural land and soils	Where known, the schemes considered within Section 5.14 of Chapter 5 [EN0110012/APP/LVS/06.01.05] would lead to a cumulative temporary loss of 2,324 ha of agricultural land, primarily for solar generation and mineral extraction, including 720 ha of BMV agricultural land. Cumulatively with the Proposed Development, which would involve the temporary loss to agriculture of 486 ha of BMV agricultural land. This would represent 2.6% of the BMV land in Selby, which would be locally significant, and 0.2% of the BMV land in the Yorkshire and Humber region, which would not be significant at that scale.
Chapter 6: Biodiversity	It is not anticipated that the schemes considered within Section 6.14 of Chapter 6 [EN0110012/APP/LVS/06.01.06] will lead to any significant cumulative effects with the Proposed Development.
Chapter 7: Climate change resilience	The CCR assessment considers the resilience of the Proposed Development to climate change, not the combined impact from a range of different activities and other surrounding developments and therefore an assessment of CCR cumulative effects is not required.

Chapter	Cumulative Effects
Chapter 8: Cultural heritage	It is not anticipated that the schemes considered within Section 8.13 of Chapter 8 [EN0110012/APP/LVS/06.01.08] will lead to any significant cumulative effects with the Proposed Development.
Chapter 9: Greenhouse gas emissions	The assessment of cumulative impacts as carried out for other environmental topics is not transferable to the assessment of GHG emissions in an analogous way, as the single receptor for GHG emissions is the global climate in the atmosphere. An assessment has therefore not been carried out. See Chapter 9 [EN0110012/APP/LVS/06.01.09] for further details.
Chapter 10: Landscape and visual	<p>The assessment of cumulative effects for landscape and visual amenity, as set out within Section 10.14 of Chapter 10 [EN0110012/APP/LVS/06.01.10], identified 11 schemes which have the potential to result in cumulative effects with the Proposed Development.</p> <p>The assessment of cumulative landscape effects concludes the following significant effects:</p> <ul style="list-style-type: none"> • Moderate adverse (significant) effects on LCA11 (from the Proposed Development and ID 43, 88, 92 and 160) during construction, decommissioning and year 1 of operation. • Moderate adverse (significant) effects on LCA13 (from the Proposed Development and ID 5 and 7) during construction and decommissioning. <p>The assessment of cumulative visual effects concludes the following significant effects:</p> <ul style="list-style-type: none"> • Moderate adverse (significant) effects at Viewpoint 14 (from the Proposed Development and ID 5 and 7) during construction, decommissioning and year 1 of operation for residents and people travelling on local roads. • Moderate adverse (significant) effects at Viewpoint 19 (from the Proposed Development and ID 7) during construction, decommissioning and year 1 of operation for Road users and residents. • Moderate adverse (significant) effects at Viewpoint 20 (from the Proposed Development and ID 7) during construction, decommissioning, year 1 and year 15 of operation for PRoW users. • Moderate adverse (significant) effects at Viewpoint 21 (from the Proposed Development and ID 7) during construction and decommissioning on PRoW users and road users.

Chapter	Cumulative Effects
	<ul style="list-style-type: none"> • Moderate adverse (significant) effects at Viewpoint 27 (from the Proposed Development and ID 5) during construction and decommissioning on PRow users. • Moderate adverse (significant) effects at Viewpoint 43 (from the Proposed Development and ID 43, 88 and 92) during construction, decommissioning and year 1 of operation for people travelling on local roads and residents. • Moderate adverse (significant) effects at Viewpoint 56 (from the Proposed Development and ID 5 and 7) during construction and decommissioning for PRow users and residents.
Chapter 11: Noise and vibration	It is not anticipated that the schemes considered within Section 11.14 of Chapter 11 [EN0110012/APP/LVS/06.01.11] will lead to any significant cumulative effects with the Proposed Development.
Chapter 12: Ornithology	It is not anticipated that the schemes considered within Section 12.20 of Chapter 12 [EN0110012/APP/LVS/06.01.12] will lead to any significant cumulative effects with the Proposed Development.
Chapter 13: Socioeconomics	It is not anticipated that the schemes considered within Section 13.14 of Chapter 13 [EN0110012/APP/LVS/06.01.13] will lead to any significant cumulative effects with the Proposed Development.
Chapter 14: Traffic and movement	It is not anticipated that the schemes considered within Section 14.15 of Chapter 14 [EN0110012/APP/LVS/06.01.14] will lead to any significant cumulative effects with the Proposed Development if the appropriate mitigation set out within Section 14.15 is implemented.
Chapter 15: Water resources and flood risk	It is not anticipated that the schemes considered within Section 15.14 of Chapter 15 [EN0110012/APP/LVS/06.01.15] will lead to any significant cumulative effects with the Proposed Development.

17.6.8 Table 17-12 shows that the Proposed Development is likely to lead to some cumulative landscape and visual effects during construction, year 1 of operation and decommissioning stages. These effects represent the change to the landscape and visual experiences that would emerge during any change to the landscape, as recognised through NPS EN-1 which acknowledges in Section 5.10 “*virtually all nationally significant energy infrastructure projects will impact*

the landscape". It should be noted that with proposed mitigation in place and following initial establishment, the cumulative assessment identifies only one significant cumulative landscape or visual effects beyond year 1 of operation.

References

- Ref 1 His Majesty's Stationery Office (HMSO) (2017). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/ukxi/2017/572> [Accessed January 2026].
- Ref 2 DESNZ (2025). Overarching National Policy Statement for Energy (EN-1). Available at: https://assets.publishing.service.gov.uk/media/65_bbfbd709_fe1000_f63_7052/overarching-nps-for-energy-en1.pdf [Accessed January 2026].
- Ref 3 DESNZ (2025). National Policy Statement for Renewable Energy (EN-3). Available at: <https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3>. [Accessed January 2026].
- Ref 4 Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment (2025): Advice on Cumulative Effects Assessment. Available at: <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment> [Accessed January 2026].
- Ref 5 European Commission: Environmental Impact Assessment Directive (2014): Assessment of the effects of certain public and private projects on the environment. Available at: [REDACTED]
[REDACTED]
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Light Valley
Solar

W: Lightvalleysolar.co.uk
E: info@lightvalleysolar.co.uk