

## 20 Socio-Economic

### Introduction

- 20.1 This chapter presents a preliminary assessment of the potential socio-economic impacts arising as a result of the OMSSD proposals. The impact assessment is undertaken with consideration of the local and sub-regional socio-economic context in terms of the baseline socio-economic conditions and relevant policy objectives, and the national context with respect to the UK's national port policy and the UK's energy policy, sector and security.
- 20.2 As outlined in Chapter 4, the Oikos Facility occupies a strategic Thames-side location within the South East of England and benefits from the ability to redeliver imported fuel products via key national pipeline distribution networks. The Oikos Facility is a critical piece of national infrastructure which makes a significant contribution to a reliable, cost effective and resilient UK fuel distribution system.
- 20.3 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 OMSSD project in respect of specific socio-economic matters.
- 20.4 As part of its analysis, this chapter considers the socio-economic impacts of the OMSSD project on the fishing industry. In so doing it relies upon the conclusions reached from the assessment contained within Chapter 9 Marine Ecology and Chapter 10 Commercial and Recreation Navigation. In a similar way, when considering the socio-economic impact of the OMSSD project on other businesses and activities this chapter relies upon the conclusions reached in various of the topic assessments reported in various chapters within this PEIR.

### Definition of the Study Area

- 20.5 The OMSSD proposals are located on Canvey Island in the Thames Estuary in South Essex. The local study area consists of Castle Point Borough, the local authority area within which the proposals are located, and the larger Essex County sub-region of which Castle Point forms a part. Since the proposals are expected to have impacts of local and national economic significance, this chapter's study area extends to the national level in respect of the consideration of the OMSSD project in terms of its impact on the UK economy and national strategic objectives.
- 20.6 In terms of private assets and community resources, the study area for the socio-economic assessment considers those assets and resources identified in Chapter 2 Site and Surroundings that may be impacted both directly and indirectly by the OMSSD proposals.

# Assessment Methodology

## Data and Information Sources

- 20.7 The impact assessment is undertaken with consideration of the socio-economic context of the local study area in terms of its baseline conditions and the relevant local, sub-regional and national policy documents.
- 20.8 The socio-economic assessment is based on a desktop review of primary and secondary sources of data such as:
- Castle Point Local Plan – Pre-submission Plan 2019;
  - Ministry of Housing, Communities & Local Government Data 2019;
  - Office of National Statistics (ONS) data; and
  - Public Health England data 2020.

## Stage 1 of the assessment process – Identifying the baseline environment

- 20.9 For the purposes of this assessment the identification of the baseline environment has largely been based upon a desktop review of available sources of data, which are described further within the existing environment section that follows.
- 20.10 The analysis undertaken has sought to identify the existing baseline environment from a range of socio-economic indicators including:
- Demography;
  - Deprivation;
  - Qualification levels, and
  - Economic activity, structure and employment levels.
- 20.11 In addition to considering the above indicators, the analysis undertaken has also sought to identify businesses, private assets and community resources that may be affected by the OMSSD project. This includes other specific businesses, operations and activities that operate or occur within the immediate surrounds of the Oikos Facility.
- 20.12 In addition to identifying the current baseline environment, this element of the assessment process also seeks to provide information on what the future socio-economic baseline environment would likely be in the absence of the OMSSD project.

## Stage 2 of the assessment process – Identifying potential impacts

- 20.13 The National Policy Statement for Ports (NPSfP) (DfT, 2012)<sup>600</sup>, at Section 5.14, provides advice to applicants on the approach to be adopted to the consideration of socio-economic effects within assessments, and due regard has been paid to this guidance in identifying potential impacts.
- 20.14 Having regard to this policy guidance, the following potential impact areas have been considered as appropriate during both the construction and operational phases of the project, within the OMSSD project assessment reported in this chapter:
- Impacts generated by the creation of jobs and training opportunities;
  - Impacts generated by the provision of any additional local services and improvements to local infrastructure;
  - Impacts generated by a changing influx of workers during the different phases of the project;
  - Impacts on tourism, other businesses and private assets;
  - Impacts on the achievement of relevant policy objectives, and
  - Cumulative effects.

## Stage 3 of the assessment process – Assessing impacts and effects

- 20.15 The socio-economic impact assessment considers effects predicted to occur during both the construction and operation phase of the project and in doing so has regard to whether the predicted effects are:
- Direct or Indirect;
  - Beneficial or Adverse; and
  - Temporary or Permanent.
- 20.16 Direct effects are those which directly affect socio-economic baseline conditions. Indirect effects are those where the direct changes in baseline conditions in turn affects other activities in respect of baseline conditions. Temporary effects are those which occur solely for the duration of the impact causing the effect. Permanent effects are those which continue to occur even after the impact initially causing the effects has ceased.
- 20.17 There is no definitive guidance on determining the significance of socio-economic effects. The methodology proposed to be used, therefore, draws on standard industry best practice and includes an evaluation of the magnitude of impact being generated (either Major, Moderate, Minor or Negligible) and the sensitivity / value of the receptor being impacted upon (either High, Medium or Low). These matters are determined using professional

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<sup>600</sup> Department for Transport (2012) National Policy Statement for Ports

judgement from the information obtained and having regard to the criteria categorisations provided in Tables 20.1 and 20.2 as a guide.

Table 20.1: Sensitivity of the socio-economic receptor

Socio-economic receptor sensitivity	
High	A receptor with little or no capacity to absorb change
Medium	A receptor with limited capacity to absorb change
Low	A receptor with capacity to absorb change

Table 20.2: Magnitude of Effect

Socio-Economic Magnitude of Impact	
Major	A long term and permanent effect that extends beyond the boundaries of the study area that affects the well-being of many socio-economic receptors
Moderate	A medium term effect that lasts for longer than a year within the study area that affects the well-being of socio-economic resources
Minor	A short term effect that lasts for less than a year within the study area that affects the well-being of a few socio-economic receptors; or A long term and permanent effect that affects the well-being of a small amount of socio-economic receptors
Negligible	A short term effect that does not extend beyond the extent of the Scheme that affects the well-being of a few socio-economic receptors

20.18 Having identified the sensitivity of the receptor and the magnitude of the impact, the significance of effects is then determined having regard to the matrix provided in Table 20.3. Effects of moderate and major significance are those which, in EIA terms, are considered to be significant.

Table 20.3: Significance of effects

		Sensitivity of Receptor		
		High	Medium	Low
Magnitude of Impact	Major	Major Adverse/Beneficial	Major Adverse/Beneficial	Moderate Adverse/Beneficial
	Moderate	Major-Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial	Minor Adverse/Beneficial
	Minor	Moderate-Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor – Negligible
	Negligible	Negligible	Negligible	Negligible

### Stage 4 of the assessment process – Impact management and residual effects

20.19 This stage of the assessment considers and identifies any measures that can be implemented to manage the impacts generated – either minimising adverse impacts or maximising beneficial impacts – before then drawing conclusions as to the residual socio-economic effects of the OMSSD project.

## Consultation

20.20 Table 20.4 sets out the consultation that has informed the assessment of socio-economic effects to date in the PEIR.

Table 20.4: Summary of consultation to date

Consultee	Date	Summary of Response	How comments have been addressed in this Chapter
Planning Inspectorate (Scoping Opinion)	May 2020	4.142 Scoping Report does not include information on private assets or community resources that might be affected by the proposed development. Baseline should include an overview of relevant private and community resources (land and marine based) informed through consultation with CPBC, and health and wellbeing outcomes.	Preliminary environmental baseline information section includes a consideration of private assets and community resources that might be affected by the proposed development.
		4.142 The evidence base for the socio-economic impact assessment should include: <ul style="list-style-type: none"> <li>• ASELA (2019) The South Essex Productivity Strategy;</li> <li>• ECC (2020) Essex Prosperity and Productivity Plan;</li> <li>• SQW (2019) South Essex Grow-on Space: A case for intervention;</li> <li>• GVA (2017) South Essex Economic Development Needs Assessment.</li> </ul>	These sources of information have been considered as appropriate in the preliminary environmental baseline information section of this chapter.
		4.143 The ES should include consideration of the impact of the proposed development on receptors such as local fishing fleet, tourism and leisure sectors; public services (including affordable housing and private rented lower-cost accommodation); skills provision; and health and wellbeing. The socio-economic impact assessment should assess impacts to these receptors where significant effects are likely to occur.	A preliminary consideration of these matters is considered within the Impact Assessment section of this chapter

## Implications of Legislation, Policy and Guidance

20.21 This section reviews relevant national, sub-regional and local policy concerning economic strategy and the energy and energy import sectors.

## National policy

### ***National Policy Statement for Ports (DfT, 2012)***

- 20.22 The NPSfP<sup>601</sup> highlights the vital role that ports play in the import and export of energy supplies, including oil, and in supporting terminals for oil and gas pipelines (paragraph 3.1.5). Shipping will continue to provide the only effective way to move the vast majority of freight in and out of the UK, thus provision of sufficient sea port capacity will remain an essential element in ensuring the UK economy's sustainable growth (paragraph 3.1.4).
- 20.23 The NPSfP also attests to the importance of ports' role in local and regional economies, further enhancing national prosperity. Ports bring together groups of related businesses, creating agglomeration effects. New investment in this context will tend to increase the overall sector productivity (paragraph 3.1.7).
- 20.24 The Government, therefore, seeks to encourage sustainable port development to contribute to economic growth through enabling international trade, foreign direct investment, employment and other opportunities.
- 20.25 In addition, the NPSfP says that new port infrastructure should, amongst other things, also:
- *“Contribute to local employment, regeneration and development.*
  - *Ensure competition and security of supply.....*
  - *Enhance access to ports and the jobs, services and social networks they create, including for the most disadvantaged”* (NPSfP, paragraph 3.3.3)
- 20.26 The NPSfP also provides guidance for the decision-maker in their consideration of harbour facility NSIPs. Paragraph 4.3.5 says that the decision-maker should give substantial weight to the positive impacts associated with economic development, in line with the policy set out in the NPSfP. It is noted that the expansion of the ports sector through market-oriented investment may stimulate extra employment and training benefits (paragraph 4.3.6). The potential to impact tourism both negatively and positively is also described (paragraph 4.6.2).
- 20.27 In terms of the assessment of socio-economic impacts, the NPSfP sets out in section 5 the generic matters to be considered in assessing and determining port developments. It is noted at paragraph 5.14.1 that the construction, operation and decommissioning of port infrastructure may have socio-economic impacts at local and regional levels. Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and all relevant socio-economic impacts should be assessed, which may include as set out in paragraph 5.14.3 the following:
- *“the creation of jobs and training opportunities;*
  - *the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities;*

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<sup>601</sup> Department for Transport (2012) National Policy Statement for Ports

- *effects on tourism;*
- *the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure. This could change the local population dynamics and could alter the demand for services and facilities in the settlements nearest to the construction work (including community facilities and physical infrastructure such as energy, water, transport and waste). There could also be effects on social cohesion, depending on how populations and service provision change as a result of the development; and*
- *cumulative effects – if development consent were to be granted to for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region.”*

20.28 The NPSiP continues to set out how decision-makers should take into account the assessment of potential socio-economic impacts (paragraph 5.14.6), indicating that limited weight may be given to assertions that are not supported by evidence and that positive provisions the developer has made through developer contributions and any legacy benefits should be taken into account. The decision-maker should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development (paragraph 5.14.9).

#### ***Overarching National Policy Statement for Energy (DECC, 2011)***

20.29 The Overarching National Policy Statement for Energy (EN-1)<sup>602</sup> sets out national policy for energy infrastructure (paragraph 5.30). The content of this policy, and wider energy related policy, in respect of the significance of the type of development being taken forward by Oikos is considered within Chapters 4 and 5 of this PEIR, and is not considered further in detail within these paragraphs.

20.30 Fundamentally, relevant policy highlights the importance to economic prosperity and social well-being, and that it is crucial to ensure that the UK has the secure and affordable energy that it needs.

#### ***National Planning Policy Framework (DCLG, 2019)***

20.31 The National Planning Policy Framework (NPPF)<sup>603</sup> makes clear at the outset that it does not contain specific policies for nationally significant infrastructure projects, highlighting that these are to be determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and other relevant national policy statements for major infrastructure as well as any other matters that are relevant (paragraph 5). Matters of relevance can include the policies within the NPPF. For this reason, relevant aspects of the NPPF are considered below.

<sup>602</sup> Department of Energy and Climate Change (2011) Overarching National Policy Statement for Energy (EN-1)

<sup>603</sup> Ministry of Housing, Communities & Local Government (2019) National Planning Policy Framework

20.32 The NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. Those objectives (paragraph 8) are:

*“a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*

*c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

20.33 The NPPF makes clear that these roles should not be undertaken in isolation, because they are mutually dependent, and that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously. Local Planning Authorities should work proactively with applicants to improve the economic, social and environmental conditions of an area (paragraph 38), giving significant weight to the need to support economic growth and productivity (paragraph 80).

20.34 Planning decisions should also contribute to and enhance the natural and local environment by recognising the economic and other benefits of the best and most versatile agricultural land (paragraph 170).

#### **UK Marine Policy Statement (2011)**

20.35 This policy statement<sup>604</sup> provides the framework for preparing marine plans and is also key in respect of decisions affecting the marine environment.

20.36 The UK vision for the marine environment is set out in the UK Marine Policy Statement (MPS) as being *“clean, healthy, safe, productive and biologically diverse oceans and seas”* (paragraph 2.1.1).

20.37 Chapter 3 of the MPS sets out policy objectives for the key activities that take place in the marine environment, emphasising that these will be delivered through marine planning and decision making which is summarised above.

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<sup>604</sup> HM Government (2011) UK Marine Policy Statement



- 20.38 The key activity of Ports and Shipping is dealt with in section 3.4 of the MPS. This highlights that ports and shipping are an essential part of the UK economy, providing the major conduit for the country's imports and exports. It is further recognised that ports provide key transport infrastructure between land and sea, and that ports and shipping are critical to the effective movement of cargo and people, both within the UK and in the context of the global economy (paragraph 3.4.1).
- 20.39 In respect of port development specifically, the MPS highlights in a general sense potential positive and negative impacts associated with port development. Potential positive impacts are identified as including job creation as well as wider benefits to national, regional or local economies, whereas potential adverse impacts are identified as including those arising from the construction phase and those arising from an increase in shipping (paragraph 3.4.10).

### **Sub-regional policy**

#### ***The South Essex Productivity Strategy, Association of South Essex Local Authorities (ASELA)***

- 20.40 The strategy published in 2019<sup>605</sup> sets out four programmes that are intended to improve productivity across South Essex over a 5 year period. The programmes include initiatives to:
- Retain highly skilled knowledge workers to work and live within South Essex;
  - Support innovation and development in our key sectors;
  - Leverage the area's unique connectivity to deliver prosperity for our population; and,
  - Deliver lifelong learning and opportunities through the changing nature of work.
- 20.41 The strategy recognises the strength afforded by the three major ports within South Essex and their role in supporting the success of London.
- 20.42 The strategy identifies five key forces that directly impact upon economic planning for South Essex:
- The nature of work has changed with old patterns of work and definition of careers changing.
  - High skilled knowledge-based work will be the key drivers.
  - Connectivity between people, businesses, markets and knowledge is increasingly important, with access to local and international markets driving future growth.
  - Lower skilled workforce will continue to face significant challenges.
  - Innovation between multiple individuals, organisations and sectors.
- 20.43 The strategy seeks to address these forces and drive productivity through four programmes: Vibrant Places; Enterprise Growth; Future Work; and Data Transformation. The Enterprise

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<sup>605</sup> Association of South Essex Local Authorities (2019) The South Essex Productivity Strategy

Growth Programme includes creating more economic value by supporting key large employers and driving growth in the region's key business areas. For larger businesses wanting opportunities to build local support and supply chains, the programme will support open innovation and collaboration allowing small businesses to seek opportunities to support larger businesses and sectors.

***South Essex Grow-on Space: A case for intervention, BBP & SQW<sup>606</sup>***

- 20.44 BBP Regeneration and SQW were commissioned by ASELA to study 'Grow-on' space for businesses in South Essex in its role as economic infrastructure that supports business and economic growth. The report, issued in 2020, examines the demand and supply of 'Grow-on' space, that is accommodation required by recent start-ups that have outgrown their initial accommodation.
- 20.45 The report identifies trends within South Essex that include a decrease in demand for industrial floorspace, along with an increase in demand for housing and employment floorspace because of congestion effects in London. A supply and demand gap in respect of available Grow-on space is identified across South Essex, however, within the Castle Point Borough the gap is categorised as low, with the analysis showing that policy should safeguard against loss and encourage refurbishment in strategic locations.

***South Essex Economic Development Needs Assessment, GVA<sup>607</sup>***

- 20.46 The report published in 2017 was commissioned on behalf of South Essex local authorities, including Castle Point Borough Council. It identifies the need for a strategy that brings together growth opportunities across South Essex so that it functions as an economic hub rather than developing competing or conflicting positions. In particular, it promotes the *"efficient use of valuable land and assets, maximising the role of infrastructure assets and underpinning sustainable patterns of growth"* (paragraph 1.6).
- 20.47 In terms of Castle Point Borough it is considered that in terms of its employment clusters, these predominantly support the local economy and its growth, with few sites contributing significantly to strategic growth opportunities for South Essex. The exception to this is considered to be the Oikos and Calor Gas facilities which are considered to play a more *"specialist and outward facing port-related economic role, with international links."* (paragraph 6.54). The report views the Oikos facility as forming a secondary component of the port and storage related facilities in Thurrock's London gateway cluster, which is shown to play a strategic economic role in the growth of the transport and logistics sector in particular for South Essex. With this in mind, the report recommends that the Oikos facility within the Canvey Island Cluster *be "protected and maintained for future employment activity"*.

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<sup>606</sup> BBP & SQW (2020) South Essex Grow-on Space: A case for intervention

<sup>607</sup> GVA (2017) South Essex Economic Development Needs Assessment

20.48 The report sets out a series of recommendations to help define South Essex's role and function as part of the nationally important Thames Gateway corridor. These include improving local skill levels and economic prospects, increasing productivity levels and supporting and promoting key economic growth sectors.

***South East Local Enterprise Partnership Smarter Faster Together – Towards a Local Industrial Strategy<sup>608</sup>***

20.49 Prepared in 2018, the South East Local Enterprise Partnership's (LEP) 'Smarter Faster Together' strategy aims for a more productive, more prosperous economy in which everyone has the opportunity to succeed.

20.50 The South East LEP area is recognised for its international 'gateway' function containing all of the UK's infrastructure to the east and southeast of London, including major ports, whilst also making a substantial contribution to the UK's energy generation. In 2016, the LEP area generated output of around £87 billion, driven by 170,000 businesses and 1.9 million jobs.

20.51 The Strategy seeks to build on the strengths of the LEP area and:

- Work Smarter – increasing the productivity across the South East LEP area both geographically and for every sector;
- Deliver Faster – accelerating housing and infrastructure delivery to meet planned growth;
- Work better Together – collaborating across the Greater South East, with Government and with business.

***Economic Plan for Essex 2014 -2021<sup>609</sup>***

20.52 Prepared by Essex County Council in 2014, the Economic Plan seeks to unlock economic growth and sets out a case for investment in the Essex economy up to 2021. The plan is based upon collective ambitions of all local authorities in Essex and identifies the steps local partners, together with the private sector and Government, will take to accelerate growth up to 2021 and beyond.

20.53 Projections indicate that Essex would experience substantial demographic growth and to accommodate this growth, Essex would need to secure a net increase in local jobs and homes at a rate that was not currently being achieved in 2014. Demographic projections also indicate that Essex would need to improve productivity, with the working age population growing at a substantially slower rate than the general population. It was also identified that increased access to jobs within Essex itself would be important to reduce communities' reliance on out-commuting.

20.54 The Economic Plan therefore includes the following aims:

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<sup>608</sup> South East Local Enterprise Partnership (2018) Smarter Faster Together – Towards a Local Industrial Strategy

<sup>609</sup> Essex County Council (2014) Economic Plan for Essex 2014-2021

- Enhance the Essex Workforce by developing the right level of skills to support future employers and business;
- Unlock growth in Essex’s strategic growth corridors, including investment in critical infrastructure;
- Enhancing productivity within the Essex economy by exploiting competitive advantage in key sectors and to bring about a step change in local innovation;
- Develop and maintain the right reputation for Essex; and,
- Tackle resistance to development within the community;

## Local policy

- 20.55 The site of the Oikos Facility is within the borough of Castle Point. The adopted Local Plan for the area is over 20 years old, having been adopted in November 1998<sup>610</sup>. Castle Point Borough Council (CPBC) submitted their replacement plan to Government in October 2020 with the examination taking place in 2021.
- 20.56 The adopted local plan proposals map from 1998 identifies the site of the Oikos facility simply by the words ‘Oil Storage’. Within the plan the facility is the subject of policy ED9 which indicates that expansion of the installation when it is in the national interest will be permitted.
- 20.57 Within the emerging plan the Oikos Facility is the subject of draft policy EC4. The supporting text to draft policy EC4 highlights, amongst other things, that the Oikos Facility is nationally significant and has a role to play in ensuring the security of energy supplies in the UK.
- 20.58 The draft policy makes clear that applications for development within the facility will be permitted subject to certain criteria. The final wording of the policy will emerge from an independent examination of the draft plan, to which Oikos will input as necessary.
- 20.59 The emerging local plan sets out a vision for the future, where Castle Point will play a pivotal role in the South Essex sub-region supporting communities and economic growth opportunities. Objectives include protecting and enhancing services to support healthy and active communities and to create an environment that supports business growth and local job opportunities. Policy EC1 seeks to support the wider economy through measures that include the retention of port and port related facilities at South Canvey for the purposes of commercial and industrial activity.
- 20.60 Policy HS1 sets out the Council’s strategy for healthy communities, including ensuring that everybody can participate within the community and access employment opportunities within the Borough, and ensure new development is designed and located to promote good health and avoid sources of harm to health.

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<sup>610</sup> Castle Point (1998) Adopted Local Plan and Saved Policies (2007)

## Preliminary Description of the Existing Environment

- 20.61 The analysis of the existing environment set out in this PEIR chapter considers the area covered by Castle Point Borough (hereafter Castle Point) and the wider Essex County area (hereafter Essex) of which it forms a part. It examines the following key socio-economic indicators:
- Demography;
  - Deprivation;
  - Economic activity and unemployment;
  - Workforce characteristics and qualification levels;
  - Economic structure; and
  - Health and wellbeing.
- 20.62 As part of this analysis, a comparison of the position at the Castle Point and Essex level with the position at the national level is provided. For the purposes of the socio-economic assessment, the local economy, the regional economy, and the national (England) economy are each considered to be socio-economic receptors.
- 20.63 Through this analysis of overarching socio-economic conditions, along with consideration of the Oikos facility itself and land and marine based private and community resources in the vicinity of the site, the baseline conditions—against which the socio-economic impacts of the OMSSD project will be measured—are established.

### Demography

- 20.64 Castle Point's population in 2019 was estimated to be 90,376<sup>611</sup>. The Borough thus accounted for around 6.1% of Essex's total population of 1,489,189<sup>612</sup>.
- 20.65 Both Castle Point and England experienced levels of population growth lower than Essex's level of growth from 1999 to 2019. Essex's population is estimated to have grown by 15.0% in this time period, slightly exceeding England's estimated 14.8% growth, and substantially exceeding Castle Point's estimated 5.0% growth<sup>613</sup>.
- 20.66 ONS population projections<sup>614</sup> suggest that Castle Point's population growth will continue to lag behind that of England to 2043 to some extent. Castle Point's population is projected to grow by 6.6% (compared with England's 10.3%) between 2018 and 2043, to reach

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<sup>611</sup> Nomis (2021) ONS Mid-Year Population Estimates. Available at: <https://www.nomisweb.co.uk/datasets/pepsyoala>

<sup>612</sup> *Ibid.*

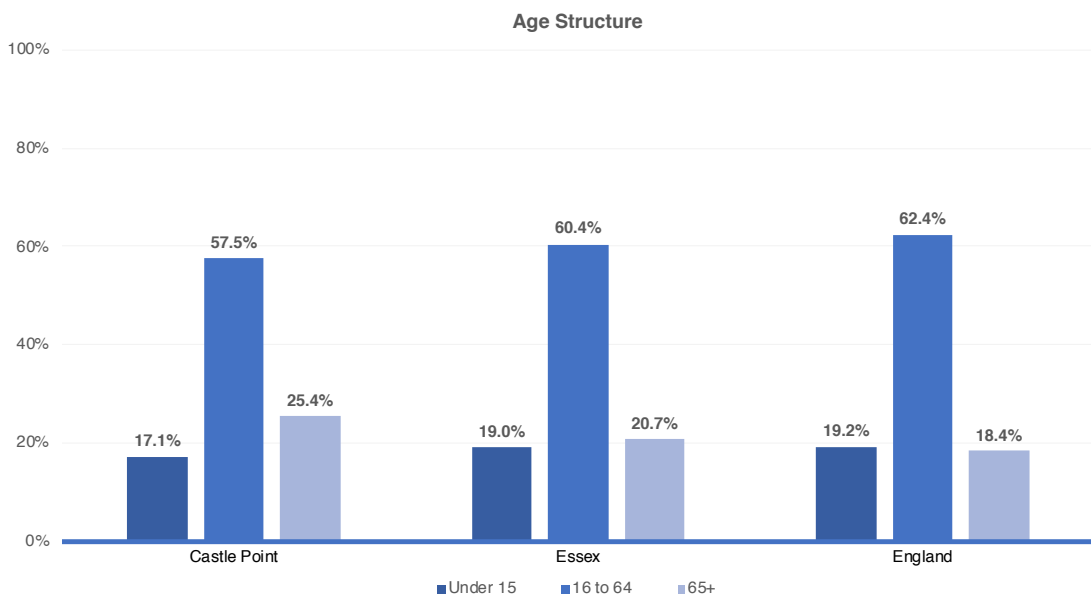
<sup>613</sup> *Ibid.*

<sup>614</sup> Nomis (2021) ONS 2018-based Population Projections. Available at: <https://www.nomisweb.co.uk/datasets/ppsyoala>

approximately 95,999. Essex’s population growth between 2018 and 2043, projected at 12.9%, will outstrip that of England. Essex’s population in 2043 is projected to number approximately 1,667,767.

20.67 Castle Point has an older age structure than that of Essex and England (Graph 20.1), reflecting its significant community of retirees. In 2019, the proportion of the population aged over 65 was estimated at 25.4% in Castle Point, exceeding Essex’s 20.7%, and England’s 18.4%. With regard to working age residents (aged 16–64), the estimated proportion was 57.5% in Castle Point, whilst in Essex it was 60.4%, and in England as a whole it was 62.4%. The estimated proportion of the population aged under 15 was 17.1% in Castle Point, compared with 19.0% and 19.2% in Essex and England respectively<sup>615</sup>.

Graph 20.1: Age structure (% of population by age range)



Source: ONS Mid-Year Population Estimates

### Deprivation

20.68 The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small areas in England. The IMD combines information from seven domains of deprivation to produce an overall relative measure of deprivation. These domains are as follows:

- Income Deprivation
- Employment Deprivation
- Education, Skills and Training Deprivation
- Health Deprivation and Disability

<sup>615</sup> Nomis (2021) ONS Mid-Year Population Estimates. Available at: <https://www.nomisweb.co.uk/datasets/pestsyoala>

- Crime
- Barriers to Housing and Services
- Living Environment Deprivation<sup>616</sup>

20.69 The IMD can be used to rank local authority areas from most deprived to least deprived, by summarising the average level of deprivation across an area, based on the population weighted ranks of all neighbourhoods within it<sup>617</sup>.

20.70 Ranked in this way, the 2019 IMD indicates that Castle Point performs relatively well, ranking as the 182<sup>nd</sup> most deprived out of 317 English local authorities, where 1 is the most deprived and 317 is the least deprived<sup>618</sup>.

### **Economic activity and unemployment**

20.71 Graph 20.2 shows the economic activity rate as a percentage of the working age populations of Castle Point, Essex and England from 2009–2019.

20.72 Castle Point's working age population's rate of economic activity has fluctuated more than those of Essex and England since 2009, indicating it may be more responsive to changes in macroeconomic conditions. In this time period, its economic activity rate has declined to a low of 74.4% in 2016, and reached a high of 86.9% in 2018. By comparison, the economic activity rates for Essex and England have remained relatively stable over this period. The economic activity rates for all three were higher in 2019 compared with 2009, rising by 6.4% for Castle Point, 0.9% for Essex and 2.4% for England overall.

20.73 In 2019, economic activity rates for Castle Point, Essex and England were 81.4%, 79.9% and 79.2% respectively. The economic activity rate for Castle Point has remained higher than that of both Essex and England since the year 2017.

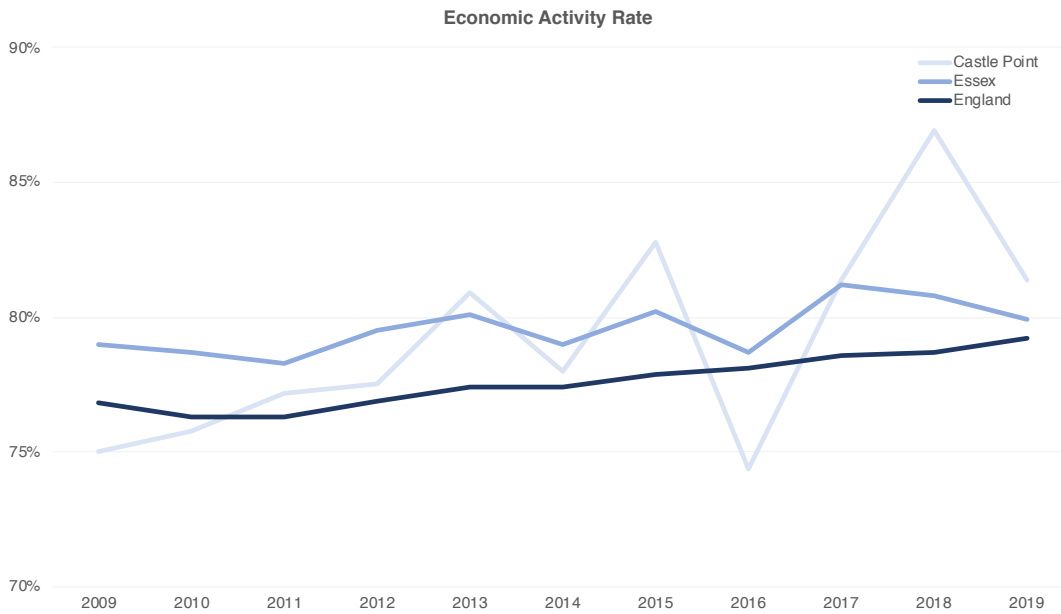
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<sup>616</sup> Ministry of Housing, Communities & Local Government (2019), The English Indices of Deprivation 2019 – Frequently Asked Questions (FAQs), pp.4–5

<sup>617</sup> Ministry of Housing, Communities & Local Government (2019), The English Indices of Deprivation 2019 – Statistical Release, p.11

<sup>618</sup> Ministry of Housing, Communities & Local Government (2019), The English Indices of Deprivation 2019 – Local Authority District Summaries (lower-tier)

Graph 20.2: Economic activity rate (as a % of population aged 16–64)



Source: ONS Annual Population Survey

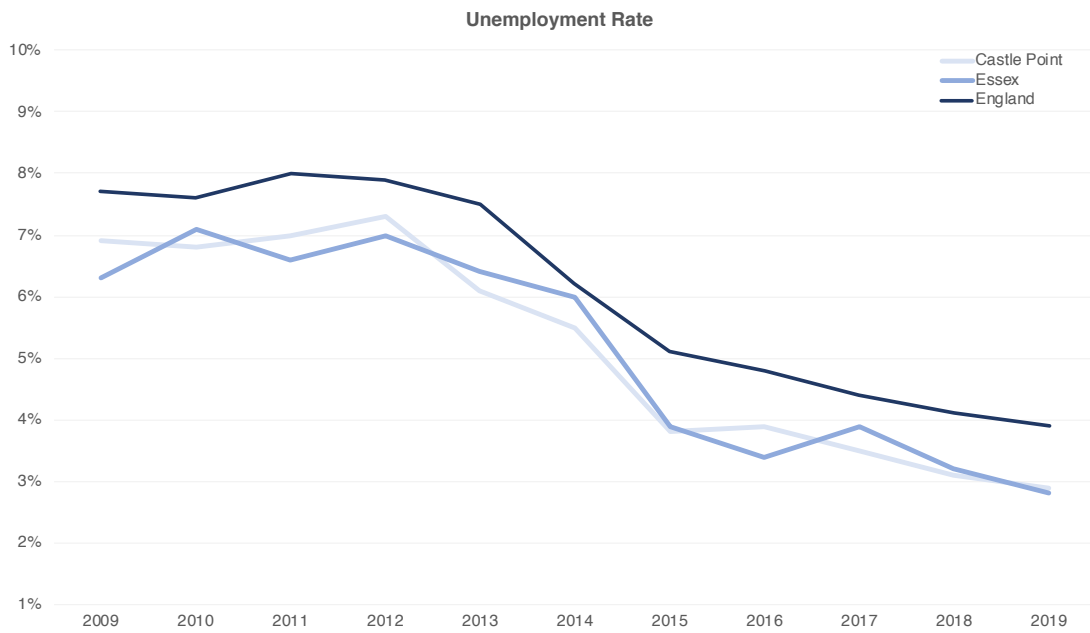
- 20.74 Graph 20.3 shows the estimated unemployment rate for Castle Point, Essex and England from 2009–2019. This is shown as a percentage of the economically active population aged 16+. The unemployment rate for Castle Point is based on the ONS model-based estimate of unemployment<sup>619</sup>. The unemployment rate for Essex and England is based on an estimate of unemployment from the ONS Annual Population Survey<sup>620</sup>.
- 20.75 Castle Point’s estimated unemployment rate has been consistently lower than that of England in the period 2009–19, whilst following a similar course to that of Essex. All three unemployment rates fell overall from 2009 to 2019. In this period, Castle Point’s unemployment rate has fallen from a high of 7.3% in 2012, to a low of 2.9% in 2019— a fall of 4.4%. By comparison, Essex’s unemployment rate fell from a high of 7.1% in 2010 to a low of 2.8% in 2019, and England’s fell from a high of 8.0% in 2011 to a low of 3.9% in 2019— falls of 4.3% and 4.1% respectively.
- 20.76 In 2019, Castle Point’s estimated unemployment rate was therefore slightly higher than that of Essex, but both Castle Point and Essex had lower rates than England as a whole.

<sup>619</sup> Nomis (2021) ONS Model-based estimates of unemployment. Available at: <https://www.nomisweb.co.uk/datasets/umb>

<sup>620</sup> Nomis (2021) ONS Annual Population Survey. Available at: <https://www.nomisweb.co.uk/datasets/apsnew>



Graph 20.3: Unemployment rate (as a % of economically active population aged 16+)



Source: ONS Model-based Estimates of Unemployment & Annual Population Survey

**Workforce characteristics and qualification levels**

20.77 In 2019, 22.2% of Castle Point’s population aged 16–64 was qualified to NVQ4+. This is a relatively low proportion of the population qualified to NVQ4+, compared with Essex (33.5%), and England (40.0%). The proportion of Castle Point’s working age population with no qualifications in 2019 (7.8%) is similar to the proportions for Essex and England (8.1% and 7.5% respectively)<sup>621</sup>. Overall, this suggests that the working age population of Castle Point are relatively low-skilled, when compared with Essex and England as a whole.

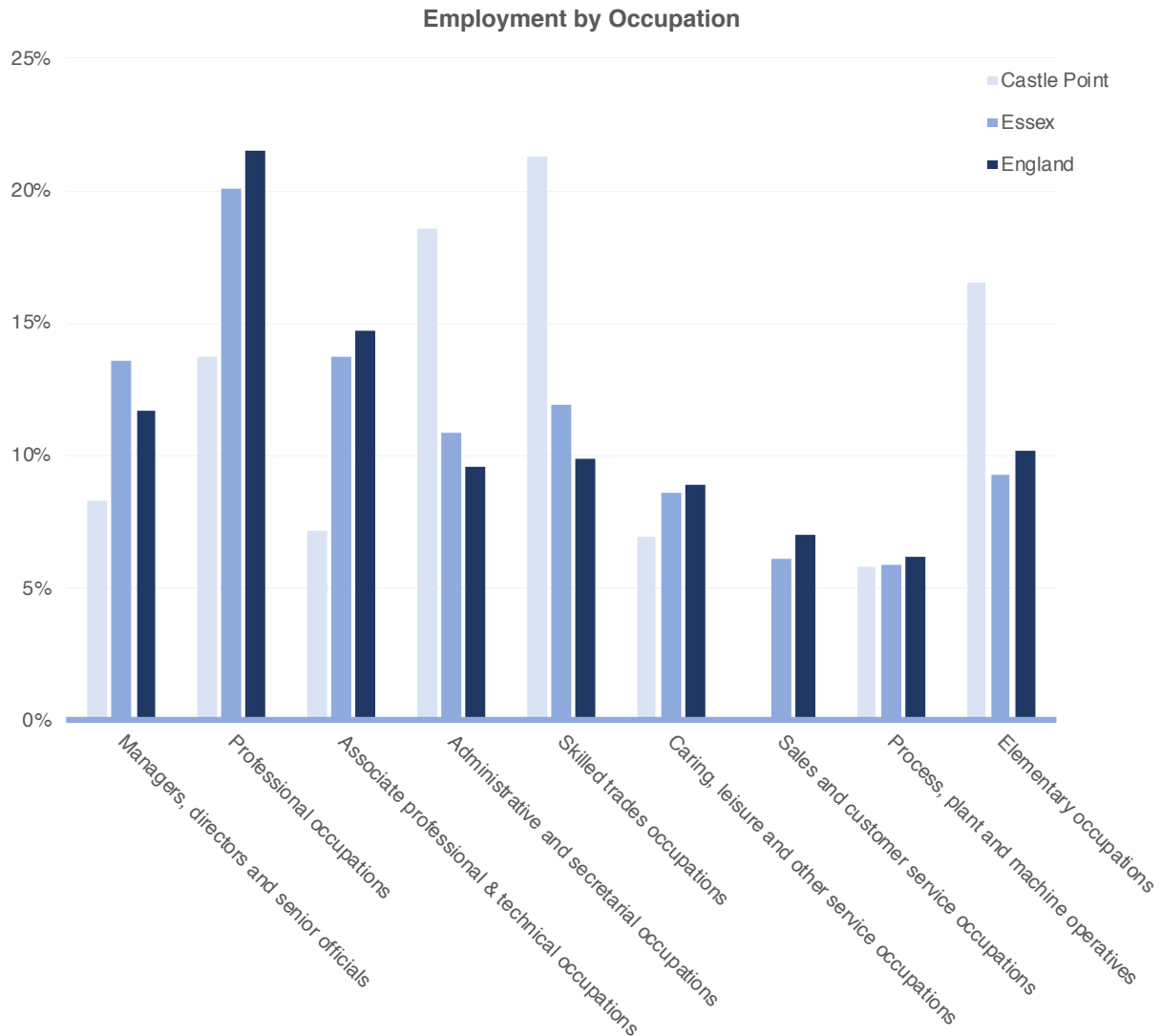
20.78 As Graph 20.4 shows, Castle Point’s employment by occupation in 2019 perhaps reflects its lower skill levels, with a lower proportion of its population aged 16+ estimated to be employed as managers, directors and senior officials, professionals, and skilled associate professional and technical occupations, than in Essex or England. Castle Point also had a lower proportion of its population employed as caring, leisure and other service occupations, and process, plant and machine operatives. Substantially higher than Essex and national proportions of the Castle Point population were employed in occupations generally requiring fewer qualifications: administrative and secretarial, skilled trades and elementary occupations.

20.79 There is no reliable estimate available from the ONS Annual Population Survey 2019 for sales and customer service occupations for Castle Point, hence this is not shown in Graph 20.4.

<sup>621</sup> Nomis (2021) ONS Annual Population Survey. Available at: <https://www.nomisweb.co.uk/datasets/apsnew>

20.80 The single largest source of employment for Castle Point residents in 2019 was skilled trades (21.3%). This is followed by administrative and secretarial occupations (18.6%), and elementary occupations (16.5%)<sup>622</sup>.

Graph 20.4 Employment by occupation (as a % of those aged 16+)



Source: ONS Annual Population Survey 2019

20.81 Census 2011 data indicates that, amongst Castle Point residents aged 16–74, the three largest industries for employment in the week before the census were wholesale and retail trade and repair of motor vehicles and motor cycles (16.3%); construction (12.5%); and human health and social work activities (10.1%). This potentially reflects the relatively low skill levels of the resident population as well as a high proportion of elderly people in the region likely to require health and related care. Industries which were relatively overrepresented in Castle Point residents’ employment structure included construction

<sup>622</sup> Ibid.

(12.5% of employment compared with 10.0% for Essex and 7.7% for England); financial and insurance activities (9.5% of employment compared with 7.6% for Essex and 4.4% for England); and transport and storage (6% compared with 5.4% and 5% for Essex and England respectively)<sup>623</sup>.

- 20.82 The economically active population aged 16+ in Castle Point in 2019 was estimated at approximately 46,300<sup>624</sup>, whilst jobs in Castle Point were estimated at approximately 22,000<sup>625</sup>. The New Castle Point Local Plan highlights that a high proportion of Castle Point residents commute out of the Borough for work: 19% commute to London, and 12.7% and 14.7% to the local centres of Basildon and Southend respectively<sup>626</sup>. These may be highly skilled residents, or those seeking to obtain wages above the generally low level offered in Castle Point. The median gross annual pay of Castle Point residents in 2018 (figures for 2019 may be statistically unreliable) was estimated at £24,853, compared with Essex's £25,880 and England's £24,283<sup>627</sup>. This suggests that in 2018 the typical income of a resident of Castle Point was slightly lower income than a resident of Essex as a whole, but marginally higher than one of England as whole.

### ***Economic structure***

- 20.83 According to data from the ONS Business Register and Employment Survey<sup>628</sup>, there were estimated to be approximately 22,000 jobs in Castle Point in 2019, with the biggest employment sectors estimated to be education, retail, and business administration & support services (13.6%, 11.4%, and 10.2% of total employment, respectively). 9.1% of jobs in Castle Point were estimated to be in construction. The smallest employment sector was agriculture, forestry and fishing, accounting for less than 0.2% of employment.
- 20.84 Notably, only 1.6% of employment in Castle Point was estimated to be in the financial and insurance industry (compared with 2.8% in Essex and 3.5% in England), only 1.8% was in information and communication (compared with 3.3% in Essex and 4.4% in England), and 5.7% was in manufacturing (compared with 6.7% in Essex and 7.8% in England as whole). This indicates that Castle Point had a lower proportion of some more highly skilled jobs than Essex or England as a whole in 2019.
- 20.85 Workplace analysis reveals that median income for employees in Castle Point in 2019 was estimated to be lower than for employees in Essex and England as a whole. The median gross annual pay in 2019 was £18,386, compared with £23,943 in Essex and £25,169 in

<sup>623</sup> Nomis (2021) 2011 Census. Available at: [https://www.nomisweb.co.uk/sources/census\\_2011](https://www.nomisweb.co.uk/sources/census_2011)

<sup>624</sup> Nomis (2021) ONS Annual Population Survey. Available at: <https://www.nomisweb.co.uk/datasets/apsnew>

<sup>625</sup> Nomis (2021) ONS Business Register and Employment Survey. Available at: <https://www.nomisweb.co.uk/datasets/newbres6pub>

<sup>626</sup> Castle Point Borough Council (2019), New Castle Point Local Plan – Pre-submission plan, p. 71

<sup>627</sup> Nomis (2021) ONS Annual Survey of Hours and Earnings (Residents). Available at: <https://www.nomisweb.co.uk/datasets/asher>

<sup>628</sup> Nomis (2021) ONS Business Register and Employment Survey. Available at: <https://www.nomisweb.co.uk/datasets/newbres6pub>

England<sup>629</sup>. This perhaps reflects the local economic structure and the high proportion of retail jobs, which tend to be low paid.

### ***Health and wellbeing***

20.86 Public Health England produces Local Authority Health Profiles which provide an overview of local health. Overall, the 2019 Local Authority Health Profiles for Castle Point<sup>630</sup> and Essex<sup>631</sup> suggest that the health of people in Castle Point was varied, but generally similar to people of England as a whole. The health of people in Essex was also varied, but generally better than that of people of England.

20.87 The following paragraphs outline figures for key health indicators reported in the 2019 Local Authority Health Profiles, including figures for indicators where Castle Point and Essex perform better or worse than England.

#### *Life expectancy*

20.88 Table 20.5 sets out the life expectancy at birth for men and women in Castle Point, Essex and England in the period 2016–2018. The Health Profiles indicate that life expectancy for men and women in Castle Point was similar to England as whole. Life expectancy for women in Essex was also similar to England, but life expectancy for men was better.

20.89 In the period 2016–2018, life expectancy was 5.0 years lower for men and 4.8 years lower for women in the most deprived areas of Castle Point than in the least deprived areas. Life expectancy was 8.1 years lower for men and 6.3 years lower for women in the most deprived areas of Essex than in the least deprived areas. This suggests that there is a greater inequality in life expectancy in Essex as a whole compared with Castle Point.

*Table 20.5: Life expectancy in Castle Point, Essex and England*

	Castle Point		Essex		England	
	Male	Female	Male	Female	Male	Female
<b>Life expectancy at birth (2016–2018)</b>	80.0	83.0	80.2	83.3	79.6	83.2

*Source: Public Health England (2020), Local Authority Health Profiles 2019*

#### *Child health and wellbeing*

20.90 In Castle Point in 2018/19, 19.2% of children in Year 6 were classified as obese, which is slightly better than, but not significantly different to, the figure for England as a whole (20.2%). In Essex, this figure was 18.0%, better than the proportion for England. Levels of smoking in pregnancy in 2018/19 were better for Castle Point (8.02% of mothers smoked at

<sup>629</sup> Nomis (2021) ONS Annual Survey of Hours and Earnings (Workplaces). Available at: <https://www.nomisweb.co.uk/datasets/ashe>

<sup>630</sup> Public Health England (2020), Local Authority Health Profile 2019 – Castle Point

<sup>631</sup> Public Health England (2020), Local Authority Health Profile 2019 – Essex

the time of delivery) and Essex (9.96%) than for England as a whole (10.6%). The rate for alcohol-specific hospital admissions among those under 18 in Essex in the period 2016/17–2018/19 was lower than the rate for England (data was not available for Castle Point for this period).

- 20.91 In Castle Point, levels of GCSE attainment (average attainment 8 score) were worse than the England average, whilst for Essex they were not significantly different. Percentages of children in low income families in 2016 were lower for Castle Point and Essex than for England.

#### *Adult health and wellbeing*

- 20.92 The rate for alcohol-related harm hospital admissions for all ages for Castle Point was not significantly different to that of England in 2018/19. For Essex, this rate was better than for England. The rate for self-harm hospital admissions was better for both Castle Point and Essex than for England in 2018/19. Estimated levels of excess weight in adults (aged 18+) were worse for Castle Point (67.5% of adults classified as overweight or obese) than for England as a whole (62.0% of adults) in 2017/18, whilst for Essex the levels were similar (62.5% of adults) to those of England. The under 75 mortality rates from all causes, and specifically from cardiovascular diseases, for Essex were better than for England in 2016–18, although for Castle Point these mortality rates were similar to those of England as a whole. Essex had a worse suicide rate in 2016-18 than England, whilst Castle Point's suicide rate was similar to England's in this period.
- 20.93 The rates of statutory homelessness (in 2017/18) and violent crime (hospital admissions for violence in 2016/17–2018/19) were better for both Castle Point and Essex than for England. The rate of killed and seriously injured on roads in the period 2016–2018 is worse for Essex than for England, but the rate for Castle Point is similar to that of England as a whole.

#### ***The Oikos Facility***

- 20.94 The Oikos Facility is a socio-economic receptor which will be affected by the OMSSD project. The baseline socio-economic conditions for the facility itself are summarised in the following paragraphs under this sub-heading, and a description of the existing site and its significance is provided in Chapters 2 and 4 of this PEIR.
- 20.95 In terms of the Oikos Facility's contribution to the local economy, the current level of employment is 37 full time equivalent (FTE) jobs. In addition, it makes a contribution to the local and sub-regional economies via contracting for maintenance and supply chain linkages. Furthermore, Oikos has been continuously investing in refurbishment and upgrades to the Facility since 2009.
- 20.96 The Oikos Facility is, as explained in Chapter 4, an existing liquid bulk harbour facility of national significance that has been successfully operating as a bulk liquid import terminal in one form or another for over 80 years. It remains a key source of fuel supply for the UK with a long a history of supporting the wider economy. It is a facility with a number of existing significant assets and benefits.

***Private and community resources***

- 20.97 The OMSSD project is to be located on land that already forms part of the Oikos Facility. The only exception will be the use of land to provide offsite ecological mitigation and improvements. There are, therefore, limited private assets that will be directly affected by the OMSSD project.
- 20.98 It is proposed that ecological mitigation will take place on land adjoining the Calor Road to the north of the Oikos Facility. The measures proposed within this area will not, however, adversely affect the ability of this private access road to continue to provide necessary access to and from the Calor Terminal from Haven Road.
- 20.99 In respect of further off site ecological improvements, as has already been explained within this PEIR document, a series of different options are being considered. Some of those options consist of land currently in agricultural use – for example, the land north of the Calor Road site that is currently part of Brickhouse Farm. Other land being considered includes land within and alongside existing road corridors. Such road corridor land would not constitute a private asset so is not considered further within this preliminary assessment.
- 20.100 Assets of community importance within the locality of the Oikos Facility are considered to be limited to the Lobster Smack Public House that is located within the Haven Quays residential area located to the west of the Oikos Facility, and the public footpath which runs to the south of the landside element of the Oikos Facility. This Public House will not be directly affected by the OMSSD project but may be subject to indirect effects. There are considered to be no other features of community or tourist interest with the potential to be affected by the OMSSD project.
- 20.101 Chapter 2 of this document provides a wider description of the site of the proposed OMSSD project within the context of the existing Oikos facility and its surroundings, setting out the baseline conditions for key marine and land-based private and community receptors within the vicinity of the site.

**Environmental Change without the OMSSD Project**

- 20.102 If the OMSSD proposals were not to go ahead, the Oikos Facility would be constrained in its ability to accommodate increased import and storage demands. Given the Facility's vital role in the handling of fuel related products, and the significant benefits and assets which the site benefits from in this regard, this would likely result in significant adverse implications in respect of the resilience and efficiency of fuel imports.

## Preliminary Consideration of Likely Impacts and Effects

- 20.103 This section considers the likely socio-economic impacts of the proposals, identified during the preliminary assessment stage, during both the construction and operational phases of the project.

## Construction phase

### *Creation of jobs and training opportunities*

- 20.104 The main socio-economic impact during the construction phase of the project will be the additional employment generated temporarily as a result of the construction works. It is currently envisaged that the construction phase will last for a minimum of 24 months.
- 20.105 Future employment benefits are generally referred to as direct, indirect and induced jobs. Direct employment is the number of people expected to be employed by the project. Indirect employment are supply chain linkages, for example, through supplying construction materials and equipment for the project. Induced jobs are related to the expenditure of those directly and indirectly employed, for example construction workers spending part of their wages, in the local economy.
- 20.106 The construction of the proposals is envisaged to result in a maximum of 150 workers on site at any one time. Oikos estimate – based upon previous development projects at the facility – that this level of construction activity would equate to a total of 25 full time equivalent (FTE) jobs being supported directly on site for the duration of the construction phase.
- 20.107 In addition, supply chain linkages from the construction phase will create indirect jobs at the local and sub-regional scale. This could include surveyors, construction and plant material manufacturing employment, and employment involved in the transport of materials. The level of local and sub-regional indirect job creation is dependent on the presence of the required skills and businesses. In its activities and projects, Oikos seeks to use local, Thames-based companies where possible.
- 20.108 Best practice involves using multipliers to calculate the indirect and induced jobs from the estimated number of direct jobs. The indirect and induced jobs are indicated as either within the local area or the regional area. All jobs are shown as Full Time Equivalent (FTE), which represents the number of jobs created if all workers were employed full time for the relevant set period of time – i.e. the construction phase.
- 20.109 For the purposes of the construction phase regard has been had to the Homes & Communities Agency Additionality Guide (2014)<sup>632</sup> in respect of the appropriate multiplier to be used. A multiplier of 1.25 has been used at the local level and 1.45 at the regional level.
- 20.110 Applying the local-level multiplier of 1.25 results in an additional 6 FTE indirect and induced jobs. At a regional level, applying the composite multiplier of 1.45 results in an additional 11 FTE jobs.
- 20.111 Therefore in total, 31 FTE direct, indirect and induced jobs could be generated at a local level during the construction phase of the OMSSD project. When considered at a regional level, it is estimated that the OMSSD project could generate 36 FTE direct, indirect and induced jobs.

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<sup>632</sup> Homes & Communities Agency (2014) Additionality Guide

- 20.112 The duration in which these jobs will be provided is a minimum of 24 months, which is a short-medium time period. Considering these elements, it is considered that, although beneficial, the magnitude of the impact will be minor on a receptor – the local and regional labour market – of low sensitivity (i.e., a receptor with capacity to absorb change).
- 20.113 In terms of training opportunities, Oikos will seek to ensure that contractors who tender to carry out the project are assessed, amongst other things, against matters relating to using local suppliers and employing apprentices.
- 20.114 The temporary employment opportunities anticipated to be generated in the construction phase could improve economic conditions locally through the provision of employment opportunities for local people and as a result of indirect and induced employment. The construction of the OMSSD project would therefore contribute towards the regeneration priorities that are set out in the Castle Point emerging Local Plan and the Essex wide strategies and initiatives.
- 20.115 Overall, in terms of creation of jobs and training opportunities during the construction phase, the OMSSD project will result in a minor beneficial effect.

***Provision of any additional local services and improvements to local infrastructure***

- 20.116 During the construction phase there will likely be an increase in demand for local services within Canvey Island from the construction workers associated with the OMSSD project. However, the construction phase of the OMSSD project will be unlikely to result in the need for any additional local services in this regard.
- 20.117 The detailed topic assessment reported in other chapters of this PEIR highlight that there is no requirement for improvements to local infrastructure in order for the construction phase to be undertaken acceptably.
- 20.118 Overall, therefore, it is considered that during its construction phase the OMSSD project will not have any significant effects on the provision of additional local services or infrastructure. Local services and infrastructure are considered to be receptors of low sensitivity in that they have the capacity to absorb change, and the magnitude of the impact on those receptors is considered to be negligible.

***The impact of a changing influx of workers during the different construction phases***

- 20.119 Due to the specialist nature of the activity involved in constructing elements of the OMSSD project, it is likely that a large proportion of the construction workforce will be sourced from other parts of the country where the majority of workers possessing the required skill set are based. This will require the workforce to travel down and stay temporarily in the locality for periods of time.
- 20.120 Although such specialist activities may not provide many direct jobs for local residents, this will provide a boost to the local economy and induced employment in the form of additional consumption of food, accommodation stays and use of leisure facilities by the visiting



construction workforce. In this way, the proposals will provide important opportunities in jobs requiring a wide range of skill levels.

- 20.121 Nevertheless, it is not considered that the influx of construction workers would generate any significant socio-economic effects. As indicated above, the number of full time equivalent jobs generated during the construction phase is not considered to be significant. It is considered that Canvey Island and the surrounding area can accommodate this dynamic workforce and is an area that has experienced peaks and troughs of activity in the past. Any impact generated in this regard is considered to be negligible to minor in magnitude and the receptors – local facilities, population and social cohesion – are considered to be of low sensitivity. The construction workforce is not considered likely to change the local population dynamics or social cohesion.

### ***Effects on tourism***

- 20.122 The construction works associated with the OMSSD project will take place largely within the Oikos Facility, therefore, there is not considered to be any direct effects on any specific tourism feature or receptor.
- 20.123 In terms of any indirect effects, the main focus for tourist activity within the Canvey Island area is the seafront and its environs. The Oikos Facility is located within an industrial area separate to the tourist focused areas of the Island and the works will not significantly affect movement around Canvey Island and will not significantly impact on visitor access to any local tourist attractions.
- 20.124 The navigation impacts of the OMSSD project during the construction phase are considered within Chapter 10 of this PEIR. This demonstrates that the construction activity will not impact significantly on the movement of recreational vessels in the area around the existing jetty structures. No significant indirect socio economic effects on this aspect of tourism and recreation activity are, therefore, predicted.
- 20.125 Overall, it is considered that the OMSSD project will have negligible socio-economic effects on tourism in the local area. Any impacts will, at worst, be of minor magnitude on receptors considered to be of low sensitivity.

### ***Effects on other existing businesses, private assets and community receptors***

#### *Fishing*

- 20.126 In terms of the socio-economic impact on the local fishing industry, the following aspects have been considered in respect of the construction phase:
- Impacts on fishing stocks and fishing grounds
  - Impacts on the movements of fishing vessels
- 20.127 The detailed impact assessment on these two aspects has been undertaken in Chapter 9 – Marine Ecology and Chapter 10 - Commercial and Recreational navigation respectively. The preliminary assessments included within those chapters have not identified any significant

adverse ecological or navigation effects that could significantly affect commercial fishing interests in the area during the construction phase of the OMSSD project.

- 20.128 Preliminary indications are that any associated socio economic impact on the fishing industry will be one of negligible magnitude meaning that any overall socio economic effect will be negligible.

*Other existing businesses, private assets and community receptors*

- 20.129 The detailed topic assessments included within this PEIR and supporting information demonstrate that, with appropriate mitigation in place in respect of some topic matters, the environmental effects of the construction phase of the OMSSD project can be suitably controlled and managed. On this basis, it is concluded that at worst any related adverse socio economic effects generated during the construction phase on businesses, private assets and community receptors outside of the Oikos Facility would be of minor significance. This is largely because, irrespective of the sensitivity of the receptor, the magnitude of any socio impact is considered likely to be no more than minor.
- 20.130 Other than the indirect and induced employment benefits identified and the beneficial aspects of the potential increased demand for local facilities within Canvey Island from the construction workers associated with the OMSSD project - for instance, workers may use local retail and leisure services and facilities and potentially use hotel accommodation - it is not anticipated that the OMSSD project will have any further beneficial socio-economic impacts on businesses within the local area.
- 20.131 The construction phase of the OMSSD project will not have any direct impact on the operations of the nearby Lobster Smack public house located within the Haven Quays area. The construction process does have the potential to negatively impact on those using this public house, but as explained elsewhere within various of the other topic assessments, it can be concluded that any impacts can be suitably controlled such that they are not significant. Conversely, the construction of the OMSSD project may generate beneficial effects for the Lobster Smack in that there will be an additional local 'population' who may wish to utilise the facilities on offer. However, such beneficial effects are similarly not considered to be significant.
- 20.132 The construction of the OMSSD project is also not considered to generate any significant adverse effects on the users of the footpath running to the south of the landside element of the Oikos Facility. The only potential for direct effects will be when additional pipelines are constructed over the footpath, although any such effects will only occur for a very limited period of time during the duration of any such activity.
- 20.133 During the construction phase of the project it will be necessary to undertake off site ecological mitigation and improvements works. In respect of the proposed ecological mitigation provision, this is proposed to take place within the Calor Road corridor of land. The provision of such ecological mitigation will not, however, have any adverse effect on the operation of this private access road between the Calor Terminal and Haven Road.

- 20.134 In terms of further ecological improvement provision, this could potentially be provided on land used for agricultural purposes. One option being considered is land that is in the freehold ownership of the Port of London Authority and currently leased by Oikos and farmed under a separate arrangement. It is understood that the land is largely used for animal – primarily horse – grazing. Although precise details of any off-site improvements on this land would still need to be worked up, it is not envisaged that the provision of ecological improvements will generate significant adverse effects on the farm operation. Having regard to the nature of the agricultural activity currently occurring on the land and the nature of the ecological improvements likely to be put in place – discussed further within Chapter 7 of this PEIR – the magnitude of the impact on this specific receptor is considered to be no more than minor. The landholding is considered to be a receptor which is, at worst, of medium sensitivity, meaning that the overall adverse effect is of minor significance.
- 20.135 It is considered that a similar conclusion would be reached if an alternative area of agricultural land were ultimately identified as the site of ecological improvement provision.

#### ***Impacts on the achievement of policy objectives***

- 20.136 The impacts of the OMSSD project on the achievement of the majority of policy objectives are matters to be considered in respect of the operational phase.
- 20.137 There are, however, policy objectives which, in general terms, seek to control construction activities to ensure that unacceptable adverse effects are not generated. From the conclusions of the various preliminary topic assessments reported in this PEIR it is concluded that these various policy objectives can be met in respect of the construction phase of the OMSSD project.

### **Operational phase**

#### ***Creation of jobs and training opportunities***

- 20.138 It is envisaged that as a result of the OMSSD proposals, in the order of 10 additional shift based jobs will be created on the site. Further jobs are likely to be created by economic multiplier and supply chain linkage effects.
- 20.139 Overall, in terms of creation of jobs and training opportunities during the operational phase, the OMSSD project will result in an impact of negligible / minor magnitude. At best a minor beneficial effect will result, albeit an effect not significant in EIA terms.

#### ***Provision of any additional local services and improvements to local infrastructure***

- 20.140 The modest increase in jobs created by the OMSSD project during its operational phase may lead to a small increase in demand for local services within Canvey Island from the workers employed by the project, however it is not anticipated that the provision of any additional services or expansion of existing services would be required.
- 20.141 The NPSfP (at paragraph 4.3.4) suggests that the effect on demand for local public services – such as affordable housing, education and healthcare – should be assessed in

circumstances where a port development is likely to lead to a substantial net increase in employment. A figure of 5,000 or more is given. The number of additional jobs to be created by the OMSSD project during its operational phase is clearly somewhat short of that figure. A detailed assessment has not, therefore, been undertaken as any effect of the OMSSD project on local services and infrastructure will be negligible.

- 20.142 The OMSSD project, once constructed, will result in improvements to the infrastructure within the OSL facility. However, the detailed topic assessments reported within the various chapters of this PEIR highlight that no new local infrastructure outside of the OSL facility is necessary to enable the OMSSD project to operate in a satisfactory way.

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

- 20.143 The employment generated by the proposed OMSSD is not at a level that it would have a discernible impact on local population dynamics or social cohesion. The influx of workers during the operational period is, therefore, considered unlikely to generate any significant socio-economic effects. Any impact generated in this regard is considered to be negligible in magnitude and the receptors – local facilities, population and social cohesion – are considered to be of low sensitivity.

#### ***Effects on tourism***

- 20.144 Once operational, the OMSSD project will form part of the Oikos Facility and as such there is not considered to be any direct impact on any specific tourism feature or receptor.
- 20.145 In terms of indirect effects, as has already been highlighted, tourist areas of Canvey Island are located away from the Oikos Facility, which is located within a largely industrialised area that does not form part of the visitor experience to the Island. The nature of the activities occurring as a result of the OMSSD project will not be out of character with the works and activities that already take place within the Oikos Facility and the locality on a daily basis. The operation of the OMSSD project will not significantly affect movement around Canvey Island and will not significantly impact on visitor access to local tourist attractions.
- 20.146 The navigation impacts of the OMSSD project during the operational phase are considered within Chapter 10 of this PEIR. This demonstrates that the OMSSD project will operate with no significant impact on the movement of recreational vessels. No significant indirect socio-economic effects on this aspect of tourism and recreation activity are, therefore, predicted.
- 20.147 Overall, it is considered that the OMSSD project will not have any significant socio-economic effects on tourism in the local area during its operational phase.

#### ***Effects on other existing businesses, private assets and community receptors***

##### *Fishing*

- 20.148 The detailed impact assessment of the operational impact of the OMSSD project on fishing stocks and on the movement of fishing vessels has been undertaken in Chapter 9 –Marine Ecology and Chapter 10 - Commercial and Recreational navigation respectively. In terms of

possible impacts, these preliminary assessments have not identified any significant adverse effects during the operational phase of the OMSSD project that could significantly affect commercial fishing interests in the area.

- 20.149 On this basis, any associated socio-economic impact on the fishing industry will be one of negligible magnitude meaning that any overall socio-economic effect will be negligible. Overall, the operational phase of the OMSSD project is not anticipated to result in any significant socio-economic impacts on fishing stocks and fishing grounds or on the movements of fishing vessels.

*Other existing businesses, private assets and community receptors within the local area*

- 20.150 The detailed topic assessments included within this PEIR and supporting information demonstrate that, with appropriate mitigation in place in respect of some topic matters, the environmental effects of the operational phase of the OMSSD project can be suitably controlled and managed. On this basis, it is concluded that at worst any related adverse socio-economic effects generated during the operational phase on businesses, private assets and community receptors outside of the Oikos Facility would be of minor significance. This is largely because, irrespective of the sensitivity of the receptor, the magnitude of any socio impact is considered likely to be no more than minor.
- 20.151 Other than the indirect and induced employment benefits identified and the beneficial aspects of the potential increased demand for local facilities within Canvey Island from the workers associated with the operation of the OMSSD project - for instance, workers may use local retail and leisure services and facilities and potentially use hotel accommodation - it is not anticipated that the OMSSD project will have any further beneficial socio-economic impacts on businesses within the local area.
- 20.152 In terms of the Lobster Smack Public House and the public footpath, the operation of the OMSSD is not considered to have any adverse impacts on the operation of these community receptors. Fundamentally, once in operation the OMSSD project will simply reflect the activities currently occurring on the Oikos Facility site.

***Impacts on the achievement of policy objectives***

- 20.153 The proposals will enable the existing critical piece of national infrastructure that is the Oikos Facility to continue to meet current and future demand, and make best use of existing import, storage and distribution facilities. It will thereby contribute to a reliable, cost effective and resilient UK fuel distribution system.
- 20.154 At the local and regional level, it is important that the Oikos Facility remains competitive, and maintains its role as a source of employment, economic activity and a potential anchor for economic agglomeration, as suggested by the NPSfP and South East LEP. The OMSSD project will make a significant contribution to the achievement of relevant policy objectives that support and encourage building on economic strengths – in this case, port and logistics activities within the Thames Gateway.

- 20.155 Whilst the preceding assessment largely considers the impact and associated effects of the OMSSD project on existing socio-economic features and activities, the various socio-economic policy objectives outlined earlier in this chapter and elsewhere within this PEIR – in particular Chapters 4 and 5 - relate to the achievement of future aims and objectives which, fundamentally, seek to improve the future position from that which currently exists.
- 20.156 The impact of the OMSSD project, once operational, in terms of its contribution to the achievement of relevant socio-economic and related policy objectives is considered to be beneficial and of major magnitude. The impact will be long term, permanent and affect the well being of many different socio-economic receptors. The overall effect of the OMSSD project on the achievement of relevant socio-economic and related policy objectives is, therefore, considered to be beneficial and of major significance.

### **Potential risks to human health, major accidents and / or disasters**

- 20.157 The socio-economic effects of the OMSSD Project will not present a risk to human health, accidents or disasters. No significant adverse effects in respect of these matters are predicted as a result of the socio-economic impacts of the OMSSD project through either its construction or operational phase.
- 20.158 As already explained the proposals will, however, have a positive impact, albeit small, on employment and contribute to the sustainable economic development and regeneration of Castle Point Borough. Such positive impacts could have a beneficial impact on human health, however, such an impact is likely to only be of negligible magnitude.

### **Potential impacts on climate and vulnerability of proposed development to climate change**

- 20.159 The socio-economic impacts of the proposals will not significantly affect climate change and similarly no significant effects are predicted on socio-economic matters as a result of climate change.

### **Inter-related effects**

- 20.160 As indicated throughout the preliminary assessment of socio-economic effects of the OMSSD project presented in the preceding paragraphs, the assessment takes account of and relies upon the preliminary conclusions reached elsewhere within other topic assessments contained within this PEIR, particularly in respect of potential effects on other existing businesses, assets and community receptors

## **Mitigation Measures**

- 20.161 The socio-economic impact assessment does not identify any significant adverse socio-economic impacts. Therefore, no specific mitigation measures are identified in this regard.

20.162 In order to maximise employment benefits generated in the construction phase of the proposals, however, the following measures will be undertaken:

- Encourage local recruitment where possible, and knowledge and skill transfer between local and non-local construction workers.
- Ensure that where possible visiting construction workers are accommodated in the local area during their period of employment on the proposals, so that they spend their wages in the local economy hence increasing income multiplier effects.
- Exploit local supply linkages where possible.

## Limitations

20.163 There are not considered to be any significant limitations that effect the conclusions of the preliminary assessments undertaken. Whilst full and final details of the proposed offsite ecological improvement provision are not yet defined, it is not considered that the ongoing development of this element will result in environmental effects materially different to those predicted within this preliminary assessment in this regard.

## Preliminary Conclusions on Residual Effects

20.164 The assessment does not identify any significant adverse socio-economic impacts during either the construction or operational stage. Therefore, no mitigation measures are specifically required or identified. The proposals will not, therefore, have any significant residual adverse socio-economic effects.

20.165 The only significant – in EIA terms – socio-economic effect is that associated with the achievement of relevant policy objectives during the operational phase of the project. The benefits of the project in this regard are explained further within Chapters 4 and 5 of this PEIR, and the detail is not repeated here.