

# IMMINGHAM EASTERN RO-RO TERMINAL



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# Immingham Eastern Ro-Ro Terminal

Environmental Statement: Volume 1  
Chapter 16: Socio-economic

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## Document Information

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## 16 Socio-Economic

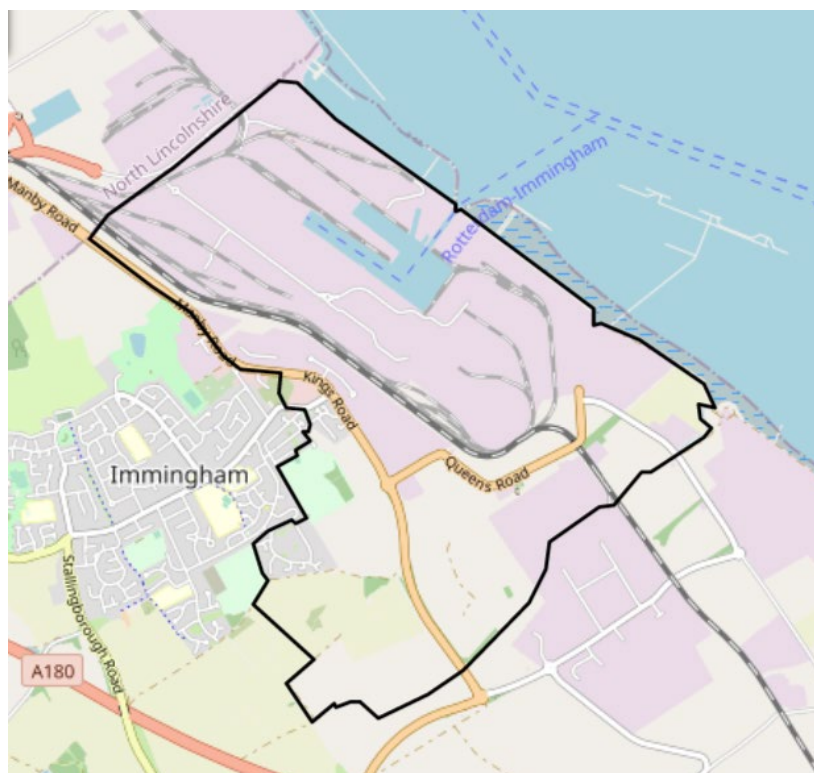
### 16.1 Introduction

- 16.1.1 This chapter provides an environmental impact assessment (EIA) of likely significant socio-economic effects of the proposed Immingham Eastern Ro-Ro Terminal (IERRT) on employment, local businesses, and the local population. This chapter has been prepared by AECOM Ltd.
- 16.1.2 Socio-economic receptors considered in the assessment include those that will potentially be affected by employment generation (either directly, indirectly or induced – also often referred to as secondary impacts, for example due to construction workers spending money at local businesses).
- 16.1.3 The assessment contained within this chapter does not seek to consider matters relating to the need for the project – and the significant associated benefits that result – in any detail, but rather considers the implications of the IERRT project in respect of specific socio-economic matters. The need for the project and the wider significant benefits that would result from meeting that need are considered within the Need and Alternatives chapter (Chapter 4) of this ES.

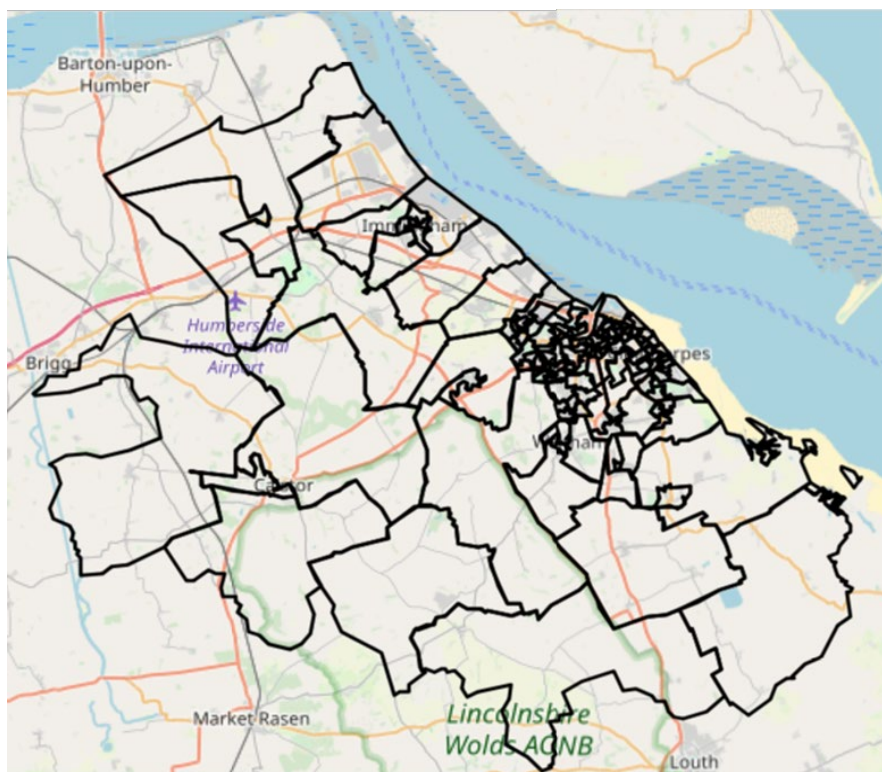
### 16.2 Definition of the study area

- 16.2.1 The study area for this assessment is the area over which potential direct and indirect effects of the IERRT project are predicted to occur during the construction and operational periods.
- 16.2.2 In this chapter, impacts are examined within one of two study areas, the 'Direct Impact Area' and the 'Wider Impact Area'. The Direct Impact Area is the immediate local area where certain receptors such as businesses are assessed. For this assessment, the Direct Impact Area is the Lower Super Output Area (LSOA) which the IERRT project site falls within. This is North East Lincolnshire 001A LSOA (see Image 16.1 of this ES chapter). LSOAs are small geographic areas defined by the ONS (Office for National Statistics) and for which data and statistics are made available by the ONS. There are 34,753 LSOAs across England and Wales with a minimum population of 1,000 and a maximum of 3,000.
- 16.2.3 The second study area, the Wider Impact Area, consists of the area where the economic impact of the proposed IERRT development is largely expected to be felt. For the IERRT project, this is the Grimsby TTWA (Travel to Work Area) (see Image 16.2 of this ES chapter). TTWAs are defined by the ONS as representing the principal labour market catchment area (that is, the area which incorporates the population that may reasonably be expected to travel to and benefit from the IERRT project for the purposes of employment).

16.2.4 In order to assess employment impacts, the level of employment that will occur outside of the Grimsby TTWA has been referenced for comparison reasons, however this is not considered a third study area.



**Image 16.1. Direct Impact Area (LSOA North East Lincolnshire 001A)**



**Image 16.2. Wider Impact Area (Grimsby TTWA)**



## 16.3 Assessment methodology

### Data and information sources

- 16.3.1 Current baseline conditions have been determined by a desk-based review of available information.
- 16.3.2 The main desk-based sources of information that have been reviewed to inform the baseline description of the study areas are all published by the ONS and include:
- 2011 Census data (ONS, 2011)<sup>1</sup>;
  - 2019 English Indices of Deprivation (ONS, 2019); and
  - ONS UK Business Register and Employment Survey (ONS, 2020).
- 16.3.3 Where possible, socio-economic impacts have been appraised against relevant national standards, such as those provided by HM Treasury (2020a and 2020b), the Department for Business, Innovation and Skills (BIS, 2009) and the Homes and Communities Agency (HCA, 2014). These are further discussed within Section 16.5 of this chapter. Where relevant standards do not exist, professional experience and expert judgement have been applied.

### Identifying potential impacts

- 16.3.4 The NPSfP (National Policy Statement for Ports) – within Section 5.14 - sets out various impact areas to be considered within a socio-economic assessment. These are discussed further in paragraphs 16.5.3 onwards of this ES chapter, and largely relate to the creation of employment, the provision of additional services and infrastructure, impacts on tourism, and cumulative effects with other schemes and developments.

### Determining significance of effects

- 16.3.5 To facilitate the impact assessment process and to ensure consistency in the terminology of significance, a standard assessment methodology has been applied that has regard to:
- The sensitivity of the receptor; and
  - The magnitude of the impact.
- 16.3.6 These two factors have then been combined to determine the consequent significance of the effect.

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<sup>1</sup> Please note that only preliminary 2021 Census data has been published as of October 2022 which does not include data at the geographies used in this chapter.

## Receptor sensitivity

16.3.7 The sensitivity of socio-economic receptors is assessed as being high, medium, low or very low. Socio-economic receptors generally include economic entities and users of social infrastructure provision. For example, individuals who will potentially benefit from employment generation (either directly, indirectly or induced (secondary impacts, for example due to construction workers spending money at local businesses)).

16.3.8 The criteria for assessing and classifying levels of receptor sensitivity used within the assessment are defined in Table 16.1. These are based on professional judgement:

**Table 16.1. Classification of sensitivity**

Level of Sensitivity	Description
High	There are limited/no comparable and accessible alternatives to the receptor that exist within the relevant catchment area; and/or receptors have limited ability to absorb the change.
Medium	There are limited comparable and accessible alternatives to the receptor within the relevant catchment area; and/or receptors have limited ability to absorb the change.
Low	Receptors are able to relatively easily absorb the change; and/or there are some comparable and accessible alternatives to the receptor that exist within the relevant catchment area.
Very low	Receptors are able to relatively easily absorb the change; and/or there are many comparable and accessible alternatives to the receptor that exist within the relevant catchment area.

## Impact magnitude

16.3.9 The magnitude of the impacts of the IERRT project are assessed as being high, medium, low or very low. This is determined by having regard to:

- Extent of change - the absolute number of people affected and the size of area in which the impact will be experienced i.e., the level of change to baseline conditions including the proportion of the existing workforce;
- Scale of the impact - the relative magnitude of each impact in its relevant market context (for example, the effects on local employment will be considered in the context of the overall size of the local labour market); and
- Duration of impact - more weight is given to long-term, permanent changes than to short-term, temporary ones. Temporary to short-term impacts are considered to be those associated with the construction works. Medium to long-term impacts are those associated with the operation of the IERRT project.

## Effect significance

16.3.10 The overall effects of the IERRT project are defined as either:

- Beneficial - an advantageous or beneficial effect on a receptor;
- Negligible - an imperceptible effect on a receptor; or
- Adverse - a disadvantageous or negative effect on a receptor.

16.3.11 Where an effect is assessed as being beneficial or adverse, the effect has been classified as major, moderate, minor or negligible. The assessment of significance is informed by considering the sensitivity of the receptor and the magnitude of impact as set out in Table 16.2 below. For the purposes of this assessment, only moderate and major impacts are considered 'significant' in EIA terms.

**Table 16.2. Classification of effects**

Magnitude of Impacts	Sensitivity of Receptor			
	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very low	Minor	Negligible	Negligible	Negligible

## 16.4 Consultation

16.4.1 The outcomes of the formal ES scoping process, as well as any feedback received in response to the statutory consultation and the publication of the Preliminary Environmental Information Report (PEIR) ) and supplementary statutory consultation and the publication of the Supplementary Consultation Report, have been taken into account to inform the socio-economic assessment.

16.4.2 In addition to this consultation, there has been ongoing engagement between ABP and other port users, tenants and businesses in the period following the close of the statutory consultation. Key concerns raised by other port users, tenants and businesses include transport-related issues such as access changes and traffic increases caused by the proposed IERRT development. Consultees also raised queries regarding possible relocation of their businesses or businesses that they rely on. In addition, concerns regarding increased marine traffic were raised and the potential commercial impacts this could have such as delays to arrivals or sailings of vessels.

16.4.3 The outcome of the consultation that has been undertaken through the scoping process and statutory consultation exercise, along with how it has influenced the socio-economic assessment, is presented in Table 16.3.

**Table 16.3. Summary of Scoping and Statutory Consultation points raised**

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
PINS, Scoping Opinion	Table ID 4.11.2	The Applicant refers to 2011 Census data and the Inspectorate notes that the provisional release date for the 2021 Census data is between March and April 2022. If the DCO application is submitted after the release of the 2021 Census data, and it is reasonably practical, this data should be used to inform the Socio-economic assessment.	Appropriate 2021 Census data has not been released in time to be used for the ES. Only population by nation, region, and local authority data was released in June 2022. The baseline assessment instead uses LSOA and TTWA data, updates to which are due in 'early 2023' <sup>2</sup> .
PINS, Scoping Opinion	Table ID 4.11.3	The list of impact pathways during construction and operation does not explicitly refer to effects on housing availability although it is noted that effects on social cohesion are included. The assessment in the ES should consider if any Likely Significant Effect (LSE) would arise from the influx of construction workers on the local housing and rental market.	The impact of an influx of construction workers on temporary accommodation, and the local housing and rental market has been considered in this ES, in paragraphs 16.8.23 to 16.8.27 of this chapter (Consideration of Likely Impacts and Effects).
PINS, Scoping Opinion	Table ID 4.11.4	The ES should include a figure / figures to identify the final study area including the relevant LSOAs, and the Grimsby TTWA in relation to the Proposed Development.	Images showing the study areas (in relation to the proposed IERRT) are included in this ES chapter (Images 16.1 and 16.2).

<sup>2</sup> <https://www.ons.gov.uk/census/aboutcensus/releaseplans>

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
Q6, Q24, Q27, Q31, Q35, Q38, Q48, Q52, Q57	Statutory Consultation - 19th Jan - 23rd Feb 2022	Support for the proposal because it will mean jobs, growth, and investment for the area.	The positive employment impacts are recognised in paragraph 16.8.5 onwards of this chapter of the ES (Consideration of Likely Impacts and Effects).
Q61, Q73	Statutory Consultation - 19th Jan - 23rd Feb 2022	Beneficial to the economy	The positive impacts to the economy are recognised in paragraph 16.8.5 onwards of this chapter of the ES (Consideration of Likely Impacts and Effects).
Q5, Q48, Q53	Statutory Consultation - 19th Jan - 23rd Feb 2022	Suggest that local labour is used, and training provided.	The assumption for the IERRT project is that the majority of the labour is obtained from the local area, as set out in paragraph 16.8.8 of this chapter of the ES (Consideration of Likely Impacts and Effects) and the provision of training is addressed in paragraph 16.8.15 of this chapter.
Q41, Q55	Statutory Consultation - 19th Jan - 23rd Feb 2022	Lack of investment in Immingham town means that there are not the facilities or services to support more workers. Therefore, private business will not invest in the town.	The assumption for the IERRT project is that the majority of the labour is obtained from the local area, as set out in paragraph 16.8.8 of this chapter of the ES (Consideration of Likely Impacts and Effects) which should limit the pressure placed on local facilities or services.
Q1	Statutory Consultation - 19th Jan - 23rd Feb 2022	Concerned about the impact on local businesses, specifically a small fishing shop which has had its trade affected by the closure of Grimsby Dock gates.	Grimsby Dock is in a different location to the IERRT project and will not be adversely affected by the project. However, Associated British Ports (ABP) has noted this comment about



Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
			the use of Grimsby Dock and its importance to local businesses.
Ex9, Ex11, PTC3, PTC4	Statutory Consultation - 19th Jan - 23rd Feb 2022	Concerns were raised regarding the overnight/ illegal lorry parking and antisocial behaviour in Woodlands Avenue.	Overnight parking facilities will not be provided at the terminal due to the on-time delivery and collection nature of the activities the terminal will support. Due to the nature of the logistics industry, accompanied freight will leave the IERRT project site immediately and arrive close to the sailing time. Unaccompanied freight will be delivered or collected on a time slot basis.
Ex15	Statutory Consultation - 19th Jan - 23rd Feb 2022	Interest was raised regarding the passenger element of the service.	Interest in the passenger element of the IERRT project has been noted.
North Killingholme Parish Council (PCT4)	Statutory Consultation - 19th Jan - 23rd Feb 2022	Question was asked regarding any community projects that ABP may want to be involved with.	ABP has noted the question and will consider this more broadly as part of its wider support for local projects and causes.
Q86, PTC4	Statutory Consultation – 19 <sup>th</sup> Jan to 23 <sup>rd</sup> Feb 2022	Concern was raised over the amount of development on the waterfront and whether the project will take trade away from other ports, specifically Humber Sea Terminal (HST), with the departure of a specific customer from that facility.	The IERRT project is located within a part of the Humber waterfront that is already developed – namely the Port of Immingham. As explained further within Chapter 4 of this ES and the accompanying Appendix (Appendix 4.1 in Volume 3 of ES (Application Document Reference number 8.4)), the IERRT project is being promoted to meet an urgent need which

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
			<p>is made up of various matters, included the need for additional capacity to accommodate forecast growth and to meet the needs of an existing established Ro-Ro operator. Whilst that existing operator will move an existing service from the Humber Sea Terminal at Killingholme to the IERRT project this is because, for various reasons, that terminal cannot be the long-term location for that service.</p> <p>Furthermore, as the freight forecasts provided demonstrate, the level of demand for additional capacity is greater than the capacity that can be provided simply by the IERRT project.</p>
<p>DFDS Seaways UK Plc.</p>	<p>Statutory Consultation - 19th Jan - 23rd Feb 2022</p>	<p>Consultee relies on a business which is set to be relocated which DFDS depends on for daily operation. The additional heavy goods vehicles (HGVs) will also have an unacceptable impact on operations.</p>	<p>The intention now is to keep said business in situ and not relocate it, as such there should be no impact on DFDS in respect of its use of/ access to the business.</p> <p>Traffic assessments referenced in paragraph 16.8.29 of this ES chapter and provided in the Traffic chapter (Chapter 17) of this ES demonstrate that there will be no significant effects on local businesses, including port businesses, from additional traffic generated by the IERRT project.</p>

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
UK Health and Security Agency (PI37)	Statutory Consultation - 19th Jan - 23rd Feb 2022	Consider worst case scenario for construction workforce and the duration of this peak. Clarify how local construction companies will be used.	A reasonable worst-case scenario has been used in the assessment for the construction workforce in Section 16.8 of this chapter to the ES (Consideration of likely impacts and effects)
North Lincolnshire Council (NLC) (PI38)	Statutory Consultation - 19th Jan - 23rd Feb 2022	Given the proposal lies outside of NLC's boundaries it is unclear whether the proposal will have a major beneficial effect on NCL's area as concluded.	The Grimsby TTWA which has been used as the wider impact area for the assessment of labour market impacts covers part of NLC's area. This will result in a proportion of new employment generated having a positive impact on the NLC area.
C.RO Ports Killingholme(PI41)	Statutory Consultation - 19th Jan - 23rd Feb 2022	There is potential displacement between port areas and employment and economic multipliers, in relation to consideration and assessment on neighbouring port uses e.g., C.RO.	The assessment includes an allowance for the displacement of employment and wider multiplier effects – see paragraph 16.8.5 onwards of this ES chapter.
C.RO Ports Killingholme(PI41)	Statutory Consultation - 19th Jan - 23rd Feb 2022	Indirect effects are only considered on basis of other assessment chapters e.g., noise and air quality which is not adequate.	Indirect effects are factored into the assessment of employment effects utilising relevant multiplier benchmarks (see Table 16.9 of this ES chapter). This is an acceptable assessment approach that reflects best practice.
North East Lincolnshire Council (PI45)	Statutory Consultation - 19th Jan - 23rd Feb 2022	The development presents significant investment into the port of Immingham and will secure numerous direct and indirect jobs. The principle of the development is supported.	Noted.

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
Volkswagen Group (T6)	Statutory Consultation - 19th Jan - 23rd Feb 2022	Query was raised regarding the impact on their site at Immingham	For this entry, and the following entries in this table unless otherwise made clear, the information received from the consultee has been noted during ongoing consultation and discussion. The potential effects of the IERRT project on this business interest – including the consideration of any mitigation measures to be put in place - have been assessed as necessary in Section 16.8 of ES Chapter 16.
Philip John Drury	Post Statutory Consultation – July – October 2022	Email correspondence took place during this period to progress and agree lease negotiations.	As above
Drury Engineering Services Ltd	Post Statutory Consultation – March – October 2022	Email correspondence took place during this period to provide updates on the project, progress lease negotiations and arrange access for ground investigations. Queries relating to air conditioning and bridge location were also raised.	As above
Port Equipment Engineering Ltd	Post Statutory Consultation – May - July 2022	Email correspondence relating to lease negotiations	This consultee no longer occupies a site within the proposed IERRT project boundary.
P.K. Construction (Lincs) Limited	Post Statutory Consultation – July – September 2022	Project update and lease discussions. Query relating to air conditioning was also raised.	As above
Malcolm West Fork Lifts Limited	Post Statutory Consultation – July 2022	Project update and lease discussions.	As above

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
DB Cargo (UK) Limited	Post Statutory Consultation – March – June 2022	Project update and lease discussions.	As above
Volkswagen Group United Kingdom Limited	Post Statutory Consultation – August 2022	Email correspondence took place during this period to arrange access for ground investigations.	As above
Ward	Post Statutory Consultation – August 2022	Email correspondence took place to arrange access for ground investigations.	This business interest is no longer going to be indirectly affected by the IERRT project.
Exolum Immingham LTD	Post Statutory Consultation – May – October 2022	A meeting and email correspondence took place during this period to provide updates on the project, respond to issues raised during the statutory consultation and to discuss draft protective provisions. Draft drawings of the junctions and roads within the port were also provided. Discussions have also been held in respect of proposed route alteration to access the pipelines.	As above
Origin UK Operations Limited	Post Statutory Consultation – March - October 2022	Email correspondence took place during this period to provide an update on the proposal and to provide draft drawings of the junctions and roads within the port.	As above
CLdN Cargo	Post Statutory Consultation – April – October 2022	Email correspondence took place during this period to provide updates on the proposal, to respond to issues raised during statutory consultation	Any information received from the consultee has been noted during ongoing consultation and discussion and taken account of as necessary.



Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
		and to discuss CLdN’s existing operations.	
DFDS	Post Statutory Consultation – May – October 2022	Meetings and email correspondence took place during this period to provide updates on the proposal and to respond to issues raised during the statutory consultation and through follow up engagement.	As above
APT	Post Statutory Consultation – April - August 2022	A meeting and email correspondence took place during this period to provide an update on the proposal and to respond to issues raised during statutory consultation. Discussions were also held relating to draft protective provisions	As above
Yara	Post Statutory Consultation – March - July 2022	A meeting and email correspondence took place during this period to provide an update on the proposal and to respond to issues raised during statutory consultation. In addition, draft drawings of the junctions and roads within the port were provided to the party.	As above
Nippon Gases	Post Statutory Consultation – March – September 2022	Email correspondence took place during this period to provide an update on the proposal and to provide draft drawings of the junctions and roads	As above

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
		within the port. A query relating to air conditioning was also raised.	
Peacock Salt	Post Statutory Consultation – February - May 2022	A meeting and email correspondence took place during this period to discuss the proposal and future plans of the party.	As above
Knauf	Post Statutory Consultation – February – May 2022	Meetings were held during this period to provide project updates and also specifically to discuss vessel working hours. During these discussions the party confirmed that they had no concerns regarding their demised area as it was not within the proposed footprint for the development.	Noted.
Bulk Materials	Post Statutory Consultation – April 2022	A phone call providing an update on the project and the timing for relocation of stockpiles was discussed.	As above
Global/TTS/Woodbridge	Post Statutory Consultation – April 2022	A meeting and email correspondence took place during this period to provide an update on the proposal and discuss implications for their business.	As above
Svitzer Humber Limited	Post Statutory Consultation – April 2022	A meeting took place to provide an update on the proposal and to discuss issues, including the implications for the East jetty tug berth facility	As above
JG Maritime Solutions Limited	Post Statutory Consultation – April 2022	Email correspondence relating to the DCO process and timing of the consultation report.	As above

Consultee	Reference, Date	Summary of Response	How Comments have been Addressed in this Chapter
Tronox	Post Statutory Consultation – March 2022	Email correspondence took place to provide an update on the proposal.	As above
PAM	September 2022	A query relating to air conditioning was raised.	As above
Rix	Post Statutory Consultation – August - September 2022	Discussions were held relating to the impact of the project on Rix's commercial operations.	As above
DFDS (PI 15)	Supplementary Statutory Consultation – 28 Oct – 27 Nov 2022	The frequency and length of time vessels using the IERRT will take to manoeuvre to arrive at and leave from the new berths is likely to have a significant impact on the ability of other users of the Port of Immingham to come and go from their berths both in-dock (given potential impact on the approaches to and from the lock-gates) and those located in-river, including the Outer Harbour that is used by DFDS in particular. This does not appear to have been assessed at all at present and is a significant impact that should be included in the environmental statement.	The matters raised in this supplementary consultation response are covered off within the assessment section – section 16.8 of this chapter, cross referring to other ES assessment chapters as necessary.
Member of public (EX2)	Supplementary Statutory Consultation – 28 Oct – 27 Nov 2022	Noted general economic benefits as well as need.	Noted.

## 16.5 Implications of policy legislation and guidance

- 16.5.1 This section of the chapter sets out key aspects and implications of applicable legislation, policy, and guidance relevant to the assessment of likely impacts on employment, local businesses, and the local population. It builds upon the overarching chapter covering the Legislation, Policy and Consenting Framework (Chapter 5) of this ES.

### Legislation

- 16.5.2 Whilst there is no dedicated UK legislation that details the content required for a socio-economic assessment as part of an EIA, the socio-economic assessment presented in this chapter is based upon a range of relevant policy and guidance, as described in the paragraphs that follow.

### National policy

#### *National Policy Statement for Ports (NPSfP)*

- 16.5.3 The National Policy Statement for Ports (NPSfP) (Department for Transport, 2012) requires economic benefits of nationally significant infrastructure project (NSIP) port developments to be estimated and states that during the planning application process, substantial weight will be given to positive impacts associated with economic development (Paragraph 4.3.5).
- 16.5.4 Section 4.3 of the NPSfP highlights that ports and expansion of ports enable regeneration, economic growth, skills development and wider long term economic benefits. It therefore states that substantial weight must be given to the positive economic benefits such as stimulation of employment and training.
- 16.5.5 In relation to employment, the document states that “in addition to some 70,000 people estimated in 2010 to be working on port related activities or on the port estate, indirect employment and induced employment ranged from 18,000 to 96,000. By bringing together groups of related businesses within and around the estate, ports also create a cluster effect, which supports economic growth by encouraging innovation and the creation and development of new business opportunities”.
- 16.5.6 In addition, Section 4.4 states, regarding commercial impacts, that “in cases where the adverse impacts would only arise in the event of the success of the project (e.g., through the increased traffic generated by a thriving development), the decision-maker should consider the adequacy of the mitigation proposed in such an event, rather than the likelihood of the impact arising.” It is also noted that objections from port users will be considered by the decision-maker, taking into account any benefits that will accrue to those users from the development.

- 16.5.7 Paragraph 5.14.2 of the NPSfP details that where projects are likely to have socio-economic impacts, these should be assessed as part of the EIA. Paragraph 5.14.3 then indicates the matters that may be of relevance to a socio-economic impact assessment, namely:
- The creation of jobs and training opportunities – this has been considered in this ES chapter;
  - The provision of additional local services and improvements to local infrastructure – the IERRT project does not provide any notable additional local services, although it should be noted that the project will provide a small occasional element of passenger use that could be used by the local population;
  - Effects on tourism – there are no tourism receptors located in the study areas that would be anticipated to be significantly affected by the IERRT project, so this matter has been scoped out of the assessment and has not, therefore, been assessed further in this ES chapter;
  - The impact of a changing influx of workers – there are anticipated to be some, but limited impacts in this regard, so the effects have been assessed further in this ES chapter;
  - Cumulative effects of other schemes – these are assessed in the cumulative and in-combination effects chapter (Chapter 20) of the ES.

### ***National Planning Policy Framework (NPPF)***

- 16.5.8 Whilst the National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2021) is not the primary governing policy document for the purposes of a harbour facility NSIP, it is still a key policy document for socio-economic matters and has, therefore, been considered. The NPPF requires local authorities to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. It states that planning policies should help create the conditions in which businesses can invest, expand, and adapt.
- 16.5.9 Paragraph 81 of the NPPF states that “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.” The NPPF indicates that this approach will allow areas to build on their strengths especially in areas of high productivity. Paragraph 83 of the NPPF also states that planning policies should “recognise and address the specific locational requirements of different sectors”.

### ***East Inshore Marine Plan***

- 16.5.10 The East Inshore Marine Plan (Marine Management Organisation, 2014) details policies which encourage developments to increase economic productivity and provide employment benefits. The Plan highlights that it is important that economic development is delivered sustainably and provides environmental and social benefits too.
- 16.5.11 In this context, socio-economic factors are also referenced. The East Inshore Marine Plan has an objective to promote sustainable development



of economically productive activities. This is supported by Policy EC1 which states that *“Proposals that provide economic productivity benefits which are additional to Gross Value Added currently generated by existing activities should be supported”*.

## Local policy

### **North East Lincolnshire Local Plan 2013 to 2032**

- 16.5.12 The North East Lincolnshire Local Plan (North East Lincolnshire Council, 2018) highlights the importance of the ‘Estuary Zone’ of the local authority area, which includes the *‘nationally important port’* of Immingham. When considering the detail of how the economy will be developed, the local plan specifically identifies from the beginning that there are good expectations of growth within the ports and logistics sector.
- 16.5.13 Policy 7 of the Local Plan also highlights that within operational port areas identified on the Policies Map, proposals for port related uses will be supported by the Council if the scheme accords with the development plan as a whole and is able to meet the needs of the Habitats Regulations. The land side area of the IERRT project is located within an identified operational port area.

### **North East Lincolnshire Economic Strategy**

- 16.5.14 The North East Lincolnshire Economic Strategy (North East Lincolnshire Council, 2016) outlines three main outcomes for North East Lincolnshire in section 2: *‘North East Lincolnshire’s businesses invest and grow; North East Lincolnshire’s workforce is skilled and productive; and North East Lincolnshire is a great place to live, work, visit and invest’*.
- 16.5.15 Creating the right conditions for the growth of existing businesses and inward investment is seen as key. The Economic Strategy highlights the need for effective business support across sectors including in Renewable Energy due to the significant role the Humber Estuary plays in the sector and its contribution to local employment and skills development.

### **North East Lincolnshire Economic Recovery Plan**

- 16.5.16 The North East Lincolnshire Economic Recovery Plan (North East Lincolnshire Council, 2021) outlines steps for the area to take to create employment opportunities and help reshape the future economy particularly following the COVID-19 pandemic. It is comprised of three roadmaps (Restore, Reshape and Replenish).
- 16.5.17 The document states that the ports and logistics sector is one of North East Lincolnshire’s largest employers and is a major contributor to the economy of the area. It places emphasis on the importance of the Humber Freeport (which the IERRT project is located within) and development within it to boost investment, trade and jobs.

### **North Lincolnshire Core Strategy 2006-2026**

- 16.5.18 One of the road routes that could be used by traffic generated by the IERRT project runs through the neighbouring authority area of North Lincolnshire.
- 16.5.19 The North Lincolnshire Core Strategy (North Lincolnshire Council, 2011) sets out the long-term spatial planning framework for the development of North Lincolnshire up to 2026. Section 9.2 states that it supports the: *“long-term success of existing and new businesses in the area to help encourage job creation and the diversification of the employment base, particularly in key growth sectors.”*

### **North Lincolnshire Local Plan**

- 16.5.20 Chapter 6 of the emerging Draft North Lincolnshire Local Plan (North Lincolnshire Council, 2021) details that developments should drive and support sustainable economic development to deliver jobs that the country needs. The Council places a key emphasis on driving economic vitality – *“It seeks to shape the area into a more prosperous place for residents and businesses alike and to be ‘safer, greener and cleaner’ by increasing economic growth and prosperity through higher employment and increased home ownership”.*

### **Greater Lincolnshire LEP Strategic Economic Plan 2014-2032**

- 16.5.21 The Strategic Economic Plan sets out plans and objectives to deliver sustainable growth by helping businesses increase productivity and creating new commercial and employment opportunities. Importance is placed upon increasing skills levels of people in the area, giving them new career choices and allowing businesses to recruit and train talented individuals.

## **Guidance**

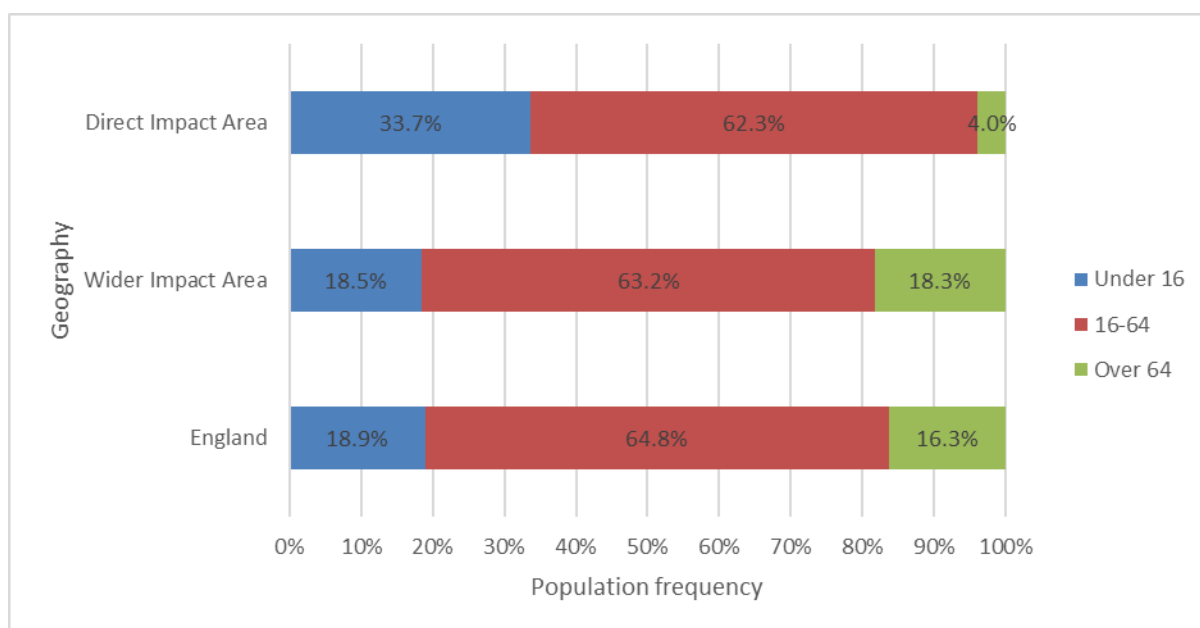
- 16.5.22 The socio-economic assessment presented in this chapter is based upon a range of relevant guidance. This includes:
- The Green Book: Central Government Guidance on Appraisal and Evaluation (HM Treasury, 2020a) – This provides guidance on how to appraise the viability of proposed projects including monitoring and evaluation before, during and after implementation;
  - The Magenta Book: Guidance for evaluation (HM Treasury, 2020b) - This contains the range of methods used in policy evaluation and the approaches of different disciplines such as economics, including scoping, and findings;
  - Additionality Guide (Fourth Edition) (HCA, 2014) – This provides guidance on employment assessment matters such as leakage, displacement and multiplier suggestions; and

- Research to Improve the Assessment of Additionality (BIS, 2009) – This builds upon the Additionality Guide and provides additional evaluation evidence.

## 16.6 Description of the existing environment

16.6.1 This section outlines the socio-economic baseline conditions in the Direct Impact Area (LSOA North East Lincolnshire 001A), Wider Impact Area (Grimsby TTWA) and England (for comparison reasons). The local population, labour market and businesses are the main receptors in the assessment of socio-economic effects. The baseline conditions help to determine the impact generated by the IERRT project. The impact is mostly influenced by the size of the labour market and whether it has the relevant skills, occupations, and sector strengths to access employment opportunities.

16.6.2 The 2011 Census shows that the Direct Impact Area had a population of 1,464 while the Wider Impact Area has a population of 187,068. Image 16.3 shows that the Direct Impact Area had a larger proportion of young people (aged 0 to 15) (33.7%) than the Wider Impact Area (18.5%) and England (18.9%). Whilst each three area had a similar amount of working age residents, the Direct Impact Area had a considerably lower proportion of residents aged over 64 (4.0%) than the Wider Impact Area (18.3%) and nationally (16.3%).



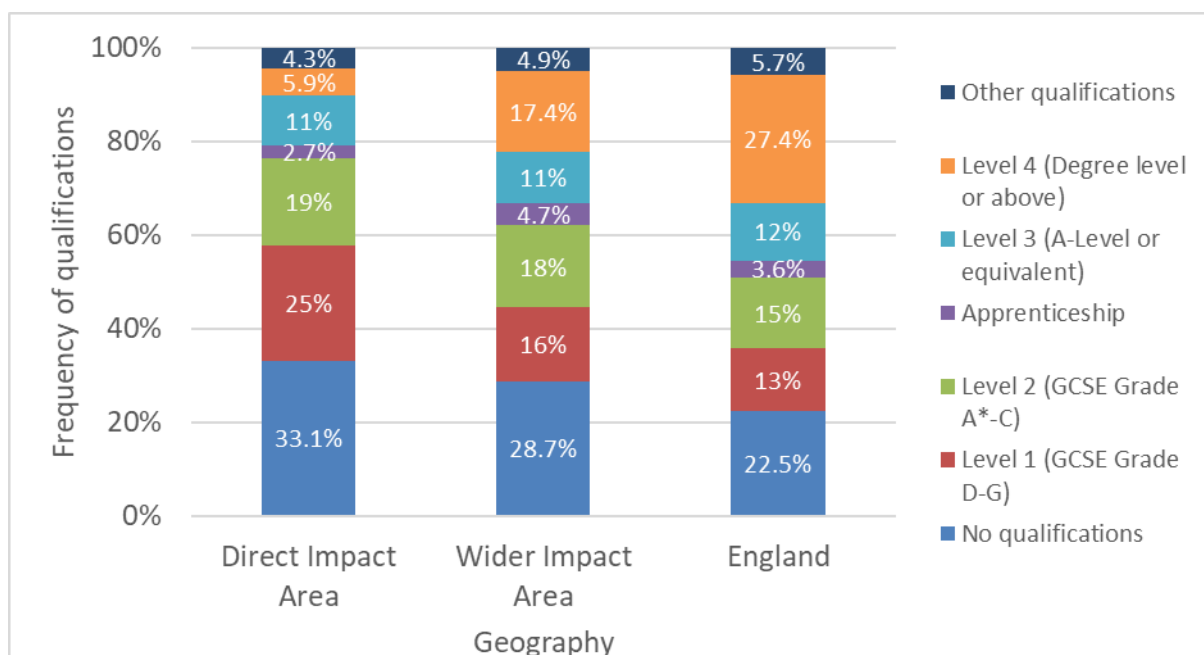
Source: Census (ONS, 2011)

### Image 16.3. Age breakdown

16.6.3 The Direct Impact Area had a lower proportion of residents qualified to Level 4 or above (greater than A-level and equivalent qualifications) at 5.9%, compared to both the Wider Impact Area (17.4%) and England (27.4%) (Image 16.4). The Direct Impact Area also had a greater proportion of residents with Level 1 or Level 2 as their highest qualification

(43.3%) than the Wider Impact Area (33.3%) and England (28.5%). Apprenticeships were also slightly less prevalent in the Direct Impact Area (2.7%) than the other two geographies.

16.6.4 In addition, the Direct Impact Area had a greater proportion of residents with no qualifications (33.1%) when compared to the Wider Impact Area (28.7%) and England (22.5%). Additionally, the number of residents with 'other qualifications' in the Direct Impact Area (4.3%) was lower than the wider geographies. This is illustrated in Image 16.4 below.



Source: Census (ONS, 2011)

**Image 16.4. Qualifications breakdown**

16.6.5 The largest employment sector in the Direct Impact Area was wholesale and retail trade; repair of motor vehicles and motorcycles (18%). The Direct Impact Area had a similar proportion of this type of employment to the Wider Impact Area (18.6%) and England (15.9%). The second largest sector in the Direct Impact Area was transport and storage (15.4%) which was greater than in the Wider Impact Area (7.7%) and England (5%). This is illustrated in Table 16.4.

**Table 16.4. Employment sectors**

Sectors	Direct Impact Area	Wider Impact Area	England
Agriculture, forestry and fishing	0.2%	1.2%	0.8%
Mining and quarrying	0.2%	0.4%	0.2%
Manufacturing	13.8%	15.1%	8.8%

Sectors	Direct Impact Area	Wider Impact Area	England
Electricity, gas, steam and air conditioning supply	1.2%	0.7%	0.6%
Water supply; sewerage, waste management and remediation activities	0.6%	0.6%	0.7%
Construction	7.9%	8.3%	7.7%
Wholesale and retail trade; repair of motor vehicles and motorcycles	18.0%	18.6%	15.9%
Transport and storage	15.4%	7.7%	5.0%
Accommodation and food service activities	6.7%	5.2%	5.6%
Information and communication	0.0%	1.1%	4.1%
Financial and insurance activities	0.0%	1.3%	4.4%
Real estate activities	0.2%	1.0%	1.5%
Professional, scientific and technical activities	2.0%	3.7%	6.7%
Administrative and support service activities	9.5%	4.2%	4.9%
Public administration and defence; compulsory social security	2.4%	4.9%	5.9%
Education	4.3%	9.1%	9.9%
Human health and social work activities	14.4%	13.1%	12.4%
Other	3.2%	3.9%	5.0%

Source: Census (ONS, 2011)

16.6.6 The Direct Impact Area had a slightly lower proportion of residents who were economically active (64.8%) than the Wider Impact Area (68.3%) but less than England as a whole (69.9%) as seen in Table 16.4. The Direct Impact Area also had a lower proportion of residents in employment (49.4%) than both the Wider Impact Area (59.6%) and England (62.1%). In terms of unemployment, the Direct Impact Area presented the highest rate at 11.9%. This was almost double the rate of the Wider Impact Area (6%) and higher still than England (4.4%). There was a similar proportion of students in the Direct Impact Area (3.6%) to the England average (3.4%), however this figure was lower in the Wider Impact Area (2.6%). Table 16.5 below presents a breakdown of the economic activity for the study areas in comparison with England as a whole.



**Table 16.5. Economic activity**

Economic Activity	Direct Impact Area	Wider Impact Area	England
<b>Total economically active</b>	<b>64.8%</b>	<b>68.3%</b>	<b>69.9%</b>
In employment	49.4%	59.6%	62.1%
<i>Employee: Part-time</i>	16.1%	16.3%	13.7%
<i>Employee: Full-time</i>	30.3%	36.2%	38.6%
<i>Self-employed</i>	3.0%	7.1%	9.8%
Unemployed	11.9%	6.0%	4.4%
Full-time student <sup>3</sup>	3.6%	2.6%	3.4%

Source: Census (ONS, 2011)

16.6.7 Table 16.6 below shows economic inactivity rates for each of the relevant areas. The Direct Impact Area had a higher proportion of economically inactive residents (35.2%) than both the Wider Impact Area (31.7%) and England (30.1%). The Direct Impact Area had a much lower proportion of retired residents (6.2%) than the Wider Impact Area (16.3%) and England (13.7%). However, it had around double the number of residents who were long-term sick or disabled (8.3%) than the England average (4%).

**Table 16.6. Economic inactivity**

Economic Inactivity	Direct Impact Area	Wider Impact Area	England
<b>Total economically inactive</b>	<b>35.2%</b>	<b>31.7%</b>	<b>30.1%</b>
Retired	6.2%	16.3%	13.7%
Student (including full-time students) <sup>4</sup>	4.8%	4.1%	5.8%
Looking after home or family	11.9%	4.7%	4.4%
Long-term sick or disabled	8.3%	4.6%	4.0%
Other	4.0%	2.1%	2.2%

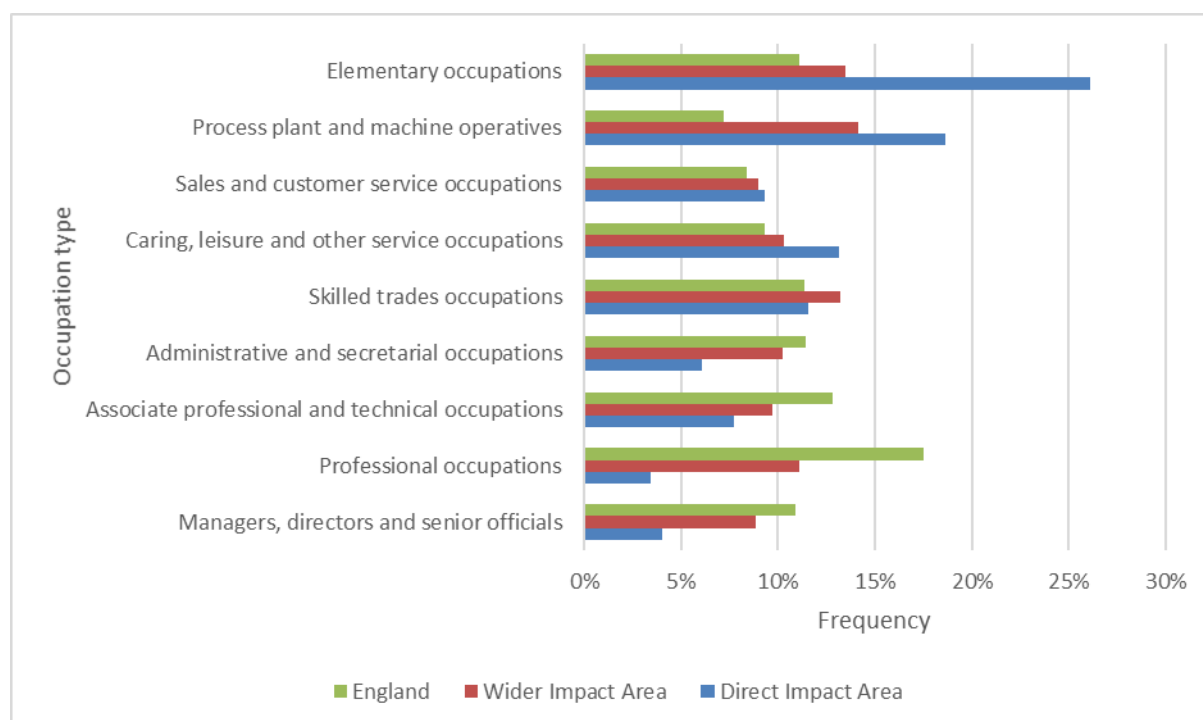
Source: Census (ONS, 2011)

16.6.8 In regard to Gross Value Added (GVA), this is measured at local authority level. The proposed IERRT development is located in North East Lincolnshire for which GVA per head is £20,199, a lower figure compared to regional and England averages.

<sup>3</sup> Economically active students (in employment, or not in employment but ready to start work within the next two weeks) are counted separately in this category.

<sup>4</sup> Economically inactive students (not in employment but do not meet the criteria to be classed as 'unemployed') include persons who were looking for work but not able to start within two weeks, as well as anyone not looking for work, or unable to work. This does not necessarily mean they were in full-time education and excludes students who were working or in some other way economically active.

16.6.9 The workforce occupation profile varies across the geographies (see Image 16.5 below). Elementary occupations were most common in the Direct Impact Area (26.1%). This was a much higher rate than in the Wider Impact Area (13.4%) and the national average (11.1%). In the Wider Impact Area, the most dominant occupation was process plant and machine operatives which made up 14.2% of occupations. This was also high in the Direct Impact Area (18.6%) compared to the lower England average (7.2%). One of the least common occupation types in the Direct Impact Area and the Wider Impact Area was professional occupations at 3.4% and 11.1%. This was low compared to the national average of 17.5%.



Source: Census (ONS, 2011)

**Image 16.5. Workforce occupations**

16.6.10 Regarding local receptors, the nearest school to the IERRT project site is Canon Peter Hall Church of England Primary School located approximately 980 m south east of the site. Other possible receptors in the area include Pilgrim Primary Care Centre (approximately 750 m south of the site). There are no hospitals in close proximity of the site.

16.6.11 In terms of social infrastructure, the only features that lie within direct proximity to the IERRT project site are Immingham West Fire Station located approximately 2 km to the north west of the site and the police station (Immingham Police Station), located approximately 1 km south-west of the site.

16.6.12 In regard to the Port itself, it is the largest port in the UK by tonnage, handling approximately 46 million tonnes of cargo every year. It acts as a gateway of significance for trade, connecting businesses across the UK

and internationally. It also has the added benefit of its own rail terminal and some 25% of all rail freight in the United Kingdom originates from the Port. Services at the Port include construction, bulk energy, rail freight, offshore wind and Ro-Ro and ferries. More information about existing activity at the Port is provided in Chapter 2 of this ES.

- 16.6.13 There are a number of businesses located within or close to the IERRT project site in the Port. Table 16.7 of this Chapter of the ES shows the location and land use of each of the businesses that operate within or adjacent to the IERRT project site.

**Table 16.7. Description of Business and Land Use**

Land Interest	Location in Relation to the IERRT Project Site	Description of Business and Land Use
Drury Engineering Services	Within the IERRT project boundary.	Manufacturing business operated within the IERRT Project boundary, which works in the aerospace, defence, oil and gas, and automotive industries. The business also undertakes work for users of the Port, including ABP, in terms of the repair and maintenance of cargo handling equipment.
Malcolm West Fork Lifts Limited	Within the IERRT project boundary.	Business operating as an independent forklift truck distributor offering services across the UK. The business also services, repairs and maintains existing fleets.
P.K. Construction (Lincs) Limited	Within the IERRT project boundary.	A building and civil engineering contractor business based within the Port. The building is used as an office by the company, with associated parking and storage area.
Volkswagen Group United Kingdom Limited	Within the IERRT project boundary.	Volkswagen Group United Kingdom Limited is a car manufacturing company. They currently use part of the port estate for the storage of imported vehicles prior to distribution.
J.C. Peacock & Co., Limited	Within IERRT project boundary.	J.C Peacock & Co., Limited is an importer of salt products in the UK and offers a wide range of products such as industrial grade salt for de-icing, and for the cleaning, horticultural, and agricultural industries. The business stores salt products within the Port of Immingham.
Bulk Minerals Limited	Within IERRT project boundary.	The business imports and distributes bulk products (including pumice), operating from the Port of Immingham.

Land Interest	Location in Relation to the IERRT Project Site	Description of Business and Land Use
Exolum Immingham Ltd	Infrastructure both within the IERRT project boundary and the wider Port of Immingham.	Exolum Immingham Ltd are involved in the transportation and storage of a wide range of bulk liquid products such as refined products, chemicals and biofuels. It has pipelines located along the foreshore area and pipelines adjacent to the railway line west to the proposed Northern Storage Area. Exolum also has further infrastructure located across the wider Port of Immingham estate.
Origin UK Operations Limited (Origin Fertilisers)	Outside IERRT project boundary but within the Port of Immingham.	Origin Fertilisers is a national manufacturer and distributor of fertiliser, which currently operates from a site within the Port of Immingham immediately adjacent to the IERRT project site.
DB Cargo (UK) Limited	Outside IERRT project boundary and adjacent to the Port of Immingham	DB Cargo (UK) Limited is a provider of freight, infrastructure, and passenger charter trains throughout the United Kingdom, which operates from a site adjacent to the IERRT project site and the Port of Immingham.
Network Rail Infrastructure Limited	Outside IERRT project boundary and adjacent to the Port of Immingham	Operate rail line immediately adjacent to the IERRT project site and the Port of Immingham.
Humber Oil Terminals Trustee Limited (HOTT) and Associated Petroleum Terminals (Immingham) Limited (APT)	Infrastructure both within the IERRT project boundary and adjacent to the IERRT project boundary.	<p>HOTT is the licensee of the Immingham Oil Terminal Jetty (IOT), which is located to the west of the IERRT project site and a mooring buoy within the IERRT project site. APT operates the IOT on behalf of HOTT.</p> <p>The IOT operations comprise the transport of oils and spirits for the Phillips 66 Humber Oil Refinery at South Killingholme, and the Lindsey Oil Refinery in North Killingholme.</p> <p>HOTT is also lessee (from ABP) of the oil terminal and tank farm associated with the IOT, which is also operated by APT.</p>

Land Interest	Location in Relation to the IERRT Project Site	Description of Business and Land Use
Svitzer Humber Limited (Svitzer)	Infrastructure both within the IERRT project boundary and adjacent to the IERRT project boundary.	Svitzer is a towage and marine solution services specialist, which operates within the Humber Estuary, with a tug mooring point within the IERRT project site
TTS (Shipping) Limited	Outside IERRT project boundary but within the Port of Immingham.	TTS (Shipping) Limited provides a range of services such as transportation, logistics, and project cargo shipments. They have an existing operational facility that is located adjacent to the eastern boundary of the IERRT project site.
DFDS Seaways UK Plc	Outside IERRT project boundary	DFDS Seaways UK Plc is a ferry operator based at the Port, offering multiple ferry routes across Europe, which operates approximately 1km from the IERRT project site.
Nippon Gases UK Limited	Outside IERRT project boundary but within the Port of Immingham	Nippon Gases UK Limited is a strategic partner for industrial and medical gases in Europe, which currently operates from a site within the Port of Immingham adjacent to the IERRT project site.
Yara UK Limited	Outside IERRT project boundary but within the Port of Immingham.	Yara UK Limited is a provider of nitrogen based mineral fertilisers and industrial products, which currently operates from a site within the Port of Immingham adjacent to the IERRT project site.
Tronox Pigment UK Limited	Outside IERRT project boundary, with some operations within the Port of Immingham and some located close to the Port of Immingham.	Tronox Pigment Limited is a manufacturer of pigment, which currently operates from a site close to the Port of Immingham, with a storage site adjacent to the IERRT project site within the Port.
People Asset Management Limited	Outside IERRT project boundary but within the Port of Immingham.	People Asset Management Limited is an Occupational Health, Rehabilitation, Wellbeing and Absence Management company, which operates within the Port of Immingham adjacent to the IERRT project boundary.

Land Interest	Location in Relation to the IERRT Project Site	Description of Business and Land Use
Rix Petroleum Limited	Outside IERRT project boundary but within the Port of Immingham.	Rix Petroleum Limited is an independent domestic and commercial fuel distributor and the business uses berths 8 and 9 of the IOT finger pier.

16.6.14 The marine elements of the IERRT project site are situated to the east of the existing Eastern Jetty and to the west of the Immingham Oil Terminal (IOT). As set out in Table 16.7 above, the IOT, is operated by APT and handles oils and spirits for the Lindsey and Humber refineries.

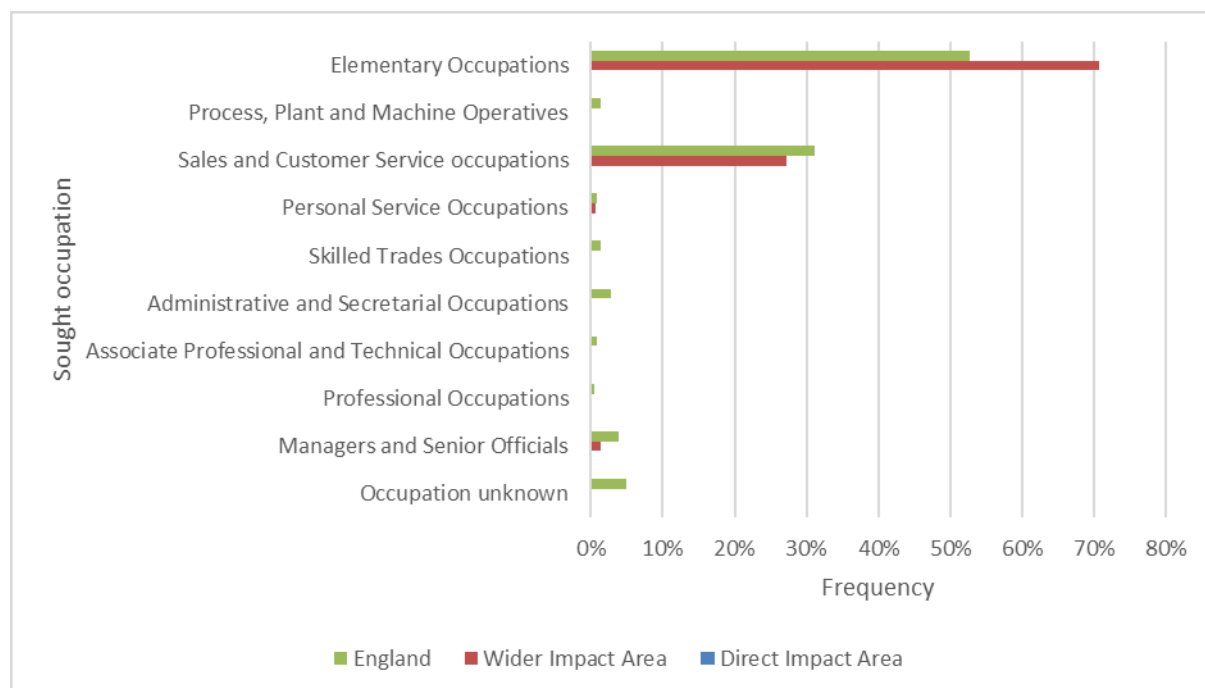
16.6.15 There are also businesses outside the Port of Immingham, located to the south-west of the IERRT project site. These businesses include several truck hire services (Isotank Depot Services Ltd., North East Truck and Van Limited, APM Commercials Limited, Ivo Transport Ltd.), Knauf Group manufacturing plant, Jewson Limited, and Ainscough Crane Hire Ltd.

## 16.7 Future baseline environment

16.7.1 In the absence of the IERRT project (the future baseline), some of the receptors are expected to change.

16.7.2 As a key international gateway, it is likely that the Port will continue to grow in the future. Following the designation of the Humber Freeport, it will be likely that related businesses and activities will be attracted to the area due to the tax benefits. Without the IERRT project, the Freeport status will provide incentives for businesses to unlock investment and enable up to 7,000 jobs (Greater Lincolnshire LEP, 2016).

16.7.3 Table 16.8 of this ES chapter highlights projected population figures for the study areas in the future baseline scenario. The Direct Impact Area population is expected to see a slight net decrease between 2011 and 2041 by 0.02%. The losses are expected to be seen in residents aged 0-65. In comparison, the older age population (aged 65+) is expected to increase by 1.52%. In comparison, the Wider Impact Area and England are expected to experience population increases of 0.32% and 0.54% between 2011 and 2041. However, like the Direct Impact Area, the largest increases will be seen in residents aged 65 or over with an increase of 1.69% in the Wider Impact Area and 1.91% in England overall.



Source: Jobseeker’s Allowance by occupation (ONS, 2021)

**Image 16.6. Sought Occupations**

16.7.4 Sought occupations (shown in Image 16.6) can also reveal potential future labour market trends of the area in the future baseline scenario. In 2021 the Direct Impact Area recorded no sought occupations (rounded to the nearest 5). Elementary occupations were the most commonly sought occupations in the Wider Impact Area and England sitting at 70.8% and 52.7% respectively. Other than sales and customer service occupations, other occupations were very rarely sought in the Wider Impact Area and nationally.



**Table 16.8. Population Projections 2011-2041**

Year	Direct Impact Area				Wider Impact Area				England			
	All Ages	Aged 0 to 15	Aged 16 to 64	Aged 65+	All Ages	Aged 0 to 15	Aged 16 to 64	Aged 65+	All Ages	Aged 0 to 15	Aged 16 to 64	Aged 65+
2011	1,462	497	915	61	187,068	221,666	118,250	34,220	53,012,456	10,022,836	34,329,091	8,660,529
2016	1,535	505	939	91	192,083	228,479	118,117	38,712	55,268,067	10,529,100	34,856,126	9,882,841
2021	1,465	509	863	72	195,786	235,660	118,091	41,570	57,030,534	11,027,950	35,298,513	10,704,133
2026	1,462	483	847	79	198,815	232,936	118,029	45,466	58,505,621	11,048,393	35,659,571	11,797,633
2031	1,456	450	825	87	201,459	227,171	117,378	50,140	59,789,798	10,857,286	35,765,627	13,166,895
2036	1,453	436	805	93	203,507	224,772	116,247	54,102	60,905,483	10,779,344	35,788,796	14,337,402
2041	1,453	439	796	94	205,387	225,547	116,610	55,633	61,952,118	10,838,109	36,120,411	14,993,573
CAGR%	-0.02%	-0.42%	-0.48%	1.52%	0.32%	0.06%	-0.05%	1.69%	0.54%	0.27%	0.18%	1.91%

Source: Population Projections (ONS, 2020)

## 16.8 Consideration of likely impacts and effects

- 16.8.1 This section identifies the potential likely impacts and effects on socio-economic receptors as a result of the construction and subsequent operation of the IERRT project.
- 16.8.2 Cumulative impacts on the local population and labour market could arise as a result of other developments and activities within 20 km of the IERRT project – these are considered as necessary as part of the cumulative impacts and in-combination effects assessment, which is reported in Chapter 20 of this ES.

### Construction phase

- 16.8.3 This section contains an assessment of the potential impacts on socio-economic receptors as a result of the construction phase of the IERRT project. The following impacts have been assessed:
- Changes to employment;
  - Changes to GVA;
  - Impacts on local services and infrastructure;
  - Changing influx of workers; and
  - Effects on existing businesses and activities.
- 16.8.4 The construction of the IERRT project may be completed in a single stage, or it may be sequenced such that construction of the southernmost pier takes place at the same time as operation of the northernmost pier (see Chapter 3 of this ES). However, in the case of a sequenced construction, each socio-economic impact assessed in this section will not change from that predicted for a single stage construction process. As such, the assessment is considered to provide the worst case.

### Employment

- 16.8.5 During the construction period, employment opportunities will be created as a result of the works. Although these jobs are temporary, they represent a positive economic impact that can be estimated as a function of the scale and type of construction. The direct expenditure involved in the construction phase will lead to increased output generated in the Grimsby TTWA economy.
- 16.8.6 The average number of construction staff during the construction of the IERRT project has been estimated based on anticipated construction cost. There are predicted to be between approximately 460 to 700 workers on site per year during the construction period (depending on whether the construction period is sequenced or completed in a single stage). Under a sequenced construction, it is anticipated that there would be an average of 460 workers on site per year, over the period of three years. Under a single stage construction, it is expected that there would be an average of 700 workers on site per year, over the shorter period of around two years.

- 16.8.7 Whilst the single stage construction period has been used for the following employment assessment, it is anticipated that under either scenario, the total number of construction workers would be the same and therefore, the significance of effect would not change.

### **Leakage**

- 16.8.8 Leakage effects refer to the proportion of jobs within an Impact Area that are filled by residents living outside the Impact Area (i.e., outside the Wider Impact Area, defined as the Grimsby TTWA). Construction labour will be required for both landside and marine elements of the proposed IERRT development. It is expected that the majority of the landside employment generated will be taken by people living in the Grimsby TTWA based on ABP's experience of development works within the Port. For marine works, although the proportion of total construction labour will be smaller, more specialised workers will be required due to the nature of the works which is likely to increase the level of leakage. As such, leakage effects are considered to be medium. Leakage has therefore been set at 25% in line with the HCA Additionality Guide (Table 4.3 in HCA, 2014). A 25% discount is therefore applied to the estimated 700 gross jobs created and as such it is anticipated that 175 people from outside the Grimsby TTWA and 525 persons from within will benefit directly from working on the IERRT project during the construction period.

### **Displacement**

- 16.8.9 Displacement measures are the extent to which the benefits of a project are offset by reductions of output or employment elsewhere. Any additional demand for labour cannot simply be treated as a net benefit - it removes workers from other posts and the net benefit is reduced to the extent that this occurs.
- 16.8.10 Overall, it is assumed that due to the flexibility of a typical construction workforce (i.e., they quickly move from project to project) displacement effects will be low. The HCA Additionality Guide (Table 4.8 in HCA, 2014) suggests 25% as a 'ready reckoner' for low levels of displacement (i.e., there are expected to be some displacement effects, although only to a limited extent). Applying this level of displacement to total gross direct employment results in direct employment of 525 persons (prior to the application of a multiplier to estimate induced and indirect employment effects).

### **Multiplier Effect**

- 16.8.11 In addition to the direct construction employment generated by the IERRT project itself there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent in the Grimsby TTWA, generating further employment (induced or income multipliers).

- 16.8.12 The impact of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The HCA Additionality Guide (HCA, 2014) provides ‘ready reckoners’ of composite multipliers – the combined effect of indirect and induced multipliers. It has been assumed that the Grimsby TTWA has ‘average’ supply linkages based on the scale of its economy. A multiplier of 1.5 is therefore determined from Table 4.14 of the HCA guidance. Applying this multiplier generates an additional 263 indirect and induced jobs.
- 16.8.13 Based on the gross construction worker requirements in the construction schedule and the additionality factors outlined above 788 net construction jobs would be generated, of which around 591 are expected to be from the Grimsby TTWA and 197 from outside the Grimsby TTWA.
- 16.8.14 Table 16.9 presents the short-term employment created by the IERRT project construction taking leakage, displacement, and multiplier effects into account.

**Table 16.9. Net construction employment in Grimsby TTWA (average number of workers onsite per year)**

	Grimsby TTWA	Outside of Grimsby TTWA	Total
Gross Direct Employment	525	175	700
Displacement	131	44	175
Net Direct Employment	394	131	525
Net Indirect/ Induced Employment	197	66	263
<b>Total Net Employment</b>	<b>591</b>	<b>197</b>	<b>788</b>

- 16.8.15 In addition to this, ABP is committed to providing skills and training initiatives in communities near to developments. As part of their “*Supporting our communities*” statement, they discuss initiatives such as working with local schools to educate pupils about engineering activities and careers.
- 16.8.16 Taking into account the size of the labour pool of construction workers in the Grimsby TTWA (6,788) (ONS, Census 2011), the gross direct employment required during the construction phase of the IERRT project - i.e., 591 jobs – this would account for around 10% of the existing construction workforce in the Grimsby TTWA. The sensitivity of this receptor is considered to be low, due to the ability of the local job market to support the project and absorb the change. The magnitude of impacts is considered to be High due to the nature of creating a large amount of local employment during the construction phase. Therefore, the direct, indirect and induced employment created by the construction phase of the IERRT project is likely to have a **moderate** (significant) **beneficial** effect on the Grimsby TTWA economy.

### **Gross Value Added (GVA)**

- 16.8.17 Applying the average gross value added per construction worker in the area (£52,308) to the total net construction workers generated by the proposed IERRT development gives the total GVA arising from the construction phase of the IERRT on a per annum basis. It should be noted that this has been based on the average GVA per worker in the construction sector in North East Lincolnshire as the appropriate benchmark as data is published at this level rather than the Grimsby TTWA. By applying this to the total direct construction workers generated by the IERRT project, it is estimated that construction will contribute approximately £41.2 million per annum to the national economy, of which £30.9M would be generated within the TTWA.
- 16.8.18 The sensitivity of this receptor is considered to be low, due to the ability of the labour market to absorb the change. The magnitude of impact is considered to be High due to the addition of a large amount of local GVA during the construction phase. Therefore, GVA created by the construction phase of the IERRT project is likely to have a **moderate** (significant) **beneficial** effect on the Study Area.

### **Impact on local services and local infrastructure during construction**

- 16.8.19 Very few residential properties lie within 500 m of the proposed IERRT project site. Those that do are located on Queens Road (approximately 200 m south of the closest point of the site of the IERRT project). Between these residential properties and the development is a collection of warehouses, businesses and railway lines.
- 16.8.20 There are some residential properties along Kings Road in Immingham between Trenchard Close and Pelham Road, approximately 270 m south-west of the nearest boundary of the IERRT project site. This part of the IERRT project is near to the Western storage area, which will be used for trailer storage. Between this part of the IERRT project and residential properties is the A1173 road, businesses outside the Port on Middleplatt Road, and railway lines.
- 16.8.21 It is also important to note that the site of the IERRT project is already in port use and has historically been used for this purpose for a considerable period of time.
- 16.8.22 Given the distance of the local services and infrastructure receptors (school, care centre and fire station) identified in Section 16.6 of this chapter any impact is anticipated to have a low magnitude due to the receptors mainly being located away from the Port, and therefore likely to experience only limited disruption or impact, if any. The sensitivity of the receptors is considered to be low, due to the receptors being able to respond to absorb the change, over the short-term nature of the construction phase. The effect is therefore assessed as **negligible** (not significant).

### *The impact of a changing influx of workers during the construction phase*

- 16.8.23 It is anticipated there will be limited numbers of workers arriving from outside the Wider Impact Area for the construction of the IERRT project. Landside work will likely be carried out by local contractors but due to its complexity in nature, marine infrastructure is specialist and therefore will require a higher proportion of specialist workers who may travel for the project (albeit that there will be fewer marine workers in total). As noted in the leakage assessment in Paragraph 16.8.8 of this chapter, the assumption made for construction employment is that the proportion of employment from outside the Wider Impact Area will be consistent with the typical proportion of people travelling in from outside the Grimsby TTWA (25%).
- 16.8.24 With the majority of workers expected to be already based in the TTWA, there is expected to be limited change experienced from any inflow of workers in the area. There are likely to be more construction workers required from outside the local area for the marine elements of the IERRT project due to the specialist expertise required.
- 16.8.25 Based on the above assumptions, there are expected to be a limited number of construction workers coming from outside of the area for employment at the IERRT project site. There will be some specialist construction workers required for the marine works contributing to the worker inflow, but these are still estimated to be limited in number. The assumption is that most construction roles will be filled by residents of the Grimsby TTWA, resulting in limited need for temporary accommodation. Where there is need for temporary accommodation, it is expected that this could lead to a beneficial impact on the local economy, with vacant hotel spaces being used by construction workers from outside the area.
- 16.8.26 Analysis of capacity within the local housing and rental market shows that availability of accommodation would also be sufficient to meet demand arising from a peak construction workforce, either exclusively or when considered additional to capacity within the hotel, bed and breakfast sector. There are 75,511 total dwellings in North East Lincolnshire district, and analysis by the English Housing Survey (2021) states that 5% of dwellings in England were vacant in 2019<sup>5</sup>. Therefore, approximately 3,776 dwellings are expected to be vacant within the district and would provide capacity for the construction workforce. A more local Strategic Housing Market Assessment (North East Lincolnshire Council, 2013) was published in 2013 which found a vacancy rate of 4.1%. However, due to increased outdatedness, the national figure of 5% has been used.
- 16.8.27 Therefore, sensitivity of the impact of a changing influx of workers is assessed as low, as the receptor would be able to absorb the change. Impact magnitude is assessed as low due to the limited nature of the impact. The effect on the receptor is therefore anticipated to be **negligible** (not significant).

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<sup>5</sup> Latest available data due to the COVID-19 pandemic



### ***Effects on existing businesses and activities during construction***

- 16.8.28 As a result of the construction of the proposed IERRT project it is anticipated that there will be some changes to existing business premises and infrastructure on the Port and that some activities will need to be relocated. The potential exists, therefore, for some adverse effects to be experienced by relevant businesses in and around the site of the IERRT project.
- 16.8.29 The potential construction effects on relevant businesses are considered, on a case-by-case basis, in the paragraphs that follow within this subsection. The conclusions reached in respect of potential effects have had due regard to the position concluded by other relevant topic assessments reported in this ES, in particular:
- The Airborne Noise and Vibration Assessment (Chapter 14 of the ES) - which considers impacts on receptors including businesses, and concludes that with the embedded mitigation set out in Chapter 14, no significant noise impacts are predicted;
  - The Traffic and Transport Assessment (Chapter 17 of this ES) - which has considered the implications of traffic generated by the construction of IERRT project on the relevant road network, including that used by businesses located within the Port. It concludes that there are no significant effects during the construction stage on existing businesses;
  - The Air Quality Assessment (Chapter 13 of this ES) which concludes that subject to mitigation, the combustion emissions from site plant and vessels during construction will not contribute to a significant effect and therefore there are no predicted adverse indirect impacts on businesses;
  - The Commercial and Recreational Navigation Assessment (Chapter 10 of the ES) which concludes that subject to the implementation of the embedded and applied risk controls (Tables 10.9 and 10.10 of ES Chapter 10) no significant adverse impacts upon existing businesses are expected during the construction phase.
  - Potential construction impacts on existing marine infrastructure are also assessed within ES Chapter 7: Physical Processes, which predicts no measurable exposure to change. Overall, the physical processes changes brought about by the construction of the IERRT project are concluded to be small in both magnitude and extent.
- 16.8.30 In addition to issues covered by the assessments contained within the topic assessment chapters detailed above, concerns have been raised by consultees that the IERRT project has the potential to cause delay and scheduling issues for vessels that current already access the Port of Immingham or which use the wider Humber Estuary. These matters are considered further in the following paragraphs and the information provided is applicable to both the construction and operational phase of the IERRT project.
- 16.8.31 Vessels moving to and from the Port of Immingham are managed by two separate statutory harbour authorities, namely:



- (i) the Port of Immingham Harbour Authority - which extends to the area immediately in front of the Port, including the site of the IERRT development), and
  - (ii) the wider Humber Estuary Harbour Authority - which covers the wider Humber Estuary other than those port facilities, like the Port of Immingham, which are managed by a separate harbour authority.
- 16.8.32 Co-ordination between the two harbour authorities is, therefore, of critical importance and follows well established and proven processes and procedures.
- 16.8.33 As the statutory harbour authority for both the Port of Immingham and separately for the wider Humber Estuary, ABP has a legal duty to carefully manage all marine movements to facilitate the safe and efficient functioning of the harbour areas. The marine scheduling activities of the Port of Immingham Harbour Authority, and all other port facility harbour authorities on the Humber, have to dovetail with the overarching marine scheduling role of the Humber Estuary Harbour. The process of arranging and managing shipping movements seeks to ensure the equitable use of available port infrastructure and revolves around the efficient timetabling and scheduling of vessel movements.
- 16.8.34 Marine scheduling is a key activity of both authorities and is based around a number of key matters. These are:
- Vessels that are tidally restricted are given key consideration when planning movements into and out of the estuary as round-the-clock access to and from marine infrastructure for such vessels is not possible;
  - Vessels working to a schedule, known as 'liner' services, require prompt arrival and departure around an advertised schedule and are managed accordingly. For example, most Ro-Ro operators run their ships to specific timetables whereby arrivals and departures need to be punctual, albeit that passage time between ports will often accommodate a degree of flexibility to account for matters such as adverse weather conditions or operational problems;
  - Vessels (known as 'tramp' services that do not follow strict schedules) which do not necessarily need to be worked on as soon as they arrive are also managed accordingly. In certain circumstances the docking time at the Port after the ship's arrival at the Estuary mouth – where any vessel can effectively be held - can be deliberately delayed.
- 16.8.35 Delays to vessel arrivals and departures are caused by a number of different factors. For liner vessels, only a small proportion generally fail to arrive or sail within one hour of their original scheduled time. As both the Port of Immingham and the wider Humber Estuary are busy waterways, the marine operational staff tasked with managing ship movements are experienced at managing complicated marine scheduling. Relatively few delays are incurred, and where they are this is often due to a number of different operational factors. Congestion due to the volume of marine

traffic is not a reason for delay in its own right, given that the two authorities will always work to a schedule.

- 16.8.36 Against this background, the construction, and indeed the operation, of the IERRT project is not anticipated to result in any significant adverse effects in terms of vessel movements or congestion. Whilst there will be an increase in movements on the Humber Estuary and to and from the Port of Immingham during construction, these are not anticipated to impact business operations of other users of the estuary because of the existing well proven processes and procedures that are in place. It is also important to note that, during construction of the IERRT project, priority will be given to commercial vessels over construction vessels in terms of vessel scheduling movements. This will further minimise disruption to businesses. ABP will be seeking authorisation from the Secretary of State through the DCO for the compulsory acquisition of interests in, and rights over, land together with the overriding of easements and all other rights in connection with that land as appropriate. ABP will, however, continue to engage with those parties affected by the IERRT development following submission of the DCO application with a view to agreeing the terms of acquisition. The areas subject to compulsory acquisition and overriding of easements and other rights are detailed in the Book of Reference (Application Document Reference number 4.1) and shown on the Land Plans (Application Document Reference number 2.2).
- 16.8.37 While compulsory acquisition powers are being sought for the businesses set out below, negotiations with all of the affected interests are ongoing but have not been completed prior to the submission of the DCO application. It is ABP's intention that formal agreement with all of the affected parties will be reached prior to the examination and as a consequence, none of the interests identified will suffer adverse effects as a consequence of the IERRT development, as set out in Section 16.8 of this chapter. The interests affected by the IERRT development through land take are:
- Drury Engineering Services Limited;
  - P.K. Construction (Lincs) Limited;
  - Malcolm West Fork Lifts Limited;
  - Volkswagen Group United Kingdom Limited; and
  - Humber Oil Terminals Trustee Limited.
- 16.8.38 The IERRT project includes mitigation as set out in the chapters referred to above to minimise the impact on receptors as far as practicable. This includes reducing the impact on businesses located on land at the Port of Immingham being used for the IERRT project.
- 16.8.39 Having regard to all of the above, the overall effect on the different businesses identified as having the potential to be affected by the proposed IERRT development during its construction is set out in the paragraphs that follow.

## Drury Engineering Services Limited

- 16.8.40 The existing buildings used by Drury Engineering Services Limited at the Port are to be retained, save for the following which will be demolished: (i) an extension to the main workshop building; (ii) two workshops; and (iii) a temporary structure. The buildings used by Drury Engineering Services Limited are all within the IERRT project site boundary. Further information regarding this can be found in Chapter 3, notably on Figure 3.1 (Demolition Plan) in Volume 2 of this ES (Application Document Reference number 8.3). During construction, access to the business may be intermittently changed but their ability to operate will not be compromised.
- 16.8.41 The effect on Drury Engineering Services Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (very low sensitivity).

## P.K. Construction (Lincs) Limited

- 16.8.42 The building is to be retained within the IERRT project site boundary and their external yard area is to be reconfigured. In addition, during construction, access to the business may be intermittently changed but their ability to operate will not be compromised.
- 16.8.43 The Airborne Noise and Vibration chapter (Chapter 14 of this ES) has assessed the implications of construction noise on the users of this office due to it being regarded as a noise sensitive receptor. With the imposition of appropriate mitigation – further detailed in Chapter 14 of this ES – significant noise effects are not predicted to occur on the users of this office during the construction of the IERRT project.
- 16.8.44 The effect on P.K. Construction (Lincs) Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (very low sensitivity).

## Malcolm West Fork Lifts Limited

- 16.8.45 Landside works for the IERRT project will require the demolition of buildings used by Malcolm West Fork Lifts Limited. Further information regarding this can be found in Chapter 3, notably on Figure 3.1 (Demolition Plan) in Volume 2 of this ES (Application Document Reference number 8.3). These buildings will be replaced by new buildings within the IERRT project site boundary for use by Malcolm West Fork Lifts Limited. These buildings will replicate the style of building that already exists within the port estate and parking will be provided. The replacement buildings will be put in place before the existing buildings are demolished to enable relocation to take place to minimise disturbance to business operations.

During construction, access to the business may be intermittently changed but their ability to operate will not be compromised.

- 16.8.46 As a result of the above summarised position, the effect on Malcolm West Fork Lifts Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will be able to absorb the change outlined above (low sensitivity).

#### **Volkswagen Group United Kingdom Limited (VW)**

- 16.8.47 Landside works for the IERRT project will include the provision of the Western Storage Area to provide approximately 630 trailer bays. The proposed Western Storage Area is currently occupied by VW for storage. Therefore, during construction VW will be required to vacate the site. ABP are currently in ongoing consultation with VW about re-providing an equivalent sized area for the business.
- 16.8.48 The effect on VW as a result of construction of the IERRT project is assessed to be negligible. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will be able to absorb the change outlined above (low sensitivity).

#### **TTS (Shipping) Limited**

- 16.8.49 Having regard to the various relevant environmental topic assessment reported elsewhere within this ES (Air Quality (see chapter 13 of this ES), Airborne Noise and Vibration (see chapter 14 of this ES), and Traffic and Transport (see chapter 17 of this ES)), the effect on TTS (Shipping) Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

#### **DFDS Seaways UK Plc.**

- 16.8.50 The business discussed concerns during consultation about the proposed relocation of Drury Engineering Services Limited due to its use of their services. As explained above, ABP are intending to retain operation of Drury Engineering Services Limited on site, albeit in a slightly re-orientated footprint.
- 16.8.51 During consultation, DFDS raised concerns about commercial impacts such as marine scheduling and congestion issues as a result of the IERRT project. As discussed in paragraphs 16.8.30 and 16.8.31 and, whilst there will be an increase in movements on the Humber Estuary and to and from the Port of Immingham during construction, these are not anticipated to impact business operations of other users of the Estuary such as DFDS. In addition to the position on vessel movements, the Navigational Simulation

– Stakeholder Demonstrations (Appendix 10.3 to this ES) proved that the time taken to clear the harbour entrance will not have an effect on the scheduling of DFDS. The time taken is less than that required to navigate the lock.

- 16.8.52 Therefore, the effect on DFDS Seaways UK Plc. as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (low sensitivity).

#### **Origin UK Operations Limited (Origin Fertilisers)**

- 16.8.53 Origin Fertilisers have a facility which will effectively be surrounded by elements of the IERRT project. As part of the IERRT project, localised amendments to the access to this facility from nearby internal port roads have been agreed and are in the process of being documented.
- 16.8.54 On this basis and having regard to the various relevant environmental topic assessment reported elsewhere within this ES (Air Quality (see chapter 13 of this ES), Airborne Noise and Vibration (see chapter 14 of this ES), and Traffic and Transport (see chapter 17 of this ES)), the effect on Origin Fertilisers as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (very low sensitivity).

#### **Yara UK Limited**

- 16.8.55 During pre-application consultation, the company raised concerns about the increased levels of traffic as a result of the IERRT project and whether this will cause issues for access to and from the Yara sites. As concluded in Chapter 17 (Traffic and Transport) of this ES, there are no significant effects expected in terms of traffic and congestion as a result of the IERRT project.
- 16.8.56 Therefore, the effect on Yara UK Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (very low sensitivity).

#### **Nippon Gases UK Limited**

- 16.8.57 During pre-application consultation, the company raised concerns about additional terminal traffic during the construction phase and whether this would affect the operations of the business. As confirmed in the Traffic and Transport chapter (Chapter 17 of this ES), the internal port junctions which are affected by the IERRT project have been assessed using the PICADY

module of Junction 10 to ensure the IERRT project does not have any significant effect of the current running of the Port.

- 16.8.58 In addition, the Airborne Noise and Vibration chapter (Chapter 14 of this ES) has assessed the implications of construction noise on the users of this office due to it being regarded as a noise sensitive receptor. With the imposition of appropriate mitigation – further detailed in Chapter 14 of this ES – significant noise effects are not predicted to occur on the users of this office during the construction of the IERRT project.
- 16.8.59 Therefore, the effect on Nippon Gases UK Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Tronox Pigment Limited**

- 16.8.60 The effect on this business as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Exolum Immingham Ltd**

- 16.8.61 The business has raised concerns over access to inspect and maintain their pipeline during construction of the IERRT project. ABP has confirmed that access will be maintained throughout the works with a revised access route to be provided to pipelines located adjacent to the proposed Northern Storage Area. There will also be a protective “Crash Deck” constructed over the pipelines to protect them and ensure maintenance access is continued.
- 16.8.62 It should also be noted that the DCO application contains Protective Provision for the benefit of this business.
- 16.8.63 As a result of the above summarised position, the effect on Exolum Immingham Ltd as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (very low sensitivity).

### **Associated Petroleum Terminals (Immingham) Limited (APT) and HOTT**

- 16.8.64 During consultation, APT raised concerns about commercial impacts such as delays to arrivals or sailings of vessels as a result of increased vessel traffic activity from the IERRT project. However, it has been agreed that priority will be given to tidally restricted vessels (e.g., APT) in terms of scheduling and movements. This has been confirmed with the business and also with Humber Estuary Services.



- 16.8.65 It should also be noted that a mooring buoy used by APT will need to be relocated to allow for construction of the IERRT. The business is aware of the need to relocate the mooring buoy and negotiations are ongoing in regard to this.
- 16.8.66 Also, as discussed in Appendix 10.1 (Navigational Risk Assessment) to this ES, it has been agreed that there will be no conditions put on APT that will change their fundamental operating during construction. Furthermore, as noted in paragraphs 16.8.30 and 16.8.31 of this ES chapter, whilst there will be an increase in movements on the Humber Estuary and to and from the Port of Immingham during construction, these are not anticipated to impact business operations of other users of the Estuary.
- 16.8.67 It is also important to note that APT use berths 8 and 9 of the IOT Finger Pier on a flood tide. The construction of vessel impact protection (if required) will require works in close proximity to these berths and may therefore lead to some disruption during construction. However, construction of the vessel impact protection will be timed to avoid works to the IOT Finger Pier berths 8 and 9 when they are in use. Therefore, impacts to the operations of APT are not anticipated during construction.
- 16.8.68 Consideration has also been given to the vibration impacts of the IOT jetty on APT in Chapter 14 (Noise and Vibration) to this ES. As noted in the chapter, no significant effects are expected to APT in regard to this.
- 16.8.69 It should also be noted that the DCO application contains Protective Provision for the benefit of HOTT.
- 16.8.70 As a result of the above summarised position, the effect on APT as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will be able to absorb any potential change outlined above (low sensitivity).

#### **People Asset Management Limited (PAM)**

- 16.8.71 Chapter 14 (Noise and Vibration) of this ES highlights construction noise as a potential impact on PAM, however, following embedded mitigation referenced in the chapter, the residual impact on this business from a Noise and Vibration perspective is expected to be non-significant.
- 16.8.72 Therefore, the effect on PAM as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

#### **Svitzer Humber Limited**

- 16.8.73 The effect on this business as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the



comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Rix Petroleum Limited**

16.8.74 Rix uses berths 8 and 9 of the IOT Finger Pier. The construction of vessel impact protection (if required) will require works in close proximity to these berths and may therefore lead to some disruption during construction. However, construction of the vessel impact protection will be timed to avoid works to the IOT Finger Pier berths 8 and 9 when they are in use. Therefore, impacts to the operations of Rix are not anticipated during construction.

16.8.75 In addition to this, the Navigational Simulation – Stakeholder Demonstrations (Appendix 10.3) to this ES shows that there would be no impact on the ability of Rix to operate the berths they need access to during construction.

16.8.76 Therefore, the effect on Rix Petroleum Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **J.C. Peacock & Co., Limited (Peacock Salt Limited)**

16.8.77 It is expected that the business will be relocated from their current site to a new site within the Port of Immingham, prior to commencement of construction (see Figure 16.1 in Volume 2 of this ES (Application Document Reference number 8.3)). The site is already in a position to accommodate the business and would not require any site preparation works.

16.8.78 Therefore, the effect on Peacock Salt Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will be able to absorb the change outlined above (low sensitivity).

### **Bulk Minerals Limited**

16.8.79 Similar to Peacock Salt Limited above, Bulk Minerals Limited is expected to be relocated prior to the construction of the IERRT project (see Figure 16.1 to this ES). Again, the new site is already in a position to accommodate the business and would not require any site preparation works.

16.8.80 As a result of the above summarised position, the effect on Bulk Minerals Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small

number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will be able to absorb the change outlined above (low sensitivity).

### **DB Cargo (UK) Limited**

- 16.8.81 ABP is currently negotiating alternative access to the site of DB Cargo (UK) Limited. The business is aware of the need to amend access and negotiations are ongoing in regard to this.
- 16.8.82 It should also be noted that the DCO application contains Protective Provision for the benefit of this business.
- 16.8.83 Therefore, the effect on DB Cargo (UK) Limited as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (low sensitivity).

### **Network Rail Infrastructure Limited (Network Rail)**

- 16.8.84 As noted above, ABP is currently negotiating alternative access to the site of DB Cargo (UK) Limited, which Network Rail also uses to access its rail tracks. The business is aware of the need to amend access and negotiations are ongoing in regard to this.
- 16.8.85 During consultation, Network Rail requested further discussions if operational traffic routes take in Network Rail assets to ensure the development will not have an adverse impact on railway operations. As noted in Chapter 17 Traffic and Transport, ABP have consulted with the business in respect of an appropriate Protective Provision for inclusion in the DCO and it has been agreed that the DCO will contain this for the benefit of this business.
- 16.8.86 Therefore, the effect on Network Rail as a result of construction of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that it is expected that they will easily be able to absorb the change outlined above (low sensitivity).

### **Summary of effects on existing businesses and activities during construction**

- 16.8.87 The effect on businesses as a result of construction of the IERRT project is assessed to be **negligible** and non-significant given the comparatively small number of employees in the businesses relative to the wider labour market area (low magnitude) and as most businesses do not require relocation and as a result are not required to absorb change (very low sensitivity). Where businesses are directly impacted by the construction of the IERRT project and are required to relocate or have access to their sites amended, suitable alternative premises and access arrangements have already been identified – and positive negotiations are currently

ongoing in regard to this – these businesses have been assessed as low sensitivity as a result of this change and the effect in these instances as **negligible** and non-significant.

## Operational phase

16.8.88 This section contains an assessment of the potential impacts to socio-economic receptors as a result of the operational phase of the IERRT project. The following impact pathways have been assessed:

- Changes to employment;
- Changes to GVA;
- Impacts on local services and infrastructure;
- Changing influx of workers; and
- Effects on existing businesses and activities.

### Employment

16.8.89 The IERRT project will generate long-term jobs once operational. The following analysis estimates gross operational employment arising from the IERRT project and then considers deadweight (existing employment on site), leakage, displacement and multiplier effects (to assess indirect and induced employment) in order to assess net impacts.

16.8.90 During the operational period, employment will be generated by the operation and maintenance of the new IERRT facility. It is currently anticipated that there will be approximately 200 operational jobs (gross) during the operation of the IERRT project.

16.8.91 As with the construction employment, additionality values have been used to estimate the net operational employment. These include a 25% leakage figure (a medium 'ready reckoner' from the HCA Additionality Guide (HCA, 2014)), 25% displacement figure (a low 'ready reckoner' from the HCA Additionality Guide), and a multiplier of 1.5 (a multiplier for 'average' supply linkages in the economy of the Grimsby TTWA, from the HCA Additionality Guide). Taking these additionality values into consideration, it is anticipated that there will be 196 net jobs, with 176 of these being filled by residents of the Grimsby TTWA.

**Table 16.10. Net employment of the IERRT project in operation**

Operational Employment	Grimsby TTWA	Outside of Grimsby TTWA	Total
Gross Direct Employment	180	20	200
Displacement	45	5	50
Net Direct Employment	135	15	150
Net Indirect/ Induced Employment	41	5	46
<b>Total Net Employment</b>	<b>176</b>	<b>20</b>	<b>196</b>

- 16.8.92 The magnitude of this impact is considered to be high, based on the number of jobs created, and the long-term, permanent nature of the job creation. Sensitivity is assessed as low due to the local workforce anticipated to be able to absorb this change. Therefore, the direct, indirect and induced employment created by the construction phase of the IERRT project is likely to have a **moderate beneficial** (significant) effect on the Grimsby TTWA economy.

### **Gross Value Added (GVA)**

- 16.8.93 Applying the average gross value added per worker (all industries) in the area (£47,397) to the total net operational employment generated by the proposed IERRT development gives the total GVA arising from the operational phase on a per annum basis. Note that this has been based on the average GVA per worker across all industries in North East Lincolnshire as the appropriate benchmark as data is published at this level rather than the Grimsby TTWA. By applying this to the total net operational employment generated by the IERRT project, it is estimated that the operational jobs will contribute approximately £2.9 million per annum to the national economy, of which £2.7M would be generated within the TTWA.
- 16.8.94 The sensitivity of this receptor is considered to be low, due to the ability of the labour market to absorb the change. The magnitude of impact is considered to be medium due to the addition of a considerable amount of local GVA. Therefore, the impact of GVA generation from the operational phase on the economy within the relevant study area has been assessed as **minor beneficial** which is not considered significant.

### **Impact on local services and local infrastructure during operation**

- 16.8.95 Very few residential properties lie within 500 m of the IERRT project site. Those that do are located on Queens Road (approximately 200 m south of the site). Between these residential properties and the development is a collection of warehouses, businesses, and railway lines.
- 16.8.96 There are some residential properties along Kings Road in Immingham between Trenchard Close and Pelham Road, approximately 270 m south-west of the nearest boundary of the IERRT project site. This part of the IERRT project site is near to the Western Trailer Park, which will be used for trailer storage. Between this part of the IERRT project and residential properties is the A1173 road, businesses outside the Port on Middleplatt Road, and railway lines.
- 16.8.97 It is also important to note that the site of the IERRT project is already in port use and has historically been used for this purpose for a considerable period of time.
- 16.8.98 Given the distance of the local services and infrastructure receptors (school, care centre and fire station) identified in Section 16.6 of this ES chapter any impact is anticipated to have a low magnitude due to the

receptors mainly being located away from the Port, so should experience limited disruption or impact. The sensitivity of the receptors is considered to be low, due to the receptors being able to respond to absorb the change. The effect is therefore assessed as **negligible** (not significant).

### *The impact of a changing influx of workers during the operation phase*

16.8.99 There is anticipated to be a small inflow of workers from outside the study area to work on the operation of the IERRT project. There will be some specialist operational workers required for the marine works contributing to the worker inflow, but these are still estimated to be limited in number. These details of specialist workers from outside the local area are still to be finalised at this stage. As such, there is not anticipated to be a notable impact on social cohesion and local facilities during operation. As such the impact magnitude is assessed as low adverse. Sensitivity is assessed as being low, with the local area being able to respond to and absorb this change. There is therefore expected to be **negligible** (not significant) effect.

### *Effects on existing businesses and activities*

16.8.100 In a similar way to the construction stage assessment, the assessment of effects during the operational stage of the IERRT project on existing businesses and activities is informed by other topic assessment reported in this ES, in particular the assessments reported in Chapters 7, 10, 13, 14 and 17. In addition – and as highlighted in paragraph 16.8.30 – the information provided in paragraphs 16.8.31 to 16.8.36 is also of relevance to the operational stage of the project.

16.8.101 Having regard to all of these matters, the overall effects on the different businesses identified as having the potential to be affected by the proposed IERRT development during its operation is set out in the paragraphs that follow.

#### **Drury Engineering Services Limited**

16.8.102 The effect on Drury Engineering Services Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity). The operators within the Port may wish to use services of Drury, and therefore there is a potential benefit expected for the business.

#### **PK Construction (Lincs) Limited**

16.8.103 The effect on PK Construction (Lincs) Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Malcolm West Fork Lifts Limited

16.8.104 The effect on Malcolm West Fork Lifts Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Volkswagen Group United Kingdom Limited (VW)

16.8.105 VW will no longer be operating within the Port during operation. ABP are currently in talks with VW about re-providing an equivalent sized storage area for the business. Therefore, the effect on VW as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they will be able to absorb change (low sensitivity).

### TTS (Shipping) Limited

16.8.106 The effect on TTS (Shipping) Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### DFDS Seaways UK Plc.

16.8.107 DFDS has raised concerns about marine traffic when they wish to arrive and depart at the Port but this is not expected to impact their day-to-day operations. As discussed in paragraphs 16.8.30 and 16.8.31, whilst there will be an increase in movements on the Humber Estuary and to and from the Port of Immingham during operation, these are not anticipated to impact business operations of other users of the Estuary such as DFDS. In addition to the position on vessel movements, the Navigational Simulation – Stakeholder Demonstrations (Appendix 10.3) proved that the time taken to clear the harbour entrance will not have an effect on the scheduling of DFDS. The time taken is less than that required to navigate the lock.

16.8.108 In addition, the business raised concern during consultation about the impact of increased traffic in and around the Port during operation. As noted in Chapter 17 (Traffic and Transport) of this ES, analysis of junction operation in the area has been assessed and concludes that there will be no adverse impact on junction operation and therefore, congestion.

16.8.109 The effect on DFDS as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).



### Origin UK Operations Limited (Origin Fertilisers)

16.8.110 The effect on Origin Fertilisers as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Yara UK Limited

16.8.111 The effect on Yara UK Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Nippon Gases UK Limited

16.8.112 The Airborne Noise and Vibration chapter (Chapter 14 of this ES) assessed a potential significant effect to Nippon Gases UK Limited during the operational phase of the IERRT project due to on-site activities. However, there is the potential for reduction in predicted impact significance external to the office building following implementation of standard best practices. As the main noise sensitive receptors will be located inside the office building, provided the internal design criterion is not exceeded following implementation of the mitigation measures, the classification of effects at these internal noise sensitive receptors are assessed to reduce to not significant.

16.8.113 Therefore, the effect on Nippon Gases UK Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Tronox Pigment Limited

16.8.114 The effect on Tronox Pigment Limited as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Exolum Immingham Ltd

16.8.115 ABP and the operator of the new terminal will provide Exolum Immingham Ltd with alternative access to their pipelines adjacent to the proposed Northern Storage Area for inspection and maintenance, including access with heavy machinery as agreed. It should also be noted that the DCO application contains a Protective Provision for the benefit of this business.



16.8.116 Therefore, the effect on Exolum Immingham Ltd as a result of the operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

#### **Associated Petroleum Terminals (Immingham) Limited (APT) and HOTT**

16.8.117 APT are tidally restricted and therefore, the business will take preference in regard to potential increased congestion at the Port during operation. Also, as discussed in the Appendix 10.1 Navigational Risk Assessment, it has been agreed that there will be no conditions put on APT that will change their fundamental operating during this phase.

16.8.118 Furthermore, as noted in paragraphs 16.8.30 and 16.8.31 of this ES chapter, whilst there will be an increase in movements on the Humber Estuary and to and from the Port of Immingham during operation, these are not anticipated to impact business operations of other users of the Estuary such as APT.

16.8.119 The business also raised concern during consultation about the impact of increased traffic in and around the Port during operation. As noted in Chapter 17 (Traffic and Transport) of this ES, analysis of junction operation in the area has been assessed and concludes that there will be no adverse impact on junction operation and therefore, congestion.

16.8.120 Therefore, the effect on APT as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

#### **People Asset Management Limited**

16.8.121 The Airborne Noise and Vibration chapter (Chapter 14 of this ES) concludes that there could be a significant impact to People Asset Management (PAM) Limited due to on-site activities during the operational phase of the IERRT project. However, it is expected that as the main noise sensitive receptors will be located inside the PAM building, provided the internal design criterion is not exceeded following implementation of the mitigation measures, the classification of effects at these internal noise sensitive receptors are expected to reduce to not significant.

16.8.122 The effect on PAM as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Svitzer Humber Limited**

16.8.123 There is potential for a positive impact to occur on Svitzer Humber Limited as a result of the operation of the IERRT project. This is due to a likely increased demand for the services of the business.

16.8.124 The effect on Svitzer Humber Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Rix Petroleum Limited**

16.8.125 The Navigational Simulation – Stakeholder Demonstrations (Appendix 10.3 to this ES) was undertaken to assess the impacts of the IERRT project on potential marine scheduling and congestion changes during the operation phase. This shows that there would be no impacts to the ability of Rix to operate the berths they need access to during operation.

16.8.126 The effect on Rix Petroleum Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **J.C. Peacock & Co., Limited (Peacock Salt Limited)**

16.8.127 The effect on Peacock Salt Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **Bulk Minerals Limited**

16.8.128 The effect on Bulk Minerals Services Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### **DB Cargo (UK) Limited**

16.8.129 The effect on DB Cargo (UK) Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

## Network Rail Infrastructure Limited

16.8.130 The effect on Network Rail Infrastructure Limited as a result of operation of the IERRT project is assessed to be **negligible** and non-significant. This is due to the comparatively small number of employees in the business relative to the wider labour market area (low magnitude) and that they are not required to absorb change (very low sensitivity).

### Summary of effects on existing businesses and activities during operation

16.8.131 A number of businesses have raised concerns regarding both landside and marine traffic congestion during operation of the IERRT project. However, as noted in Appendix 10.1 (Navigational Risk Assessment) to this ES, vessel movements have reduced over time and are not expected to increase to a higher level as seen in the past. In regard to landside congestion, Chapter 17 (Traffic and Transport) of this ES does not conclude any significant effects on receptors such as the businesses discussed.

16.8.132 Overall, it is concluded that there will be a low impact on businesses during operation, based on the lack of direct impacts and indirect impacts on businesses. Sensitivity is anticipated to be low, based on local businesses being able to respond to absorb the impacts of the scheme and employment in these businesses representing a comparatively small proportion of the total employment in the wider labour market area. This results in a **negligible** (not significant) effect on businesses during the operational stage.

## 16.9 Mitigation measures

16.9.1 No significant adverse socio-economic effects have been identified during the construction or operation of the IERRT project, only significant beneficial effects, and as such no mitigation is required.

16.9.2 This conclusion is, however, based on the imposition of certain embedded mitigation measures which have already been referred to in the preceding section. These include works to reconfigure existing sites and buildings within the boundary of the IERRT project site, and the relocation of some storage activities to other parts of the Port estate. ABP continues to engage with port businesses as part of its ongoing engagement on the IERRT project.

## 16.10 Limitations and assumptions

16.10.1 The socio-economic assessment is based on the available data at the time of writing and as detailed within this chapter. The socio-economic baseline is informed by secondary data and although the most recently available data have been used, it usually suffers a time lag.

16.10.2 The assessment is a desk-based study, based on information available at the time of assessment.

## 16.11 Residual effects and conclusions

- 16.11.1 A summary of the impact pathways that have been assessed, the identified residual impacts and level of confidence is presented in Table 16.11 of this chapter.
- 16.11.2 It is considered that the IERRT project will have an overall beneficial economic effect on the Grimsby TTWA economy, through the provision of employment and through associated multiplier effects.

**Table 16.11. Summary of potential impact, mitigation measures and residual impacts**

Receptor	Impact Pathway	Impact Significance	Mitigation Measure	Residual Impact	Confidence
<b>Construction Phase</b>					
Socio-economics	Employment	Moderate beneficial (significant)	N/A	Moderate beneficial (significant)	Medium
	GVA	Moderate beneficial (significant)	N/A	Moderate beneficial (significant)	Medium
	Impact on local services and infrastructure	Negligible (not significant)	N/A	Negligible (not significant)	Medium
	Temporary accommodation	Negligible (not significant)	N/A	Negligible (not significant)	Medium
	Effects on existing businesses and activities	Negligible (not significant)	N/A	Negligible (not significant)	Medium
<b>Operational Phase</b>					
Socio-economics	Employment	Moderate beneficial (significant)	N/A	Moderate beneficial (significant)	Medium
	GVA	Minor beneficial (not significant)	N/A	Minor beneficial (not significant)	Medium
	Impact on local services and infrastructure	Negligible (not significant)	N/A	Negligible (not significant)	Medium
	Effects on existing businesses and activities	Negligible (not significant)	N/A	Negligible (not significant)	Medium

## 16.12 References

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## 16.13 Abbreviations/Acronyms

<b>Acronym</b>	<b>Definition</b>
ABP	Associated British Ports
APT	Associated Petroleum Terminals
BIS	(Department of) Business, Innovation and Skills
BRES	Business Register and Employment Survey
C.RO	C.RO Ports Killingholme
CAGR	Compound Annual Growth Rate
COVID	Coronavirus
DCO	Development Consent Order
DFDS	Det Forenede Dampskibs-Selskab
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environmental Statement
GVA	Gross Value Added
HCA	Homes and Communities Agency
HGV	Heavy Goods Vehicle
HM	His (Her) Majesty's
HST	Humber Sea Terminal
ID	Identity
IERRT	Immingham Eastern Ro-Ro Terminal
IOT	Immingham Oil Terminal
LEP	Local Enterprise Partnership
LSE	Likely Significant Effect
LSOA	Lower Super Output Area
M	Million (Sterling)
MMO	Marine Management Organisation
NLC	North Lincolnshire Council
NPPF	National Planning Policy Framework
NPSfP	National Policy Statement for Ports
NSIP	Nationally Significant Infrastructure Project
ONS	Office for National Statistics
PAM	People Asset Management Limited
PEIR	Preliminary Environmental Impact Report
PICADY	Priority Intersection Capacity and Delay (TRL software module)
PINS	Planning Inspectorate

TRL	Transport Research Laboratory
TTS	TTS (Shipping) Limited
TTWA	Travel to Work Area
UK	United Kingdom

Cardinal points/ directions are used unless otherwise stated.

SI units are used unless otherwise stated.

## 16.14 Glossary

<b>Term</b>	<b>Definition</b>
Direct impact	Direct impacts occur through direct interaction of an activity with an environmental, social, or economic component.
Displacement	The proportion of outputs from the development accounted for by reduced outputs elsewhere.
Indirect impact	Indirect impacts on the environment are these which are not a direct result of the project
Leakage	The proportion of outputs from the development that benefit those outside of the intervention's target area or group.
Lower Super Output Area (LSOA)	LSOAs are small geographic areas defined by the ONS. There are 34,753 LSOAs across England and Wales with a minimum population of 1,000 and a maximum of 3,000.
Multiplier	Further activity (jobs, expenditure, or income) associated with additional local income, local supplier purchases and longer-term development effects.
Travel to Work Area (TTWA)	TTWAs are geographies defined by the ONS, created to approximate labour market areas.

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