Portland energy recovery facility

Environmental statement
Technical appendices

F

Economic effects

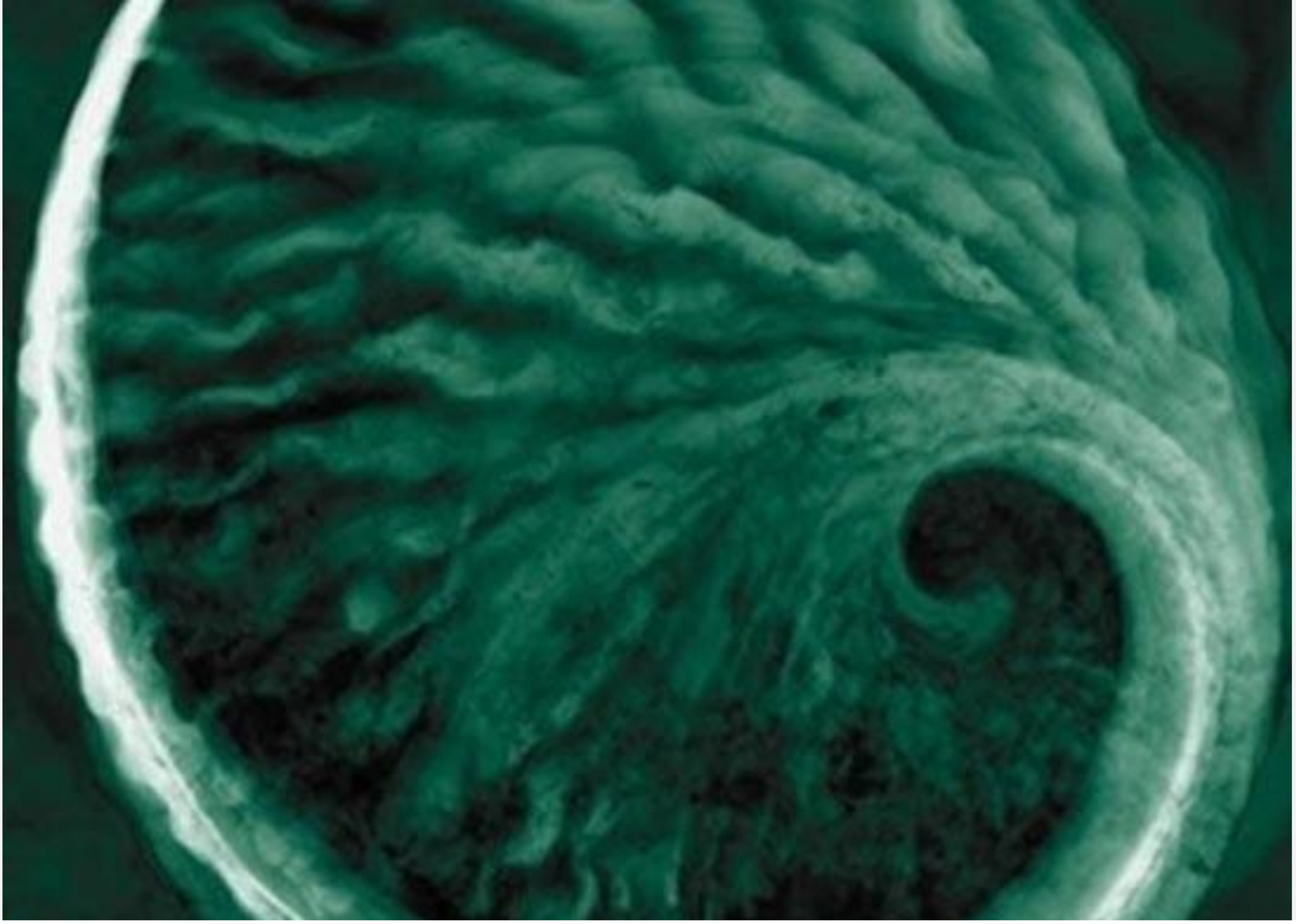
Portland
energy recovery
facility

Environmental statement
Technical appendix F:
Economic effects
(part 1 of 2)

F1

F1

Socio-economic
baseline



Portland Energy Recovery Facility

Socio-Economic Baseline

23 August 2020

Project No.: 0552187

The business of sustainability

Signature Page

24 August 2020

Portland Energy Recovery Facility

Socio-Economic Baseline

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Acronyms and Abbreviations

Name	Description

1. SOCIO-ECONOMICS BASELINE

1.1 Introduction

This Appendix (F1) presents the socio-economic baseline for the assessment of the likely significant socio-economic effects from construction and operation of the Portland Energy Recovery Facility project (henceforth the 'Proposed Project'), accompanying the Economic Assessment report (Appendix F2). A review has been undertaken of general planning and strategic policy and guidance such as national policy documents, local plans and community strategies. The policy context of greatest relevance to socio-economic characteristics is presented in **Section 1.2**. Data and information have been collated and reviewed from national, regional and local databases including:

- official labour market statistics;
- publicly available mapping;
- local, regional and national economic and social databases, policy documents and strategies;
- national, county and local development plan documents; and
- other publicly available information.

This has led to the development of a 'baseline' for the Proposed Project, which characterises the area and gives an indication of the socio-economic conditions that would prevail without the scheme. These are presented in **Section 1.3.**

1.2 Legislation and Policy

1.2.1 National Policy Statements

The National Planning Policy Framework[1] consolidates the previous raft of Planning Policy Statement (PPSs) and Planning Policy Guidance (PPGs) into one single guidance document for setting out the government's planning policies for England and how they are expected to be applied.

The Overarching National Policy Statement for Energy EN-1 recognises that 'energy is vital to economic prosperity and social well-being and so it is important to ensure that UK has secure and affordable energy' (paragraph 2.1.2) and that new infrastructure plays a vital role in ensuring secure energy supplies and supporting ongoing economic growth. Decision-makers can give substantial weight to the contribution which the Proposed Project would make towards satisfying this need. It also acknowledges that the construction, operation and decommissioning of energy infrastructure may have socio-economic effects at local and regional levels. EN-1 also confirms that the likely significant social and economic effects should be set out as well as proposed avoidance or mitigation measures for those effects.

EN-1 provides guidance in relation to assessment of socio-economic impacts, confirming that socio-economic impact assessments should consider:

- 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 (if a difference in baseline conditions in relation to demand for housing, accommodation or local services is anticipated);
- effects on tourism;
- the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure; and
- cumulative effects.

[1] MHCLG National Planning Policy Framework 2019: https://bit.ly/30TqOsE

1.2.2 Local Planning Policy

Portland is a central part of the Jurassic Coast, a World Heritage Site on the Dorset and east Devon coast, important for its geology and land forms. Adopted Local Plans and Economic strategies in Dorset Council and the local area assist in guiding new developments and the determination of planning applications ensuring they align with the areas strategic aims, economic growth priorities and environmental impacts are kept to a minimum. A review of the key relevant plans and strategies are presented in this section.

West Dorset, Weymouth and Portland Local Plan (2015)

West Dorset and Weymouth & Portland Local Plan[2], published in 2015, forms the main basis for making decisions on planning applications and development in the area until 2031. The Plan presents a vision and main development opportunities, including the need for economic opportunities on the Isle of Portland to be based on maximising the potential of existing major employment sites. Portland Port is a vital part of the local economy and the South West region. The Port is identified as a key employment site and associated policies in the Plan allow for its protection and the provision of employment (ECON 1 and ECON 2). These employment policies support the expansion of existing employment sites subject to other policies within the Plan. Additional land may be required within the port for sustainable development and these policies cater for the port's need for long-term growth.

Portland Economic Vision and Plan (2016)

Portland Economic Vision and Plan (2016) [3] sets out the vision, objectives and proposed interventions towards securing economic growth of Portland for a 15 year period. It has provided a major building block for the Neighbourhood Plan, more details on this Plan follow. The Economic Vision for Portland is: "*Drawing upon our key strengths, the island will be a leader in innovative business, destination development, maritime services and low carbon technologies, connecting its residents and businesses to more opportunities, and providing an ideal environment to grow, start and locate a business. Portland will be a leading player in the thriving Western Dorset Growth Corridor and to the UK.*"

There are strategic objectives which are relevant to the Proposed Project, including: *SO1 Business Transformation*, which supports the growth and development of businesses focusing on the growing opportunities in maritime, advanced engineering and renewable energy, delivery of higher skilled and higher waged jobs; *SO2 Destination Development* supports the sustainable growth of the visitor economy, supports jobs and generates business opportunities; and *SO3 Low Carbon Economy* focusses on capitalising natural resources and advantages, whilst supporting the development of a low carbon economy, specifically renewable.

The Plan also lays out high level targets to be achieved by 2030. These include: secure upwards of 3,000 jobs, increase VAT registered businesses to UK average; secure substantial on site progress at Portland Port and Osprey Quay by releasing employment space; raise wage levels to regional average; reduce long-term unemployment to below national average; increase visitors; secure over ~£15m of external grant funding to support and encourage economic growth on Portland.

Western Dorset Economic Growth Strategy (2017)

The former North Dorset District, West Dorset District, Weymouth and Portland Borough[4] and Dorset County Councils make up the Western Dorset Economic Growth Partnership, which published the Western Dorset Economic Growth Strategy[5] in 2017. The Strategy sets out how the area will

[2] Dorset Council 2015. West Dorset, Weymouth & Portland Local Plan 2015. Retrieved from: https://bit.ly/3gUOphQ

[3] Portland Community Partnership 2016. Future Portland: Portland Economic Vision and Plan. Retrieved from: https://bit.ly/3gWzS5p

[4] It should be noted that Weymouth and Portland Borough Council no longer exists, and instead forms part of a new Dorset unitary authority.

[5] Western Dorset Economic Growth Partnership 2017. Western Dorset Economic Growth Strategy. Retrieved from: https://bit.ly/3kE9uzv

contribute to Dorset's economic ambition through to 2033. The strategy highlights the Weymouth and Portland areas as significant economic growth zones and the strategy aims to drive additional businesses and job opportunities by developing key employment and housing sites. Portland Port is identified as a strategically important port and harbour that will help shape the marine economy.

Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)

The Bournemouth, Christchurch, Poole and Dorset Waste Plan[6] was adopted by Dorset Council in December 2019 and has relevant policies to economic assessments. *Policy 1 – Sustainable waste management* outlines the need to secure planning proposals for developments that improves the economic condition in the area. In addition, the cumulative impacts of waste management operations need to be assessed in order to determine measures that can be taken to avoid or mitigate effects on the economic potential of the area. Furthermore, *Objective 1* of the Plan highlights the need for facilities for the use of waste as a resource will also be promoted to maximise economic benefits and *Objective 4* outlines the need to safeguard and enhance economic assets are all relevant for the Proposed Project.

Neighbourhood Plan for Portland 2017-2031 Referendum Version (2020)

Portland's Neighbourhood Plan Referendum Version (2020)[7] sets out a vision for the Portland neighbourhood and is represented by a set of topic-based aims, including the *Environment (EN)* (protect the special and unique character of Portland's natural and built environment and use its natural resources carefully), *Business and Employment (BE)* (strengthen the Island's business function, building growth and prosperity) and *Sustainable Tourism (ST)* (accommodate responsible and sustainable tourism development).

There are specific policies in relation to the above aims that are of particular relevance to the economic benefits and impacts of the Proposed Project. *EN2 Renewable Energy Development* which recognises Portland as an ideal environment for renewable energy companies to thrive and can offer the opportunity to retain spending on energy for the benefit of local people and the local economy. Policy Port/EN2 establishes locally relevant criteria for energy generating infrastructure. *EN6 Defined Development Boundaries (DDBs)* –supports the development or redevelopment proposals within the DDBs which includes the area of Portland Port. *BE6 The Northern Arc* is a comprehensive strategic planning approach, that will realise the economic and employment potential whilst aiming to improve the environmental quality of the area designated as the Northern Arc is supported. This approach has the support of key landowners, including Portland Port. Finally, *ST4 Marine Berths for Tourists* outlines how Portland Port offers a safe, sheltered and deep harbour which makes it a viable choice for all vessels, including some of the largest cruise ships in the world. The cruise business is already a success story and a significant financial investment in berth infrastructure should open up in excess of 95% of the global cruise fleet enabling continued expansion into international market and an increase in tourism. The Plan specifically identifies 'energy island', 'community owned renewables' and the use of an island trust to support such initiatives as policy preferences.

Dorset Local Enterprise Partnership (LEP)

In 2014, Dorset Local Enterprise Partnership (LEP) launched 'Transforming Dorset', a Strategic Economic Plan[8] that sets outs the key strengths and opportunities within Dorset's economy and how they would be supported to drive economic growth. The Plan pays particular attention to Portland Port under the theme Connected Dorset. The unique features of Portland Port (deep, sheltered water adjacent to one of the busiest global shipping lanes) '*secures the port as a gateway to domestic and*

[6] Dorset Council 2019. Bournemouth, Christchurch, Poole and Dorset Waste Plan. Retrieved from: https://bit.ly/2Cm4E8G

[7] Portland Neighbourhood Plan Group 2020. Neighbourhood Plan for Portland 2017-2031 Referendum Version. Retrieved from https://bit.ly/30SmzNN

[8] Dorset Local Enterprise Partnership 2014. Strategic Economic Plan 'Transforming Dorset'. Retrieved from https://bit.ly/2PPHCdu

international trade and a hub for shipping and the maritime services sector.' The document notes that Portland Port provides the Dorset LEP (and the UK government) with scaled opportunities to invest in a selection of key projects in order to accelerate development across a range of different markets.

Dorset's Strategic Economic Plan was later refreshed in early 2016[9], to reflect the changes within the county. The vision for Dorset sets out the picture of what the economy will look like in 2033 and is said to be delivered by focusing on a number of high-level elements to help increase the productivity of Dorset. More recently, Dorset LEP led on Dorset's Local Industrial Strategy (LIS)[10] and submitted a draft to the government for feedback in December 2019. The LIS is a twenty-year plan to increase productivity, innovation, earnings and wellbeing across the County, delivering on an ambition to create a local economy that is sustainable, innovative, resilient and inclusive through: driving new industrial opportunities, sustaining and expanding growth in existing industrial strengths; and extending economic, social and environmental positive impact across all communities - of place, interest and business.

Dorset Council Plan (2020)

The Dorset Council Plan 2020-2024[11] sets out the Council's ambitions for the next four years. A priority of the plan is economic growth, *'deliver sustainable economic growth, increasing productivity, and the number of high quality jobs in Dorset, creating a great place to live, work and visit.'* The Plan prioritises the following as part of the economic growth strategy: improve rail services, public transport and reliability of journey times; improve technological connectivity, investment from private sector, inclusion, skills and leadership; enhance aspirations and skills base, creating a more productive and resilient workforce; create, grow and attract new businesses as well as enable enterprise, collaboration, job creation and innovation.

[9] Dorset Local Enterprise Partnership 2016. Strategic Economic Vision. Retrieved from https://bit.ly/31QDjEe

[10] Dorset Local Enterprise Partnership. Local Industrial Strategy. Accessed: 10 July 2020. Retrieved from: https://bit.ly/3ajU1Qi

[11] Dorset Council 2020. Dorset Council's Plan 2020-2024. Retrieved from: https://bit.ly/33SaZ7n

1.3 Baseline Conditions

1.3.1 Introduction

The Proposed Project is located on the Island of Portland (**Figure 1.1**). The 6.29 ha site lies on the north eastern coast, within Portland Port, approximately 600 m east of the villages of Fortuneswell and Castletown. As the site lies within the port, it is not currently publicly accessible. Vehicular access is from the west, through the main Portland Port complex, via Castletown, Castle Road, Lerret Road and the A354.

Figure 1.1 Location of Proposed Project

The main part of the site is bordered to the south west by Incline Road, which is a private road within the port, and a former railway embankment. HM Prison The Verne is approximately 430 m to the south west of the site. Existing operational port development lies to the north and north west of the site. The cliffs to the west and south of the site are designated as land of local landscape importance. The remainder of the Isle of Portland, comprises several villages separated by areas of open land, farmland and a number of quarries.

The island is joined to the mainland by Chesil Beach and the A354 passes down the Portland end of the beach and then over the Fleet Lagoon by bridge to the mainland. The resort town of Weymouth is approximately 8 km to the north of Portland. The Isle of Portland SSSI covers a large section of the island and is specifically related to the coastal areas and the few sections of the island that have not seen improvement works, or have been left to return to their natural state for an extended period. The Port area, having been in industrial use for hundreds of years, is not covered by the SSSI designation, but the site's western boundary is adjacent to the Isle of Portland SSSI. Furthermore, much of the coast of Dorset including part of Portland is covered by the UNESCO WHS designation of the 'Dorset and East Devon Coast WHS' (the Jurassic Coast). The built up areas around the Port and Castletown are some of the short sections of the coastline which are not subject to the designation.

In Portland, the competing demands of nature, heritage and employment are particularly evident. The consequence of this protection is limited availability of land for commercial activity and a measured management of the natural resource. With the limited land use changes that are possible on the Island, any decisions on its prioritisation for business and employment may be a key factor in the Island's culture and future prosperity.

Baseline conditions in relation to the following socio-economic receptor groups are considered in turn for Weymouth and Portland, as well as comparable data for Dorset and England:

- Population;
- Local economy;

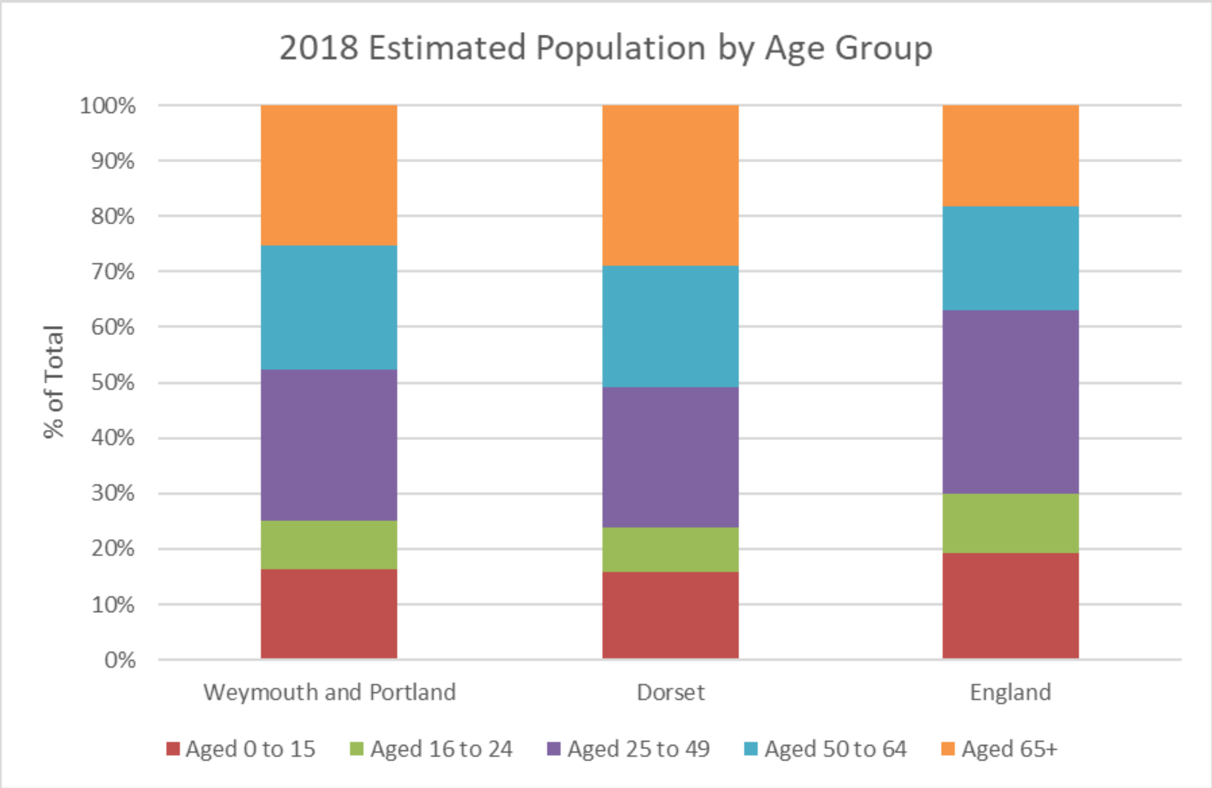
- Standard of living; and
- Waste provisioning.

1.3.2 Population

The former local authority area of Weymouth and Portland, where the Proposed Project is located, had an estimated population of 65,865 according to the Office for National Statistics (ONS) NOMIS population projections for 2018. Of this, an estimated 19% lived on the Isle of Portland. In the wider county area of Dorset, the population was estimated at 426,516 for 2018 and in Bournemouth Christchurch and Poole the population was 395,784 in 2018. Within Weymouth and Portland, the average population growth was 0.2% per annum, which is lower than Dorset and England's averages of 0.6% and Bournemouth, Christchurch and Poole's average of 0.8%.

Figure 1.2 illustrates the proportions of each age group that made up the estimated 2018 population for Weymouth and Portland, Dorset and England. In Weymouth and Portland, the highest proportion of the population is aged 25 to 49 (27%), followed by 65+ (25%), and 50 to 64 year olds (22%). In Dorset, the highest proportion of the population is 65+ (29%), followed by 25 to 49 year olds (25%) and 50 to 64 year olds (22%). Older people are disproportionately represented in both Weymouth and Portland and Dorset, when compared with the national average.

Figure 1.2 Estimated 2018 Population by Age Group



Source: ONS Population estimates - local authority based by single year of age, NOMIS Official Labour Market Statistics: https://bit.ly/2CoH0IT

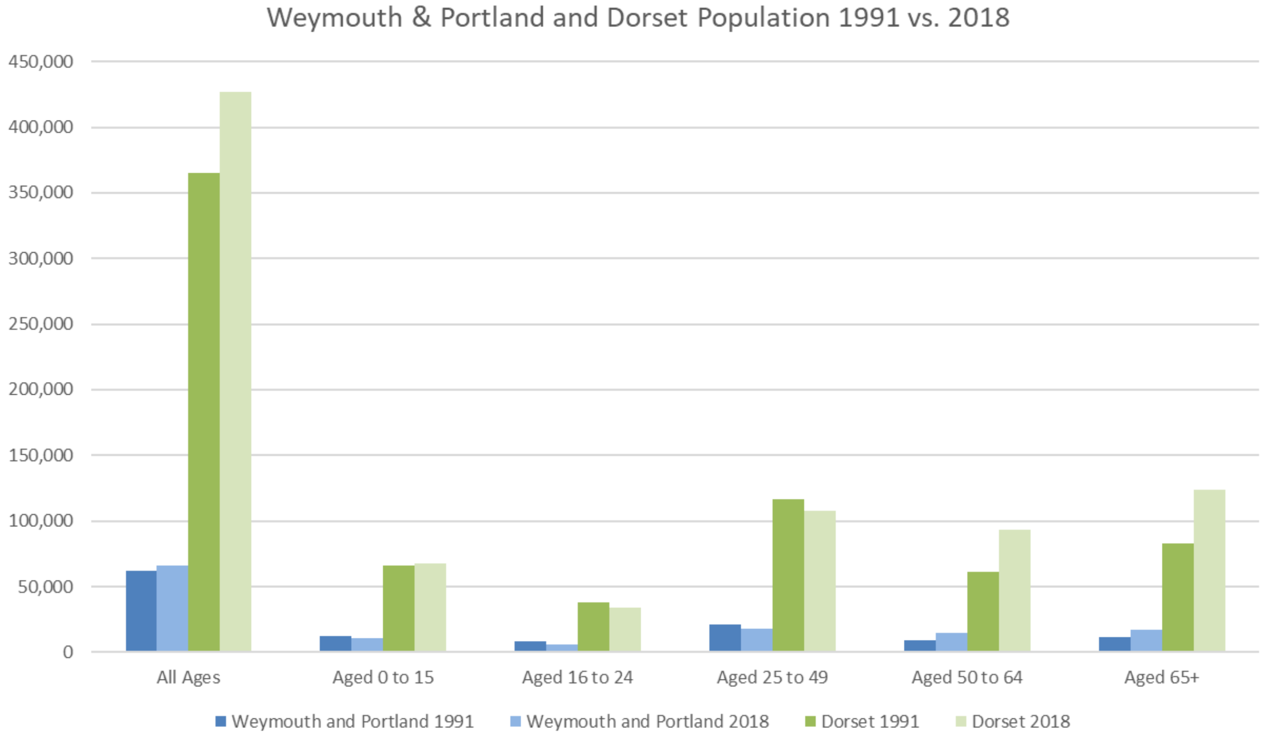
The proportion of young people (16-24) is falling within the Weymouth and Portland area faster than in Dorset, with a 27.1% decrease in Weymouth and Portland, compared to 10.8% in Dorset between 1991 and 2018. This is a much faster rate than in England as whole, which had a change of only 3.4% in the same period.

The population aged 25 to 49 has also seen a significant decrease in Weymouth and Portland The decline is 16.1%, which is more than double that for Dorset, which saw a 7.6% decrease. In England, there was increase of 8.6% for the same age group.

The decreases in the proportion of young people may be a result of them leaving the area for educational purposes or to find other forms of employment not available in the area. This could be associated with average earning being lower in Weymouth and Portland, compared to Dorset, as well as the wider South West region and England.

The proportion of the older population has seen a 56.6% increase for 50 to 64 year olds between 1991 and 2018 and 48.6% for people aged 65 or older within Weymouth and Portland. This is similar to the growth in Dorset, where the number of 50 to 64 year olds grew by 52.9% and 65+ by 48.5% in the same period; as well as in England where the change was an increase of 42.8% for 50-64 year olds and 34.2% for 65+. **Figure 1.3** and **Figure 1.4** illustrate the increases and decreases of the different age groups from 1991 to 2018 for Weymouth & Portland and Dorset and England[12]. They demonstrate that the population in Weymouth and Portland is ageing, as it is in the comparable areas is ageing. There are also less young people moving to rural areas, creating a disproportionate demographic for Weymouth and Portland.

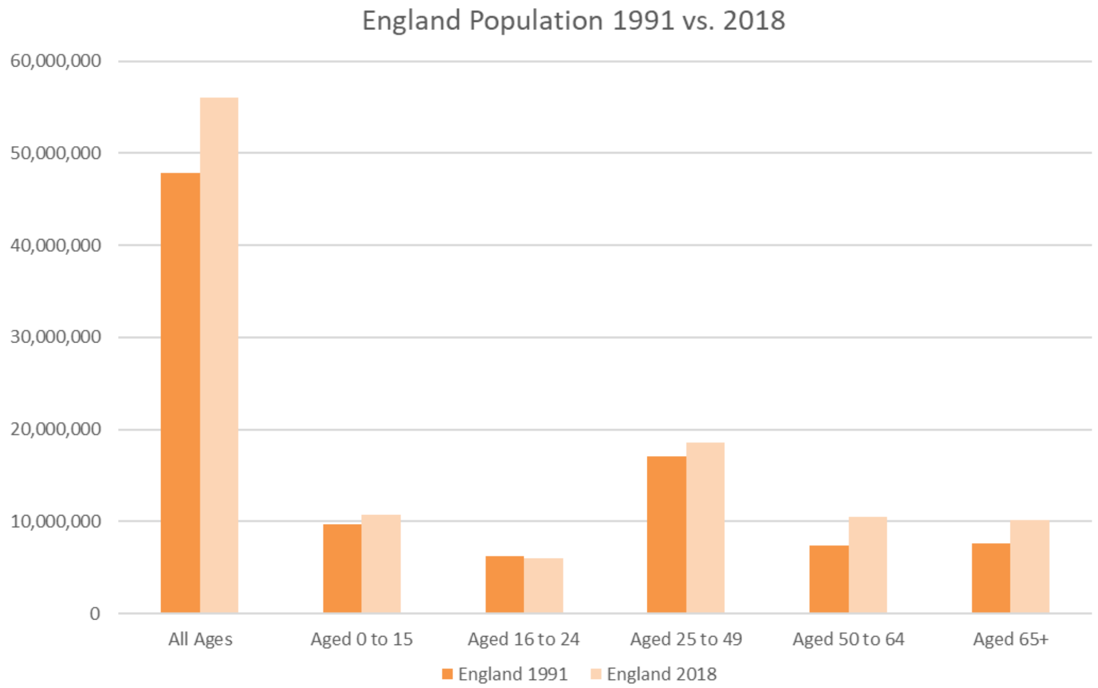
Figure 1.3 1991 vs 2018 Population by Age Group for Weymouth & Portland and Dorset



Source: ONS Population estimates - local authority based by single year of age, NOMIS Official Labour Market Statistics: https://bit.ly/2CoH0IT

[12] Data for England is presented in a separate figure as they are significantly higher so not viable to illustrate on the given axis for Weymouth & Portland and Dorset

Figure 1.4 1991 vs 2018 Population by Age Group for England



Source: ONS Population estimates - local authority based by single year of age, NOMIS Official Labour Market Statistics: https://bit.ly/2CoH0IT

The population density for Weymouth and Portland is 1, 511 inhabitants per km^2. The area is therefore quite densely populated, particularly in comparison to Dorset, which has a relatively low population density of 291 residents per km^2. In Weymouth and Portland, the highest densities are around Westham, Melcombe Regis, Radipole and Wyke Regis[13]. This reflects the general trend of high population densities in coastal areas in England.

1.3.3 Local Economy

Although not available at a local level, in 2011, Dorset's per capita income was 77% of the UK average. Dorset is marked as by a low GVA, demonstrating that the local economy generates less added value per head than other areas and is less productive. The UK Competitiveness Index (UKCI) benchmarks the competitiveness of UK localities, including its cities, based on an integrated measure of competitiveness focusing on both the development and sustainability of businesses and the economic welfare of individuals. Weymouth and Portland is the least most competitive locality in the south west (apart from Torbay), and is placed 308 out of 379 local authority's in the UK.[14]

The Dorset LEP area generated £15 billion of Gross Value Added (GVA) in 2013. This is forecast to increase by 2.4% per annum to 2033. 51% of the area's GVA is generated in Dorset DCC, 26% in Bournemouth and 23% in Poole. The largest sectors judged by a combination of GVA and employment in 2013 are Retail Trade, Education and Construction. They are forecast to be the largest sectors in 2033. [15]

Economic Activity Rate

The Annual Population Survey for 2019 provides data on the Economic Activity Rate, which shows the proportion of people who are economically active, expressed as a percentage of the whole

[13] Public Health Dorset 2016. Weymouth & Portland Locality Overview. Retrieved from: https://bit.ly/340luWa

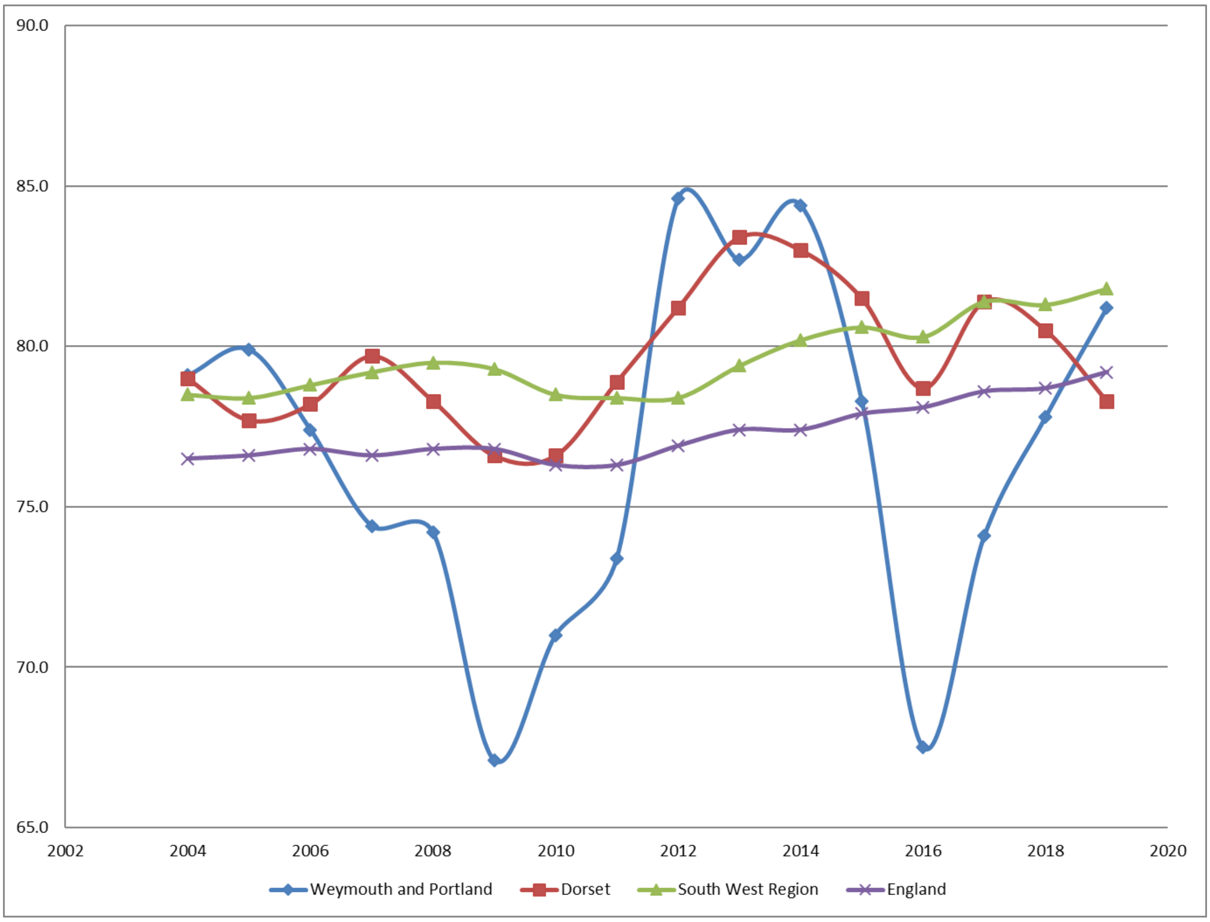
[14] Portland Community Partnership 2016. Future Portland: Portland Economic Vision and Plan. Retrieved from: https://bit.ly/3gWzS5p

[15] Dorset LEP 2016. Economic Strategy for Dorset: Evidence Base. Retrieved from: https://bit.ly/2E0Ibz6

population. According to the survey, 81.2% of Weymouth and Portland's population aged 16-64 were economically active. The rate since 2004 has seen some volatility, as shown in **Figure 1.5** below. Between 2004 and 2009, the level of economic activity decreased, with the lowest point being in 2009 at 67.1%. The economy of the area suffered badly following the defence cuts of the 1990s, and local economic assessments that have been undertaken since highlight poor performances in terms of competitiveness, business start-ups, and representation of knowledge intensive businesses, creating challenges with increasing the economic activity. The rate than increased through to 2014. Between 2012 and 2014, Weymouth and Portland had its highest economic activity rate since 2004, ranging between 82.7% and 84.6%. From 2015-2016, Weymouth and Portland saw a significant fall from 78.3% to 67.5%. However, since then the rate has steadily risen.

In Dorset, the rate has been falling since 2013, when it reached 83.3%, with a rate of only 78.3% in 2019. In the South West region, the rate steadily rose from 2004 (78.5%) to 2009 (79.3%), thereafter falling between 2010 and 2012 to 78.4%. For England, the rate has been rising, but at a steadier rate than in Weymouth and Portland, from 76.5% in 2004 to 79.2% in 2019.

Figure 1.5 Economic Activity Rate – aged 16-64 (%)



Source: ONS Annual Population Survey 2019, NOMIS Official Labour Market Statistics: https://bit.ly/2XVO6vX

Employment and Unemployment Rates

In terms of Employment Rate[16], in 2019, 78.6% of the population was in employment (28,500 people) in Weymouth and Portland. This is higher than for Dorset and England but lower than the South West Region (79.2%). Weymouth and Portland had its lowest employment rate in 2009 (61.2%) and 2016

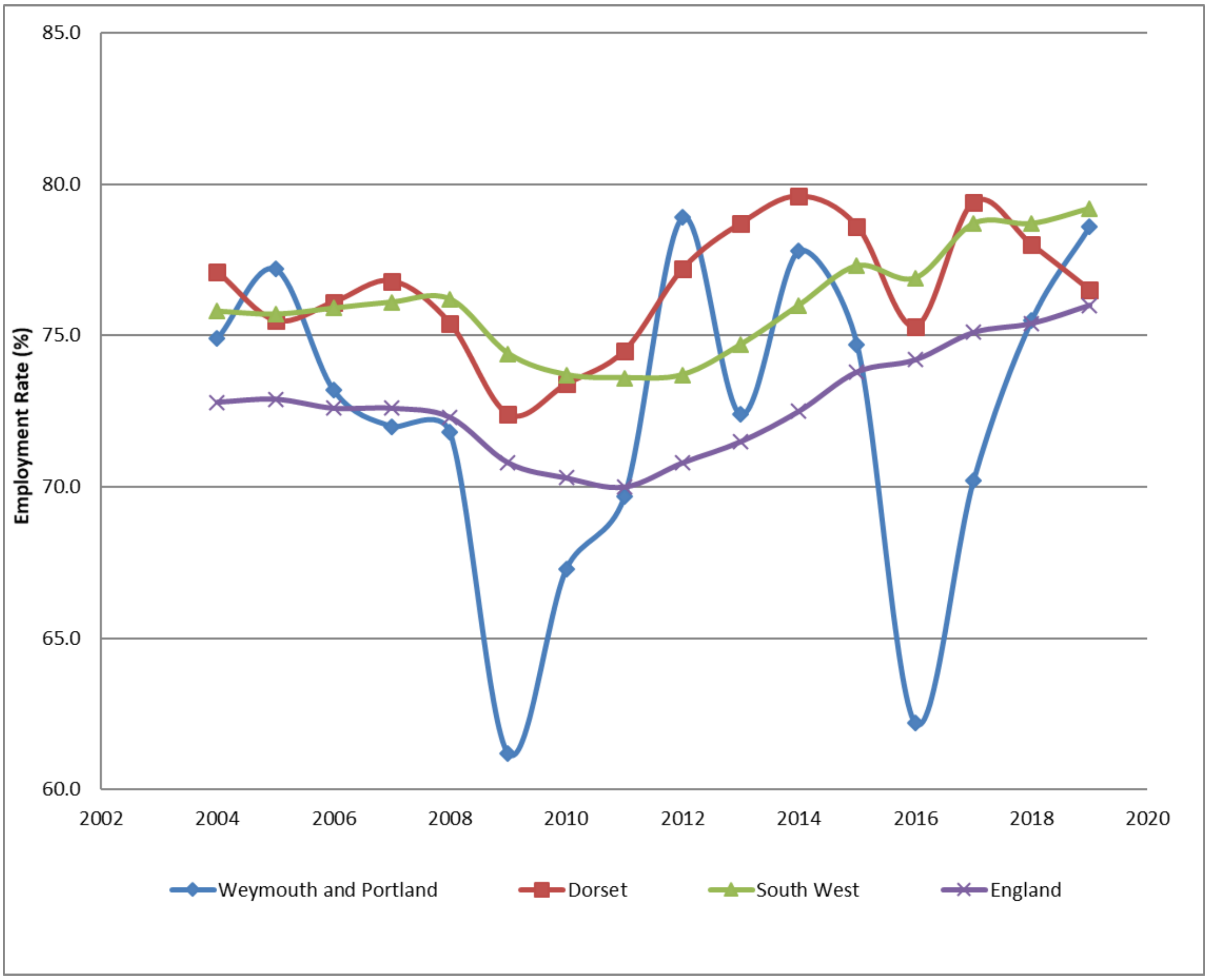
[16] The number of people in employment expressed as a percentage of all people aged 16-64

(62.2%). This may have been in response to the financial crisis of 2007-08 and the recession in 2014-15. As the area has a majority of micro-businesses, local employers might have been less likely to survive the crises. Furthermore, many residents of Portland look for job opportunities elsewhere and some of the employment opportunities created on the island do not match the skills of the local workforce[17].

Each area's Employment Rate has fluctuated according to a similar pattern to economic activity, as shown in

Figure 1.6, with the rate falling between 2005 and 2011, rising between 2011 and 2015 before falling in 2016. Since then, all areas aside from Dorset have seen the rate increase.

Figure 1.6 Employment Rate – aged 16-64 (%)



Source: ONS Annual Population Survey 2019, NOMIS Official Labour Market Statistics: https://bit.ly/2XVO6vX

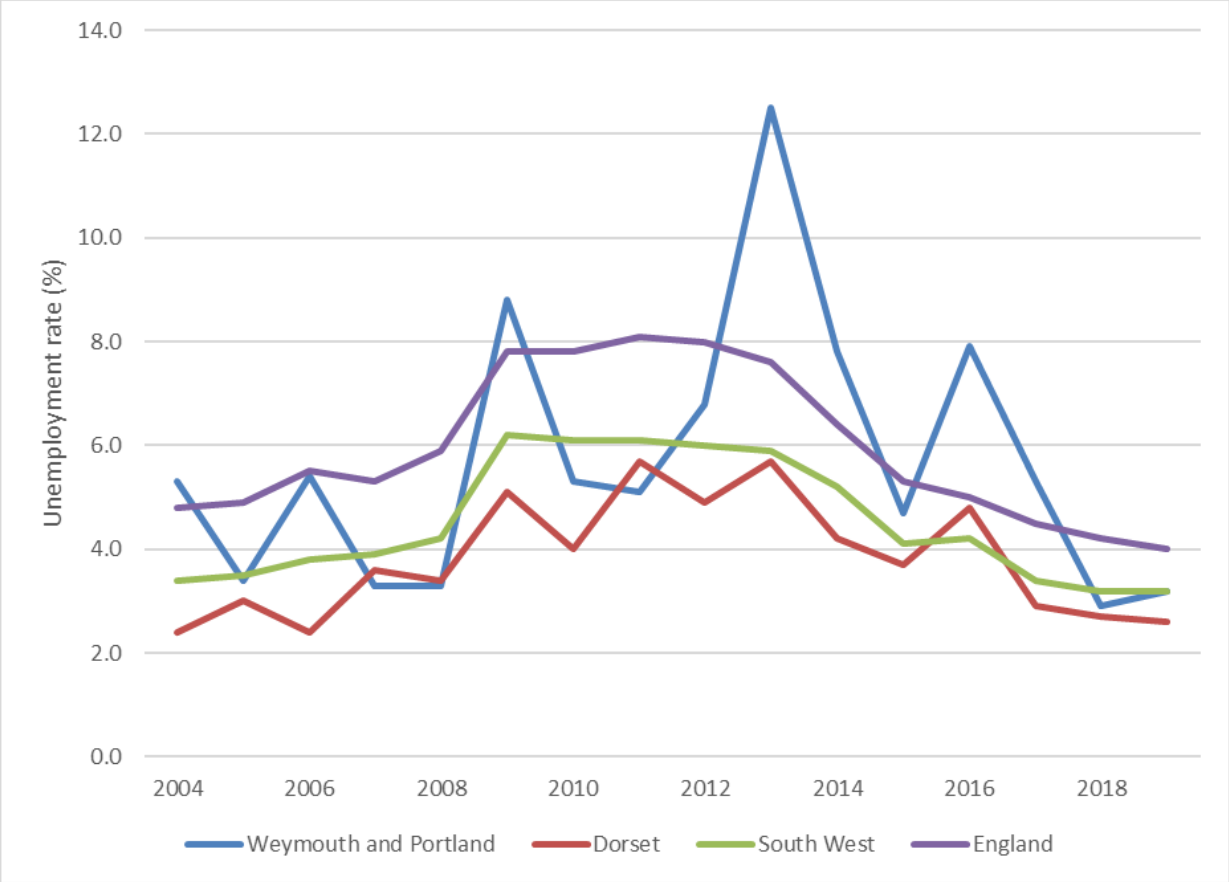
In terms of Unemployment Rate[18], in 2019, 3.2% (900 people) of Weymouth and Portland's population aged 16-25 were unemployed. This is a very similar level as for the South West region as a whole, higher than Dorset (2.6%) but lower than for England (4.0%). Unemployment is highest in Melcombe Regis and Weymouth East (an area within the Weymouth and Portland locality). Weymouth and Portland have seen a decrease in their unemployment rate since 2004 (5.3%), with the highest unemployment rate being 12.5% in 2013. The comparable geographies have also seen

[17] Dorset LEP 2016. Economic Strategy for Dorset: Evidence Base. Retrieved from: https://bit.ly/2E0Ibz6

[18] The number of people unemployed expressed as a percentage of all people aged 16-64

fluctuations in the unemployment rate, but not to such a significant degree as in Weymouth and Portland, see **Figure 1.7.**

Figure 1.7 Unemployment Rate – aged 16-64 (%)



Source: ONS Annual Population Survey 2019, NOMIS Official Labour Market Statistics: https://bit.ly/2XVO6vX

Employment by Occupation

Employment by occupation type in Weymouth and Portland and the comparable areas are presented in **Table 1.1.** The data are residence-based, so it shows the occupation types held by people who live in the areas in question, not the occupation job types that are physically located in the area. The data show that for Weymouth and Portland higher proportions of residents are working in professional, director and management occupations than comparator areas. There are also significantly higher proportions of the population in elementary occupations and skilled trades. Furthermore, there are fewer associate professional/technical occupations and almost half as many administrative and secretarial occupations as comparator areas.

Weymouth and Portland's higher prevalence of management and professional occupations reflect a tendency for the area's residents to out-commute to do their jobs, which may be related to the geographical availability of some of these jobs. The high quality environment around much of Weymouth and Portland may also encourage those who have better paid management and professional occupations to move there and commute to their jobs.

Table 1.1 Employment by Occupation (%) 2019

	Weymouth and Portland	Dorset	South West	England
Managers, directors and senior officials	14.7	15.2	11.8	11.7
Professional occupations	23.9	19.9	20.6	21.5
Associate prof and tech occupations	8.9	13.9	13.7	14.7
Administrative and secretarial	4.8	9.1	9.7	9.6
Skilled trades	13.1	14.1	11.4	9.9
Personal service occupations (caring, leisure etc.)	10.5	11.8	9.7	8.9
Sales and customer service occupations	5.5	3.8	6.8	7.0
Process, plant and machine operatives	5.5	3.7	5.6	6.2
Elementary occupations	13.1	8.5	10.5	10.2

Source: ONS Annual Population Survey 2019, NOMIS Official Labour Market Statistics: https://bit.ly/2XVO6vX

Employment by Industrial Sector

The Business Register and Employment Survey (BRES) presents employment figures by industrial sector. Unlike the employment by occupation data above, the data are workplace-based rather than residence-based. Therefore, they describe the jobs in the area, rather than the jobs being held by residents of the area. **Table 1.2** presents the breakdown of employment by industrial sector for Weymouth and Portland and the comparable areas.

In Weymouth and Portland, there is a dependency on the Accommodation & Food Services, Health and Retail sectors for the majority (52.8%) of employment. This is higher than the comparable areas, where these sectors account for 36.6% of employment in Dorset, 34.2% in South West region and 29.6% in England. The Education sector is also important for Weymouth and Portland, as well as the wider areas, accounting for 8.7-9.7% of employment. During the recent COVID-19 crisis, Weymouth and Portland may have been hit disproportionately hard due to the dependence on the Accommodation & Food services and Retail sectors.

The Agriculture, Forestry & Fishing sector accounts for the smallest proportion of employment, at 0.1%, followed by Motor Trades and Financial & Insurance, at 0.8%. The Professional, Scientific & Technical sector accounts for only 5.6% of employment in the area, even though 23.9% of the area's residents have an occupation in this area. This further reiterates the point that many residents in these occupations out-commute to do their jobs.

Table 1.2 Employment by Industrial Sector (%) 2018

Industry	Weymouth and Portland	Dorset	South West	England
1 : Agriculture, forestry & fishing (A)	0.1	2.1	1.0	0.6
2 : Mining, quarrying & utilities (B,D and E)	1.1	1.0	1.5	1.2
3 : Manufacturing (C)	4.4	10.2	8.5	8.0
4 : Construction (F)	4.4	6.6	5.3	4.6
5 : Motor trades (Part G)	0.8	1.8	2.1	1.8
6 : Wholesale (Part G)	1.2	3.6	3.9	4.2
7 : Retail (Part G)	13.9	10.2	9.7	9.4
8 : Transport & storage (incl. postal) (H)	2.8	2.4	3.9	4.9
9 : Accommodation & food services (I)	22.2	11.4	9.7	7.5
10 : Information & communication (J)	1.2	2.4	3.4	4.4
11 : Financial & insurance (K)	0.8	0.9	2.8	3.5
12 : Property (L)	1.2	1.8	1.8	1.7
13 : Professional, scientific & technical (M)	5.6	7.8	7.2	9.0
14 : Business administration & support services (N)	2.8	3.6	6.6	9.2
15 : Public administration & defence (O)	5.0	4.8	4.4	4.0
16 : Education (P)	9.7	9.0	8.7	8.9
17 : Health (Q)	16.7	15.0	14.8	12.7
18 : Arts, entertainment, recreation & other services (R,S,T and U)	6.9	6.0	4.6	4.5

Source: ONS Business Register and Employment Survey 2018, https://bit.ly/3apL0Fp

Major Employers

Portland's Economic Vision from 2016 provided a breakdown of the major employers on the island. There are in the region of 292 firms (2015), excluding the self-employed, on Portland. The pattern of work indicates that 61% of people work full-time (a decline of 4% since 2009) and 39% part-time (see **Table 1.3**). In Weymouth & Portland, the percentage of self-employed residents is 14%, which is the smallest proportion of self-employed residents among the Dorset districts. Low levels of self-employment can be seen as a proxy for a lack of an entrepreneurial culture, which is seen as a key ingredient for economic growth. The major employers on the island include:

- Public Sector (i.e. Dorset County Council, Education and Health);
- HM Prison Service, Portland;
- Sunseeker International;
- Albion Stone;
- TODS Defence Ltd;
- Drumgrange Ltd;
- Manor Marine (MPI Services (UK) Ltd);

- Portland Engineering Ltd; and
- Agincare Group Ltd.

Table 1.3 Businesses and Employees in Portland

Ward	Number of Businesses	% of Businesses	Employee Full-time	Employees Part-time	Employees Total	% of FT Employees	% of PT Employees	% of Total Employees
Underhill	103	35%	722	380	1,102	39%	37%	37%
Tophill West	95	33%	667	223	890	36%	30%	30%
Tophill East	94	32%	446	552	998	24%	33%	33%
Total Businesses	**292**		**1,835**	**1,155**	**2,990**			

Source: Dorset LEP 2016. Economic Strategy for Dorset: Evidence Base. Retrieved from: https://bit.ly/2E0Ibz6

Qualification, Education and Skills

The Annual Population Survey presents National Vocational Qualification (NVQ) data for the population ages 16-64, and is also residence-based. T here are five levels of NVQs which are broadly equivalent to the following:

- NVQ Level 1 – GCSEs at D-G grades;
- NVQ Level 2 – GCSEs A*-C grades;
- NVQ Level 3 – AS and A Level (and other equivalent qualifications, i.e. Scottish Highers, Welsh Baccalaureate);
- NVQ Level 4 – Higher National Certificate; and
- NVQ Level 5 – Higher National Diploma.

In 2019, in Weymouth and Portland, 88.9% of the population have NVQ Level 1 or above. This rate has increased from 77.8% in 2005. The rate is comparable to those in Dorset and the South West region, where 89.5% and 89.3% of people have this level of qualification, but slightly higher than the average for England overall, where 85.8% of the population have NVQ Level 1 or above.

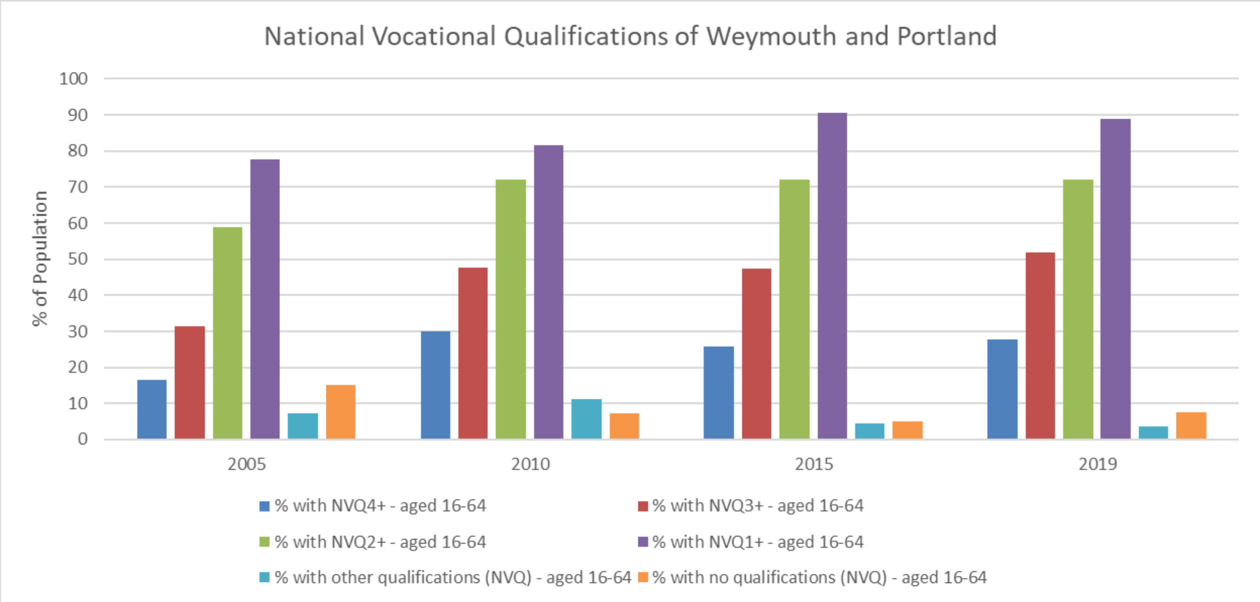
However, there are more substantial differences when it comes to higher level qualifications. In Weymouth and Portland, a much lower proportion of the population has NVQ Level 4 or above, at 27.7%, compared to Dorset (37%), the South West region (39.2%) and England (40%). In Weymouth and Portland, there has been an overall increase since 2005, when 16.6% of the population had this level of qualification. The rate was highest in 2010, when 29.9% of the population had this level of qualification.

The proportion of the population with other qualifications[19] was 3.5% in 2019, which is almost half of that in the other geographies. In England, it was 6.7%. In 2019, 7.6% of people aged 16-64 in Weymouth and Portland had no qualifications, which is higher than in the comparable areas; the proportion for Dorset was 4.5%, for the South West region 5.3%; and for England 7.5%. **Figure 1.8** illustrates the difference in qualification levels in Weymouth and Portland from 2005 to 2019 and

[19] This includes foreign qualification and some professional qualification but no further information is provided.

shows substantial rises in the level of qualifications held since the start of the period across the main categories. The lower levels of the population with NVQ3 and above may be due to the fact the population with this level of qualifications leave the area to seek out more skilled occupations, resulting in a skill gap in the available workforce.

Figure 1.8 Qualifications in Weymouth and Portland, 2005-2019



Source: ONS Annual Population Survey 2019, NOMIS Official Labour Market Statistics: https://bit.ly/2XVO6vX

In recognition of the importance of people and skills in contributing to the productivity of the local economy, one of the key challenges has been the increasingly limited supply of labour and skilled workers. This has been caused by a combination of factors, including decreasing numbers of working age residents who are economically active and a significant proportion of the workforce due to retire within the next decade. The area is also characterised by a population with a high and growing proportion of elderly people; and falling numbers of young and working age population. Projections within the local plans and economic strategies reviewed in **Section 1.2.2** suggest further decline in the working age population, creating the potential for a constrained labour market when considered against the scale of future labour requirements.

1.3.4 Standard of Living

Income

The Office of National Statistics surveys hours and earnings and **Table 1.4** presents the average weekly gross earnings for full-time employees between 2015 and 2018 for Weymouth and Portland, Dorset, and the wider South West region and England contexts. Weymouth and Portland average earnings in 2018 were £502.50, which is around £26,130 annually. This has seen a 2.2% increase since 2015, but is lower in comparison to the other geographies. Dorset has seen a 5.6% increase in earning since 2015, the South West region saw a 7.8% increase and England saw an 8.1% increase. Average earnings are modest by regional standards. This may reflect the local significance of the public sector, where earnings between higher and lower earners are traditionally more compressed than in the private sector.

Table 1.4 Average Weekly Gross Earnings (£) 2019

Location	2015	2016	2017	2018
Weymouth & Portland	491.50	488.20	510.50	502.50
Dorset	508.20	498.30	520.40	537.10
South West Region	498.30	513.40	527.0	537.60
England	531.90	544.70	555.80	574.80

Source: ONS Annual Survey of Hours and Earnings – resident analysis 2019, NOMIS Official Labour Market Statistics: https://bit.ly/3ix3Wos

Commuting

Location of usual residence and place of work[20] is a dataset that provides 2011 Census estimates of the usual residents of England and Wales aged 16 and over in employment. The data classifies people currently resident in each middle layer super output area (MSOA), or higher area, and shows the movement between their area of residence and workplace. In 2011, 15,955 people lived in Weymouth and Portland, of these 12,508 also worked in Weymouth and Portland, with 3,046 working from home. Therefore, 3,447 work in Weymouth and Portland but live elsewhere, with a large proportion living in West Dorset, followed by Purbeck and Poole.

In 2014, the Origin-destination Statistics[21] based on the 2011 census were published and have been transposed into a map to illustrate the flows, as shown in the figures below. Red lines show flows out from the selected location, to work elsewhere. T he area of residences on the Island of Portland are split into Weymouth and Portland 008 and Weymouth and Portland 009.

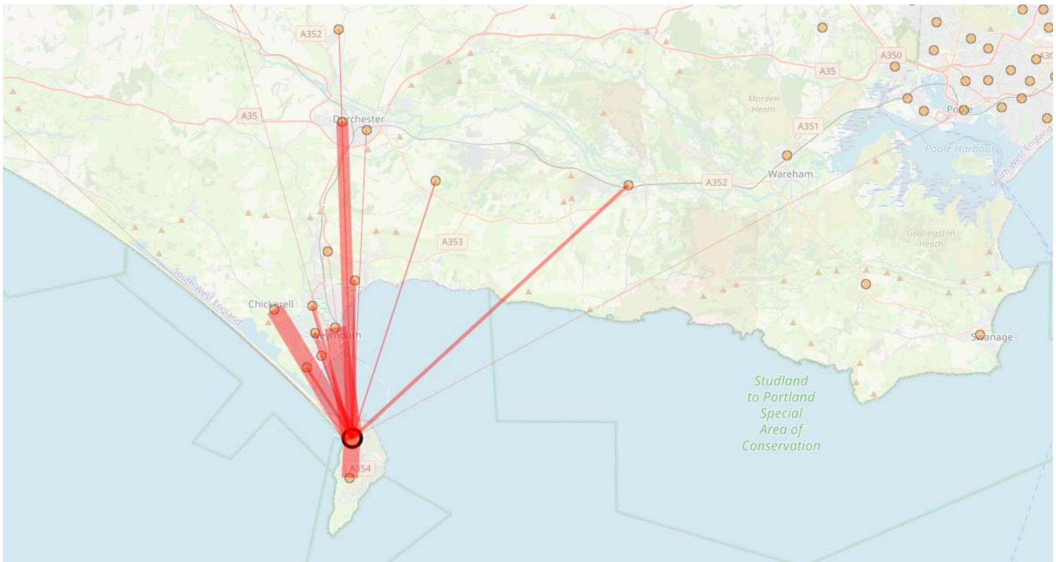
Figure 1.9 presents the flows from Weymouth and Portland 008 accounting for 3,303 people. Of this 41.1% (1,358 people) of people stay on the Island of Portland for employment (i.e. stay within Weymouth and Portland 008 and 009), including 265 people who mainly work at/from home. 23.6% (781 people) travel to other parts within Weymouth and Portland to work and 22% (704 people) travel to West Dorset for employment. Most of the remaining population working in the UK travel to South

[20] ONS Census 2011. Location of usual residence and place of work by age (MSOA level). Retrieved from: https://bit.ly/3aoow7C

[21] ONS Census 2011. Origin-destination statistics (table WU03EW). Retrieved from: https://bit.ly/3iPcFCX

Somerset, Shropshire, Purbeck and Poole. There are very small proportions working outside the UK, on offshore installations or have not stated a fixed place of employment.

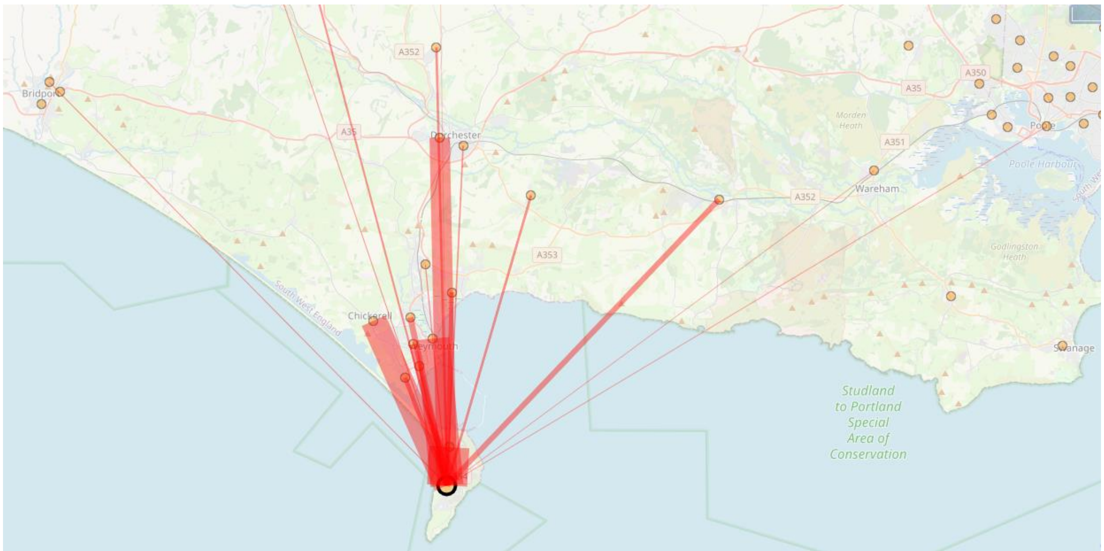
Figure 1.9 Travel to Work Flows out from Weymouth and Portland 008



Source: O'Brian, Oliver 2014. DataShine Commute, part of the BODMAS Project at UCL CASA. https://bit.ly/3iH85qd

Figure 1.10 shows the flows from Weymouth and Portland 009 accounting for 2,201 people; of this 45.1% (993 people) stay on the Island of Portland for employment (i.e. stay within Weymouth and Portland 008 and 009), with 347 people mainly working at/from home. 22.3% (491 people) travel to other parts of Weymouth and Portland for employment and 20.2% (444 people) travel to West Dorset. The remaining residents all work within the UK with some travelling to South Somerset, Purbeck and Poole for employment and small proportions work on offshore installations or didn't state a fixed place for employment.

Figure 1.10 Travel to Work Flows Out from Weymouth and Portland 009



Source: O'Brian, Oliver 2014. DataShine Commute, part of the BODMAS Project at UCL CASA. https://bit.ly/3iH85gd

Housing

The Ministry of Housing, Communities & Local Government (MHCLG) published dwellings statistics in 2016; Weymouth and Portland had a total of 31,900 dwellings of all tenure types. The breakdown of tenure types was 27,570 for Private Sector, 4,330 for Private Registered Provider and 10 for Other Public Sector. In 2016-2017, 160 dwellings were social housing lettings.

In terms of housebuilding, **Table 1.5** shows that, since 2015 **,**Weymouth and Portland has had a much lower rate of housebuilding per 1000 households in comparison to Dorset and England, with England's rate being almost double that of Weymouth and Portland. On top of that, the affordable home provision is very low, with only 13 additional affordable dwellings for the period of 2017-2018. The rate of new house-building on Portland is constrained by the amount of suitable development land available. A relatively small number of sites on Portland were identified as being available for housing development and suitable for inclusion in the latest SHLAA[22]. Furthermore, the population profile for Portland will continue to 'age' significantly if many of the young people and families are unable to find suitable, affordable housing on Portland. There are not enough small dwellings for the young, or suitable for those more elderly households wishing to down-size and thereby release much needed family homes.

Table 1.5 Housebuilding

Indicator	Period	Weymouth and Portland	Dorset	England
Housebuilding starts per 1000 households	2015-2016	3.1	4.59	6.17
Net additional dwellings by district	2017-2018	212	1,328	222,194
Additional Affordable Dwellings	2017-2018	13	273	47,355

Source: MHCLG Atlas Dataset 2018: https://bit.ly/3alxzGq

According to Land Registry records, average house prices in Weymouth and Portland are lower than those in Dorset and the South West region for all property types (**Table 1.6**). In 2019, the overall average house price in Weymouth and Portland was 61% of the county average and 67% of the

[22] Weymouth & Portland BC, 2013. Weymouth & Portland Strategic Housing Land Availability Assessment. Retrieved from: https://bit.ly/30QFTeh

regional average. However, house prices in Weymouth and Portland are, on average, 11 times higher than average wage levels. Overall, the affordability of housing is a major issue for the local population. Around 25% of households across the 'housing market area' cannot afford housing at current market prices/rents without the need for some form of subsidy. There is also the potential for the likely growth of second homes as Portland gets 'discovered' as tourism and visitor attractions grows and opportunities reduce further west.

Table 1.6 Average house prices 2019

Area	Detached	Semi-detached	Terraced	Flat / maisonette	Overall average
Weymouth and Portland	£371,413	£252,498	£192,342	£139,750	£222,881
Dorset	£434,297	£281,525	£227,312	£175,740	£295,339
South West	£396,401	£259,501	£211,769	£166,089	£255,222
England	£373,308	£230,119	£197,729	£222,274	£244,882

Source: HM Land Registry 2019. UK House Price Index, data downloads May 2019. Retrieved from: https://bit.ly/3ameGDw

Affordability ratios are calculated by dividing house prices by gross annual earnings, based on the median and lower quartiles of both house prices and earnings. The earnings data are from the Annual Survey of Hours and Earnings (ONS) which provides a snapshot of earnings at April in each year. Weymouth and Portland has a higher ratio than England, indicating it is less affordable for a resident to purchase a house in the area compared to England, as shown in **Table 1.7.**

Table 1.7 Affordability Ratios (2017)

Indicator	Weymouth & Portland	England
House price to earnings ratios – lower quartile	8.6	7.26
House price to earnings ratios – Median prices	8.31	7.91

Source: MHCLG Atlas Dataset 2018: https://bit.ly/3alxzGq

The delivery of housing has failed over a number of years to achieve target rates in the Local Plan. A shortage of supply and growing demand from net in-migration makes it difficult to attract or retain key employees. Low wages and high house prices continue to make it difficult for particularly young people to afford to live and work locally. The Proposed Project is situated within Portland Port, which has been identified as a key employment site with no future housing developments within the Port. There are residential developments in the surrounding area, including Osprey Quay and the redevelopment of former naval accommodation blocks at the site in Castletown.

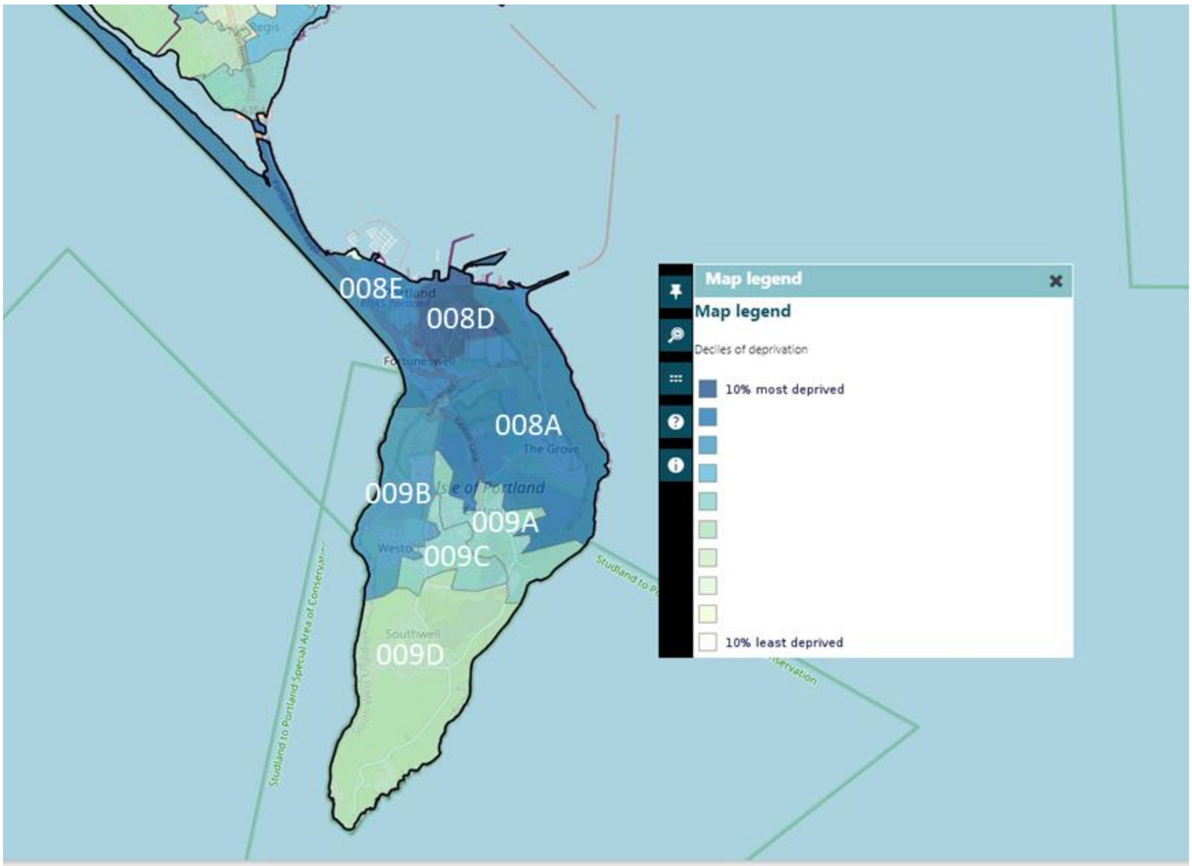
Index of Multiple Deprivation

The 2019 indices of multiple deprivation provide an indication of the quality of life experienced by the residents of Portland. The indices measure relative levels of deprivation against several criteria in 32,844 small areas of neighbourhoods, called in lower super output areas (LSOA) across the country. Each LSOA is given a ranking out of 32,844, with 1 being the most deprived and 32,844 the least deprived to illustrate relative levels of deprivation in comparison to all LSOAs in England. There are 219 LSOAs in Dorset local authority district (E06000059), Portland as a whole is covered by LSOAs Weymouth and Portland 008A, 008D, 008E and 009A-D, with the site falling within LSOA Weymouth and Portland 008E.

Figure 1.11 is a map taken from the Indices of Deprivation 2019 explorer[23] illustrating the overall IMD rank of the Weymouth and Portland area. The darkest colours show the areas that are within the most deprived 10% and 25% of LSOAs in the country.

Figure 1.11 Overall IMD Rank

[23] MHCLG Indices of Deprivation 2019 explorer: https://bit.ly/3ix54Il



Source: MHCLG Indices of Deprivation 2019 explorer: https://bit.ly/3ix54lI

The individual LSOAs perform well in some areas but not in others, as shown in

Table 1.8 and **Figure 1.12.** The north of Portland tends to experience higher deprivation than the south, with the four northernmost lower super output areas (LSOAs) ranked within the most deprived 25% of LSOAs in the country and the other LSOAs ranking in the least/most deprived 50%.

The most deprived LSOA (008D) in Portland is ranked within the most deprived 10% of LSOAs in the country for income, employment, education, skills and training, and health and disability. On the other hand, there are some LSOAs that have high rankings and are in the least deprived 25% for Living Environment, Crime and Barriers to housing and services. This includes 009D, 009B and 008D.

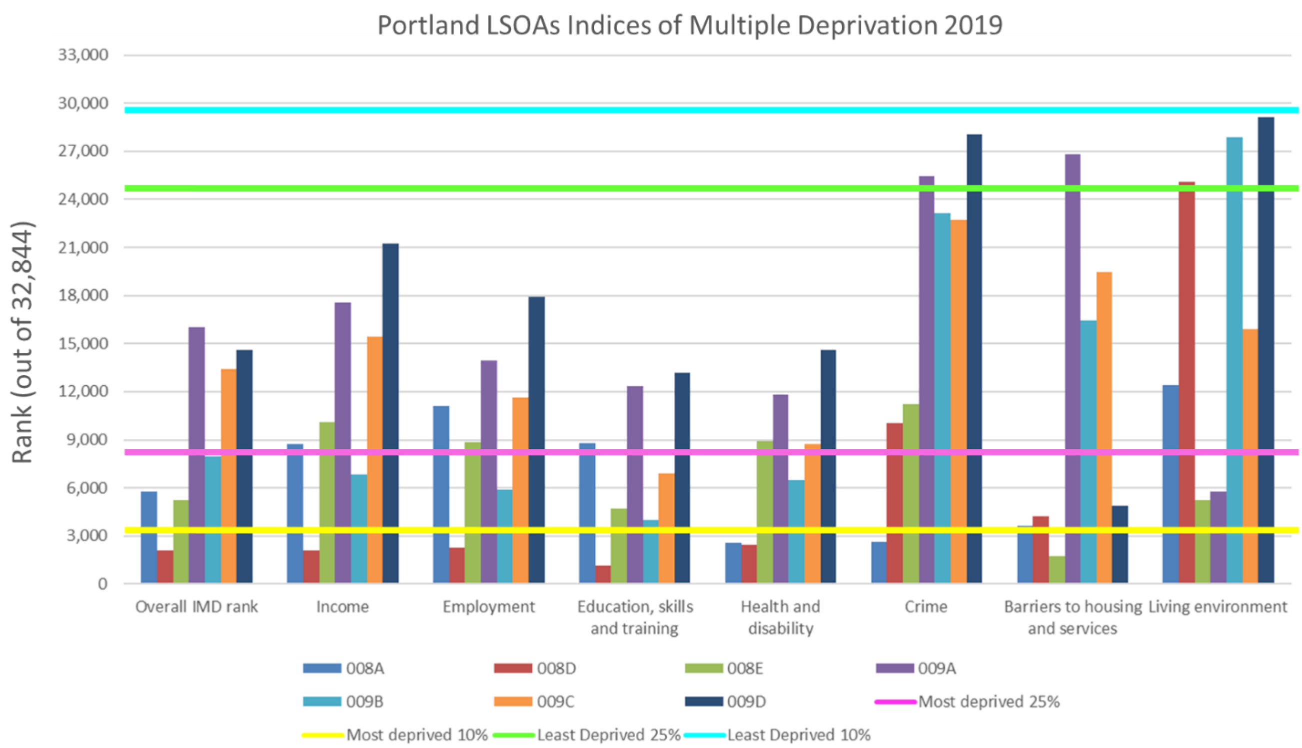
Table 1.8 Ranking of the LSOAs in the 2019 indices of multiple deprivation

	008A	008D	008E	009A	009B	009C	009D
Overall IMD rank	**5,796***	**2,073****	**5,255***	**15,997**	**7,975***	**13,414**	**14,590**
Income	8,729	2,098**	10,116	17,550	6,843*	15,424	21,250
Employment	11,080	2,248**	8,859	13,969	5,896*	11,636	17,951
Education, skills and training	8,799	1,125**	4,700*	12,322	4,019*	6,915*	13,172
Health and disability	2,556**	2,475**	8,939	11,801	6,499*	8,733	14,590
Crime	2,627**	10,020	11,214	25,437	23,127	22,714	28,058
Barriers to housing and services	3,650*	4,219*	1,742**	26,791	16,453	19,471	4,891*
Living environment	12,402	25,084	5,255*	5,793*	27,898	15,877	29,098

*Ranked in the most deprived 25% of LSOAs in the country
**Ranked in the most deprived 10% of LSOAs in the country

Source: MHCLG English Indices of Deprivation 2019: https://bit.ly/31MWcIn

Figure 1.12 Ranking of the LSOAs in the 2019 indices of multiple deprivation



Source: MHCLG English Indices of Deprivation 2019: https://bit.ly/31MWcIn

Dorset and Bournemouth, Christchurch & Poole Local Authorities

Local authority districts include lower-tier non-metropolitan districts, London boroughs, unitary authorities and metropolitan districts. At the time of publication, there were 317 local authority districts in England . Using the IMD rank of average summary measure, Dorset local authority ranked 208 in 2015 and 197 in 2019, out of 317, demonstrating an increase in deprivation relative to the other local authorities over that period. Bournemouth, Christchurch & Poole ranked 168 in 2015 and 166 in 2019, out of 317 local authorities, also demonstrating an increase in deprivation relative to other local authorities. The following table and graph (**Table 1.9** and

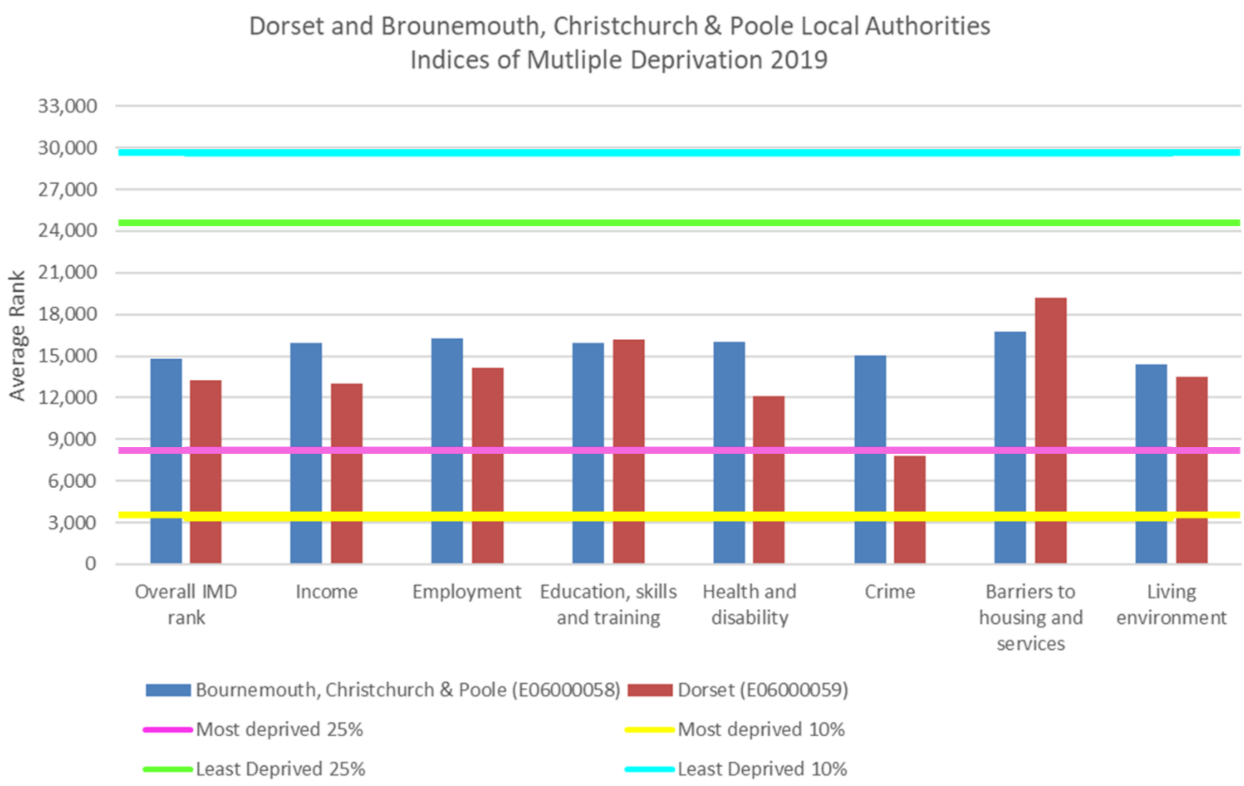
Figure 1.13**)** present a range of measures which summarise the average rank for the Indices of Deprivation 2019 at a local authority district level. The figures suggest that overall, Bournemouth, Christchurch and Poole achieves more satisfactory outcomes (measured by the IMD) than neighbouring Dorset.

Table 1.9 Ranking of the Local Authorities in the 2019 indices of multiple deprivation

	Bournemouth, Christchurch & Poole (E06000058)	Dorset (E06000059)
Overall IMD rank	14,821	13,227
Income	15,899	13,014
Employment	16,279	14,178
Education, skills and training	15,924	16,143
Health and disability	16,022	12,132
Crime	15,058	7,835
Barriers to housing and services	16,742	19,157
Living environment	14,413	13,530

Source: MHCLG English Indices of Deprivation 2019, Local Authority District Summaries: https://bit.ly/31MWcIn

Figure 1.13 Average Rank for Indices of Deprivation 2019



Source: MHCLG English Indices of Deprivation 2019, Local Authority District Summaries: https://bit.ly/31MWcIn

1.3.5 Waste Provisioning

National and Regional

DEFRA's Local Authority Collected Waste (LACW) statistics indicate that in England there is still a large proportion of collected waste not being sent to recycling, composting or reuse. In the 2018/19 financial year, this totalled 14.5 Mt, or 57%.

In addition, national statistics indicate that for waste managed in England there is a need to reduce the amount (2.8 Mt) of LACW that is being sent to landfill. There is also a proportion going to incineration without energy recovery. Energy recovery is already a well-established and proven residual waste management method in England that is contributing significantly to managing local authority wastes. In 2018/19, 11 Mt was managed through energy recovery.

In the South West, there was a 50/50 split for the LACW that was sent to recycling, composting or reuse, and not sent to recycling. Landfill of residual waste made up a higher proportion in the South West Region (19.3% of total waste managed) than in England (10.8% of total waste managed). The South West also recovered less energy proportionally (28.3% of total managed) compared to England (43.1% of total waste managed).

Local

The amount of LACW recorded for the Dorset waste authorities (which includes Dorset, Bournemouth, Christchurch and Poole) for the period 2018/19 was 214,374 tonnes in total. Of this, 57% (123,278 tonnes) was sent for recycling, composting or reuse and the remainder to landfill, incineration or energy recovery. The Dorset Waste Partnership managed 216,898 tonnes, of which 14% was sent to landfill and 29% sent for energy recovery.

In 2015/16, there was an estimated 447,000 of commercial & industrial (C&I) waste generated, of which some 80,329 tonnes was sent to landfill in Dorset and a further 12,229 tonnes went to landfill outside of the County. Dorset is a net exporter of waste, with materials moving to various facilities across the UK for recycling, treatment and disposal.

Since the closure of Dorset landfills prior to 2017, there is no operational landfill capacity for managing residual waste, and the county is now a net exporter of waste and reliant upon exporting such waste to landfill in Hampshire and Somerset, which have limited capacity. Residual material is also being exported to ERFs located outside of Dorset because there are no appropriate facilities in the County. The DWLP identifies a shortfall in residual waste treatment capacity of 234,000 tonnes by 2033. The DWLP states that new residual treatment capacity is required to meet this shortfall, and allocates four sites that could potentially meet this requirement. The DWLP permits development of waste treatment facilities at non-allocated sites, provided it can be demonstrated that the allocated sites are not suitable, or that there are other advantages to developing an unallocated site.

RDF

In 2018, the total amount of waste categorised as '19 12 10 combustible waste (refuse derived fuels)' was 6.4 Mt, 345,000 tonnes originated in the South West Region. Of the total, 2.8Mt of this was exported outside of the UK for management, with the remainder staying in England (3.5 Mt). Currently, RDF is primarily sent to treatment facilities, with 3.1Mt being sent to ERFs.

According to Footprint Services, as of March 2020, the annual tonnage of RDF material exported from the UK to Europe was 2.45 Mt. There is a need for more of this material to be managed instead in the UK to comply with self-sufficiency and proximity principles.

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