

wages for employees. The proposed average wage of £32,000 will be approximately 16% more than the current average wage at the port (TBPC, 2008).

25.4 Potential impacts during the construction phase

The construction of the new terminal is estimated to cost around £600 million. Using standard revenue per employee data for the construction sector, it is estimated that the total construction investment of £600 million will generate approximately 5,400 construction person years. It is generally assumed that 10 person years of construction work will provide one permanent full time equivalent job in the economy. Based on this therefore it is anticipated that the construction of the new DSCT will generate 540 new full time equivalent jobs. This is considered to be of **major beneficial significance**.

Mitigation and residual impact

No mitigation is necessary and impacts of the construction phase remain of **major beneficial significance**.

25.5 Potential impacts during the operational phase

25.5.1 Short-term socio-economic impacts during the operational phase

The new BDSCT is expected to generate 480 full time equivalent jobs when fully staffed. The majority of these positions will be within operational occupations e.g. crane operators, plant and lorry drivers, operational engineers and supporting administrative and supervisory roles. Most of the operational work will be shift based with many jobs operating 24 hours a day, seven days a week.

The new terminal will be partially sited on land that is currently used for car storage. This will result in the replacement of some employment land although this should not be associated with any job losses.

The net income effect associated with the additional jobs at the terminal therefore is predicted to be £10.4 million per annum (based on the weighted average net income). Assuming some level of leakage will occur as a result of in-commuting employees commuting in from beyond Greater Bristol, the total local income effect of direct employees is predicted to be £9.4 million.

It is anticipated that the majority of the new jobs (approximately 270) will go to residents in the City of Bristol, with over 110 expected for residents of North Somerset and approximately 60 jobs for those living in South Gloucestershire.

In addition to the direct jobs generated by the new terminal, an array of businesses will also be supported. This includes jobs in shipping, road haulage, freight forwarding and warehousing. An increase of up to 500 jobs is anticipated as a result of the terminal development. The majority of these associated jobs will be in transport services including road haulage (21%) and shipping and freight forwarding (17%). Container storage, repair and maintenance, warehousing and groupage are also important activities that will provide new jobs at the terminal.

Given that a large number of suppliers of TBPC are not locally based, a large share of income generated through the new terminal is expected to leak outside of the local economy. Based on current operations, an estimated 64% of expenditures to suppliers

relate to firms based outside of the Greater Bristol area. Excluding this 'lost income', the expected income from associated activity to the local economy is predicted to be £73.7 million (gross).

Induced and Multiplier effects

The new jobs created at the BDSCT, both direct and associated, will indirectly result in an increase in the local economy. For example, a port employee buying food from a shop provides the shop owner with revenue to pay for supplies and wages; this in turn provides shop employees with money to purchase goods elsewhere etc. This is known as the multiplier effect and can also impact on the economy. The multiplier impacts calculated for the new terminal indicate an expected 190 to 270 additional jobs being generated. This level of multiplier can be calculated to induce just over £25.8 million to the local economy (RTP, 2008). Finally approximately 490 construction jobs are expected to be created.

In summary, the BDSCT is estimated to generate a total of between 1580 jobs and 1,660 jobs in the economy. This level of employment is in turn expected to generate up to £53 million gross value added (GVA) in Greater Bristol. Impacts as a result of the operation of the new container terminal are therefore anticipated to be of **major beneficial significance**.

Mitigation and residual impact

No mitigation is necessary for these impacts and they remain of **major beneficial significance**.

25.5.2 Medium to long-term socio-economic impacts

In the medium term (to 2026) the effects of the new BDSCT will begin to be felt in the wider economy. It is estimated that the port will support 6,800 jobs annually on average (in Greater Bristol) without the new container terminal and up to 7,900 jobs with the new terminal. This assumes that the new terminal becomes fully operational in this time.

The gross value added of the port without the new development is £350 million per year in the medium term; with the new terminal development the value added to the local economy is estimated at £410 million per year. In other words, in the medium term the new terminal could generate an additional 1,100 jobs a year and £60 million per year in Greater Bristol.

In the long-term (to 2050) the BDSCT will be well established in the local economy. By this time it is estimated that the port will provide 7,400 jobs without the terminal development and up to 8,600 jobs with the new terminal development. The value added is estimated as £620 million without the terminal and £730 million with the terminal. In other words, the new terminal is estimated to generate an additional 1,200 jobs in Greater Bristol, and an additional value of £110 million per year.

Given the above, the medium to long-term socio-economic impacts are considered to be of **moderate beneficial significance**.

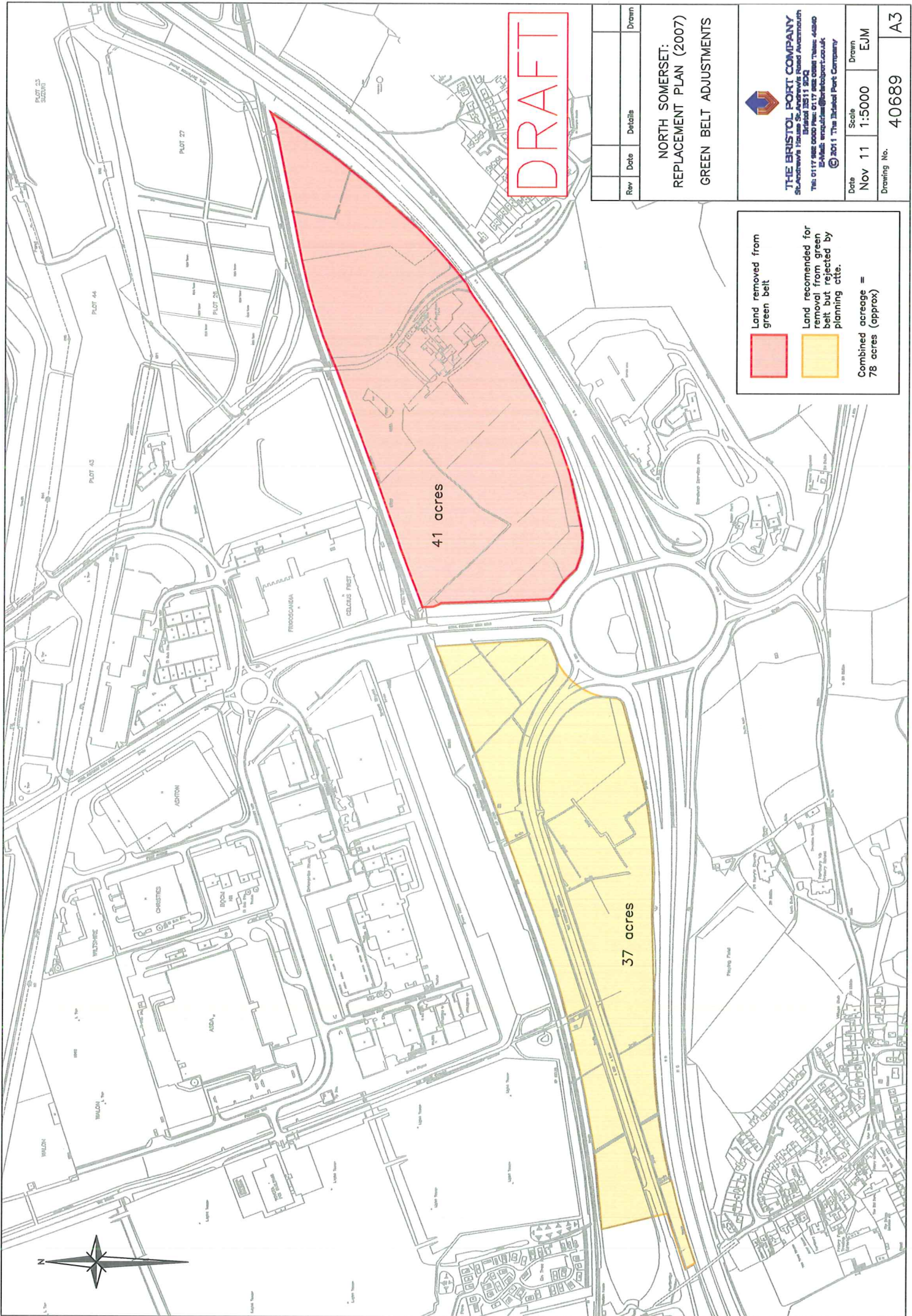
Mitigation and residual impact



No mitigation is necessary and the impacts remain of **moderate beneficial** significance.

Appendix 6.

North Somerset Council Replacement Local Plan (2007) Green Belt Adjustments



DRAFT

**NORTH SOMERSET:
REPLACEMENT PLAN (2007)
GREEN BELT ADJUSTMENTS**

Rev	Date	Details	Drawn

Land removed from green belt

Land recommended for removal from green belt but rejected by planning cts.

Combined acreage = 78 acres (approx)

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