1. Introduction

Overview

This document provides a simplified overview of the Environmental Statement (ES) prepared for the Falmouth Docks Development. Falmouth Docks and Engineering Company (FDEC) are seeking to deliver the proposed redevelopment and upgrade of facilities at Falmouth Docks (the 'site'), which is located within the administrative boundary of Cornwall Council (CC).

Comprehensive environmental assessments have been undertaken to understand how the proposed development might impact the environment, as well as identifying ways to reduce any adverse impacts. The findings of these assessments have been reported in an Environmental Statement, which is a technical report that helps decision-makers understand the potential environmental impacts of a new development.

This document, the Non-Technical Summary, concisely presents the key elements of the Environmental Statement and includes:

- A description of the site and proposed development;
- An outline of the main alternatives to the proposed development and how the design has been developed;
- A summary of effects which the project is likely to have on the environment;
- A description of the measures needed to avoid, reduce and, where possible, remedy significant adverse effects; and
- Consideration of other neighbouring developments that could contribute to effects in combination with the proposed development.

This Non-Technical Summary has been prepared by Ramboll and summarises work undertaken by a team of technical environmental specialists. Both the Environmental Statement and the Non-Technical Summary have been prepared in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended).

Scoping

An Environmental Impact Assessment Scoping Report was submitted to CC and the Marine Management Organisation (MMO), setting out the proposed methods and approaches for the environmental assessments. The project team requested input and agreement on the proposed scope, which was formally provided by CC on the 6 October 2023 and the MMO on 25 October 2023 in the form of their 'Scoping Opinions'. The assessments contained in the Environmental Statement have been undertaken based on the Environmental Impact Assessment Scoping Opinions provided by CC and the MMO.

Further Information

If you need more information, the full Environmental Statement (including technical appendices) and other supporting documents to the planning application are available for viewing on the CC website:

https://planning.cornwall.gov.uk/online-applications/

Further information on the Marine Licence Application (MLA) can be found on the MMO Public Register Portal, including the full Environmental Statement (including technical appendices):

https://marinelicensing.marinemanagement.org.uk/mmofox5/fox/live/MMO_PUBLIC_REGISTER

Comments on the Application

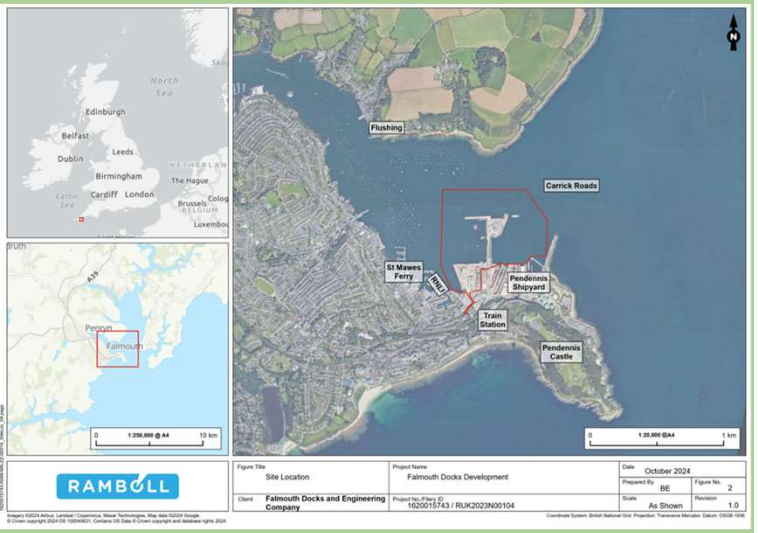
If you have any comments on the planning application, these should be forwarded to CC at:

Cornwall Council Planning Department
New County Hall
Treyew Road,
Truro
Cornwall
TR1 3AY
https://www.cornwall.gov.uk/contactus

Comments on the MLA can be made through the MMO Public Register Portal.

Photograph of the existing site, also showing the old Empire and Kings Wharfs (shown red) which were demolished in 2008/2009

2. Site Context



Site Location

A: Northern Arm Concrete structure, looking north

B: Timber Piles and Gang Walkway adjacent to the Northern Arm, looking north

C: Western Wharf, looking northwest

D: Western Wharf Condition of Timber Piles, looking west

Representative Site Photographs

Site Location and Surroundings

The site is located at Falmouth Docks, Cornwall, TR11 4NR; and covers a total area of approximately 47.2 hectares. The approximate National Grid Reference of the site is SW 81765 32796.

The site comprises:

- 7.6 hectares of hardstanding, building structures and wharf structures, which can be summarised as follows:
  - A central causeway from which the docks run, leading from the main dockside to the central part of the site, where the hardstanding ends at the operational Queens Wharf and Northern Arm;
  - Queens Wharf and the Northern Arm area (located in the central part of the site), between which lies a section of open revetment;
  - A berth to the south of Queens Wharf;
  - The former Western Wharf situated to the east of the central causeway;
  - The Duchy and County Wharfs, located to the south-west of the central causeway; and
  - The footprints of two former wharfs, Empire Wharf and Kings Wharf. These were removed in 2008/2009, however structures remain as foul ground on the seabed, creating shallow water areas.
- 39.5 hectares of the Carrick Roads channel.

The site is bound:

- To the north by the Carrick Roads channel, leading to the English Channel. The Flushing headland is located approximately 500 m to the north.
- To the east by the A&P dry docks, followed by the Pendennis Shipyard. The Eastern Breakwater is located approximately 430 m further east. Pendennis Castle lies approximately 1 km south-east.
- To the south by Tinners Walk, beyond which are the Falmouth Docks operational buildings and Falmouth train station.
- To the south-west by the RNLI Falmouth Lifeboat Station, Cockwells at the Lock House and Port Pendennis Marina, beyond which lies the National Maritime Museum Cornwall. A number of visitor moorings are located adjacent to the site within the Carrick Roads/Falmouth Bay area. The St Mawes-Falmouth ferry service runs adjacent to the site boundary along a west to north orientation. Falmouth town and residential area lies further west of the site.

The site is within the control of A&P, who act as the Falmouth Docks and Engineering Company (FDEC) under the Falmouth Docks Act 1959. FDEC is itself "a competent harbour authority".

Falmouth Docks currently provides alongside deep-water berthing for vessels up to 100,000 tonnes and handles many different types of cargo and also provides alongside facilities and deep-water anchorage for cruise ships. The wider dock area is home to the largest ship-repair complex in the UK, providing a complete range of marine repair services, including the use of three dry docks.

1 Introduction

1.1 Introduction

1.1.1 This Environmental Statement (ES) has been prepared on behalf of Falmouth Docks and Engineering Company (FDEC) (the 'Applicant'), in accordance with the statutory procedures set out in The Town and Country Planning (Environmental Impact Assessment) Regulations 2017[1] and in The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)[2] (the 'EIA Regulations').

1.1.2 The ES relates to the proposed redevelopment and upgrade of facilities (the 'proposed development') at Falmouth Docks (the 'site'), within the jurisdiction of Cornwall Council (CC) and the Marine Management Organisation (MMO). The Applicant intends to submit a planning application for full planning permission (the 'application') for works above Mean Low Water Springs (MLWS). The Applicant also intends to submit a marine licence application (MLA) in respect of works that would be undertaken below Mean High Water Springs (MHWS). This ES supports both the planning application and MLA.

1.1.3 The Applicant recognises that the proposed development, owing to its nature, scale and location, is likely to give rise to significant effects on the environment. The Applicant has therefore commissioned an environmental impact assessment (EIA) for the proposed development, the findings of which are presented within this ES.

1.1.4 In accordance with the EIA Regulations, the ES reports on the likely significant environmental effects of the proposed development during the demolition and construction stage, as well as during the subsequent operational development stage. The EIA has taken into account the mitigation measures that are being proposed by the Applicant, including those measures that have been integrated into the planning and design of the proposed development to avoid and, where avoidance is not possible, to off-set and/or reduce likely significant adverse effects. The ES then reports on the significance of the residual effects.

1.1.5 The EIA has been carried out by Ramboll UK Limited ('Ramboll') and a team of technical specialists in accordance with best practice guidelines including, the Institute of Environmental Management and Assessment (IEMA) Quality Mark scheme. The EIA team, in addition to the Applicant's wider design and planning team, is presented in Table 1.1.

1.1.6 The ES comprises the following:

- Non-Technical Summary (NTS);
- Volume 1: Main Environmental Statement (this document); and
- Volume 2: Technical Appendices.

1.1.7 This chapter of the ES provides a general description of the site, the relevant planning context, planning application details, as well as the content and structure of the ES. More detailed information on the site is provided in the technical assessments of this Volume, as well as in ES Volume 2. Further information on how the scope of the EIA was defined and on the structure of this ES is provided in Chapter 2: EIA Process and Methodology.

1.1.8 This chapter is accompanied by the following technical appendices within ES Volume 2:

- Technical Appendix 1.1: IEMA Quality Mark Checklist;
- Technical Appendix 1.2: Regulation 18(5)(b) Statement; and
- Technical Appendix 1.3: Information Required in an Environmental Statement.

1.2 Development Context

Site Location and Context

1.2.1 The EIA site boundary, referred to as the 'site' throughout this ES, is located at Falmouth Docks, Falmouth, Cornwall, TR11 4NR, centred at National Grid Reference: SW 81765 32796, as shown in Figure 1.1.

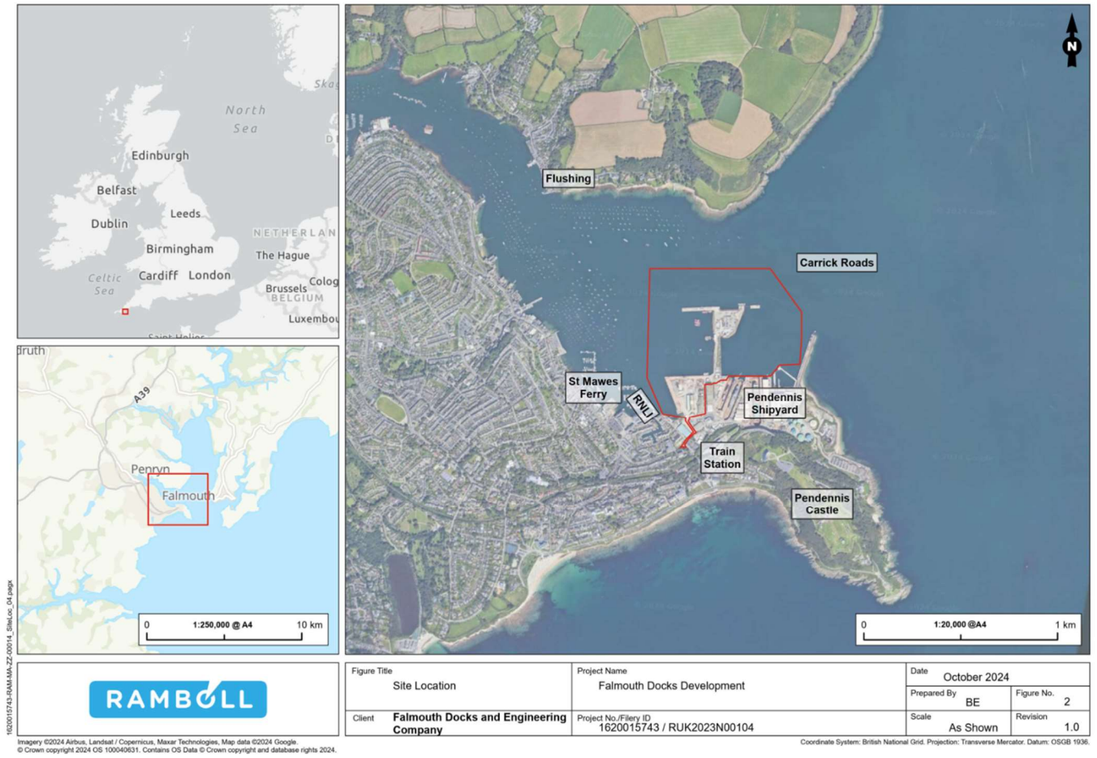


Figure 1.1: Site Location

1.2.2 The boundaries and immediate surroundings of the site comprises the following:

- The north of the site is surrounded by the Carrick Roads channel, leading to the English Channel. The Flushing headland lies approximately 500 m to the north.
- The A&P dry docks lie immediately to the east of the site, followed by the Pendennis Shipyard. The Eastern Breakwater is located approximately 430 m further east. Pendennis Castle lies approximately 1 km south-east.
- Tinners Walk is located south of the site, beyond which are the Falmouth Docks operational buildings, and further beyond is Falmouth train station.
- Immediately to the south-west of the site lies RNLI Falmouth Lifeboat Station, Cockwells at the Lock House and Port Pendennis Marina, beyond which lies the National Maritime Museum Cornwall. A

[1] UK Government Legislation, 2017. Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended, online. Available at: https://www.legislation.gov.uk/uksi/2017/571/contents/made

[2] UK Government Legislation, 2007. Marine Works (Environmental Impact Assessment) Regulations 2007, as amended, online. Available at: https://www.legislation.gov.uk/uksi/2007/1518/contents/made

number of visitor moorings are also present adjacent to the site within the Carrick Roads/Falmouth Bay area. The St Mawes-Falmouth ferry service runs adjacent to the site boundary along a west to north orientation. Falmouth town and residential area lies further west of the site.

1.2.3 The site is owned and operated by FDEC, who are part of A&P Group. Under the Falmouth Harbour Act and Orders 1870-1991, FDEC is the Statutory Harbour Authority (SHA) for the area. FDEC's habour limits are shown in black in Figure 1.2. The Falmouth Docks Act 1959 (Section 24 (1)) extends FDEC's powers to a further 200 yards seaward beyond the limits as shown in Figure 1.2 for those vessels that are approaching or leaving the area within FDEC's harbour limits. FDEC is one of four SHAs in the Fal Estuary.

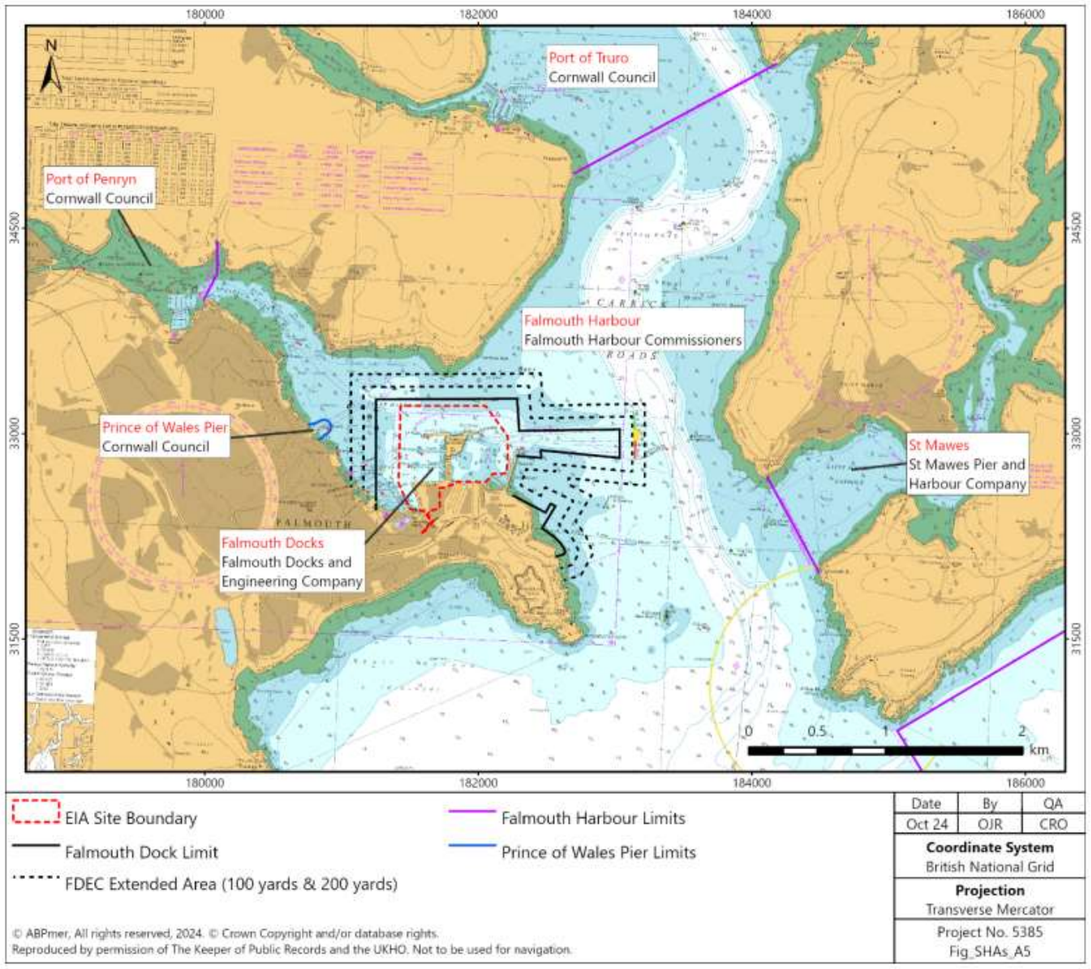


Figure 1.2: Falmouth Harbour and Docks Limits

1.2.4 At the time of the first Falmouth Docks Act in 1859, the site for the docks was in a natural state comprising low cliffs, foreshore and seabed with no previous industrial use. Development started with foundation stones and a number of buildings along with the no. 1 and no. 2 dry docks, opening in 1862 and 1863, respectively (no. 1 dry dock is now used by Pendennis Shipyard). No. 3 and no. 4 dry docks were opened in 1921 and 1926, respectively. Construction of the wharfs began from the 1930s with the Empire and Kings Wharfs. The site was developed to almost the present layout by 1969, along with extensive dredging of the seabed to the east, west and north of the current wharfs during the 20th century (and some likely during the 19th century). A fire in 2003 damaged the Queens Wharf timber requiring new steel piles and a reinforced concrete deck to repair. The Empire and Kings Wharfs were removed by 2008, with remains of these still on the seabed.

1.2.5 Falmouth Docks currently provides alongside deep-water berthing for vessels up to 100,000 tonnes and handles many different types of cargo. It provides alongside facilities for ferries and cruise, as well as deep-water anchorage within Falmouth Harbour waters for excellence class cruise vessels. The docks are also home to the largest ship-repair complex in the UK, providing a complete range of marine repair services, and is a centre of excellence for Ministry of Defence vessels.

Site Description

1.2.6 The site boundary is shown in Figure 1.3 and is irregularly shaped, covering a total site area of approximately 47.2 hectares (ha), of which 39.6 ha is within the marine environment, and 7.6 ha on land.

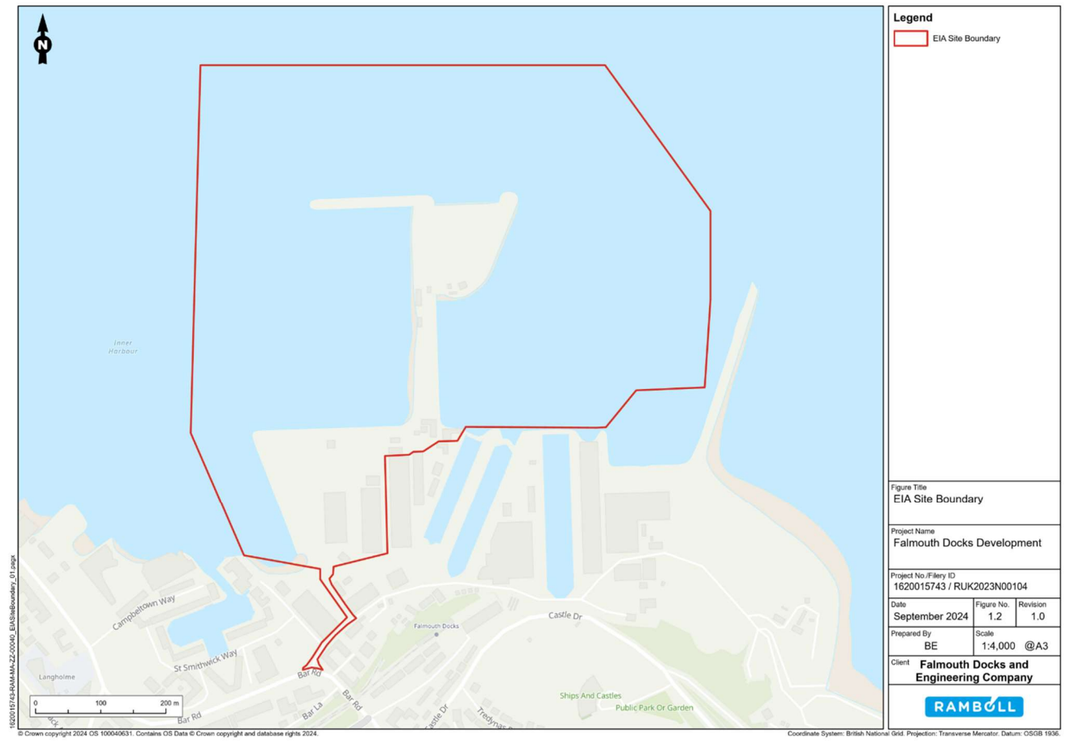


Figure 1.3: EIA Site Boundary

1.2.7 Of the areas that lie above MHWS, the majority of the site lies between approximately 5.0 and 6.0 m AOD (Above Ordnance Datum)[3].

1.2.8 The current arrangement of the wharfs are shown in Figure 1.4. Approximately 7.6 ha of the site comprises hardstanding, building structures and wharf structures, which can be summarised as comprising the following principal parts:

[3] RPS Design, 2007. Falmouth Docks, Topographical Survey

- A central causeway from which the docks run, leading from the main dockside to the central part of the site redline boundary, where the hardstanding ends at the operational Queens Wharf and Northern Arm (which is no longer operational due to safety concerns);
- Queens Wharf (190 m, 6.5 m draft) and the Northern Arm area located in the central part of the site, between which lies a section of open revetment;
- A berth to the south of Queens Wharf (135 m, 6 m draft);
- The former Western Wharf situated to the east of the central causeway, which is no longer operational due to safety concerns;
- The Duchy and County Wharfs (202 m, 8.5 m draft and 180 m long, 8.5 m draft, respectively) located to the south-west of the central causeway;
- Two former wharfs, Empire Wharf and Kings Wharf were removed in 2008, however the footprints of these structures remain as foul ground on the seabed, creating shallow water areas;

1.2.9 There are a number of buildings on site occupied by the applicant, comprising mostly single storey warehouses used for storage, and office portacabins. In addition, there are three tenants within the site boundary which are:

- Falfish (shown as 'Fish Landings' on Figure 1.4);
- GAC (ship agent); and
- UK Border Force.

1.2.10 The remaining area within the site boundary consists of the Carrick Roads channel. The Carrick Roads channel is a determining factor in vessel movements and vessel size, with a channel depth of 5.4 m Chart Datum (CD) at MHWS.

1.2.11 Current uses on site include:

- Cargo – glass recycling, granite, bulk cement, road salt, and other bulk products;
- Cruise – off-boarding and on-boarding of cruise vessels for day visits, including alongside berthing and tender calls from ships berthing in Falmouth Harbour;
- Ship Repair - berthing capacity for ship repair vessels;
- Ministry of Defence support – whole life support to vessels; and
- Other – towage services, mobilisation and demobilisation works for jackups etc, hosting of international events.

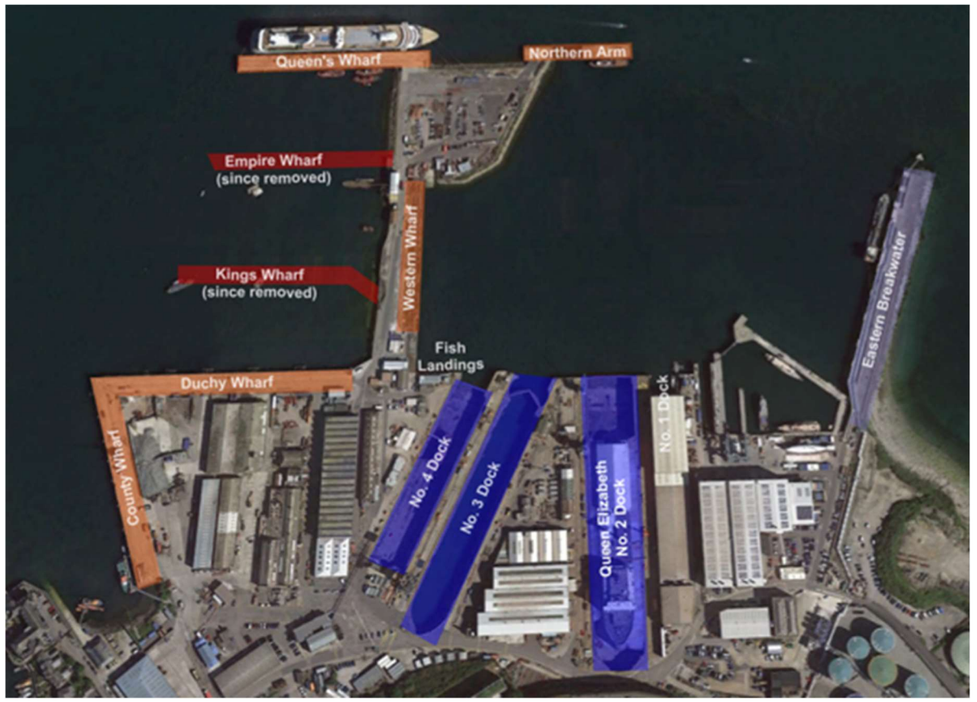


Figure 1.4: Existing Site Layout

1.2.12 Parts of the site infrastructure is considered to be in poor condition and/or unsafe for operational use:

- The easternmost extent of the Northern Arm is an old concrete structure (Photo A), which is connected to the main dock area by a steel gang walkway underlain by a section of old timber piles (Photo B). The structure has limited operational use and is understood to create a navigational obstruction for vessels entering and leaving the docks.
- The Western Wharf is unsafe and not in operational use (Photo C). The timber piles used to construct the former Western Wharf have failed due to washout and are considered to be beyond economic repair (Photo D).
- Due to failures to the eastern side of the causeway, the causeway itself is subsiding and the western wall adjacent to the Duchy Wharf is overturning and experiencing rotational failure and cracking (Photo E). Consequently, the causeway is at risk of failure which would prevent access to the northern areas of the site and cease operational capacity at the site. Loading restrictions of 100 tonnes are currently in place along the causeway, restricting the cargo access and movements that would otherwise be possible.

1.2.13 The site supports a range of activities, for example: cruise vessels berthing alongside County Wharf and Duchy Wharf (Photo F), and large offshore drilling rigs such as Seajacks Leviathan berthing at Queens Wharf (Photo G).

1.2.14 Representative photographs of the site are shown in Photos A to G.

A: Northern Arm Concrete structure, looking north

B: Timber Piles and Gang Walkway adjacent to the Northern Arm, looking north

C: Western Wharf, looking northwest

D: Western Wharf Condition of Timber Piles, looking west

E: Structural Failure to the West of the Central Causeway, looking east

F: Cruise vessels at the site

G: Seajacks Leviathan jacked up on Queens Wharf

Photos A-G: Photographs of Existing Site and Typical Vessels

1.3 Planning Context

1.3.1 In respect of the application, the proposed development falls within Schedule 1 8(2) of The Town Country and Planning EIA Regulations and Schedule A1 (14) of The Marine Works EIA Regulations, as the site is a trading port which can take vessels over 1,350 tonnes. Therefore in accordance with the relevant regulations, EIA is mandatory to be undertaken and submitted as part of the required consent applications.

1.3.2 It is necessary to consider the proposed development against relevant policies and guidance at national, regional and local levels. At the national level, planning policy is contained within the National Planning Policy Framework (NPPF)[4].

1.3.3 Key policies and guidance from these documents and others have been referenced in the Planning Statement which accompanies the application, and in technical assessment chapters where relevant.

1.3.4 A further material planning consideration is the UK Marine Policy Statement (MPS)[5], which provides the framework for formulating Marine Plans and taking decisions which affect the marine environment. The MPS contributes to the achievement of sustainable development in the UK marine area. Key policies have been referenced in the Marine Plan and Policy Statement which accompanies the MLA.

1.4 Applicant

1.4.1 The application is submitted to CC and the MMO on behalf the following entity:

A&P Falmouth

The Docks,

Falmouth,

Cornwall,

TR11 4NR

1.5 Project Team

1.5.1 The Applicant has appointed a design team to assist in the development of the application and has concurrently appointed an EIA team to undertake the EIA and prepare the ES in accordance with Regulation 18(5)(a) of the Town and Country Planning EIA Regulations and Regulation 12(2)(f) of the Marine Works (Environmental Impact Assessment) (Amendment) Regulations 2017. The team members and their respective roles are presented in Table 1-1Table 1.

[4] Department for Levelling Up, Housing and Communities, December 2024. The National Planning Policy Framework. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2

[5] Department for Environment, Food and Rural Affairs, 2020. UK Marine Policy Statement. Available at: https://www.gov.uk/government/publications/uk-marine-policy-statement

Table 1.1: Design and EIA Team

Company	Role
Ramboll	EIA Project Manager and Co-ordinator Marine Water and Sediment Quality Consultant Flood Risk Consultant Terrestrial Ecology Consultant Ornithology Consultant Transport Consultant Noise and Vibration Consultant Air Quality Consultant Climate Change Consultant Material Resources and Waste Consultant Landscape, Seascape and Visual Amenity Consultant Geotechnical Investigation (GI) Marine Engineering and Design
HR Wallingford	Coastal Processes and Sediment Regime Consultant Underwater Noise Consultant
Carcinus	Marine Ecology Consultant Commercial Fisheries and Shellfisheries Consultant
Wessex Archaeology	Marine Archaeology Consultant Marine Geoarchaeology Consultant Terrestrial Archaeology and Heritage Consultant
ABP Mer	Navigation and Recreation Consultant
Andrew Jackson Pelling	Socioeconomics Consultant
Tor&Co	Planning Consultant
Spaldings	Bird Surveyors

1.6 Environmental Statement

Environmental Statement Structure

1.6.1 The ES comprises the following documents:

- Non-Technical Summary
- Volume 1: Main Environmental Statement
  1. Introduction
  2. EIA Process and Methodology
  3. Alternatives and Design Evolution
  4. Proposed Development Description
  5. Demolition and Construction Description
  6. Coastal Processes and Sediment Regime
  7. Underwater Noise
  8. Marine Water and Sediment Quality
  9. Marine Ecology
  10. Commercial Fisheries and Shellfisheries
  11. Marine Archaeology
  12. Heritage
  13. Transport and Accessibility
  14. Noise and Vibration
  15. Air Quality
  16. Climate Change
  17. Material Resources and Waste
  18. Landscape, Seascape and Visual Amenity
  19. Socioeconomics
  20. Intra-Cumulative Effects
  21. Residual Effects

  Glossary of Terms and Abbreviations
- Volume 2: Technical Appendices:

  Technical Appendix 1.1: IEMA Quality Mark Checklist;
  Technical Appendix 1.2: Regulation 18(5)(b) Statement;
  Technical Appendix 1.3: Information Required in an Environmental Statement;
  Technical Appendix 2.1: Description of EIA Stages;
  Technical Appendix 2.2: EIA Scoping Report;
  Technical Appendix 2.3: CC EIA Scoping Opinion;
  Technical Appendix 2.4: MMO EIA Scoping Opinion;
  Technical Appendix 2.5: Summary of EIA Scoping Opinions;
  Technical Appendix 2.6: Applicant's EIA Scoping Opinion Response and Revised Opinions;
  Technical Appendix 2.7: Definition of Intra- and Inter-Project Cumulative Effects;
  Technical Appendix 2.8: Consideration of Potentially Cumulative Schemes;
  Technical Appendix 2.9: Navigation Risk Assessment;
  Technical Appendix 2.10: Flood Risk Assessment;
  Technical Appendix 2.11: Ecological Impact Assessment;
  Technical Appendix 2.12: Habitats Regulations Assessment;
  Technical Appendix 5.1: Outline Construction Environment Management Plan (OCEMP);
  Technical Appendix 5.2: Outline Site Waste Management Plan (OSWMP);
  Technical Appendix 5.3: Best Practicable Environmental Option (BPEO) for Dredging Assessment;
  Technical Appendix 6.1: Wave Modelling Report;
  Technical Appendix 6.2: Sediment Transport Modelling Report;
  Technical Appendix 6.3: Sediment Plume Modelling Report;
  Technical Appendix 6.4: Tidal Flow Modelling Report;
  Technical Appendix 7.1: Underwater Noise Modelling Report;
  Technical Appendix 8.1: Falmouth Docks Development: Factual Ground Investigation Report;
  Technical Appendix 8.2: Falmouth Docks Development: Contaminated Land Desk Study;
  Technical Appendix 8.3: Falmouth Docks Development: Ground Investigation Interpretative Report;
  Technical Appendix 8.4: Water Framework Directive Report;
  Technical Appendix 9.1: May 2022 Drop-Down Video (DDV) Survey Report for the Port of Falmouth, Cornwall;
  Technical Appendix 9.2: Benthic Ecology Survey Scope and Agreements;

Technical Appendix 9.3: May 2023 Benthic Ecology Survey Report (Document Reference: J0710/24/03/04);

Technical Appendix 9.4: Data Search Report from the Environmental Records Centre for Cornwall and the Isles of Scilly;

Technical Appendix 9.5: Technical note on the distribution of maerl habitats within the Fal and Helford SAC and potential impacts arising because of the Proposed Development. (Document Reference: J0710/24/10/07);

Technical Appendix 11.1: Falmouth Docks Development Marine Archaeological Technical Report;

Technical Appendix 11.2: Falmouth Docks Development Marine Geoarchaeological Assessment;

Technical Appendix 11.3: Falmouth Docks Development Offshore Written Scheme of Investigation;

Technical Appendix 12.1: Archaeological Desk-Based Assessment;

Technical Appendix 12.2: Good Practice Advice (GPA)3 Exercise and Technical Note;

Technical Appendix 13.1: Transport Assessment;

Technical Appendix 14.1: Baseline Noise Survey;

Technical Appendix 14.2: Demolition and Construction Noise supporting information;

Technical Appendix 14.3: Operational Assessment supporting information;

Technical Appendix 14.4: Legislation and Guidance;

Technical Appendix 15.1: Air Quality Legislation, Policy and Guidance;

Technical Appendix 15.2: Air Quality Assessment Methodology;

Technical Appendix 15.3: Air Quality Results;

Technical Appendix 17.1: Circular Economy Statement and Materials Management Strategy;

Technical Appendix 17.2: Outline Site Waste Management Plan (OSWMP);

Technical Appendix 18.1: Supporting Figures;

Technical Appendix 18.2: National, Regional and Local Policy;

Technical Appendix 18.3: Assessment of Seascape and Landscape Effects;

Technical Appendix 18.4: Baseline Photography;

Technical Appendix 18.5: Visualisations;

Technical Appendix 18.6: Viewpoint Assessment; and

Technical Appendix 19.1: Economic Impact of Proposed Redevelopment at Falmouth Docks.

Environmental Statement Content

1.6.2 The required content of the ES is set out in Regulation 18 (3) and (4) and Schedule 4 of the Town and Country Planning EIA Regulations, the latter of which is materially consistent with Schedule 3 of The Marine Works EIA Regulations. Technical Appendix 1.3 presents the requirements of the EIA Regulations and indicates where in this ES the requirements have been met.

1.6.3 The ES has been based on the Scoping Report and Scoping Opinions received from CC and MMO dated 06 October 2023 and 25 October 2023 respectively, and subsequent related correspondence (refer to Chapter 2: EIA Process and Methodology for further detail).

Environmental Statement Good Practice

1.6.4 As with EIA, good practice in the preparation of the ES is defined in a number of sources, with more specific issues covered by ES review checklists. Many of these checklists are very detailed and go to some length. In terms of widely applicable and practical guidance, the Institute of Environmental Management and Assessment (IEMA) Quality Mark indicator check has been referenced in undertaking the EIA and in producing this ES as described in Technical Appendix 1.1.

1.6.5 Ramboll is a Registrant on the IEMA Quality Mark. Accordingly, as part of Ramboll's Quality Assurance procedures and Quality Mark Commitments, the EIA has been undertaken to meet the Quality Mark Commitments as set out in Technical Appendix 1.1.

1.6.6 As required by Regulation 18(5)(b) of the Town and Country Planning EIA Regulations, Technical Appendix 1.2 presents a statement from the Applicant outlining the relevant expertise or qualifications of the competent experts that have undertaken the EIA and prepared this ES.