



# Mallard Pass

Solar Farm

## Mallard Pass Solar Farm

### Applicant's Responses to Interested Parties' Deadline 2 Submissions - Socio-economic Effects

**Deadline 3 - June 2023**

EN010127

EN010127/APP/9.25

## Applicant's Response to Interested Parties' Deadline 2 Submissions on Socio-economic Effects

Parties Raised	Sub-Theme	Issues Raised	Applicant's Response
<p>REP2-048 (LIR),                      REP2-047(WR)                      REP2-050(FWQ)                      REP2-068,                      REP2-096,                      REP2-167,                      REP2-138,                      REP2-117,                      REP2-190,                      REP2-211,                      REP2-128,                      REP2-107,                      REP2-160,                      REP2-090</p>	<p>Tourism</p>	<p>The proposal would have a negative impact in respect of the tourism industry, both in relation to the specific businesses making use of that resource and the more general aspect of experiencing the local countryside for its own sake.</p>	<p>The assessment of the impact on tourism is set out in ES Chapter 14 Socio-Economics [APP-044]. This assessment identifies that the significance of effects on local tourism during the construction and operation phases is deemed to be minor/negligible adverse (and not significant) as a result of changes in visual impact, noise and vibration, and recreation amenity.</p> <p>Although there are some tourism receptors (including businesses) with the potential to experience adverse effects as a result of changes in amenity, the Order limits are located away from the main tourism receptors in the study area (Rutland and South Kesteven), namely Rutland Water and the historic estates and towns, including Burghley House and Stamford. In addition, the fields selected for development have been carefully chosen to ensure that the visual impact of the solar panels is limited to the site itself and immediate surroundings. Development setbacks and/or screening will be provided to mitigate views into the site from nearby visitor accommodation and PRow receptors.</p> <p>The conclusion of there being a relatively minimal impact on local tourism receptors is supported by a growing body of research that suggests that visitors are generally ambivalent to the presence of large-scale renewables when making holiday/leisure decisions. A summary overview of the findings of this research is provided in Topic 10 Q10.0.7 of the Deadline 1 Response.</p> <p>ES Chapter 14 Socio-Economics [APP-044] presents a separate assessment of the impact on PRow users, concluding that the only impact on PRow receptors will be on users of PRow inside and immediately adjacent to the Proposed Development, which is considered to be negligible</p>

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			adverse during the construction phase, and minimal to negligible adverse during the operation phase.
<p>REP2-048 (LIR),  REP2-047(WR)  REP2-050(FWQ)  REP2-138  REP2-113</p>	<p>Recreational walking and cycling</p>	<p>Creating an adverse impact on recreational spaces &amp; wellbeing of local residents.</p> <p>Between the arrival of deliveries and the length of the working day, there is little opportunity for recreational walking and cycling not to be impacted during the 2+ year construction period.</p>	<p>The impacts to PRoW both within the Order Limits and in the vicinity has been assessed with the Amenity and Recreation Assessment (ARA) [APP-058] which forms Appendix 6.5 to the LVIA [APP-036]. The ARA concludes there would be Major-Moderate adverse effects (significant) during construction and decommissioning to Bridleways E182 (BrAW/1/1) and E169 that traverse through the Solar PV Site reducing to Moderate Adverse effects (not significant) post maturation of planting at year 15.</p> <p>All other PRoW within the Order Limits and locality would experience effects no greater than Slight adverse (not significant) reducing to Minimal Adverse (not significant) post maturation of planting at year 15.</p> <p>The consideration of PRoW has been a key Design Principle as detailed within the Design and Access Statement (DAS) [REP2-018] which has driven the spatial design response as illustrated in the Green Infrastructure (GI) Strategy Plan [APP-173]. Only two bridleways (E169 and E182) pass within the Solar PV Site where construction would occur. In these areas, no permanent closures of PRoW are proposed although some temporary diversions may be required for limited phases of construction as detailed in the oCEMP.</p> <p>Appendix B submitted at Deadline 3 illustrates the PROWs and minor roads both within the Site and the locality which are potentially affected by the Proposed Development during the operational phase. The plans illustrate the network of public rights of way and identified local walking routes within the locality in relation to the Solar PV site. Please refer to the first row in the thematic table on PRoW and Permissive Path matters for a summary of what the plans show and the Applicant's consideration of impacts to recreational usage of the countryside in the vicinity of the Proposed Development</p>

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			<p>The delivery hours of HGVs to the primary compound will be restricted to avoid morning and evening peak hours, as well as avoiding School drop-off and pick up hours – meaning on weekdays HGV deliveries to the primary compound will only take place between 09:00-15:00 Monday to Saturday and none on Sundays or Bank Holidays. This is set out in the outline Construction Traffic Management Plan [APP-212] and is secured by way of Requirement 13 in the DCO.</p> <p>It is considered that the proposed hours for HGV deliveries strikes a balance between minimising adverse effects on recreational walking and cycling and the duration of the construction period.</p>
<p>REP2-044(LIR), REP2-045(FWQ), REP2-046(WR) REP2-096 REP2-127</p>	<p>Economic benefits associated with the Proposed Development</p>	<p>There are some economic benefits associated with the Proposed Development. The majority of these would be experienced during the construction and decommissioning phases, relating to the creation of employment opportunities and increased spending on local services. Once operational, impacts on the local labour market would be more limited.</p>	<p>ES Chapter 14 Socio-Economics [APP-044] presents an assessment of the economic impacts of the Proposed Development. The conclusions of the assessment are in agreement with this comment.</p> <p>ES Chapter 14 Socio-Economics [APP-044] identifies that during the construction phase there would be an average of 150 full-time equivalent workers (FTEs) throughout the construction phase, with a similar level of employment generation during the decommissioning phase (over a shorter period). During the operation phase a total of up to 20 workers (the equivalent to 10 FTEs) will be required on site per day to undertake activities relating to the maintenance and cleaning of panels and landscape management.</p> <p>Local residents and businesses will be encouraged to take up the opportunities associated with this. An Employment, Skills and Supply Chain Plan [REP2-024] will be agreed with the local councils and training providers to help enable local resident and business take up of the opportunities presented across all phases of the Proposed Development.</p>

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<p>REP2-228  REP2-167  REP2-213  REP2-209  REP2-114  REP2-211  REP2-128  REP2-126</p>	<p>Local businesses</p>	<p>Concern the development will negatively affect shops and businesses which rely on tourists which come to see nature.</p> <p>Concerns the applicant hasn't taken into account the population demographics and types of employment in the local area.</p>	<p>The assessment of the impact on tourism is set out in ES Chapter 14 Socio-Economics [APP-044]. This assessment identifies that the significance of effects on local tourism during the construction and operation phases is deemed to be minor/negligible adverse (and not significant) as a result of changes in visual impact, noise and vibration, and recreation amenity.</p> <p>Although there are some tourism receptors (including businesses) with the potential to experience adverse effects as a result of changes in amenity, the Order limits are located away from the main tourism receptors of the study area, namely Rutland Water and the historic estates and towns, including Burghley House and Stamford. In addition, the fields selected for development have been carefully chosen to ensure that the visual impact of the solar panels is limited to the site itself and immediate surroundings. Development setbacks and/or screening will be provided to mitigate views into the site from nearby visitor accommodation and PRow receptors.</p> <p>Information on the population demographics, labour market, types of employment and other relevant baseline conditions for the assessment of socio-economic impacts are presented in ES Chapter 14 Socio-Economics [APP-044]. This information has been used to inform the assessment of socio-economic impacts. For example, the assessment of the significance of the impact on employment generation considers the existing presence of the types of employment in the study area to determine the ability of the Proposed Development to generate economic opportunities through its supply chain.</p>
<p>REP2-149  REP2-167  REP2-111  REP2-054</p>	<p>Employment</p>	<p>Concern that most of the jobs created will be contractors who are brought in. The impact of the construction of the project will be ten times that of finished solar farm.</p>	<p>ES Chapter 14 Socio-Economics [APP-044] provides an assessment of the scale of employment generation through the construction, operation and decommissioning phases. This assessment estimates that the construction phase will support an average of 150 FTEs throughout the duration of</p>

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<p>REP2-160 REP2-090</p>			<p>the construction phase, whilst up to 20 jobs will be supported on site once the Proposed Development is operational.</p> <p>Many of these job opportunities will be taken up by local residents and businesses. The assessment estimates that 50% of the employment generated during the construction phase could be filled by residents from the study area of Rutland and South Kesteven, corresponding to the 'high' ready reckoner figure for leakage identified in the HCA Additionality Guide (2014). The Applicant has also considered travel-to-work patterns from the National Census (2011) (the latest available data on commuting patterns) which broadly support this figure. National Census (2011) travel-to-work data highlights that 70% of all jobs in the study area are taken by residents of the study area. On average, construction workers commute relatively further than the average across all industries. This factor, in combination with some of the factors listed in the response, were considerations for the determination of the appropriate leakage rate. Against this context, the application of the 'high' 50% leakage 'ready reckoner' in line with the HCA Additionality Guide (2014) is considered appropriate.</p> <p>An outline Employment, Skills and Supply Chain Plan [REP2-023] has been submitted with the Application and a detailed plan will be agreed with the relevant planning authorities prior to the commencement of development and is secured by requirement 17 of the DCO. The detailed plan will be in accordance with the outline plan and will identify opportunities for local residents to take up employment opportunities.</p>
<p>REP2-167</p>	<p>Local industry</p>	<p>Light industry will not develop in an area that has little or no undeveloped country side as they are attracted to the more rural aspects of this area.</p>	<p>The Proposed Development would not be thought to result in a significant impact on the investment decisions of light industry. Any impact on the visual amenity of the area would be restricted to the immediate surroundings of the Proposed Development. Other environmental impacts resulting from</p>

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			<p>the Proposed Development would not be of a scale thought to impact the location decisions of light industry.</p>
<p>REP2-167 REP2-172 REP2-107 REP2-150</p>	<p>Mental health</p>	<p>Impact on mental health</p>	<p>The impact of the Proposed Scheme on Human Health was scoped into the environmental impact assessment (see paragraph 8.5 of APP-049) but rather than having a standalone chapter on the subject it was considered in relevant chapters of the Environmental Statement. This approach was agreed with by the Secretary of State in the Scoping Opinion [APP-050].</p> <p>It has been considered as follows:</p> <ul style="list-style-type: none"> <li>• Recreation and amenity – these impacts are addressed in ES Chapter 6 Landscape and Visual [APP-036]. Importantly, the overall scale of the development would appear subdivided and compartmentalised such that it would not be entirely visible from any given location. Chapter 6 of the ES Landscape and Visual [APP-036] explains the extent of large-scale visual effects as follows: <i>“The extent of Large scale visual effects, where the Proposed Development would form a major alteration to key elements, features, qualities and characteristics of the view such that the baseline will be fundamentally changed, would generally be limited to locations within or immediately surrounding the Solar PV Site and Onsite Substation. This would include from Bridleway BrAW/1/1 between the railway bridge and Carlby Road within the eastern parcel; Essendine Road near The Freewards; public footpath Uffi/5/1 between Cobbs Nook Farm and Uffington within the southern parcel; and Bridleway E169 within the north-western part of the Order limits.”</i> Please also see the first response in the thematic table on Public Rights of Way and Permissive Paths, which considers visual impacts to non-motorised users and impacts on their access in</li> </ul>

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			<p>and around the countryside as a community resource.</p> <ul style="list-style-type: none"> <li>• The impact of changes in traffic and travel access – these impacts are addressed in ES Chapter 9 Highways and Access [APP-039] with no significant adverse effects expected to arise.</li> <li>• The impact of changes in noise and vibration – these impacts are addressed in ES Chapter 10 Noise and Vibration [APP-040] with no significant adverse effects expected to arise.</li> <li>• The impact of climate change – these impacts are addressed in ES Chapter 13 Climate Change [APP-043] and concludes that beneficial impacts will arise.</li> <li>• The impact of employment generation – these impacts are addressed in ES Chapter 14 Socio-Economics [APP-044] and concludes that beneficial impacts will arise.</li> </ul> <p>The Planning Inspectorate's Scoping Opinion states the following in relation to Human Health:</p> <p>'A standalone chapter for Human Health is not proposed on the basis that the Proposed Development would be designed and maintained to operate safely and where there are interactions with human health these will be considered within other aspect chapters of the ES as listed in paragraph 8.5.2. The Inspectorate agrees with this approach'.</p> <p>The Planning Inspectorate also considered that the ES should demonstrate the design measures taken to avoid the potential for electromagnetic fields (EMF) effects on receptors from the cable and substation infrastructure. In this regard, the Grid Connection Cable and Onsite Substation, are the only components of the Proposed Development that exceed 132kV and therefore have the potential to cause EMF with potential for adverse effects on human health. In response to this, the Grid Connection Cable will be buried</p>



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			<p>underground at a suitable depth and the Onsite Substation will be set back from Uffington Lane and designed in accordance with relevant guidance (DECC Power Lines: Demonstrating compliance with EMF public exposure guidelines, A Voluntary Code of Practice 2012). Therefore, EMF are unlikely to have any adverse effects on residential receptors and/or mental health outcomes.</p> <p>Based on the conclusions of the technical assessments in the Environmental Statement and given that the community resource in the area of accessing the countryside will still be able to be utilised, it is considered highly unlikely that the Proposed Development would result in a significant effect on mental health outcomes at receptor populations including Rutland and South Kesteven residents. In addition, any adverse impact on mental health outcomes would be balanced against the potential for the Proposed Development to deliver positive impacts on mental health through its contribution to addressing climate change and renewable energy generation.</p>
<p>REP2-117 REP2-136 REP2-090</p>	<p>Employment</p>	<p>There is no employment included in the application, which shows the development is not of benefit to the local area.</p> <p>The creation of jobs and training opportunities is likely to be very limited.</p>	<p>The Applicant disagrees with this analysis, ES Chapter 14 Socio-Economics [APP-044] provides an assessment of the scale of employment generation through the construction, operation and decommissioning phases. This assessment estimates that the construction phase will support an average of 150 FTEs throughout the duration of the construction phase, whilst up to 20 jobs will be supported on site once the Proposed Development is operational.</p> <p>In addition, the on-site activities at the Proposed Development would contribute economic activity off-site through its supply chain (of which some would be felt in the local area) and would contribute to local tax revenues (for example through business rates payments which would be paid by the applicant and retained in part by local planning authorities). An outline Employment, Skills, and Supply Chain Plan [REP2-024] has been submitted with the</p>

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			<p>Application and a detailed plan will be agreed with the relevant planning authorities prior to the commencement of development and is secured by requirement 17 of the DCO. The detailed plan will be in accordance with the outline plan and will identify opportunities to maximise local resident take up employment opportunities.</p>
<p>REP2-097 REP2-090</p>	<p>Construction Workers</p>	<p>The labour requirement for such a project would be huge, it is estimated that up to 400 workers could be on site with their attendant heavy vehicles. That is more than the population of Essendine. Who will these workers be, will they be vetted, where will they live, where will they park, what will they do for recreation? These are all pressing worries.</p>	<p><b><u>Who will these workers be and where will they live?</u></b></p> <p>It is intended that as many of the up to 400 peak time construction workers as possible will be sourced from the local area over the construction programme i.e. will be existing residents. An Employment, Skills and Supply Chain Plan [REP2-024] will be agreed with the local councils and training providers to help enable local resident and business take up of the opportunities presented.</p> <p>The Applicant's analysis of the labour market and construction sector in the local area highlights that there is capacity within the local economy to respond to the employment and supply chain opportunities that will be presented by the construction phase of the project, thereby reducing levels of leakage and displacement.</p> <p>Despite this, there will be a requirement to source a proportion of skilled workers from outside the area to carry out specific instalment requirements at various times during the construction programme. Due to the relatively short construction period, and taking into account that certain specialist skills will be required at different stages during the programme, it is understood that visiting construction workers sourced from outside the local area (i.e. non-residents) will stay in local hotels (i.e. serviced accommodation) and non-serviced accommodation, as opposed to private rental sector (PRS) housing stock. Whilst it is acknowledged that the study area (Rutland and South Kesteven) accommodation providers could benefit from construction worker stays, particularly in the winter</p>

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			<p>months when occupancy levels drop, paragraph 14.4.17 of ES Chapter 14 Socio-economics [APP-044] highlights that a number of peak construction period workers who are not residents of the area will likely stay in the larger urban centres outside the study area but within 30 minutes' drive of the Order limits, including Peterborough. The 30-minute drive time broadly aligns with the average distance travelled to site by construction workers from current and temporary residences reported in the 2022 CITB report 'Workforce Skills and Mobility in the Construction Sector'. To provide clarity on this point, it is estimated from reviews of <a href="http://www.booking.com">www.booking.com</a>, <a href="http://www.airb&amp;b.com">www.airb&amp;b.com</a> and other accommodation websites that there is a combined total of 3,990 bed spaces within hotels, guest houses and self-catering accommodation. Within in the study area there are 1,051 bed spaces and within the 30-minute drive time of the Order limits outside the study area 2,939 bed spaces. There is therefore capacity to meet the peak period visiting construction worker accommodation requirements in a 30-minute drive time of the Order limits alone, even after occupancy levels have been accounted for.</p> <p><b>Where will the workers park?</b> Construction workers will park at the primary construction compound. From here, a shuttle service will be deployed to transport staff to the relevant area where works are required, which will be subject to phasing as secured through the outline Travel Plan.</p> <p><b><u>Will the workers be vetted?</u></b> Workers will be employed by the lead construction contractor, who would be subject to national health, safety and policy standards.</p> <p><b><u>What will the workers do for recreation?</u></b> Some of the workers at the site may take advantage of local</p>

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			<p>recreation amenities and social infrastructure, such as open spaces, walking paths, or formal facilities such as the Stamford Leisure Pool (which is within 10 minutes of the site). Given the potential scale of on-site employment, any additional demand generated by workers on-site would not affect the enjoyment of recreation amenities and social infrastructure by local residents, workers and visitors.</p> <p>[1] ONS (2021) Population Estimates – Local Authority based by single year of age  [2] ONS (2023) Claimant Count by Sex and Age  [3] ONS (2021) Business Register and Employment Survey  [4] ONS (2021) Census 2021 – Accommodation Type by Tenure RM003</p>
REP2-190	Loss of local jobs	Loss of farmland will also mean loss of local jobs. If the land cannot be farmed, local residents with farming skills will be unemployed.	<p>ES Chapter 14 Socio-Economics [APP-044] estimates that there will be an uplift in employment across all development phases. Once the Proposed Development is operational, the owners of the four farm operations within the Order limits predict that the 13 FTEs currently directly supported will remain the same and that the diversification of operations will help to sustain their commercial viability.</p> <p>For the four impacted farm businesses, the land within the Order limits represents only a proportion of their wider holdings. No key infrastructure, such as agricultural buildings, would be affected by the Proposed Development.</p> <p>The farm businesses have stated that although agricultural practices within the Order limits will change, continued arable use is considered very unlikely to change across their wider land areas outside the Order limits. Within the Order limits a proportion of the mitigation and enhancement areas will continue to be farmed, whilst land management, which could include sheep grazing, will take place within the Order limits.</p>

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REP2-200	ExAQ1 – Q10.0.4 – Section 6 of the outline Employment, Skills and Supply Chain Plan	<p>The Applicant cannot possibly commit that its suppliers will adhere to an ethical procurement policy, properly monitored and enforced, when its major shareholder Canadian Solar has consistently resisted calls for its own operation to be subject to audit.</p> <p>In any event, even if Canadian Solar agreed for its operations and suppliers in China to be audited, it is widely accepted that it is impossible for audits to be conducted properly and without interference in China. Any statements relating to, or findings from, such audits cannot be relied on. To believe anything other than this is to defy reality.</p>	<p>The Applicant has committed to the ethical procurement policy which is secured through the outline Employment, Skills and Supply Chain Plan (oESSCP) [REP2-024]. This plan is secured through requirement 17 of the draft DCO. The Applicant updated the oESSCP at Deadline 2 so that the local planning authorities can monitor compliance with the ethical procurement policy more easily. There is now a requirement that modern slavery and human trafficking statements prepared by relevant suppliers are uploaded to the Home Office Register for such statements.</p> <p>This will enable the relevant planning authorities to monitor compliance with the ethical procurement policy. If the requirements of the plan are not adhered too then this would represent a breach of the DCO requirement and the relevant planning authorities could take enforcement action under the Planning Act 2008 in the normal way.</p>
REP2-048 (LIR), REP2-047(WR) REP2-050(FWQ)	ExQ1 – Q10.0.5 – ProW, routes or circular walks or rides that are promoted for recreational use	<p>a) There is no count or traffic flow data available for any public rights of way in Rutland. We may have surrogate data, such as number of enquiries RCC have received in relation to paths, but they are not without their problems.</p> <p>b) Both the Danelaw Way long distance path and Round Rutland Ride routes (local riding route being developed by Leicestershire and Rutland epleways Association) are in close proximity / affected by the proposed works. Local Ryhall Village Walks will also be affected.</p>	<p>a) The Applicant notes the response.</p> <p>b) The Danelaw Way is a 96km (60mile) long distance path between Lincoln and Stamford. It follows part of the Drift adjacent to the northwest of the Order limits (Field 3) and Footpath UFFI/5/1 (Fields 43, 44 and 45) in the southeast of the Order limits. Only Fields 3 and 45 are within the Solar PV Site area.</p> <p>The Round Rutland Rides routes is still being developed and no details of the proposed route are currently publicly available on the Leicestershire and Rutland Bridleway Association website. The Applicant hopes the permissive paths could contribute to this route.</p> <p>There are two Ryhall Villages Walks identified. Walk No. 2 would not be affected as it lies to the west of the village. Walk No. 1 follows Essendine Road and Bridleway E169</p>

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			<p>within the Order limits before following the Drift westward. The 300m of permissive path proposed in Field 9 ('the Drift Link') would provide an offroad alternative to this route avoiding walkers having to navigate the B1176.</p> <p>Impacts to users of the of PRoW is assessed with the Amenity and Recreational Assessment (ARA) [APP-058] which forms Appendix 6.5 to the LVIA [APP-036].</p> <p>Appendix B submitted at Deadline 3 illustrates the PROWs and minor roads both within the Site and the locality which are located adjacent to or between areas of PV Arrays. The plans illustrate the network of public rights of way and identified local walking routes within the locality in relation to the Solar PV site. Please refer to the first row in the thematic table on Public Rights of Way and Permissive Paths submitted at Deadline 3 for a summary of what the plans show and the Applicant's consideration of impacts to recreational usage of the countryside in the vicinity of the Proposed Development.</p>
REP2-045		<p>a) No. LCC does not have any data on usage of the PRoW within and adjacent to the Order limits used.</p> <p>b) The MacMillian Way</p>	The Applicant notes the response.
REP2-052		<p>a) Response: SKDC do not hold any specific evidence on this but note that anecdotal evidence suggests they are well used and valued public rights of way.</p> <p>b) Response: SKDC note that the Macmillan Way is a key PROW that is promoted for recreational use.</p>	<p>a) The Applicant notes the response.</p> <p>b) Impacts to users of the Macmillan Way is assessed with the ARA [APP-058] which forms Appendix 6.5 to the LVIA [APP-036]. The ARA was informed by desktop analysis and fieldwork that entailed walking the PRoW network within the Order limits and local area and considers the potential impact to the recreational amenity to each route as a result of the Proposed Development.</p>
REP2-090	Construction workers	MPSF alludes to up to 50% of the workforce being supplied by the local area as a justification of the project's contribution to the	It is agreed that the socio-economic impact of the employment generation would depend on the definition of the local area/study area. For the purposes of the

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		<p>local area. This depends on the definition of the local area. From our perspective the local area is made up of rural population largely and the demographic does not lend itself to providing the workforce for the construction phase. This is highly likely to be sub-contracted from outside the area, bringing more noise, traffic and disruption. Below are the headline demographics which reinforce why 50% employment from the area is highly unlikely:</p> <ul style="list-style-type: none"> <li>- More economically inactive;</li> <li>- Lower unemployment;</li> <li>- Older population than average;</li> <li>- Few manufacturing operations in the area;</li> <li>- Higher socio-economic classification;</li> <li>- More highly qualified labour less suited to a construction site.</li> </ul>	<p>assessment of the impact of employment generation, the assessment set out in ES Chapter 14 Socio-Economics [APP-044] uses the study area of Rutland and South Kesteven. This study area was chosen to represent a reasonable labour market catchment for the Proposed Development and reflects the local geography at which socio-economic planning and policy decisions are determined for the Proposed Development.</p> <p>The baseline assessment of the local economy of the study area (covering Rutland and South Kesteven) is set out in ES Chapter 14 Socio-Economics [APP-044].</p> <p>As highlighted in ES Chapter 14 Socio-Economics [APP-044], the 50% leakage rate has been derived from the HCA (2014) Additionality Guide. This level of leakage corresponds to the 'high' level of leakage identified in the HCA (2014) Additionality Guide ready reckoners, described in the guidance as "many of the benefits will go to people living outside the area of benefit". The high level of leakage was deemed appropriate and conservative in the context of the relatively specialised nature of a proportion of the construction workforce.</p> <p>The Applicant has also considered travel-to-work patterns from the National Census (2011) (the latest available data on commuting patterns) broadly agree with this figure. National Census (2011) travel-to-work data highlights that 70% of all jobs in the study area are taken by residents of the study area. Therefore, a 50% leakage provides a relatively more conservative assessment of the potential employment of residents in the study area than average commuting patterns.</p> <p>On average, construction workers commute relatively further than the average across all industries. This factor, in</p>

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			<p>combination with some of the factors listed in the response (particularly low rates of unemployment and labour market slack), were considerations for the determination of the appropriate leakage rate. Against this context, the application of the 'high' 50% leakage 'ready reckoner' in line with the HCA Additionality Guide is considered appropriate in advance of the procurement and employment contracts being issued.</p> <p>An outline Employment, Skills and Supply Chain Plan (oESSCP) [REP2-024] has been submitted with the application and is secured by requirement 17 of the DCO. The oESSCP identifies that subject to GPDR restrictions, the home address and workplace of on-site workers would be recorded and shared with local planning authorities on request, which can be used to monitor performance against the 50% leakage rate used in ES Chapter 14 Socio-Economics [APP-044]. A detailed employment, skills and supply chain plan will be agreed with the local councils to help maximise local resident take up of socio-economic opportunities.</p>
REP2-090	Tourism	Appendix 14 provides a good cross section of some of the local accommodation in the local rural area that could be impacted, it is not inconsiderable.	<p>The study area for the assessment of effects on tourism receptors is a 2km radius of the Solar PV Site [See 14.1.10-13 of APP-044]. This study area was selected as the main impact on tourism receptors is visibility of the Proposed Development which will be much reduced beyond 2km. As stated in paragraph 6.2.1 of ES Chapter 6 Landscape and Visual [APP-036], the 2km radius contains the area at which the Proposed Development has the potential to generate significant landscape and visual effects, and this study area has been agreed with local stakeholders.</p> <p>The large majority of accommodation providers listed in Appendix 14 of the MPAG response are outside the 2km radius. Beyond 2km any views of the solar PV site will be glimpsed and/or distant and therefore unlikely to have a negative effect on tourism accommodation receptors.</p>



Parties Raised	Sub-Theme	Issues Raised	Applicant's Response
			<p>ES Chapter 6 Landscape and Visual [APP-036] concludes that only the parts of the PRoW network within the Order limits, as well as Essendine and the immediate surroundings to the north of the Order limits, would experience slight-minimal adverse effects from visual impact during the medium to long term operation stages of the Proposed Development. All other surrounding areas, including those areas that include tourism attraction and accommodation provider receptors would experience negligible to low magnitude, slight to minimal (not significant) adverse visual effects within the 2km study area. This is due to distances from the Order limits, lack of visibility resulting from topography, combined with intervening built form and vegetation, along with Mitigation and Enhancement Areas and Green Infrastructure planting to be delivered in accordance with the outline Landscape and Ecological Management Plan [APP-210].</p> <p>Chapter 14 Socio-Economics presents the assessment of the overall impact of the Proposed Development on tourism and concludes that construction activity would result in a negligible to minor adverse effect (not significant) and operational activity would result in a negligible to minor adverse effect.</p>
REP2-090	Methodology and assessment	<p>MPSF state in Chapter 14 Socio Economics that their approach to the socio-economic assessment is based on professional experience and best practice. To date there is no experience in the UK of the impacts of such a large-scale project. MPSF uses 8 times more land than the largest installed solar farm in the UK and in a very different location. MPSF is rural, whilst, as discussed above, Shotwick Park is next to a paper mill to which it supplies its energy. There is no convincing basis for extrapolating from one case to the other. There is no basis to assume</p>	<p>The socio-economics assessment presented in ES Chapter 14 Socio-Economics [APP-044] has been undertaken by independent assessors who have experience of appraising the potential impacts of a wide variety of infrastructure projects in the UK.</p> <p>The approach to undertaking the socio-economic assessment has been informed by those taken for the other solar NSIP projects that have been submitted to the Planning Inspectorate, and was validated at the Scoping stage.</p>

Parties Raised	Sub-Theme	Issues Raised	Applicant's Response
		key assumptions made by MPSF in this respect are robust.	
REP2-090	Local support services and supply chains	There is unlikely to be any benefits for local businesses in the area as the workers will no doubt be contracted in from another area and stay on-site all day and then leave. Working 12-hour days they will want to return home.	<p>ES Chapter 14 Socio-Economics [APP-044] identifies that there would be an average of 150 full-time equivalent workers (FTEs) throughout the construction phase, with a similar level of employment generation during the decommissioning phase (over a shorter period). During the operation phase a total of up to 20 workers (the equivalent to 10 FTEs) will be required on-site to undertake activities relating to the maintenance and cleaning of panels and landscape management.</p> <p>Local residents and businesses will be encouraged to take up the opportunities associated with this. An Employment, Skills and Supply Chain Plan [REP2023] will be agreed with the local councils and training providers to help enable local resident and business take up of the opportunities presented across all phases of the Proposed Development.</p>