The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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20. Intra-Project Cumulative Effects

20.1 Introduction

20.1.1 This chapter of the Environmental Statement (ES) presents the intra-project cumulative effects assessment that could result from the North Humber to High Marnham Project (the Project) as described in **Application Document 6.4 Chapter 4 Description of the Project**.

20.1.2 Intra-project cumulative effects occur where a single receptor is affected by more than one type of effect arising from a project. An example of an intra-project cumulative effect would be where a residential receptor is affected by temporary visual effects of construction works, noise and traffic disruption during the construction of a project, with the resulting effect being greater than each individual effect alone.

20.1.3 The Order Limits, which illustrate the boundary of the Project, are shown on **Application Document 6.1.F1 Figure 1.1 Project Location and Route Sections**.

20.1.4 This chapter should be read in conjunction with the following ES chapters:

- **Application Document 6.4 Chapter 4 Description of the Project**;
- **Application Document 6.6 Chapter 6 Landscape**;
- **Application Document 6.7 Chapter 7 Visual**;
- **Application Document 6.8 Chapter 8 Ecology**;
- **Application Document 6.9 Chapter 9 Ornithology**;
- **Application Document 6.10 Chapter 10 Cultural Heritage**;
- **Application Document 6.11 Chapter 11 Water Environment**;
- **Application Document 6.12 Chapter 12 Geology and Hydrogeology**;
- **Application Document 6.13 Chapter 13 Agriculture and Soils**;
- **Application Document 6.14 Chapter 14 Traffic and Transport**;
- **Application Document 6.15 Chapter 15 Air Quality**;
- **Application Document 6.16 Chapter 16 Noise and Vibration**;
- **Application Document 6.17 Chapter 17 Socio-economics, Recreation and Tourism**; and
- **Application Document 6.18 Chapter 18 Health and Wellbeing**.

20.1.5 This chapter is supported by the following appendices:

- **Application Document 6.20.A1 Appendix 20.1 Intra-project Cumulative Effects Screening Tables**.

20.2 Regulatory and Planning Context

20.2.1 This section sets out the legislation and planning policy that is relevant to the intra-project cumulative effects assessment. A full review of compliance with relevant national, regional, and local planning policy is provided within **Application Document 5.5 Planning Statement** submitted as part of the application for development consent.

20.2.2 **Application Document 6.2 Chapter 2 Legislation and Policy Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy, and planning guidance relevant to the assessment of intra-project cumulative effects of the Project is presented below.

Legislation

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

20.2.3 Section 5(2) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (HM Government, 2017) (the EIA Regulations) makes explicit reference to the requirement for an assessment of the effect interactions between types of effect, stating that the EIA and ES:

'(2) […] 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—

(a) population and human health;

(b) biodiversity, with particular attention to species and habitats protected under any law that implemented Directive 92/43/EEC and Directive 2009/147/EC;

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape;

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d)'.

National Policy

National Policy Statements

20.2.4 National Policy Statements (NPSs) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Project will be considered. **Application Document 6.2 Chapter 2 Legislation and Policy Context** sets out the overarching policy context relevant to the Project, including the Overarching NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2025) This is supported by the NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2025).

20.2.5 Table 20.1 provides details of the elements of the Overarching NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2025) referred to hereafter as EN-1 that are relevant to the intra-project cumulative effects assessment of the Project and how and where related information is provided in the ES and the application.

20.2.6 National Policy Statement EN-5 (Department for Energy Security & Net Zero, 2025) provides topic-specific guidance for electrical infrastructure including overhead lines but makes only limited reference to the assessment of cumulative effects within an ES.

Table 20.1 – NPS EN-1 sections relevant to intra-project cumulative effects

NPS EN-1 section	Where this is covered in the application
4.1.5 '*In considering any proposed development, in particular when weighing its adverse impacts against its benefits, the Secretary of State should take into account:* […] *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.*'	This chapter assesses the interrelationship of effects across all relevant topics to determine whether effects could combine to result in a greater overall effect on receptors. **Application Document 6.21 Chapter 21 Inter-Project Cumulative Effects** presents the assessment of cumulative effects on receptors from the Project and other existing and/or approved projects.
4.3.3 '*The EIA Regulations require an assessment of the likely significant effects of the Project on the environment, covering* […] *cumulative* […] *effects at all stages of the project, and also of the measures envisaged for avoiding or mitigating significant adverse effects.*'	
4.3.19 '*The Secretary of State should consider how the accumulation of, and interrelationship between, effects might affect the environment, economy, or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.*'	

20.3 Scoping Opinion and Consultation

Scoping Opinion

20.3.1 A Scoping Report for the Project was issued to the Planning Inspectorate on 21 August 2023 (**Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**) and a Scoping Opinion was received from the Planning Inspectorate on behalf of the Secretary of State for the Department for Energy Security and Net Zero on 29 September 2023 (**Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**).

20.3.2 No specific comments on intra-project cumulative effects were raised in the scoping opinion.

20.3.3 **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** takes account of responses from prescribed consultees, as appropriate. **Application Document**

6.5.A3 Appendix 5.3 Scoping Response Tables provides responses to the comments made by the prescribed consultees at the scoping stage that relate to the scope of the assessment and how each comment has been considered.

Statutory Consultation

20.3.4 Statutory consultation for the Project took place between 18 February and 15 April 2025. No consultation responses relating specifically to intra-project cumulative effects were received. Further details on how consultation responses have informed the assessment are provided in **Application Document 5.1 Consultation Report**.

Stakeholder Engagement

20.3.5 National Grid Electricity Transmission plc (National Grid) has engaged with relevant stakeholders throughout the evolution of the Project.

20.3.6 A summary of stakeholder discussions and how these have influenced the scope of technical assessments is provided in section 3 of each topic chapter (**Application Documents 6.6** to **6.19**).

20.3.7 The intra-project cumulative effects assessment considers, as a starting point, the residual effects as presented in **Application Documents 6.6** to **6.19**. Extensive engagement has been undertaken regarding the approach to assessing the effects in each of these topic chapters, though not specifically around the approach to intra-project cumulative effects assessment.

20.4 Assessment Approach and Methods

20.4.1 There is no established methodology for assessing and quantifying the effects of several separate impacts/effects on the same receptor.

20.4.2 Some environmental topics consider receptors that are not considered by any of the other topics. Within their assessments, consideration is typically already given to multiple sources of impact, and so additional intra-project cumulative assessment is unlikely to be necessary. An example is the assessment of effects on protected species in **Application Document 6.8 Chapter 8 Ecology**, where consideration is given to habitat loss, habitat severance and visual and noise disturbance together.

20.4.3 Other receptors may be considered by multiple topics individually and this is where a separate intra-project cumulative effects assessment is more likely to be required. Receptors considered in multiple chapters include residential receptors, communities, and transport users.

20.4.4 The Planning Inspectorate's Nationally Significant Infrastructure Projects Advice on Cumulative Effects Assessment (Planning Inspectorate, 2026) states that:

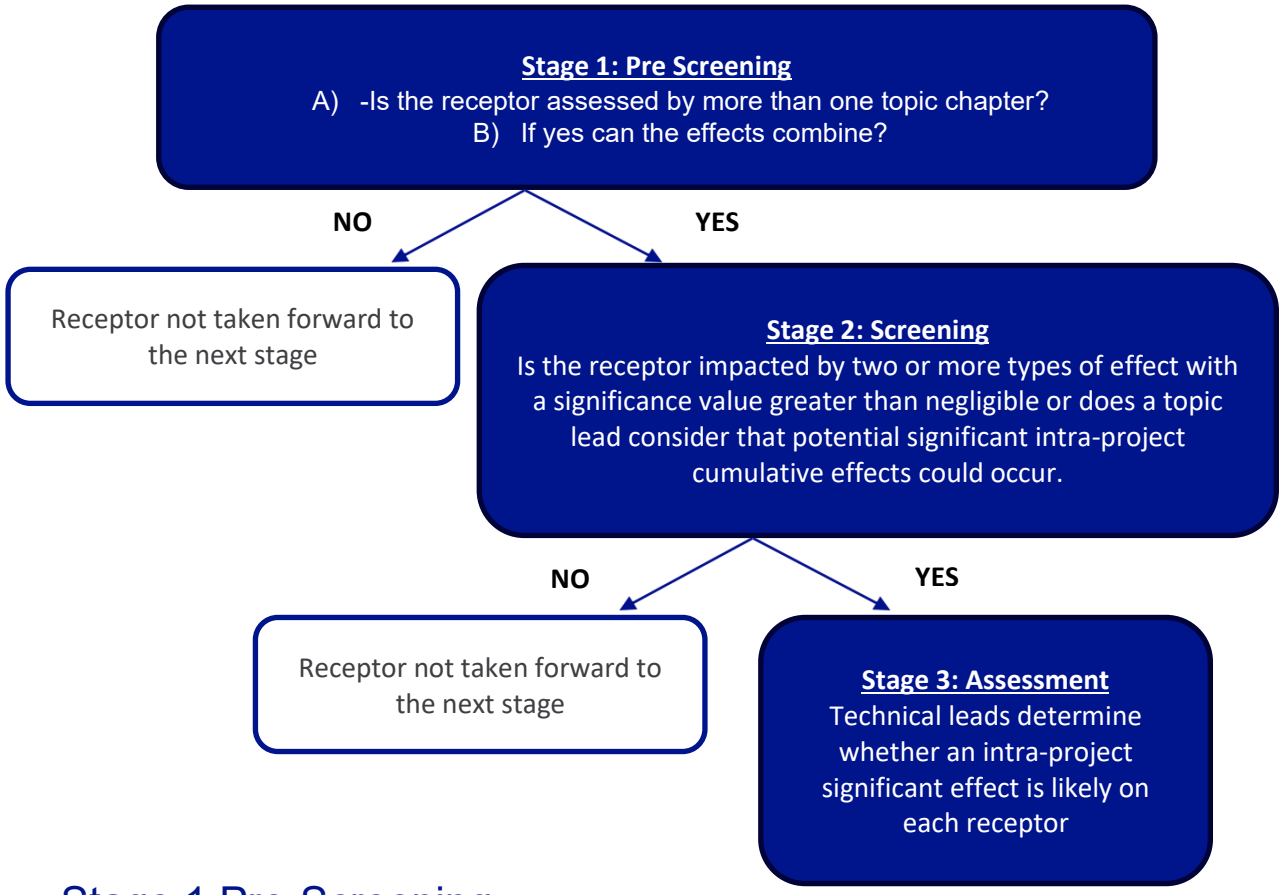
'The Environmental Statement should set out a table demonstrating where multiple impacts from the proposed NSIP would combine to affect sensitive receptors. Where they are identified, these in-combination effects should be assessed in the Environmental Statement.'

20.4.5 The assessment of intra-project cumulative effects has been undertaken using a three-stage approach. Stage 1 consists of a pre-screening exercise to determine whether a receptor is exposed to more than one type of effect. Those receptors identified as experiencing more than one type of effect are taken through to the

second stage. Stage 2 consists of a screening exercise to identify the significance each type of effect has on the 'shared' receptor. Those receptors exposed to two or more types of effect, with a significance of effect greater than negligible, or where the topic lead has considered there is a possibility for significant intra-project cumulative effects to occur, are taken forward to the Stage 3. Stage 3 is the main intra-project assessment, which considers if the combination of individual effects is likely to lead to overall effects of greater significance.

20.4.6 This three-stage approach is described in more detail in the following section, and the approach is illustrated in Image 20.1 below.

Image 20.1 – Methodological approach to identifying intra-project cumulative effects



Stage 1 Pre-Screening

20.4.7 The Stage 1 assessment identifies receptors to see whether they could be affected by more than one type of effect (usually where they were considered in more than one topic chapter).

20.4.8 The Stage 1 assessment is broken down into two steps:

- Step A – Considers whether the receptor or receptor group is assessed by more than one topic chapter.
- Step B – For each receptor or receptor group assessed by more than one topic chapter, this step considers whether those types of effect could theoretically combine to result in an intra-project cumulative effect. Where the potential for effects to combine is identified, this receptor or receptor group is progressed to Stage 2. Where there is no potential for the effects to combine or the combined

effects are already inherent in one of the primary assessments in the relevant topic chapter, those receptors are not considered any further within this chapter.

Stage 2 Screening Assessment

20.4.9 Where the potential for an intra-project cumulative effect is identified at Stage 1, a Stage 2 screening assessment is undertaken.

20.4.10 The Stage 2 assessment considers the residual effects reported by topics for each receptor screened in during Stage 1 and provides a conclusion as to whether there is a potential for the Project to result in a significant intra-project cumulative effect and whether effects need to be considered in detail at Stage 3. As set out in Image 20.1, there are two ways in which effects may be screened in for further consideration. The first is where the residual effects are reported to be greater than negligible. The second is where the topic lead has reported effects to be 'not significant' but still considers there to be some potential for significant intra-project cumulative effects to occur when combined with the effects reported by other topics.

Stage 3 Intra-Project Cumulative Effects Assessment

20.4.11 Where the potential for an intra-project cumulative effect is identified at Stage 2, consideration is given to whether there would be a cumulative effect, and if so, whether that effect is likely to be significant.

20.4.12 Each type of receptor taken through to Stage 3 is considered in turn. Using professional judgement, a view is reached as to whether there would be a likely cumulative effect, and if so, whether that effect would be of the same or greater significance than the constituent effects. Professional judgement is an essential part of the Stage 3 assessment because the types of effect under consideration are often very different, for example, where noise and visual impacts are experienced by the same residential receptor. Quantitative assessment is generally not possible in such circumstances.

20.4.13 The assessment considers residual effects only, i.e. the effects which remain after the application of all committed mitigation. Residual effects are presented in section 9 of each of the topic chapters (**Application Documents 6.6** to **6.19**).

Assumptions and Limitations

20.4.14 The intra-project cumulative effects assessment has been constrained by the limitations and assumptions presented within the individual assessments reported within **Application Documents 6.6** to **6.19**. Those assumptions and limitations are set out in section 4 of the respective chapters.

20.5 Stage 1 Pre-Screening Assessment

20.5.1 This section sets out the Stage 1 pre-screening assessment for the Project.

Step A

20.5.2 Step A, presented in Table 20.2, considers whether the receptor or receptor group is assessed by more than one of the topic chapters. Where the cell is ticked, the receptor or receptor group is assessed in that chapter.

Table 20.2 – Stage 1 – pre-screening Step A

Receptors	ES topic chapters													
	Landscape	Visual	Ecology	Ornithology	Cultural Heritage	Water Environment	Geology and Hydrogeology	Agriculture and Soils	Traffic and Transport	Air Quality	Noise and Vibration	Socio-economics	Health and Wellbeing	Climate Change
Landscape designations	✓													
Landscape character	✓													
Communities		✓										✓		
Recreational routes including National Trails, long-distance footpaths, cycle routes, other promoted routes, public rights of way and waterways		✓							✓			✓		
Visitor attractions		✓										✓		
Residential receptors		✓				✓				✓	✓	✓		
Ecological designated sites			✓	✓		✓				✓				

Receptors	ES topic chapters													
	Landscape	Visual	Ecology	Ornithology	Cultural Heritage	Water Environment	Geology and Hydrogeology	Agriculture and Soils	Traffic and Transport	Air Quality	Noise and Vibration	Socio-economics	Health and Wellbeing	Climate Change
Species			✓	✓										
Habitats			✓	✓										
Buried heritage assets					✓									
Designated heritage assets					✓									
Non-designated heritage assets					✓									
Historic landscape character	✓				✓									
Watercourses and waterbodies						✓	✓							
Floodplains (fluvial/ surface water), people, and existing infrastructure						✓								
Human health							✓						✓	
Groundwater							✓							
Geo-conservation sites							✓							
Agricultural land								✓						
Soils and soil function								✓						
Transport users		✓							✓					
Buildings and structures					✓		✓				✓			

Receptors	ES topic chapters													
	Landscape	Visual	Ecology	Ornithology	Cultural Heritage	Water Environment	Geology and Hydrogeology	Agriculture and Soils	Traffic and Transport	Air Quality	Noise and Vibration	Socio-economics	Health and Wellbeing	Climate Change
Employment												✓		
Local economy												✓		
Businesses												✓		
Labour supply												✓		
Accommodation facilities												✓		
Airfields												✓		
Development land												✓		
Greenhouse gas														✓
Climate change														✓

20.5.3 The following receptors or receptor groups are assessed in more than one topic chapter:

- Communities;
- Recreational routes including National Trails, long-distance footpaths, cycle routes, other promoted routes, public rights of way and rights of navigation on waterways;
- Visitor attractions;
- Residential receptors;
- Ecological designated sites;
- Species;
- Habitats;
- Historic landscape character;
- Human health;
- Transport uses; and
- Buildings and structures.

20.5.4 These receptors and receptor groups were taken through to Stage 1 step B.

Step B

20.5.5 Where a receptor or receptor group is assessed by more than one topic chapter, this does not automatically mean that the effects presented by each topic chapter could combine in a way that could result in an intra-project cumulative effect. This step therefore considers whether the effects could theoretically combine in a way that could result in an intra-project cumulative effect for the receptor or receptor groups screened in at Step A. Where effects could combine, this receptor or receptor group is progressed to Stage 2. Where there is no potential for the effects to combine, those receptors are not considered any further within this chapter.

20.5.6 In addition, in some instances combined effects are already inherent in one of the primary assessments in the relevant topic chapter. For example, the effects on designated sites in **Application Document 6.8 Chapter 8 Ecology** takes into account the effects on designated sites set out in **Application Document 6.11 Chapter 11 Water Environment** and **Application Document 6.15 Chapter 15 Air Quality**, therefore, the effects presented in **Application Document 6.8 Chapter 8 Ecology** are inherently intra-project cumulative effects. Where this is the case, those receptors or receptor groups are not considered any further within this chapter.

20.5.7 Step B is presented in Table 20.3.

Table 20.3 – Stage 1 – pre-screening Step B

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
Communities	Visual	Effects on views and visual amenity from construction, including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel.	The individual effects assessed in each chapter have the potential to combine in such a way as to lead to a significant intra-project cumulative effect.	Yes
		Effects on views and visual amenity from the introduction of the proposed overhead line.		
	Socio-economic, recreation and tourism	Potential temporary or permanent severance of access to community facilities for residents.		
Recreational routes including National Trails, long-distance footpaths, cycle routes, other promoted routes, public rights of way and rights of navigation on waterways	Visual	Effects on views from construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel.	The individual effects assessed in each chapter have the potential to combine in such a way as to lead to a significant intra-project cumulative effect.	Yes
		Effects on views and visual amenity from the introduction of the proposed overhead line.		

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
	Traffic and transport	Temporary effects on users of public rights of way.		
	Socio-economic	Temporary effects on recreational use and amenity.		
Visitor attractions	Visual	Effects on views and visual amenity from construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel.	The individual effects assessed in each chapter have the potential to combine in such a way as to lead to a significant intra-project cumulative effect.	Yes
		Effects on views and visual amenity from the introduction of the proposed overhead line.		
	Socio-economic	Temporary or permanent adverse land-take or amenity impacts on visitor attractions.		
Residential receptors	Visual	Effects on views and visual amenity from construction including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel.	The individual effects with the exception of temporary effects from flood risk on people/ existing development within the floodplain assessed in each chapter, have the potential to combine in such a way as to lead to a significant intra-project cumulative effect.	Yes

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
		Effects on views and visual amenity from the introduction of the proposed overhead line.		
	Water	Temporary effects from flood risk on people/existing development within the floodplain.		
	Air quality	Temporary effects from construction dust.		
		Temporary effects from non-mobile plant/machinery.		
		Temporary effects from road traffic emissions.		
	Noise and vibration	Temporary construction noise.		
		Temporary construction vibration.		
		Operation noise from the proposed overhead line at the River Ouse crossing and the reconfiguration of the existing ZDA overhead line.		
	Socio-economic	Potential temporary or permanent adverse land-take, amenity or severance effects.		
Ecological designated sites	Ecology	Direct loss of habitat, degradation of habitat and disturbance to species that are interest features of designated	Whilst ecological designated sites are assessed across a number of topic chapters, **Application Document 6.8 Chapter 8 Ecology** and	No

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
		sites, during construction and maintenance of the Project.	**Application Document 5.2 Habitats Regulations Assessment Report** draw on each of the individual assessments to assess the effect on each of the ecological designated sites. Therefore, as all combined assessments are inherent in the effects presented in **Application Document 6.8 Chapter 8 Ecology** and **Application Document 5.2 Habitats Regulations Assessment Report**, there is no potential for an intra-project cumulative effect to occur that has not already been reported.	
	Ornithology	Temporary direct habitat loss, degradation of habitat and disturbance of species that are interest features of designated sites during the construction and maintenance of the Project. Potential for permanent loss of supporting habitat, and disturbance and collision mortality of interest features of designated sites during the operation of the Project.		
	Water	Temporary effects on water quality, flow regime and hydromorphology due to physical disturbance of channels, beds or riparian corridors during the construction of the Project.		
	Air quality	Temporary dust deposition and increased nitrogen deposition from vehicle emissions during the construction of the Project.		
Species	Ecology	Effects on protected species during the construction maintenance and operation of the Project.	Each species has been assessed where a pathway exists. However, the receptors in question are entirely separate and therefore	No

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
	Ornithology	Effects on bird species during the construction, maintenance and operation of the Project.	cannot combine in a way that could result in an intra-project cumulative effect between different species. Species assemblages are covered under ecological designated sites above.	
Habitats	Ecology	Direct loss of habitat and degradation of habitat during construction and maintenance of the Project.	The assessment of habitats in **Application Document 6.8 Chapter 8 Ecology** assesses effects on habitats of value as well as the impact of the loss of habitats specific to the species covered by the scope of ecology assessment. The assessment of habitats in **Application Document 6.9 Chapter 9 Ornithology** assesses the impact of the loss of habitat specific to the species covered by the scope of the ornithology assessment. The assessment of habitats of value is only assessed in **Application Document 6.8 Chapter 8 Ecology** and therefore cannot combine in a way that could result in an intra-project-cumulative effect. As the species considered in ecology and ornithology are entirely separate, the impact of the loss of habitats on those species cannot combine in a way that could result in an intra-project cumulative effect.	No
	Ornithology	Temporary direct habitat loss, degradation of habitat during the construction and maintenance. Permanent loss of supporting habitat during the operation of the Project.		
Historic landscape character	Landscape	Contribution the Isle of Axeholme Area of Special Historic Landscape Interest (ASHLI) makes to the sensitivity of the	The assessment presented in **Application Document 6.6 Chapter 6 Landscape** assesses the contribution the ASHLI makes to	No

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
		landscape during construction and operation of the Project.	the landscape sensitivity and a description and assessment of the effects of the Project on the Isle of Axholme ASHLI is made in **Application Document 6.10 Chapter 10 Cultural Heritage**. These are not therefore two separate effects that could combine to result in an intra-project cumulative effect.	
	Cultural heritage	Effects on the Isle of Axeholme Area of Special Historic Landscape Interest from the construction and operation of the Project.		
Human Health	Geology and hydrogeology	Effects on human health from contamination during the construction of the Project.	The assessment of human health in **Application Document 6.18 Chapter 18 Health and Wellbeing** has taken account of the effects on human health assessed in **Application Document 6.12 Geology and Hydrogeology**. Therefore, the assessment presented in **Application Document 6.18 Chapter 18 Health and Wellbeing** inherently presents the intra-project cumulative effect within the primary assessment in this topic chapter. As such, there is no potential for a further intra-project cumulative effect.	No
	Health and wellbeing	Effects on health and wellbeing during the construction and operation of the Project.		
Transport users	Visual	Effects from construction on views and the visual amenity of people moving around communities, including effects on views from vegetation removal and presence of construction compounds, storage areas, construction access tracks, plant (including mobile cranes), vehicles and personnel.	The individual effects assessed in each chapter have the potential to combine in such a way as to lead to a significant intra-project cumulative effect.	Yes

Receptor group	Relevant topic	Effects	Potential for effects to combine	Taken through to Stage 2?
		Effects on views and visual amenity of people moving around communities, from the introduction of the proposed overhead line.		
	Traffic and transport	Temporary effects on severance, non-motorised user delay and amenity, fear and intimidation, driver delay and highway safety.		
Buildings and structures	Cultural heritage	Effects on the setting of cultural heritage assets from the construction and operation of the Project.	The setting assessment presented in **Application Document 6.10 Chapter 10 Cultural Heritage** takes account of the vibration study area in concluding the residual setting effects. As vibration has already been taken account of in the primary assessment, there is no potential for a further intra-project cumulative effect when considering setting and vibration impacts on buildings and structures. With regard to the temporary effects from flood risk on people/existing development within the floodplain, this has been screened into Stage 2 above, in relation to residential receptors which includes residential buildings.	No
	Water	Temporary effects from flood risk on people / existing development within the floodplain during construction.		
	Noise and vibration	Potential effects on buildings and structures from vibration during the construction of the Project.		

20.6 Stage 2 Screening Assessment

20.6.1 For each receptor or receptor group screened in at Stage 1, this stage then identified whether each receptor or group of receptors is impacted by two or more types of effect with a significance value greater than negligible, or where the topic lead has considered there to be some potential for significant intra-project cumulative effects to occur.

20.6.2 The Stage 2 screening assessment used the largest study area (Visual) of the contributing topics to screen receptors in and out. As **Application Document 6.7 Chapter 7 Visual** is structured by community, each of which has been defined by civil parish boundaries, the Stage 2 screening assessment has also been presented by community area. Reference to residential receptors uses the individual unique receptor ID for each residential receptor that has been used across the contributing topic chapters, e.g. R_1050.

20.6.3 **Application Document 6.20.A1 Appendix 20.1 Intra-project Cumulative Effects** Screening Tables sets out this Stage 2 screening assessment.

20.7 Stage 3 Intra-Project Cumulative Effects Assessment

20.7.1 This section presents the intra-project cumulative effects assessment for those receptors that have been screened in at Stage 2 as having the potential to contribute to a likely significant intra-project cumulative effect.

20.7.2 The intra-project cumulative effects assessment is presented, per community, in Table 20.4 to Table 20.47 below. As the visual amenity assessment is undertaken at a community level, the first row in each table sets out the visual amenity effects on that community. These effects have then been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs presented in subsequent rows within each table. Within the visual amenity assessment individual effects are presented for users of National Trails, long distance footpaths and canal users in **Application Document 6.7 Chapter 7 Visual**. In addition, **Application Document 6.7.A5 Appendix 7.5 Residential Visual Amenity Assessment** sets out individual effects for some residential receptors for operation only. Where individual effects are available these are presented in Table 20.4 to Table 20.47. Where individual effects are available these have been used to inform the intra-project cumulative effects assessment rather than the community-wide visual amenity effect.

20.7.3 The location of the receptors assessed in the Stage 3 intra-project cumulative effects assessment are illustrated on the figures which support the contributing topic chapters.

20.7.4 Levels of significance (minor, moderate and major) are reported for each of the intra-project cumulative effects identified in Table 20.4 to Table 20.47 below. Professional judgement has been applied in determining whether the combination of effects from two or more contributing topic chapters could result in a significant effect overall. In all cases the significance of the resulting combined intra-project cumulative effect has been assessed as no less than the greatest of the contributing significances. Therefore, where one or more of the contributing effects is already significant the intra-project cumulative effect is also reported as significant.

20.7.5 As a guide to how professional judgement has been applied, an indication as to the likelihood of significant intra-project cumulative effects occurring for different combinations of significance is presented below:

- Where the contributing topic effects are all minor or not significant, it is theoretically possible for two or more 'minor' or not significant effects to be sufficiently additive to generate a significant intra-project cumulative effect, though it is also possible that any intra-project cumulative effect would remain as a minor effect. Where the contributing topic effects are all minor, in most cases it can be assumed that any resulting significant effect would be moderate at most; it is considered highly unlikely that several minor effects could ever accumulate to a degree that the resulting effect would be 'major significant'.
- Where one of the contributing effects is already of major significance, it can be assumed that any associated intra-project cumulative effect is also major. This is because the cumulative effect combines two or more separate effects and the significance of the resulting combined effect could never be less than the greatest of the contributing significances.
- Where there are two or more moderate effects, the resulting cumulative effect could remain moderate or could potentially combine to become a major intra-project cumulative effect.

Amcotts Community

Table 20.4 – Assessment of intra-project cumulative effects for receptors within Amcotts community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect?
Visual receptors in Amcotts community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Minor adverse (not significant) effects on visual receptors during construction. Moderate adverse (significant) within 200 m of the construction works.	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation Year 1 – Minor adverse (not significant) effects on visual receptors during operation.	
		Operation Year 15 – Minor adverse (not significant) effects on visual receptors during operation.	
Residential receptors			
None screened in	Visual within the Residential Visual Amenity Assessment (RVAA) Air quality Noise and vibration	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect?
	Socio-economics, recreation and tourism		
Transport users			
Users of Primary Access Route (PAR) 135 Meredyke Road (West)	Traffic and transport	Construction – Severance for users of PAR 135 Meredyke Road (West) – Minor adverse (not significant). Construction – Non-motorised user delay of users of PAR 135 Meredyke Road (West) – Minor adverse (not significant).	**Construction** Visual amenity effects on people moving within the community including on roads, are assessed as minor adverse (not significant) and moderate adverse (significant) within 200 m of the construction works. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant) these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of PAR 135 during the operation of the Project.

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect?
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Askham Community

Table 20.5 – Assessment of intra-project cumulative effects for receptors within Askham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Askham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Minor adverse (not significant) effects on visual receptors during construction.	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation Year 1 – Minor adverse (not significant) effects on visual receptors during operation.	
		Operation Year 15 – Minor adverse (not significant) effects on visual receptors during operation.	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economic, recreation and tourism.	N/A	N/A

Beckingham Community

Table 20.6 – Assessment of intra-project cumulative effects for receptors within Beckingham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Beckingham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Minor adverse (not significant) effects on visual receptors during construction.	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation Year 1 – Moderate adverse (significant) effects on visual receptors during operation.	
		Operation Year 15 – Moderate adverse (significant) effects on visual receptors during operation.	
Residential receptors			
R_5782 R_5783[1]	Visual (RVAA)	Operation – Minor adverse (not significant) on residential visual amenity assessed in the RVAA.	**Construction** *R_5782, R_5783* Visual amenity effects and severance effects are both assessed as minor adverse (not significant) on a group of residential receptors along Wood Lane (PAR 90). Whilst individually these are not significant, these factors may combine in such a way as to lead to a significant intra-project cumulative effect during periods of access severance.
	Socio-economics, recreation and tourism	Minor adverse (not significant) severance during construction.	
None screened in	Air quality Noise and vibration	N/A	

[1] Residential receptors are grouped in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			The intra-project cumulative effect on this group of residential receptors is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place. Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent approximately 3.5 km from the closest part of the Order Limits and 4.5 km from the proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreational use and amenity

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		where the proposed overhead line is not parallel to the existing overhead line.	effects during construction are assessed, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Belton Community

Table 20.7 – Assessment of intra-project cumulative effects for receptors within Belton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Belton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Minor adverse (not significant) effects on visual receptors during construction.	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation Year 1 – Major adverse (significant) effects on visual receptors during operation.	
		Operation Year 15 – Moderate adverse (significant) effects on visual receptors during operation.	
Residential receptors			
R_4014	Noise and vibration	Construction – construction noise (not significant).	**Construction** *R_4014, R_4034, R_4046, R_4053* Visual amenity effects are assessed as being minor adverse (not significant) and construction noise effects are assessed as being not significant. The residential receptors screened in for construction noise are on the eastern edge of Belton and construction noise effects are associated with proposed road widening of PAR 57 Belton Road approximately 1.3 km from the main construction swathe of the proposed overhead line. Therefore, these effects are unlikely to aggregate to become a significant intra-project
R_4034		Construction – construction noise (not significant).	
R_4046		Construction – construction noise (not significant).	
R_4053		Construction – construction noise (not significant).	
None screened in	Visual (RVAA) Air quality	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism		cumulative effect on this group of residential receptors. The intra-project cumulative effect is assessed as **minor adverse (not significant)** on residential receptors. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place. Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	**Construction** The Trent Valley Way passes through this community and crosses the Order Limits between proposed pylons 4AF130 and 4AF131. A section of the Trent Valley Way associated with PRoW RESTRICTED BYWAY BELT2 would be temporarily closed during construction, with the proposed diversion crossing the Order Limits between proposed pylons 4AF132 and 4AF133, therefore major adverse (significant) visual amenity effects are predicted during construction. Minor not significant recreational use and amenity

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	effects are also predicted on this same section of the Trent Valley Way. The intra-project cumulative effect is assessed as **major adverse (significant)** on the section of the Trent Valley Way associated with PRoW RESTRICTED BYWAY BELT2 whilst receptors are within the field where construction activity is taking place; and minor adverse (not significant) on the remainder of RESTRICTED BYWAY BELT2. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
Peatlands Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 300 m of where construction activity is taking place.	**Construction** The Peatlands Way passes through this community to the west of the proposed overhead line. Whilst this long distance footpath crosses the Order Limits within this community, the areas

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	crossed are for mitigation planting access and an access from proposed bellmouth BM-015 which only serves one pylon (proposed pylon 4AF126). Other than at these crossing points, the Peatlands Way is over 300 m from the main construction corridor along the proposed overhead line and therefore, visual amenity effects during construction are minor adverse (not significant). Whilst minor adverse (not significant) recreational use and amenity effects are predicted, these are associated with the section of PRoW RESTRICTED BYWAY BELT2 which is proposed to be temporarily closed for the duration of construction. This section does not form part of the Peatlands Way, therefore the intra-project cumulative effect on the Peatlands Way within this community is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Peatlands Way during the operation of the Project.
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
RESTRICTED BYWAY BELT2	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, users and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 600 m longer in journey length and offers a comparable
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of RESTRICTED BYWAY BELT2 during the operation of the Project.
FOOTPATH BELT25	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of FOOTPATH BELT25 during the operation of the Project.

Blacktoft Community

Table 20.8 – Assessment of intra-project cumulative effects for receptors within Blacktoft community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Blacktoft community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, and the River Ouse in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_1958	Visual (RVAA)	Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	**Construction** *R_1864, R_1890 R_1903, R_1957* Visual amenity effects are assessed as being minor adverse (not significant) and construction noise effects for the groups of residential receptors along Tongue Lane (PAR 28) (R_1864, R_1890, R_1903) and Staddlethorpe Broad Lane (PAR 131) (R_1957) are assessed as not significant. These residential receptors are screened in for construction noise effects associated with proposed road widening of PAR 28 and PAR 131 approximately 1.5 km from the main construction swathe of the proposed overhead line, therefore these effects are unlikely to aggregate to become a significant intra-project
R_2037		Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	
R_2042		Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	
R_2043		Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_2073		Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	cumulative effect on this group of residential receptors and the intra-project cumulative effect is assessed as **minor adverse (not significant)**. *R_1896 R_1898 R_1899* The group of residential receptors screened in for minor adverse (not significant) severance effects (R_1896, R_1898, R_1899) during construction are located off Landing Lane (PAR 159) to the west of the Market Weighton Canal. They are approximately 950 m from the main construction swathe of the proposed overhead line, therefore these effects are unlikely to aggregate with the minor adverse visual amenity effects to become a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. *R_2041* Whilst individual effects on residential receptor R_2041 are not predicted to be significant, due to the proximity of this receptor to the proposed overhead line and the main construction corridor, the intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage.
R_1864	Noise and vibration	Construction – construction noise (not significant).	
R_1890		Construction – construction noise (not significant).	
R_1903		Construction – construction noise (not significant).	
R_1957		Construction – construction noise (not significant).	
R_1896	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) severance effects.	
R_1898		Construction – Minor adverse (not significant) severance effects.	
R_1899		Construction – Minor adverse (not significant) severance effects.	
R_2041	Visual (RVAA)	Operation – Major adverse (significant) residential visual amenity effects assessed in the RVAA.	
	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Construction vibration – Potential to be significant without mitigation. Not significant after the application of control and management measures.	**Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
None screened in	Air quality	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trans-Pennine Trail	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 500 m of construction activity.	**Construction** The Trans-Pennine Trail passes through this community along the north bank of the River Ouse and crosses the Order Limits between proposed pylons 4AF77 and 4AF78. A section of the Trans-Pennine Trail associated with BLACF09 where it crosses the Order Limits would remain open and usable for its intended purpose for most of the construction period with any closures during the two-month period for stringing, being for no longer than five hours. There is the potential for a significant intra-project cumulative effect in close proximity to the proposed overhead line. The visual amenity effect is assessed as moderate (significant) within 500 m and whilst the recreational use and amenity effects are assessed as minor (not significant), these could combine to become significant. However, any significant
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effect on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			effect would be limited to the duration of stringing (approximately two months) and within 500 m of the construction activity. The intra-project cumulative effect on the Trans-Pennine Trail in this community is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trans-Pennine Trail during the operation of the Project.
BLACF09	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of BLACF09 during the operation of the Project.
Market Weighton Canal	Visual	Construction – Negligible adverse (not significant). Major adverse (significant) whilst receptors are in close proximity to the crossing.	**Construction** Effects on visual amenity for users of the canal are assessed as significant in close proximity to the proposed overhead line and temporary bridge crossing during construction. Effects on recreational use for angling and boating are assessed as not significant. Whilst the canal is a navigable waterway, there are no known rights of navigation currently on the waterway. There is the potential for a significant intra-project cumulative effect in close proximity to the crossing during construction, should the canal be used for navigation in this locality. The intra-project cumulative effect on the Market Weighton Canal in this community is assessed as **major adverse (significant)** should the canal be used for navigation and angling in this locality and within close proximity of the crossing. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Market Weighton Canal during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on boating and non-motorised recreational function.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
River Ouse	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on boating and non-motorised recreational function.	**Construction** Minor adverse (not significant) effects on both visual amenity, and boating and non-motorised recreational function have been assessed. The effects on boating would be limited to the period within which the right of navigation would be stopped up for conductor stringing. There is the potential for a short-term significant intra-project cumulative effect in close proximity to the crossing during conductor stringing. The intra-project cumulative effect on the River Ouse in this community is assessed as **minor adverse (not significant)** within close proximity of the crossing and during conductor stringing. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the River Ouse during the operation of the Project.

Bole Community

Table 20.9 – Assessment of intra-project cumulative effects for receptors within Bole community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Bole community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary, on the banks of the River Trent approximately 3 km from the closest part of the Order Limits and 3.5 km from the proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse effects are predicted on recreational use and amenity during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Brantingham Community

Table 20.10 – Assessment of intra-project cumulative effects for receptors within Brantingham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Brantingham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
Yorkshire Wolds Way National Trail	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect within 200 m whilst receptors are on the escarpment where construction activity is taking place.	**Construction** The Yorkshire Wolds Way does not fall within 200 m of the construction activity on the escarpment within this community, therefore visual amenity effects are assessed as minor (not significant). Whilst recreation and amenity effects are also assessed as minor (not significant) this is attributed to the section of the Yorkshire Wolds Way which is contiguous with ELLRF02 which is not within this community. Therefore, intra-project cumulative effects on the Yorkshire Wolds Way within this community area are assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Yorkshire Wolds Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
High Hunsley Circuit long distance footpath	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The High Hunsley Circuit does not fall within a field in which construction activity is proposed in this community; therefore, visual amenity effects are assessed as minor (not significant). Whilst

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	recreation and amenity effects are also assessed as minor (not significant) this is attributed to the section of the High Hunsley Circuit which is contiguous with ELLRF02 which is not within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the High Hunsley Circuit during the operation of the Project.
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	

Broomfleet Community

Table 20.11 – Assessment of intra-project cumulative effects for receptors within Broomfleet community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Broomfleet community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (not significant).	
Residential receptors			
R_1900	Visual (RVAA)	Operation – Minor adverse (not significant) assessed in the RVAA.	**Construction** *R_1612, R_1904* Visual amenity effects are assessed as being minor adverse (not significant) and construction noise effects for the groups of residential receptors along Carr Lane (PAR 27) (R_1904) and Wallingfen Lane (PAR 130) (R_1612) are assessed as being not significant. These residential receptors are screened in for construction noise effects associated with proposed road widening of PAR 27 and PAR 130 approximately 300 m (referenced from R_1904)
R_1919		Operation – Minor adverse (not significant) assessed in the RVAA.	
R_1612	Noise and vibration	Construction – construction noise (not significant).	
R_1904		Construction – construction noise (not significant).	
R_1894	Socio-economics,	Minor adverse (not significant) severance during construction.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_1895	recreation and tourism	Minor adverse (not significant) severance during construction.	from the main construction swathe of the proposed overhead line. Therefore, these effects are unlikely to aggregate to become a significant intra-project cumulative effect on this group of residential receptors. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. *R_1894, R_1895, R_1914* With the exception of R_1939 the group of residential properties screened in for minor adverse (not significant) severance effects during construction are located off Landing Lane (PAR 159) to the east of the Market Weighton Canal. They are between approximately 450 m and 950 m from the main construction swathe of the proposed overhead line, therefore these effects are unlikely to aggregate with the minor adverse visual amenity effects to become a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as minor **adverse (not significant)**. *R_1939, R_1941, R_1949, R_1952* Whilst individual effects on the group of residential receptors R_1941, R_1949, R_1952 including R_1939 are not predicted to be significant, due to the proximity of this group to the proposed overhead line and the main construction corridor, the intra-project cumulative effect is assessed as **moderate adverse (significant)**.
R_1914		Minor adverse (not significant) severance during construction.	
R_1939		Minor adverse (not significant) severance during construction.	
R_1941 R_1949 R_1952[2]	Visual (RVAA)	Operation – Minor adverse (not significant) residential visual amenity effect assessed in the RVAA.	
	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	
	Socio-economics, recreation and tourism	Minor adverse (not significant) severance during construction.	
None screened in	Air quality	N/A	

[2] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of residential receptors during the operation of the Project.
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trans-Pennine Trail long distance footpath	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 500 m of construction activity.	**Construction** The Trans-Pennine Trail passes through this community to the south of the Project interacting with the Order Limits on Ings Lane (PAR 26B). Significant visual amenity effects are assessed on this long distance footpath. Whilst minor (not significant) recreation and amenity effects are assessed, these could combine to become significant. The intra-project cumulative effect on the Trans-Pennine Trail in this community is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics,	Construction – Minor adverse (not significant) on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trans-Pennine Trail during the operation of the Project.
National Cycle Network Route 65	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the construction activity.	**Construction** National Cycle Network Route 65 passes through this community to the south of the Project interacting with the Order Limits on Ings Lane (PAR 26B). Significant visual amenity are assessed on this route in proximity to the construction activity, which could combine with the minor adverse (not significant) effects on recreational use and amenity to become significant. The intra-project cumulative effect on National Cycle Network Route 65 in this community is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of the National Cycle Network Route 65 during the operation of the Project.
BROOF05	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and PRoW users. Whilst this PRoW would be closed throughout construction, the diversion is approximately 20 m longer in journey length. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of BROOF05 during the operation of the Project.
BROOF10	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, users and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 420 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of BROOF10 during the operation of the Project.
Market Weighton Canal	Visual	Construction – Negligible adverse (not significant). Major adverse (significant) whilst receptors are in close proximity to the crossing.	**Construction** Effects on visual amenity for users of the canal are assessed as significant in close proximity to the proposed overhead line and temporary bridge crossing during construction. Effects on recreational use for angling and boating are assessed as not significant. Whilst the canal is a navigable waterway, there are no known rights of navigation currently on the waterway. There is the potential for a significant intra-project cumulative effect in close proximity to the crossing during construction, should the canal be used for navigation in this locality. The intra-project cumulative effect on the Market Weighton Canal in this community is assessed as **major adverse (significant)** should the canal be used for navigation and angling in this locality and in close proximity to the crossing. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
		Operation Year 1 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on boating and non-motorised recreational function.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of the Market Weighton Canal during the operation of the Project.

Crowle and Ealand Community

Table 20.12 – Assessment of intra-project cumulative effects for receptors within Crowle and Ealand community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Crowle and Ealand community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_3247	Noise and vibration	Construction vibration significant without mitigation.	**Construction** *R_3247, R_3254* Significant visual amenity effects are assessed. Whilst the assessed effects from construction noise and vibration on the group of residential receptors is assessed as not significant, these could combine to become significant. Whilst the visual amenity effects are likely to endure throughout construction, any effects associated with construction noise and vibration associated with a specific activity are of short duration. The intra-project cumulative effect is assessed as **moderate adverse (significant)** albeit this is
R_3254		Construction – construction noise (not significant).	
None screened in	Visual (RVAA) Air quality Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			likely for a short duration within the construction period. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of residential receptors during the operation of the Project.
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Peatlands Way long distance footpath	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 300 m of where construction activity is taking place. Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	**Construction** The Peatlands Way long distance footpath is located to the west of the proposed overhead line and crosses the Order Limits between existing pylons ZDA116 and ZDA117. Whilst minor adverse recreational use and amenity effects have been assessed, these relate to the section of this long distance footpath continuous with PRoW RESTRICTED BYWAY BELT2 which is not within this community. Effects within this community are assessed as minor adverse (not significant).

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	Within this community the Peatlands Way route would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day during stringing of the ZDA overhead line, therefore these effects are unlikely to combine with the visual amenity effects to become a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **minor adverse (not significant)** on the Peatlands Way. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Peatlands Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
BRIDLEWAY CROW11	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Moderate adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) effects on recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of BRIDLEWAY CROW11 during the operation of the Project.
BRIDLEWAY CROW13	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Moderate adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) effects on PRoW users. This PRoW would be closed throughout construction. The diversion/alternative route is approximately 1,450 m longer in journey length but offers a comparable recreational experience to the existing route. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of BRIDLEWAY CROW13 during the operation of the Project.
BRIDLEWAY CROW14	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Moderate adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) effects on PRoW users and on recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of BRIDLEWAY CROW14 during the operation of the Project.
Stainforth and Keadby Canal	Visual	Construction – Negligible adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the crossing. Operation Year 1 – Minor adverse (not significant).	**Construction** Only visual construction effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Stainforth and Keadby Canal during the construction of the Project.

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Moderate adverse (significant) whilst receptors pass under the proposed overhead line. Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) whilst receptors pass under the proposed overhead line.	**Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Stainforth and Keadby Canal during the operation of the Project.

Darlton Community

Table 20.13 – Assessment of intra-project cumulative effects for receptors within Darlton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Darlton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
PAR 124 Top Street / Darlton Road	Traffic and transport	Construction – Minor adverse (not significant) effects on users of PAR 124 from severance.	**Construction** PAR 124 connects the A57 with East Drayton and crosses beneath the proposed overhead line

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Construction – Minor adverse (not significant) effects users of PAR 124 from non-motorised user delay.	between proposed pylons 4AF243 and 4AF244. Visual amenity effects are assessed as significant for people moving around the community, including road uses and whilst traffic and transport effects including severance and non-motorised user delay are minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visitor attractions			
Darlton Gliding Club	Socio-economics, recreation and tourism	Major adverse (significant) effects on recreational provision.	**Construction/operation** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on the gliding club during the construction or operation of the Project.

East Drayton Community

Table 20.14 – Assessment of intra-project cumulative effects for receptors within East Drayton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in East Drayton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6677	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in during construction, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
PAR 124 Top Street/ Darlton Road	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 124 from severance. Construction – minor adverse (not significant) effects on users of PAR 124 from non-motorised user delay.	**Construction** PAR 124 connects the A57 with East Drayton and crosses beneath the proposed overhead line between proposed pylons 4AF243 and 4AF244. Visual amenity effects are assessed as significant for people moving around the community, including road uses and whilst traffic and transport effects including severance and non-motorised user delay are minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Traffic and transport Socio-economics, recreation and tourism		

East Markham Community

Table 20.15 – Assessment of intra-project cumulative effects for receptors within East Markham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in East Markham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant). Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N.A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Eastoft Community

Table 20.16 – Assessment of intra-project cumulative effects for receptors within Eastoft community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Eastoft community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
None screened in	Visal (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Ellerker Community

Table 20.17 – Assessment of intra-project cumulative effects for receptors within Ellerker community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Ellerker community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Major adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
Yorkshire Wolds Way National Trail	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect within 200 m whilst receptors are on the escarpment where construction activity is taking place.	**Construction** The Yorkshire Wolds Way passes through this community and crosses the Order Limits between proposed pylons 4ZQ79A and 4ZQ78 and existing pylons 4AF37 and 4AF38 at the line swap. A section of the Yorkshire Wolds Way associated with PRoW ELLRF02 would be temporarily closed during construction to install and remove crossing protection. Major adverse significant visual amenity effects are assessed within 200 m and these could combine with the not significant recreational use and amenity effects during the closure periods, to become significant. The intra-project cumulative effect is assessed as **major adverse (significant)** on the section of the Yorkshire Wolds Way associated with PRoW ELLRF02 during the installation and removal of crossing protection. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Yorkshire Wolds Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
High Hunsley Circuit long distance footpath	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The High Hunsley Circuit long distance footpath passes through this community and crosses the Order Limits between proposed pylons 4ZQ79A and 4ZQ78 and existing pylons 4AF37 and 4AF38 at the line swap. A section of the High Hunsley Circuit associated with PRoW ELLRF02 would be temporarily closed during construction to install and remove crossing protection. Major adverse significant visual amenity effects are assessed within 200 m and these could combine with the not significant recreational use and amenity effects during the closure periods. The intra-project cumulative effect is assessed as **major adverse (significant)** on the section of the High Hunsley Circuit associated with PRoW ELLRF02 during the installation and removal of crossing protection. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the High Hunsley Circuit during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
National Cycle Network Route 65	Visual	Construction – Minor adverse (not significant).	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Moderate adverse (significant) whilst receptors are in close proximity to the construction activity.	**Construction** Route 65 passes through this community, crossing the Order Limits along Ellerker Road between proposed pylons 4ZQ75 and 4ZQ74 and existing pylons 4AF40 and 4AF41 at the line swap. A diversion route would be put in place during periods of closure for construction activity which would result in a minor adverse (not significant) effect on recreational use and amenity. These factors may combine in such a way as to lead to a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Route 65 during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
ELLRF02	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction** A section of ELLRF02 would be temporarily closed during construction to install and remove crossing protection. Major adverse significant visual amenity effects are assessed and these could combine with the not significant recreational use and amenity effects during the closure periods, to become significant. The intra-project cumulative effect is assessed as **major adverse (significant)** during the installation and removal of crossing protection.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ELLRF02 during the operation of the Project.
ELLRF04	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Major adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) on PRoW users. While this PRoW would be closed throughout construction, the diversion/alternative route is approximately 756 m longer in journey length and offers a comparable recreational experience to the existing route. The intra-project cumulative effect is assessed as **major adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ELLRF04 during the operation of the Project.

Epworth Community

Table 20.18 – Assessment of intra-project cumulative effects for receptors within Epworth community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Epworth community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_4721	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity assessed within the RVAA.	**Construction** *R_4721, R_4338, R_4376* Visual amenity effects and severance effects are both assessed as minor adverse not significant for a group of residential receptors along Newland Lane (PAR 64B). Whilst individually these are not significant, these factors may combine in such a way as to lead to a significant intra-project cumulative effect during periods of access severance.
	Socio-economics, recreation and tourism	Minor adverse (not significant) severance during construction.	
R_4338	Socio-economics, recreation and tourism	Minor adverse (not significant) severance during construction.	
R_4376		Minor adverse (not significant) severance during construction.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
None screened in	Air quality Noise and vibration	N/A	The intra-project cumulative effect on this group of residential receptors is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place. Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line	**Construction** The Trent Valley Way passes through this community along the western edge of the civil parish boundary approximately 700 m from the closest part of the Order Limits and 1.7 km from the proposed overhead line, therefore visual effects on users of this long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		where the proposed overhead line is not parallel to the existing overhead line. Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	recreation and amenity effects are predicted, these relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
Peatlands Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 300 m of where construction activity is taking place. Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line. Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	**Construction** The Peatlands Way passes through this community along the western edge of the civil parish boundary approximately 700 m from the closest part of the Order Limits and 1.7 km from the proposed overhead line, therefore visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Peatlands Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Peatlands Way during the operation of the Project.
FOOTPATH EPWO78	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time, anticipated to be closed for a total of 44 days, split into two 22-day periods split between the start and end of the works period, representing short-term periods. Any further closures will be confined to a short window within the working day. Therefore, the intra-project cumulative effect is assessed **as minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of FOOTPATH EPWO78 during the operation of the Project.
Visitor attractions			
Epworth Fields	Socio-economics,	Moderate adverse (significant) severance during construction.	**Construction**

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on this receptor during the construction of the Project. **Operation** No effects are predicted.

Fledborough Community

Table 20.19 – Assessment of intra-project cumulative effects for receptors within Fledborough community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Fledborough community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6846	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	**Construction** *R_6846, R_6847* Effects on both visual amenity and construction noise and vibration (associated with National Grid Electricity Distribution works (NGED-17)) are assessed as minor (not significant) on a group of residential receptors adjacent to Fledborough Road (PAR 139). There is the potential that should the NGED-17 works coincide with the main construction of the proposed overhead line, they could combine to become a significant intra-project cumulative effect for the duration of the
R_6847		Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	
		Construction vibration – Potential to be significant without mitigation. Not significant	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		after the application of control and management measures.	NGED-17 works. Whilst a significant intra-project cumulative effect has been assessed as a worst case, it is unlikely that the works required to NGED-17 would coincide with the main construction works. The intra-project cumulative effect on this group of residential receptors is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
None screened in	Visual (RVAA) Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
National Cycle Network Route 647	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the construction activity.	**Construction** Route 647 passes through this community crossing the Order Limits between proposed pylons 4AF255 and 4AF256. A diversion route would be put in place during periods of closure for

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 1 – Minor adverse (not significant).	construction activity which would result in a minor adverse (not significant) effect on recreational use and amenity. These factors may combine in such a way as to lead to a significant intra-project cumulative effect.
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	The intra-project cumulative effect is assessed as **moderate adverse (significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Route 65 during the operation of the Project.

Garthorpe and Fockerby Community

Table 20.20 – Assessment of intra-project cumulative effects for receptors within Garthorpe and Fockerby community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Garthorpe and Fockerby community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
PAR 135 Meredyke Road (West)	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 135 from severance.	**Construction** PAR 135 extends from Luddington to proposed bellmouths BM-050 and BM-051. Visual amenity

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Construction – minor adverse (not significant) effects on users of PAR 135 from non-motorised user delay.	effects are assessed as not significant for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Gilberdyke Community

Table 20.21 – Assessment of intra-project cumulative effects for receptors within Gilberdyke community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Gilberdyke community	Visual	None screened in	N/A
Residential receptors			
R_1324	Noise and vibration	Construction – construction noise (not significant).	**Construction** Only construction noise effects have been screened in, therefore there is no potential to result in an intra-project cumulative effect. **Operation** No effects have been screened in, therefore there is no potential to result in an intra-project cumulative effect.
R_1335		Construction – construction noise (not significant).	
R_1374		Construction – construction noise (not significant).	
R_1392		Construction – construction noise (not significant).	
None screened in	Visual (RVAA) Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Gringley on the Hill Community

Table 20.22 – Assessment of intra-project cumulative effects for receptors within Gringley on the Hill community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Gringley on the Hill community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_5424	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects within the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
R_5569		Operation – Minor adverse (not significant) residential visual amenity effects within the RVAA.	
R_5570 R_5565 R_5567		Operation – Moderate adverse (significant) residential visual amenity effects within the RVAA.	
None screened in	Air quality	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Noise and vibration Socio-economics, recreation and tourism		
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Cuckoo Way long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within 200 m of the crossing of the Chesterfield Canal where construction activity is taking place.	**Construction** The Cuckoo Way crosses the Order Limits between 4AF184 and 4AF185 along the north bank of the Chesterfield Canal. This long distance footpath would be stopped up for the duration of construction where it crosses the Order Limits with a diversion proposed onto PRoW NT|Gringley On The Hill|BW15 to the north. A section of the proposed diversion for the Cuckoo Way associated with PRoW NT|Gringley On The Hill|BW15 would be managed during construction, remaining open throughout, other than short closure windows during stringing, limited to less than five hours. Major adverse significant visual amenity effects are assessed within 200 m and these could combine with the not significant recreational use
		Operation year 1 – Moderate adverse (not significant). Major adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line.	
		Operation Year 15 – Moderate adverse (significant).	
	Socio-economics,	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		and amenity effects during the stringing periods, to become significant. The intra-project cumulative effect is assessed as **major adverse (significant)** on the diverted section of the Cuckoo Way associated with PRoW Gringley On The Hill BW15 during conductor stringing. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Cuckoo Way during the operation of the Project.
Gringley On The Hill BW15	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction** Moderate adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) effects on recreational use and amenity. This PRoW would remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a very short window within the working day during conductor stringing. The intra-project cumulative effect is assessed as **moderate adverse (significant)** during conductor stringing

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			which is likely to be limited to two two-day closures being for less than five hours. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Gringley On The Hill BW15 during the operation of the Project.
Chesterfield Canal	Visual	Construction – Minor adverse (not significant). Major adverse (significant) whilst receptors are in close proximity to the crossing.	**Construction** Effects on visual amenity for users of the canal are assessed as significant in close proximity to the proposed overhead line and temporary bridge crossing during construction. Effects on recreational use for angling, boating and visitor moorings are assessed as not significant. There is the potential for these effects to combine in a way that could result in a significant intra-project cumulative effect in close proximity to the crossing during construction. The intra-project cumulative effect on the Chesterfield Canal in this community is assessed as **major adverse (significant)** in proximity to the crossing.
		Operation Year 1 – Moderate adverse (significant). Major adverse (significant) whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Moderate adverse (significant).	
	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on visitor moorings.	
		Construction – Minor (not significant) effects on users of the canal for angling.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Construction – Minor (not significant) effects on boating and non-motorised recreational function.	Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Chesterfield Canal during the operation of the Project.

Grove Community

Table 20.23 – Assessment of intra-project cumulative effects for receptors within Grove community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Grove community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A
Visitor attractions			
Grove Farm airfield	Socio-economics, recreation and tourism	Minor adverse (not significant) effects on recreational provision.	**Construction/operation** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on Grove Farm airfield during the construction or operation of the Project.

Haxey Community

Table 20.24 – Assessment of intra-project cumulative effects for receptors within Haxey community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Haxey community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_4994 R_4995[3]	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects within the RVAA.	**Construction** *R_4929* Visual amenity effects are assessed as being minor adverse (not significant) and construction noise effects are assessed as being not significant. The residential receptors screened in for construction noise are on the eastern edge of Haxey and construction noise effects are associated with proposed road widening of PAR
R_4998 R_4999[4]		Operation – Moderate adverse (significant) residential visual amenity effects within the RVAA.	
R_4929	Noise and vibration	Construction – construction noise (not significant).	

[3] Assessed as a group in the RVAA

[4] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
None screened in	Air quality Socio-economics, recreation and tourism	N/A	72 Ferry Road/Main Street, approximately 900 m from the main construction swathe of the proposed overhead line. Therefore, these effects are unlikely to aggregate to become a significant intra-project cumulative effect on this group of residential receptors. The intra-project cumulative effect is assessed as **minor adverse (not significant)** on residential receptors. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect on residential receptors.
Transport users			
PAR 72 Ferry Road/ Main Street	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 72 from severance. Construction – minor adverse (not significant) effects on users of PAR 72 from non-motorised user delay.	**Construction** PAR 72 connects to proposed bellmouth BM-084 and BM-085. Visual amenity effects are assessed as minor not significant for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also assessed as minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the western edge of the civil parish boundary. As construction would not be taking place within a field crossed by the long distance footpath in this community, visual amenity effects on its users within this community are assessed as minor adverse (not significant). Whilst minor adverse effects on recreational use and amenity are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics,	Construction – Minor adverse (not significant) on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		cumulative effect on users of the Trent Valley Way during the operation of the Project.
Peatlands Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) effect whilst receptors are within 300 m of where construction activity is taking place.	**Construction** The Peatlands Way passes through this community along the western edge of the civil parish boundary approximately 800 m from the closest part of the Order Limits and 1 km from the proposed overhead line therefore visual effects on users of this long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreational use and amenity effects are predicted during construction, these effects relate to the section of the Peatlands Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Peatlands Way.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 300 m of the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Headon cum Upton Community

Table 20.25 – Assessment of intra-project cumulative effects for receptors within Headon cum Upton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Headon cum Upton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6672 R_6673	Visual (RVAA)	Operation – Minor (not significant) residential visual amenity effects assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Visitor attractions			
Headon airfield	Socio-economics, recreation and tourism	Moderate adverse (significant) effects on recreational provision.	**Construction/operation** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on Headon airfield during the construction or operation of the Project.

Keadby with Althorpe Community

Table 20.26 – Assessment of intra-project cumulative effects for receptors within Keadby and Althorpe community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Keadby with Althorpe community	Visual	None screened in	N/A
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent approximately 2.1 km from the closest part of the

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	Order Limits and 3 km from the proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreational use and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
Stainforth and Keadby Canal	Visual	Construction – Negligible adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the crossing.	**Construction** Only visual construction effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Stainforth and Keadby Canal during the construction of the Project. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) whilst receptors pass under the proposed overhead line.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) whilst receptors pass under the proposed overhead line.	cumulative effect on users of the Stainforth and Keadby Canal during the operation of the Project.

Luddington with Haldenby Community

Table 20.27 – Assessment of intra-project cumulative effects for receptors within Luddington with Haldenby community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Luddington with Haldenby community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_2564	Noise and vibration	Construction – construction noise (not significant).	**Construction** *R_2564, R_2600* Visual amenity effects are assessed as being minor adverse (not significant) and construction noise effects are assessed as being not significant. The residential receptors screened in for construction noise are on the eastern edge of Luddington. Construction noise effects are associated with proposed road widening and construction traffic on Meredyke Road (West) (PAR 135), approximately 700 m from the main construction swathe of the proposed overhead line. Therefore, these effects are unlikely to aggregate to become a significant intra-project
R_2600		Construction traffic noise (PAR 43) (not significant).	
None screened in	Visual (RVAA) Air quality Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on this group of residential receptors. The intra-project cumulative effect is assessed as **minor adverse (not significant)** on residential receptors. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect on residential receptors.
Transport users			
PAR 135 Meredyke Road (West)	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 135 from severance. Construction – minor adverse (not significant) effects on users of PAR 135 from non-motorised user delay.	**Construction** PAR 135 extends from Luddington to proposed bellmouths BM-050 and BM-051. Visual amenity effects are assessed as not significant for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage.

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			Operation Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
PAR 136 B1392 Eastoft Road	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 136 from severance. Construction – minor adverse (not significant) effects on users of PAR 136 from non-motorised user delay.	**Construction** PAR 136 extends between PAR 135 and PAR 43. Visual amenity effects are assessed as not significant for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors are unlikely to combine in such a way as to lead to a significant intra-project cumulative effect upon transport users as this PAR is approximately 520 m from the main construction corridor for the proposed overhead line. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
RESTRICTED BYWAY LUDD5A	Socio-economics,	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction**

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		Minor adverse (not significant) effects are predicted on visual amenity and on recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion is approximately 40 m longer in journey length. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of RESTRICTED BYWAY LUDD5A during the operation of the Project
FOOTPATH LUDD9	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, PRoW users and on recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion is approximately 280 m longer in journey length. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of FOOTPATH LUDD9 during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	

Marnham Community

Table 20.28 – Assessment of intra-project cumulative effects for receptors within Marnham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Marnham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
Residential receptors			
None screened in	Visual Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
MarnhamBoat8	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and on recreational use and amenity. The PRoW would remain open for the vast majority of the time with any closures during the two-month period being for no longer than five hours. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of MarnhamBoat8 during the operation of the Project.
National Cycle Network Route 647	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the construction activity.	**Construction** Route 647 passes through this community crossing the Order Limits between proposed pylons 4AF255 and 4AF256. A diversion route would be put in place during periods of closure for construction activity which would result in a minor adverse (not significant) effect on recreational use and amenity. These factors may combine in such a way as to lead to a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. **Operation**
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics,	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Route 65 during the operation of the Project.

Misterton Community

Table 20.29 – Assessment of intra-project cumulative effects for receptors within Misterton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Misterton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_5126	Noise and vibration	Construction – construction noise (not significant).	**Construction** *R_5126* Visual amenity effects are assessed as significant and construction noise effects are assessed as not significant for a receptor off Carr Lane (PAR 78). This residential receptor is screened in for construction noise effects associated with proposed road widening of PAR 77 Cornley Road and is approximately 1.1 km from the main construction swathe of the proposed overhead line. Therefore, these effects are unlikely to aggregate to become a significant intra-project cumulative effect on this residential receptor. The
R_5008	Socio-economics, recreation and tourism	Major adverse (significant) severance during construction.	
R_5009	Noise and vibration	Construction – construction noise (not significant).	
	Socio-economics, recreation and tourism	Major adverse (significant) severance during construction.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
None screened in	Visual (RVAA) Air quality	N/A	intra-project cumulative effect is assessed as **minor adverse (not significant).** *Receptors on Cornley Road including R_5008, R_5009* Visual amenity effects and severance effects are assessed as significant for a group of residential receptors along Cornley Road (PAR 77). In addition, noise effects are assessed as minor adverse not significant on R_5009. These factors could combine in such a way as to lead to a significant intra-project cumulative effect. The intra-project cumulative effect on this group of residential receptors is assessed as **major adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on residential receptors during the operation of the Project.
Transport users			
PAR 78 Carr Lane	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 78 from severance.	**Construction** PAR 78 extends between PAR 79 and PAR 77 Cornley Road. Visual amenity effects are

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Construction – minor adverse (not significant) effects on users of PAR 78 from non-motorised user delay.	assessed as significant for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors are unlikely to combine in such a way as to lead to a significant intra-project cumulative effect upon transport users as this PAR is approximately 1.1 km from the main construction corridor for the proposed overhead line. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community and crosses the Order Limits between proposed pylons 4AF170 and 4AF171. A section of the Trent Valley Way associated with PRoW MistertonFP11 would be temporarily closed during construction with the proposed diversion, increasing the journey length by approximately 33 m. Whilst overall a minor adverse significant
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		where the proposed overhead line is not parallel to the existing overhead line. Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	recreation and amenity effect on the Trent Valley Way has been assessed, the section of the Trent Valley Way within this community (contiguous with PRoW MistertonFP11) has been assessed as negligible (not significant). As such, there is no potential for this negligible effect to contribute to a significant intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
Cuckoo Way long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within 200 m of the crossing of the Chesterfield Canal where construction activity is taking place. Operation year 1 – Moderate adverse (not significant). Major adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line. Operation Year 15 – Moderate adverse (significant).	**Construction** The Cuckoo Way passes through this community to the south of Misterton approximately 750 m from the closest part of the Order Limits and from the proposed overhead line therefore visual effects on users of this long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Cuckoo Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no reaction and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect.
	Socio-economics,	Construction – Minor adverse (not significant) on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		**Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Cuckoo Way during the operation of the Project.
MistertonBOAT18	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction** Moderate adverse (significant) effects are predicted on visual amenity and minor adverse (not significant) effects on PRoW users and on recreational use and amenity. The PRoW will be closed for the duration of the works with pedestrians (but not other types of users who have right of way on a Byway Open to All Traffic (BOAT)) able to use the alternative route of Cornley Road, which runs parallel to the route and does not lead to any increase in journey times. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of MistertonBOAT18 during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visitor attractions			
Sunflower Lodge	Socio-economics, recreation and tourism	Construction – Moderate adverse (significant) severance effects.	**Construction** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on this receptor during the construction of the Project. **Operation** No effects are predicted.
Misterton Christian Centre	Socio-economics, recreation and tourism	Construction – Moderate adverse (significant) severance effects.	**Construction** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on this receptor during the construction of the Project. **Operation** No effects are predicted.

Newport Community

Table 20.30 – Assessment of intra-project cumulative effects for receptors within Newport community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Newport community	Visual	None screened in	N/A
Residential receptors			
R_732	Noise and vibration	Construction – construction noise (not significant).	**Construction** Only construction noise effects have been screened in, therefore there is no potential to result in an intra-project cumulative effect. **Operation** No effects have been screened in, therefore there is no potential to result in an intra-project cumulative effect.
R_739		Construction – construction noise (not significant).	
R_753		Construction – construction noise (not significant).	
R_765		Construction – construction noise (not significant).	
R_1148		Construction – construction noise (not significant).	
N/A	Visual (RVAA) Air quality Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Market Weighton Canal	Visual	Construction – Negligible adverse (not significant). Major adverse (significant) whilst receptors are in close proximity to the crossing.	**Construction** The Market Weighton Canal in this community is approximately 2.1 km from the main construction activity, therefore only negligible visual amenity effects are assessed. As such, there is no potential for this negligible effect to contribute to a significant intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Market Weighton Canal during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse whilst receptors pass under the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on boating and non-motorised recreational function.	

North and South Wheatley Community

Table 20.31 – Assessment of intra-project cumulative effects for receptors within North and South Wheatley community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in North and South Wheatley community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Noise and vibration Socio-economics, recreation and tourism	N/A	N/A

North Leverton with Habblesthorpe Community

Table 20.32 – Assessment of intra-project cumulative effects for receptors within North Leverton with Habblesthorpe community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in North Leverton with Habblesthorpe community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Major adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Major adverse (significant).	
Residential receptors			
R_6375	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent approximately 5 km from the closest part of the Order Limits. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
Visitor attractions			

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
North Leverton Windmill	Visual	Construction – Moderate adverse (significant). Operation Year 1 – Moderate adverse (significant). Operation Year 15 – Moderate adverse (significant).	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.

Owston Ferry Community

Table 20.33 – Assessment of intra-project cumulative effects for receptors within Owston Ferry community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Owston Ferry community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Moderate adverse (significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_4728 R_4730 R_4731[5]	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	**Construction** *R_4732, R_4733, R_734* Visual amenity effects are assessed as moderate (significant) and whilst noise and vibration effects are assessed as not significant for a group of residential receptors on Melwood Hill (north) (PAR 63) these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon this group of residential receptors.
R_4784 R_4785[6]		Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	
R_4897 R_4898[7]		Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	

[5] Assessed as a group in the RVAA

[6] Assessed as a group in the RVAA

[7] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_4966		Operation – Major adverse (significant) residential visual amenity effects assessed in the RVAA.	The intra-project cumulative effect on this group of residential receptors is assessed **as major adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
R_4732	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects increasing to Major adverse (significant) if the Limits of Deviation (LoD) were used assessed in the RVAA.	
	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	
R_4733	Visual	Operation – Moderate adverse (significant) residential visual amenity effects increasing to Major adverse (significant) if the Limits of Deviation (LoD) were used.	
	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	
		Construction vibration – Potential to be significant without mitigation. Not significant after the application of control and management measures.	
R_4734	Visual	Operation – Moderate adverse (significant) residential visual amenity effects.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Noise and vibration	Construction noise – Potential to be significant without mitigation. Not significant after the application of control and management measures and best practical means.	
		Construction vibration – Potential to be significant without mitigation. Not significant after the application of control and management measures.	
None screened in	Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Ragnall Community

Table 20.34 – Assessment of intra-project cumulative effects for receptors within Ragnall community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Ragnall community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6828	Visual (RVAA)	Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
N/A	Visual Traffic and transport Socio-economics, recreation and tourism	N/A	N/A

Rampton and Woodbeck Community

Table 20.35 – Assessment of intra-project cumulative effects for receptors within Rampton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Rampton and Woodbeck community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways).	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6559 R_6550	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
N/A	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
PAR 115 Retford Road (North of Rampton Hospital)	Traffic and transport	Construction – users of PAR 115 from severance. Construction – users of PAR 115 from non-motorised user delay.	**Construction** PAR 115 links PARs 116 and 113 and bellmouths BM-109 and BM-090. Visual amenity effects are assessed as minor (not significant) for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant).	**Construction**

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent, over 5 km from the closest part of the Order Limits. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no reaction and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Rowley Community

Table 20.36 – Assessment of intra-project cumulative effects for receptors within Rowley community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Rowley community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_697	Visual (RVAA)	Operation – Minor adverse (not significant) effects on residential visual amenity assessed in the RVAA.	**Construction** *R_695, R_698, R_699* Effects on both visual amenity and construction noise and vibration (associated with Northern Power Grid (NPG-07) are assessed as minor (not significant) on a group of residential receptors (R_695, R_698, R_699) adjacent to Riplingham Road (PAR 10B). There is the potential that should the NPG-07 works coincide with the main construction of the proposed overhead line, they
R_700 R_701[8]		Operation – Minor adverse (not significant) effects on residential visual amenity assessed in the RVAA.	
R_690 R_695	Visual (RVAA)	Operation – Minor adverse (not significant) effects on residential visual amenity assessed in the RVAA.	

[8] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_698 R_699[9]	Noise and vibration	Construction – construction noise (not significant).	could combine to become a significant intra-project cumulative effect for the duration of the NPG-07 works. Whilst a significant intra-project cumulative effect has been assessed as a worst case, it is unlikely that the works required to NPG-07 would coincide with the main construction works. The intra-project cumulative effect on this group of residential receptors is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
N/A	Traffic and transport	N/A	
Users of PRoWs, rights of navigation and other accesses			
Yorkshire Wolds Way National Trail	Visual	Construction – Minor adverse (not significant).	**Construction**

[9] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Major adverse (significant) effect within 200 m whilst receptors are on the escarpment where construction activity is taking place	The Yorkshire Wolds Way does not fall within 200 m of the construction activity on the escarpment within this community therefore visual amenity effects are assessed as minor (not significant). Whilst recreation and amenity effects are also assessed as minor (not significant) this is attributed to the section of the Yorkshire Wolds Way which is contiguous with ELLRF02 which is not within this community. Therefore, intra-project cumulative effects on the Yorkshire Wolds Way within this community area is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
High Hunsley Circuit long distance footpath	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The High Hunsley Circuit passes through this community and crosses the Order Limits between proposed pylons 4AF13 and 4AF14. A section of the High Hunsley Circuit associated with PRoW ROWLF15 would be temporarily closed during construction with the proposed diversion increasing the journey length by approximately 15 m. The recreational use and amenity effects are therefore assessed as negligible (not significant) for the section of the High Hunsley Circuit that is
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	contiguous with PRoW ROWLF15. As such, there is no potential for this negligible effect to contribute to a significant intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the High Hunsley Circuit during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
Beverley Footpath 20	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors in the field where construction activity is taking place.	**Construction** Visual amenity effects are assessed as significant where construction work is taking place, whilst recreational use and amenity effects are assessed as minor (not significant). These effects are predicted on five PRoWs that are contiguous with this footpath within this community and that interact with the Order Limits. These factors could combine in such a way as to lead to a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **moderate adverse (significant)** for the Beverley Footpath 20. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation**
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line.	
	Socio-economics,	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Beverley Footpath 20 during the operation of the Project.
ROWLF03	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, PRoW users and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 740 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ROWLF03 during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
ROWLB04	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. The intra-project cumulative effect is assessed as **minor adverse (not significant)** and limited to the short closure periods.

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			Operation Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ROWLB04 during the operation of the Project.
ROWLB05	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. The intra-project cumulative effect is assessed as **minor adverse (not significant)** and limited to the short closure periods. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ROWLB05 during the operation of the Project.
ROWLB07	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. The intra-project cumulative effect is

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			assessed as **minor adverse (not significant)** and limited to the short closure periods. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ROWLB07 during the operation of the Project.
ROWLB13	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will be permanently diverted as part of the Birkhill Wood Substation project. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of ROWLB13 during the operation of the Project.

Saundby Community

Table 20.37 – Assessment of intra-project cumulative effects for receptors within Saundby community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Saundby community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant). Moderate adverse (significant) within 400 m.	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant). Moderate adverse (significant) within 400 m.	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent approximately 2 km from the closest part of the Order Limits and 3.8 km from the proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreational use and amenity effects are predicted from socio-economics, recreation and tourism during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no reaction and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
SaundbyFP3	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 123 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of SaundbyFP3 during the operation of the Project.

Skidby Community

Table 20.38 – Assessment of intra-project cumulative effects for receptors within Skidby community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Skidby community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_30	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effects assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
R_91		Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	
R_594 R_595		Operation – Minor adverse (not significant) residential visual amenity effects assessed in the RVAA.	
None screened in	Air quality Noise and vibration	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism		
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
High Hunsley Circuit long distance footpath	Socio-economics, recreation and tourism	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The High Hunsley Circuit passes through this community and crosses the Order Limits between proposed pylons 4AF13 and 4AF14. A section of the High Hunsley Circuit associated with PRoW ROWLF15 which links into SKIDB04 on the edge of the Order Limits within this community would be temporarily closed during construction with the proposed diversion increasing the journey length by approximately 15 m. The recreational use and amenity effects are therefore assessed as negligible (not significant) for the section of the High Hunsley Circuit that is contiguous with PRoW ROWLF15. As such, there is no potential for this negligible effect to contribute to a significant intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
		Construction – Minor adverse (not significant) on recreational use and amenity	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of the High Hunsley Circuit during the operation of the Project.
Beverley Footpath 20	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors in the field where construction activity is taking place.	**Construction** Visual amenity effects are assessed as significant where construction work is taking place, whilst recreational use and amenity effects are assessed as minor (not significant). These effects are predicted on two PRoWs that are contiguous with this footpath within this community and that interact with the Order Limits. These factors could combine in such a way as to lead to a significant intra-project cumulative effect. The intra-project cumulative effect is assessed as **moderate adverse (significant)** for the Beverley Footpath 20. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Beverley Footpath 20 during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
SKIDB04	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. Whilst this PRoW would be closed

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			throughout construction, the diversion/alternative route is approximately 27 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of SKIDB04 during the operation of the Project.
SKIDB15	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with all closures limited to short windows during conductor stringing. The intra-project cumulative effect is assessed as **minor adverse (not significant)** and limited to the short closure periods. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of SKIDB15 during the operation of the Project.

South Cave Community

Table 20.39 – Assessment of intra-project cumulative effects for receptors within South Cave community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in South Cave community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant). Moderate adverse (significant) near the line swap.	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_1879	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	**Construction** *R_1250, R_1253, R_1258, R_1262, R_1267, R_1886* Visual amenity effects are assessed as being minor adverse (not significant) and moderate (significant) near the line swap, construction noise effects are assessed as being not significant. The residential receptors screened in for construction noise are on Ellerker Lane (PAR 127) approximately 900 m from the main construction
R_1250	Noise and vibration	Construction – construction noise (not significant).	
R_1253		Construction – construction noise (not significant).	
R_1258		Construction – construction noise (not significant).	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_1262		Construction – construction noise (not significant).	swathe of the proposed overhead line and line swap therefore these effects are unlikely to aggregate to become a significant intra-project cumulative effect on this group of residential receptors. The intra-project cumulative effect is assessed as **minor adverse (not significant)** on residential receptors. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
R_1267		Construction – construction noise (not significant).	
R_1886		Construction – construction noise (not significant).	
None screened in	Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Yorkshire Wolds Way National Trail	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect within 200 m whilst receptors are on the escarpment where construction activity is taking place.	**Construction** The Yorkshire Wolds Way does not fall within 200 m of the construction activity on the escarpment within this community therefore visual amenity effects are assessed as minor (not significant). Whilst recreation and amenity effects are also assessed as minor (not significant) this is attributed to the section of the Yorkshire Wolds Way which is contiguous with ELLRF02 which is not within this community. Therefore, intra-project cumulative effects on the Yorkshire Wolds Way
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line at Woo Dale.	within this community area are assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
High Hunsley Circuit long distance footpath	Visual	Construction – Moderate adverse (significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The High Hunsley Circuit does not fall within the field of construction activity within this community. Whilst recreation and amenity effects are assessed as minor (not significant), this is attributed to the section of the High Hunsley Circuit which is directly affected by the Project which is not within this community. Therefore, intra-project cumulative effects on the High Hunsley Circuit within this community area is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the High Hunsley Circuit during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
		Operation Year 15 – Minor adverse (not significant). Moderate adverse (significant) localised effect whilst receptors pass under the proposed overhead line.	
	Socio-economics,	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	recreation and tourism		
National Cycle Network Route 65	Visual	Construction – Minor adverse (not significant). Moderate adverse (significant) whilst receptors are in close proximity to the construction activity.	**Construction** No effects other than visual amenity are assessed on Route 65 within this community, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Route 65 during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant).	
		Operation Year 15 – Minor adverse (not significant).	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

South Leverton Community

Table 20.40 – Assessment of intra-project cumulative effects for receptors within South Leverton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in South Leverton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6376 R_6377	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
N/A	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
N/A	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
South LevertonFP8	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 926 m longer in journey length. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of South LevertonFP8 during the operation of the Project.

Stokeham Community

Table 20.41 – Assessment of intra-project cumulative effects for receptors within Stokeham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Stokeham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
None screened in	Visual Noise and vibration Socio-economics, recreation and tourism	N/A	N/A

Sturton le Steeple Community

Table 20.42 – Assessment of intra-project cumulative effects for receptors within Sturton le Steeple community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Sturton le Steeple community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6091 R_6095[10]	Visual (RVAA)	Operation – Minor adverse (not significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
R_6105 R_6106 R_6108 R_6114 R_6121 R_6125 R_6136		Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	

[10] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_6137[11]			
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent, approximately 2 km from the closest part of the Order Limits and proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst moderate adverse recreational use and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	

[11] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no socio-economic, recreation and tourism effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	
Sturton Le SteepleFP20	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 90 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of Sturton Le SteepleFP20 during the operation of the Project.

Treswell Community

Table 20.43 – Assessment of intra-project cumulative effects for receptors within Treswell community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Treswell community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_6482 R_6476 R_6461[12]	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

[12] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
PAR 108 Town Street / Forewood Lane	Traffic and transport	Construction – minor adverse (not significant) effects on users of PAR 108 from severance. Construction – minor adverse (not significant) effects on users of PAR 108 from non-motorised user delay.	**Construction** PAR 108 crosses beneath the proposed overhead line between proposed pylons 4AF228 and 4AF229. Visual amenity effects are assessed as minor (not significant) for people moving around the community, including road users. Whilst traffic and transport effects including severance and non-motorised user delay are also minor (not significant), these factors may combine in such a way as to lead to a significant intra-project cumulative effect upon transport users. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on transport users during the operation of the Project.
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant).	**Construction**

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent, over 5 km from the closest part of the Order Limits and proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (significant) effects on recreational use and amenity.	**Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
Visitor attractions			
Forwood Farm airfield	Socio-economics, recreation and tourism	Major adverse (significant) effects on recreational provision	**Construction/operation** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on Forwood Farm airfield during the construction or operation of the Project.

Twin Rivers Community

Table 20.44 – Assessment of intra-project cumulative effects for receptors within Twin Rivers community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Twin Rivers community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users, users of PRoWs and the River Ouse in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
R_2139	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** *R_2150* Visual amenity has been assessed as moderate adverse for a residential receptor (R_2150), whilst operational noise is assessed as not significant, these factors may combine in such a way as to lead to a significant intra-project cumulative effect.
R_2157		Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	
R_2152 R_2153 R_2155 R_2156		Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
R_2158[13]			Operational noise effects are only predicted under the scenario where the Limits of Deviation (LoD) are used and the proposed overhead line is on the edge of the LoD and in wet conditions. Therefore, the intra-project cumulative effect would only occur in the instance that the conditions above were met. As a worst case however the intra-project cumulative effect is assessed as **major adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage.
R_2150	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	
	Noise and vibration	Operational noise (not significant).	
None screened in	Air quality Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
TWINF05	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with any closures during the two-month period being for no longer than six hours. The intra-project cumulative effect is

[13] Assessed as a group in the RVAA

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			assessed as **minor adverse (not significant)** and limited to the short closure periods. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of TWINF05 during the operation of the Project.
OUSEB01	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, PRoW users and recreational use and amenity. While this PRoW would be closed throughout construction, the diversion/alternative route is approximately 4,150 m resulting in a substantial increase in journey length but offers a comparable recreational experience to the existing route. The intra-project cumulative effect is assessed as **moderate adverse (significant)**. Consideration has been given to any additional mitigation that could be applied, in line with the mitigation hierarchy. However, no further specific and detailed mitigation can be applied to the individual effects at this stage. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of OUSEB01 during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Moderate adverse (significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
OUSEB02	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, PRoW users and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 10 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of OUSEB02 during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Moderate adverse (significant) effects on recreational use and amenity.	
ADLFB01	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity, PRoW users and recreational use and amenity. The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. The intra-project cumulative effect is assessed as **minor adverse (not significant)** and limited to the short closure periods. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
			cumulative effect on users of ADLFB01 during the operation of the Project.
River Ouse	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on boating and non-motorised recreational function.	**Construction** Minor adverse (not significant) effects on both visual amenity, and boating and non-motorised recreational function, have been assessed. The effects on boating would be limited to the period within which the right of navigation would be stopped up for conductor stringing. There is the potential for a short-term significant intra-project cumulative effect in close proximity to the crossing during conductor stringing. The intra-project cumulative effect on the River Ouse in this community is assessed as **minor adverse (not significant)** within close proximity of the crossing and during conductor stringing. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the River Ouse during the operation of the Project.

Walkeringham Community

Table 20.45 – Assessment of intra-project cumulative effects for receptors within Walkeringham community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Walkeringham community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Moderate adverse (significant).	
		Operation – Effects on visual receptors during operation (year 15) – Moderate adverse (significant).	
Residential receptors			
None screened in	Visual (RVAA) Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	N/A
Transport users			
None screened in	Traffic and transport	N/A	N/A

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent and approximately 2.8 km from the closest part of the Order Limits and proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity.	
Cuckoo Way long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within 200 m of the crossing of	**Construction** The Cuckoo Way passes through the western edge of this community approximately 650 m from the closest part of the Order Limits and from the

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
		the Chesterfield Canal where construction activity is taking place. Operation year 1 – Moderate adverse (not significant). Major adverse (significant) localised effect whilst receptors pass within 200 m of the proposed overhead line. Operation Year 15 – Moderate adverse (significant).	proposed overhead line therefore visual effects on users of this long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted during construction, these effects relate to the section of the Cuckoo Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Cuckoo Way during the operation of the Project.
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) on recreational use and amenity	
Chesterfield Canal	Visual	Construction – Minor adverse (not significant). Major adverse (significant) whilst receptors are in close proximity to the crossing. Operation Year 1 – Moderate adverse (significant). Major adverse (significant) whilst receptors pass under the proposed overhead line. Operation Year 15 – Moderate adverse (significant).	**Construction** The proposed overhead line crossing of the canal does not fall within this community area therefore visual amenity effects are assessed as would be minor adverse (not significant) at most. Whilst effects on boating, angling and moorings are all also assessed as minor (not significant) there are no direct effects on these within this community therefore the intra-project cumulative effect on the Chesterfield Canal in this community is assessed as not significant.

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism	Construction – Minor (not significant) effects on visitor moorings.	The intra-project cumulative effect is assessed as **minor adverse (not significant)** on the Chesterfield Canal. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Chesterfield Canal during the operation of the Project.
		Construction – Minor (not significant) effects on users of the canal for angling.	
		Construction – Minor (not significant) effects on boating and non-motorised recreational function.	

West Burton Community

Table 20.46 – Assessment of intra-project cumulative effects for receptors within West Burton community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in West Burton community (people living and moving around communities and engaging in recreational activities including people using PRoWs and waterways)	Visual	Construction – Effects on visual receptors during construction – Minor adverse (not significant).	The residual community visual amenity effects have been used to inform the assessment of intra-project cumulative effects for residential receptors, transport users and users of PRoWs, in the rows below.
		Operation – Effects on visual receptors during operation (year 1) – Minor adverse (not significant).	
		Operation – Effects on visual receptors during operation (year 15) – Minor adverse (not significant).	
Residential receptors			
R_5834 R_5837 R_5836 R_5832 R_5831	Visual (RVAA)	Operation – Moderate adverse (significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
Trent Valley Way – long distance footpath	Visual	Construction – Minor adverse (not significant). Major adverse (significant) effect whilst receptors are within the field where construction activity is taking place.	**Construction** The Trent Valley Way passes through this community along the eastern edge of the civil parish boundary on the banks of the River Trent approximately 2.8 km from the closest part of the Order Limits and 3 km from the proposed overhead line. Therefore, visual effects on users of the long distance footpath within this community would be minor adverse (not significant) at most. Whilst minor adverse recreation and amenity effects are predicted from socio-economics, recreation and tourism during construction, these effects relate to the section of the Trent Valley Way which is directly impacted by the construction of the Project, but which does not lie within this community. Therefore, no recreation and amenity effects are predicted on this receptor within this community and there is no potential for an intra-project cumulative effect. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of the Trent Valley Way during the operation of the Project.
		Operation Year 1 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
		Operation Year 15 – Minor adverse (not significant). Major adverse (significant) localised effect within 500 m of the proposed overhead line where the proposed overhead line is not parallel to the existing overhead line.	
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
West BurtonFP8	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Minor adverse (not significant) effects are predicted on visual amenity and recreational use and amenity. Whilst this PRoW would be closed throughout construction, the diversion/alternative route is approximately 27 m longer in journey length and offers a comparable recreational experience to the existing route. Therefore, the intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of West BurtonFP8 during the operation of the Project.
Visitor attractions			
West Burton airfield	Socio-economics, recreation and tourism	Minor adverse (not significant) effects on recreational provision.	**Construction/operation** Only socio-economic, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on West Burton airfield during the construction or operation of the Project.

Woodmansey Community

Table 20.47 – Assessment of intra-project cumulative effects for receptors within Woodmansey community

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
Visual receptors in Woodmansey community	Visual	Not screened in.	N/A
Residential receptors			
R_21	Visual (RVAA)	Operation – Minor adverse (not significant) residential visual amenity effect assessed in the RVAA.	**Construction** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect. **Operation** Only visual amenity effects have been screened in, therefore there is no potential for an intra-project cumulative effect.
None screened in	Air quality Noise and vibration Socio-economics, recreation and tourism	N/A	
Transport users			
None screened in	Traffic and transport	N/A	N/A
Users of PRoWs, rights of navigation and other accesses			
WOODF07	Traffic and transport	Construction – Minor adverse (not significant) effects on PRoW users	**Construction**

Receptor/receptor group	Relevant topic	Effects screened in as having the potential to contribute to a likely significant intra-project cumulative effect	Intra-project cumulative effect
	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	Minor adverse (not significant) effects are predicted on PRoW users and recreational use and amenity. The PRoW would be closed during conductor stringing for approximately two months and the proposed diversion would result in a substantial increase in journey length of approximately 2,870 m. However, the proposed diversion offers a comparable recreational experience to the existing route with similar character and amenity value for users. The intra-project cumulative effect is assessed as **minor adverse (not significant)**. **Operation** Only visual operational effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of WOODF07 during the operation of the Project. Furthermore, the associated closure will be short term and temporary in nature, lasting two months.
WOODB30	Socio-economics, recreation and tourism	Construction – Minor adverse (not significant) effects on recreational use and amenity.	**Construction** Only socio-economics, recreation and tourism effects are predicted, therefore there is no potential for an intra-project cumulative effect on users of WOODB30 during the construction of the Project. **Operation** No effects are predicted.

20.8 Summary

20.8.1 This section provides a summary of the Stage 3 intra-project cumulative effects assessment. Professional judgement has been applied in determining whether the combination of effects from two or more contributing topic chapters could result in a significant effect overall. In all cases the significance of the resulting combined intra-project cumulative effect has been assessed as no less than the greatest of the contributing significances. Therefore, although there are a large number of significant cumulative effects reported, this is typically due to the contributing effects already being significant, rather than them becoming significant or increasing in in significance only once they are combined. In most cases where contributing effects were significant separately, the addition of the 'other' effect has not substantially increased the overall significance of effects.

Residential Receptors

20.8.2 Significant intra-project cumulative effects have been identified on the following:

- A group of residential receptors on Wood Lane (PAR 90) in Beckingham community;
- A residential receptor on Staddlethorpe Broad Lane (PAR 131) in Blacktoft community;
- A group of residential receptors on Landing Lane (PAR 159) in Broomfleet community;
- A group of residential receptors on PAR 45 Outgate (west) in Crowle and Ealand community;
- A group of residential receptors on Newland Lane (PAR 64B) in Epworth community;
- A group of residential receptors on Fledborough Road (PAR 139) in Fledborough Community;
- A group of residential receptors on Cornley Road in Misterton community;
- A group of residential receptors on Melwood Hill (north) (PAR 63) in Owston Ferry community;
- A group of residential receptors on Riplingham Road (PAR 10B) in Rowley community; and
- A residential receptor in Ousefleet in Twin Rivers community.

20.8.3 Not significant intra-project cumulative effects have been identified on the following:

- A group of residential receptors on PAR 57 Belton Road in Belton community;
- Groups of residential receptors on Tongue Lane (PAR 28), Staddlethorpe Broad Lane (PAR 131) and Landing Lane (PAR 159) in Blacktoft community;
- Groups of residential receptors on Carr Lane (PAR 27), Wallingfen Lane (PAR 130) and Landing Lane (PAR 159) in Broomfleet community;
- Residential receptors on PAR 72 Ferry Road/Main Street in Haxey community;

- A group of residential receptors on Meredyke Road (West) (PAR 135) in Luddington with Haldenby; and
- A group of residential receptors on Ellerker Lane (PAR 127) in South Cave community.

Transport Users

20.8.4 Significant intra-project cumulative effects have been identified on the following:

- Transport users on PAR 124 Top Street/Darlton Road in Darlton and East Drayton communities;
- Transport users on PAR 135 Meredyke Road (West) in Amcotts, Garthorpe and Fockery and Luddington with Haldenby communities;
- Transport users on PAR 115 Retford Road in Rampton and Woodbeck community;
- Transport users on PAR 108 Town Street/Forewood Lane in Treswell community; and
- Transport users on PAR 72 Ferry Road/Main Street in Haxey community.

20.8.5 Not significant intra-project cumulative effects have been identified on the following:

- Transport users on PAR 136 B1392 Eastoft Road in Luddington with Haldenby community; and
- Transport users on PAR 78 Carr Lane in Misterton community.

Users of PRoWs, Rights of Navigation and Other Accesses

Yorkshire Wolds Way

20.8.6 Significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Ellerker.

20.8.7 Not significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Brantingham;
- Rowley; and
- South Cave.

Trent Valley Way

20.8.8 Significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Belton.

Peatlands Way

20.8.9 Not significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Belton; and
- Crowle and Ealand.

Trans-Pennine Trail

20.8.10 Significant intra-project cumulative effects have been assessed in the following communities on this receptor.

- Blacktoft; and
- Broomfleet.

High Hunsley Circuit

20.8.11 Significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Ellerker.

20.8.12 Not significant intra-project cumulative effects have been assessed in the following community on this receptor:

- South Cave.

Cuckoo Way

20.8.13 Significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Gringley on the Hill.

Beverley Footpath 20

20.8.14 Significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Rowley; and
- Skidby.

National Cycle Network Route 65

20.8.15 Significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Broomfleet; and
- Ellerker.

National Cycle Network Route 647

20.8.16 Significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Fledborough; and
- Marnham.

Market Weighton Canal

20.8.17 Significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Blacktoft; and
- Broomfleet.

Chesterfield Canal

20.8.18 Significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Gringley on the Hill.

20.8.19 Not significant intra-project cumulative effects have been assessed in the following community on this receptor:

- Walkeringham.

River Ouse

20.8.20 Not significant intra-project cumulative effects have been assessed in the following communities on this receptor:

- Blacktoft; and
- Twin Rivers.

Public Rights of Way

20.8.21 Significant intra-project cumulative effects have been assessed on the following:

- BRIDLEWAY CROW11 in Crowle and Ealand community;
- BRIDLEWAY CROW13 in Crowle and Ealand community;
- BRIDLEWAY CROW14 in Crowle and Ealand community;
- ELLRF02 in Ellerker community;
- ELLRF04 in Ellerker community;
- Gringley On The Hill BW15 in Gringley on the Hill community;
- MistertonBOAT18 in Misterton community; and
- OUSEB01 in Twin Rivers community.

20.8.22 Not significant intra-project cumulative effects have been assessed on the following:

- RESTRICTED BYWAY BELT2 in Belton community;
- FOOTPATH BELT25 in Belton community;
- BLACF09 in Blacktoft community;

- BROOF05 in Broomfleet community;
- BROOF10 in Broomfleet community;
- FOOTPATH EPWO78 in Epworth community;
- RESTRICTED BYWAY LUDD5A in Luddington with Haldenby community;
- FOOTPATH LUDD9 in Luddington with Haldenby community;
- MarnhamBoat8 in Marnham community;
- ROWLF03 in Rowley community;
- ROWLB04 in Rowley community;
- ROWLB05 in Rowley community;
- ROWLB07 in Rowley community;
- ROWLB13 in Rowley community;
- SaundbyFP3 in Saundby community;
- SKIDB04 in Skidby community;
- SKIDB15 in Skidby community;
- South LevertonFP8 in South Leverton community;
- Sturton Le SteepleFP20 in Sturton le Steeple community;
- TWINF05 in Twin Rivers community;
- OUSEB02 in Twin Rivers community;
- ADLFB01 in Twin Rivers community;
- West BurtonFP8 in West Burton community; and
- WOODF07 in Woodmansey.

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