

The socioeconomics ES chapter reports on the likely effects associated with the demolition and construction stage and operational stage of the proposed development.

Existing Conditions

A desk-based review of Census data, labour market statistics and visitor and tourist information was used to establish the baseline socio-economic conditions in the study area. Existing social and economic conditions were considered at different spatial levels: Site (the site including wider Falmouth dock area), Local (four Falmouth wards, 2022), District (Cornwall County), Regional (South-West Region).

FDEC own and operate Falmouth Docks, and there are tenants within and outside the site boundary. FDEC activities and operations include but are not limited to cargo, cruise, ship repair and Ministry of Defence support.

Some of the dock infrastructure is currently in poor condition and without the investment and upgrading that the proposed development would provide, existing activities on site and within the wider Falmouth docks area would at best remain at current levels or could decline.

FDEC's current contribution to the economy is as follows:

- 336 jobs (7 part-time) in July 2024, an increase from 159 in 2020-21, which then had an average gross annual full-time salary of £46,733;
- Annual turnover of £51.3 million (2018-2021);
- Average labour productivity at FDEC is significantly higher than found in the wider Cornwall economy, reflecting the high value jobs that are sustained at the site;
- FDEC have important supply chain linkages into the local economy. It is estimated that approximately 45% of their supply chain expenditure is with Cornwall based businesses which supports an average of 136 jobs (indirect) per annum; and
- In 2023, cruise ship visits generated approximately 45,557 passenger visits, bringing tourism to Falmouth.

Demolition and Construction

During the demolition and construction stage, the following impacts and effects have been assessed:

- Buildings relating to Falfish operations may need to be demolished and operations will be relocated within the docks. During construction, their fish landing location will be temporarily moved to Duchy or County Wharf. This results in a negligible to minor adverse (not significant) effect at local and

district level and a negligible adverse (not significant) effect at regional level;

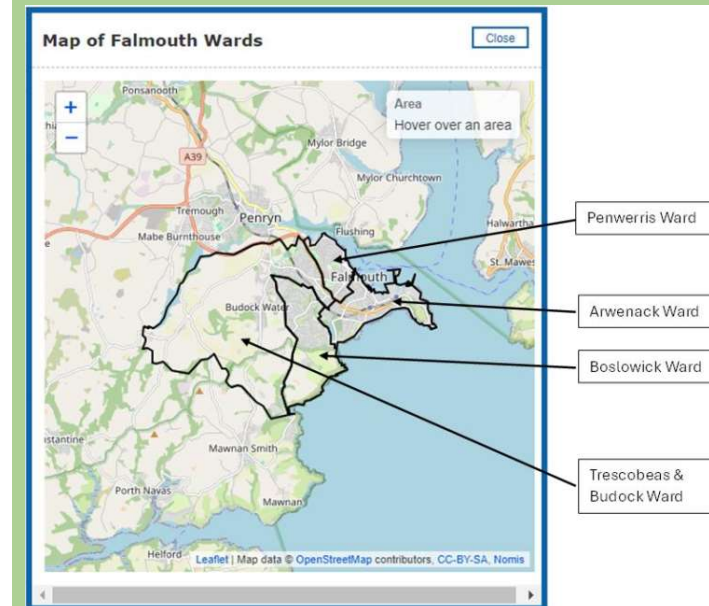
- ~397 FTE jobs could be generated and another 318 indirect FTE, resulting in a minor beneficial (not significant) effect at local and district levels and negligible to minor beneficial (not significant) effect at regional level;
- ~£56.0 million GVA could be generated, with indirect and induced factors of £106.4 million GVA, resulting in a minor beneficial (not significant) effect at local and district levels and negligible beneficial (not significant) effect at regional level;
- Additional spending from temporary construction related jobs, impacting the local economy, resulting in a minor beneficial (not significant) effect at a local level and negligible beneficial (not significant) effect at district level; and
- No direct disruption to cruise visits or decrease in cruise visitors, however demolition and construction activities may negatively impact tourist/visitor experience, resulting in a minor adverse (not significant) effect at a local level and negligible adverse (not significant) effect at district and regional levels. A temporary effect on local visitor accommodation due to construction workers could become significant during summer (peak holiday season). This will need to be monitored.

Operation

During the operational stage, the following impacts and effects have been assessed:

- The proposed development will create additional employment across cargo, cruise and FLOW activities, resulting in a moderate beneficial (**significant**) effect at local and district levels and minor beneficial (not significant) effect at regional level;
- Economic output (GVA) will increase as a result of the proposed development across cargo, cruise and FLOW, resulting in a moderate beneficial (**significant**) effect at the local and district levels and minor beneficial (not significant) effect at a regional level;
- Additional spending by new on-site employees, impacting the local economy, resulting in a negligible to minor beneficial (not significant) effect at local level and a negligible beneficial (not significant) effect at district level; and
- The increase in cruise vessels will increase spending in the local economy, resulting in a moderate beneficial (**significant**) effect at the local level and negligible to minor beneficial (not significant) effect at a regional level.

19. Socioeconomics



Local Level Spatial Scope of Socio-economics Chapter (2022 Falmouth Wards)

19 Socio-Economics

19.1 Introduction

- 19.1.1 This chapter reports on the likely socio-economic effects associated with the demolition and construction stage and operational stage of the proposed development.
- 19.1.2 This chapter is supported by the following technical appendix within ES Volume 2:
- Technical Appendix 19.1 – Economic Impact of Proposed Redevelopment at Falmouth Docks (Rothwell, March 2022).
- 19.1.3 The assessment has been informed by the following legislation, policies and published guidance:
- National Legislation and Policy:
 - NPPF (2023)¹ in particular the following sections:
 - ‘Chapter 2 – Achieving sustainable development’;
 - ‘Chapter 4 – Decision-making’;
 - ‘Chapter 6 – Building a strong, competitive economy’;
 - ‘Chapter 8 – Promoting healthy and safe communities’;
 - ‘Chapter 11 – Making effective use of land’;
 - Regional Policy:
 - Cornwall and the Isles of Scilly Industrial Strategy 2022²;
 - The Cornwall and Isles of Scilly Strategic Economic Plan 2017-2030³;
 - 10 Opportunities Towards a Local Industrial Strategy⁴
 - Local Policy:
 - Cornwall Local Plan, Strategic Policies 2010 – 2030⁵;
 - Cornwall Local Plan Strategic Policies 2010 - 2030 Community Network Area Sections⁶;
 - Cornwall Council Climate Emergency Development Plan Document 2023⁷;
 - National guidance and industry standards:
 - PPG⁸.

19.2 Consultation

- 19.2.1 Table 19.1 summarises the key EIA Scoping Opinion responses with respect to the socio-economics assessment.

Table 19.1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
Cornwall Council	The Report should provide specific information on the potential impact on the social-economic	This ES chapter has been prepared in line with the EIA

¹ Department for Levelling Up, Housing and Communities, 2023. The National Planning Policy Framework. London. HMSO. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf

² Cornwall and Isle of Scilly Local Enterprise Partnership, Cornwall and the Isles of Scilly Industrial Strategy, September 2022. <https://cioslep.com/wp-content/uploads/2021/03/LEP-industrial-strategy-30.09.22.pdf>

³ Cornwall and Isle of Scilly Local Enterprise Partnership, The Cornwall and Isles of Scilly Strategic Economic Plan 2017-2030, undated. <https://cioslep.com/wp-content/uploads/2021/05/Vision-30.pdf>

⁴ Cornwall and Isle of Scilly Local Enterprise Partnership, 10 Opportunities Towards a Local Industrial Strategy, undated. https://cioslep.com/wp-content/uploads/2021/04/4797_Cornwall-and-IOs-LEP_ISSUU_AW.pdf

⁵ Cornwall Council, 2016, Cornwall Local Plan, Strategic Policies 2010 – 2030, November 2016. <https://www.cornwall.gov.uk/media/ozhj5k0z/adopted-local-plan-strategic-policies-2016.pdf>

⁶ Cornwall Council, 2016, Cornwall Local Plan Strategic Policies 2010 - 2030 Community Network Area Sections, November 2016. <https://www.cornwall.gov.uk/media/2eyhSode/cornwall-local-plan-community-network-area-sections.pdf>

⁷ Cornwall Council 2023, Climate Emergency Development Plan Document, February 2023. <https://www.cornwall.gov.uk/media/uxgjk4jn/climate-emergency-dpd.pdf>

⁸ Department for Levelling Up, Housing and Communities (live document, first published 2014). National Planning Practice Guidance. Accessed on 10 October 2023. <https://www.gov.uk/government/collections/planning-practice-guidance>

Table 19.1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
Scoping Opinion response received 6 October 2023	environment in the area.	scoping opinion report and addresses the potential for socio-economic impacts at local, district and regional levels.
Falmouth Harbour Board of Commissioners Scoping Opinion response received 11 September 2023	The scoping opinion request does not address the potential negative impacts the works may have on local and regional tourism. The site works could mean visitors do not visit the town particularly in the summer months and restrictions relating to the works may result in events going elsewhere. We ask that this impact is considered within the EIA.	The potential effects (beneficial and adverse) of the proposed development on the visitor and tourist economy has been assessed at local, district and regional levels.

19.3 Assessment Scope

- 19.3.1 There is no published or formalised technical guidance relating to the assessment of socio-economic effects. Professional judgement and experience have therefore been applied to determine the scale, nature and significance of the potential socio-economic effects of the proposed development.
- 19.3.2 Account has been taken of all applicable legislation, guidance and policy.
- 19.3.3 Note that likely effects on commercial fisheries are considered in Chapter 9: Commercial Fisheries and Shellfisheries, and are not included in detail in this chapter.

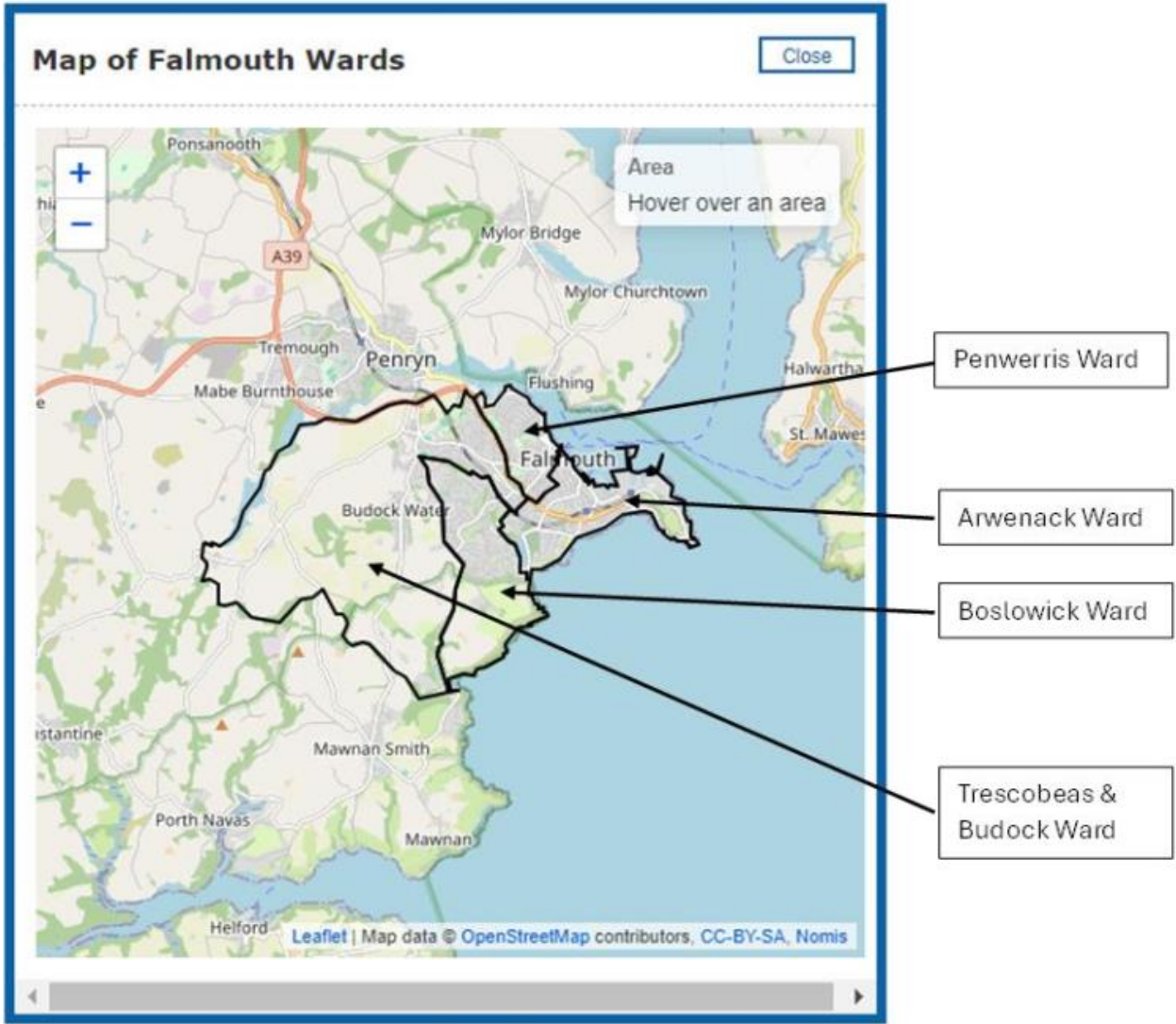
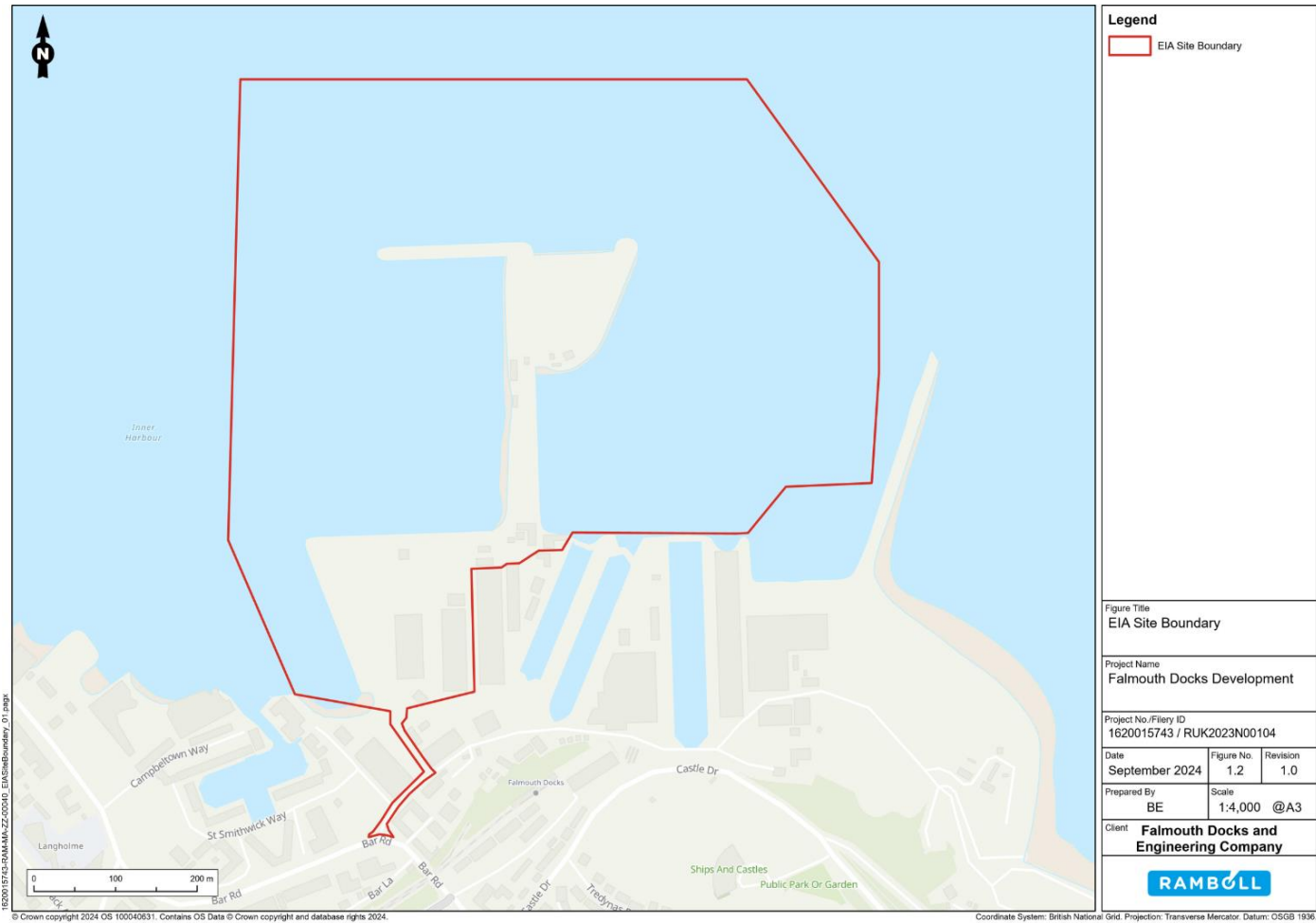
Technical Scope

- 19.3.4 The technical scope for the demolition and construction stage of the assessment has considered the following:
- Displacement of existing uses – resulting in the loss of direct, indirect and induced employment on-site (measured in full-time equivalent (FTE) jobs by area) and economic output (measured in Gross Value Added (GVA));
 - Employment creation – resulting in the generation of direct, indirect and induced employment comprising temporary construction related jobs (measured in net additional FTE jobs by area);
 - Economic output – temporary construction related economic output measured in GVA;
 - Supply chain and spending - impact on local economy through additional spending from temporary construction related jobs; and
 - Disruption to visitor and tourism - disruption effects on local visitor economy and tourism as a result of demolition and construction works.
- 19.3.5 The technical scope for the operational stage has considered the following:
- Employment creation - generation of net direct, indirect and induced employment resulting from the operational development including cargo, Floating Offshore Wind (FLOW) and cruise activities;
 - Economic output - generation of net direct, indirect and induced economic output resulting from the operational development;
 - Employment spend - impact on the local economy through additional spending by new on-site employees; and
 - Visitor and tourism - impact on the local visitor economy and tourism as a result of the proposed development.

Spatial Scope

19.3.6 The assessment considers the existing social and economic conditions at different spatial levels, defined as follows:

- Site level - the site including wider Falmouth dock area (area shown on Figure 19.1);
- Local level – composed on the following 2022 Wards (area shown on Figure 19.2):
 - Falmouth Arwenack Ward;
 - Falmouth Boslowick Ward;
 - Falmouth Penwerris Ward; and
 - Falmouth Trescobeas & Budock Ward
- District level – Cornwall County (CC); and
- Regional level – South-West Region (SWR).



19.3.7 Table 19.2 outlines the socio-economic receptors and the spatial levels that have the potential to be affected by the proposed development on account of their sensitivity based on the existing conditions.

Table 19.2: Defined Spatial Levels for Study Areas	
Assessment	Study Area
Demolition and construction displacement of existing uses	Site
Demolition and construction employment creation	CC, SWR
Demolition and construction economic output	CC, SWR
Demolition and construction supply chain and spending	Local, CC
Demolition and construction disruption to visitor and tourist economy	Local, CC, SWR
Operational development employment creation	Site, CC, SWR
Operational development economic output	Site, CC, SWR
Operational development employment spend	Local, CC
Operational development visitor and tourism	Local, CC, SWR

Temporal Scope and Assessment Scenarios

- 19.3.8 The assessment has considered impacts arising during the demolition and construction stage which would be expected to be temporary in nature and short-term in duration (up to 5 years).
- 19.3.9 The assessment has considered impacts arising during the operational development stage which would be expected to be permanent in nature and long-term in duration, i.e. more than 10 years.
- 19.3.10 The assessment has been undertaken against the existing baseline which is informed by data and information from a range of published sources. Not all are current (2024) and are from earlier years but are the latest available at the time of writing this chapter.

19.4 Baseline Characterisation Method

Desk Study

- 19.4.1 In order to establish the existing baseline socio-economic conditions in the study area, relevant data was reviewed and assessed. The data sets and associated sources can be summarised as follows:
- Census data (2011 and 2021)⁹;
 - NOMIS official census and labour market statistics (2024)¹⁰; and
 - Visitor and Tourism information¹¹.
- 19.4.2 Existing built development, employment and activities on the site and wider Falmouth dock area has been advised by the Applicant. Where applicable, economic baseline information contained within Technical Appendix 19.1: Economic Impact of Proposed Redevelopment at Falmouth Docks (March 2022) has been used.

Field Study

- 19.4.3 Not applicable to this assessment.

19.5 Assessment Method

- 19.5.1 There is no government or other published guidance setting out a preferred method for assessing the likely socio-economic effects. Professional judgement and experience have therefore been applied to determine the scale, nature and significance of the potential socio-economic effects of the proposed development. Information contained within Technical Appendix 19.1: Economic Impact of Proposed Redevelopment at Falmouth Docks (March 2022) has also been used where applicable.

Methodology

Demolition and Construction Stage

Displacement of Existing Uses

- 19.5.2 The loss (permanent or temporary) or interruption of existing uses on site has been assessed on a quantitative and qualitative basis using information on occupancy, use and activity provided by the Applicant.

Demolition and Construction Employment Creation

- 19.5.3 Demolition and construction related employment expected to be generated during the demolition and construction stage of the proposed development has been assessed using the value and duration of the demolition and construction works and information on demolition and construction worker output¹² to calculate an estimated average number of FTE jobs over the duration of the construction works. The calculation of the total number of jobs is subject to adjustments associated with indirect and induced multiplier effects. Leakage, displacement and indirect/induced multipliers are sourced from Scottish Government research¹³. Refer to Technical Appendix 19.1 – Economic Impact of Proposed Redevelopment at Falmouth Docks, March 2022 for further detail.

Demolition and Construction Economic Output (GVA)

- 19.5.4 Using on-site and off-site employment estimates, the economic contribution (GVA) of the demolition and construction related activities is assessed using worker output data.

Demolition and Construction Supply Chain and Spending

- 19.5.5 Indirect demolition and construction effects such as supply chain effects and spending by demolition and construction workers has been assessed on a quantitative and qualitative basis using data from the Homes and Community Agency¹⁴ (HCA) and workplace spending information published by VISA¹⁵. The spending information, which is from 2014 has been adjusted in line with inflation¹⁶.

Demolition and Construction Disruption to Visitor and Tourist Economy

- 19.5.6 The demolition and construction activities and their duration will have temporary effects on local visitor economy and tourism this has been assessed on a quantitative and qualitative basis using information on tourist and visitor economy and accommodation and consideration of construction worker accommodation and subsistence needs.

Completed Development Stage

Operational Development Employment Creation

- 19.5.7 Employment expected to be generated has been assessed using the floorspace, uses and activities that will result from the proposed development. The calculation is subject to adjustments to take account of leakage, displacement and multiplier effects.

Operational Development Employment Economic Output (GVA)

- 19.5.8 Using on-site and off-site job creation estimates, the economic contribution (GVA) of the proposed development is assessed using worker output data.

Operational Development Employment Spend

- 19.5.9 The impact on the local economy through additional spending by new on-site employees is considered using workplace spending information.

Operational Development Visitor and Tourism

- 19.5.10 Impact on the local visitor economy and tourism is considered by considering the increase in cruise ship activity (number and size of vessels) facilitated by the proposed development and the activities and spending cruise ship passengers and crew are likely to make when cruise ships are berthed at the site.

Cumulative Stage

- 19.5.11 No surrounding developments have been identified and therefore no cumulative stage analysis has been carried out.

19.6 Assessment Criteria

- 19.6.1 The general criteria used to assess if an effect is significant or not, is set out in ES Chapter 2; further details relevant to socio-economics and the criteria used to assess the significance of an effect, is set out the following sub-sections.
- 19.6.2 Consideration has been given to the sensitivity of the receptor and the magnitude of impact to determine the scale of the effect. Consideration has been given to the likelihood of the effect, the duration of the effect, the reversibility of the effect, the geographical extent of the effect and professional judgement applied to establish if the scale of effect would be significant.
- 19.6.3 This is determined by consideration of the sensitivity of the receptor, magnitude of impact and scale of the effect. In considering the significance of an effect, consideration has been given to the duration of the effect, the geographical extent of the effect and the application of professional judgement.

Receptor Sensitivity/Value Criteria

¹⁴ Homes and Community Agency, 2014. Additionality Guide, Fourth Edition.

¹⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378177/additionality_guide_2014_full.pdf

¹⁶ VISA Europe, 2014. UK Working Day Spend Report. <https://www.visaeurope.com/media/pdf/17590.pdf>, VISA.

¹⁶ Bank of England, 2024. UK inflation calculator (goods and services). <https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator>

⁹ Office for National Statistics, Census Tables, 2024. <https://www.ons.gov.uk/>

¹⁰ Office for National Statistics, NOMIS, Official Census and Labour Market Statistics, 2024. <https://www.nomisweb.co.uk/>

¹¹ Visit Britain, Research and Insights, 2024. <https://www.visitbritain.org/research-insights>; Visit Falmouth, Falmouth and District Hotels Association, 2024. <https://www.visitfalmouth.com/>; and Cornwall and Isles of Scilly LEP, 2024, Labour Market Information Sector Guide – Visitor Economy, undated. <https://careershubs.co.uk/visitor-economy/>

¹² ONS, 2019.

<https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/adhocs/006618constructionindustrycountemploymentandturnoverbyemployeesizeband>

¹³ Scottish Government, 2024. Input-Output tables, 2019. <https://www.gov.scot/publications/about-supply-use-input-output-tables/>

19.6.4 The sensitivity of receptors has been classified as low, medium or high, in accordance with the criteria set out in Table 19.3.

Table 19.3: Receptor Sensitivity Criteria	
Sensitivity	Criteria
Low	Receptors that are not sensitive to new persons or businesses and are able to easily adapt and accommodate new demand.
Medium	Receptors that are somewhat sensitive to new persons or businesses but may be able to adapt and accommodate new demand over time.
High	Receptors that are highly sensitive to an influx of new persons or businesses in an area and are unlikely to be able to adapt and accommodate.

Impact Magnitude Criteria

19.6.5 The magnitude of impact has been classified as low, medium or high, in accordance with the criteria set out in Table 19.4.

Table 19.4: Impact Magnitude Criteria	
Magnitude of Impact	Criteria
Low	Some but likely unnoticeable change which is unlikely to substantially change demand for services or affect the economy.
Medium	Noticeable change which is likely to affect demand for services and affect the economy.
High	Substantial change to the demand for services and the economy.

Scale of Effect Criteria

19.6.6 Impacts have been assessed on the basis of the value/sensitivity of receptors against the magnitude of impact to determine the scale of effect as presented in Table 19.5.

Table 19.5: Scale of Effect Criteria			
Sensitivity of Receptor	Magnitude of Change (impact)		
	Low	Medium	High
Low	Negligible	Negligible to Minor	Minor
Medium	Negligible to Minor	Minor	Moderate
High	Minor	Moderate	Major

19.6.7 Based on professional judgement, moderate and major effects are considered significant in EIA terms.

19.6.8 In determining the significance of reported effects, consideration has been given to the type of effect i.e. direct, indirect or secondary, the geographical extent of the effect and the duration of the effect i.e. temporary which is considered to be either short-term (up to 5 years) or medium-term (5-10 years) or long-term (10 years or more).

Nature of Effect Criteria

19.6.9 The nature of the effect is in accordance with ES Chapter 2 and has been described as either adverse, neutral or beneficial.

19.7 Assumptions and Limitations

- 19.7.1 The assessment has relied on data provided by government and public bodies and the Applicant. Whilst every care has been taken to ensure that data sources used are credible and robust, this assessment relies on the assumption that these sources are accurate and have been reported correctly as no primary research has been undertaken, which is considered a robust approach.
- 19.7.2 The most recent published data sources have been used in this assessment; however, it should be noted that in some instances this data may not be up-to-date, where appropriate some updating has been carried out using published indices eg inflation rates. This limitation is unavoidable and where more recent data is known to be available this has been reported. It is not considered that these limitations adversely affect the validity of the assessment undertaken and likely significant socio-economic effects can be robustly assessed using the available data.

19.8 Baseline Conditions

Existing Baseline

- 19.8.1 This section summarises the characteristics of the existing socio-economic conditions of the site and within the study area. These conditions are considered in the context of wider local, district, and regional socio-economic climates. The information provides the baseline against which the potential impacts of the proposed development have been assessed.
- Existing Site**
- 19.8.2 The site and current operations are described in ES Chapter 1: Introduction and ES Chapter 4: Proposed Development Description, and should be referred to for further detail. The relevant aspects of the site for this chapter are summarised in this section.
- 19.8.3 The site and wider Falmouth docks site within the control of the Applicant (FDEC¹⁷) is an operational dock. It has controlled access via a security gate and is therefore not accessible to the general public due to health and safety.
- 19.8.4 FDEC is a substantial employer in the area, currently (July 2024) providing 336 jobs (7 of which are part time posts). This is an increase from the 159 FTE jobs during 2020-2021¹⁸, which then had an average gross annual full-time pay of £46,733.
- 19.8.5 In addition to FDEC owning and operating the site, there are three tenants within the site boundary which are:
- Falfish (within the site boundary);
 - GAC (ship agent); and
 - UK Border Force.
- 19.8.6 Other tenants are present within the wider Falmouth docks site, including Pendennis Shipyard, Falmouth Petroleum Limited, and various smaller companies providing ship repair services and supporting local marine business activities.
- 19.8.7 FDEC activities are estimated to achieve a combined annual turnover of £51.3 million per year, averaged over four years from 2018 – 2021¹⁹.
- 19.8.8 Current FDEC activities and operations comprise:
- Cargo – glass recycling, granite, bulk cement, road salt, and other bulk products;
 - Cruise – off-boarding and on-boarding of cruise vessels for day visits;
 - Ship repair- berthing capacity and dry docks for ship repair;
 - Ministry of Defence support – whole life support to vessels; and

¹⁷ The site is within the control of A&P, who act as the FDEC under the Falmouth Harbour Act and Orders 1870-1991. For the purposes of this chapter, 'FDEC' is used to refer to A&P and FDEC operations on the site, and figures used therefore refer to both operations combined where available.

¹⁸ Technical Appendix 19.1 – Economic Impact of Proposed Redevelopment at Falmouth Docks, (Rothwell March 2022).

¹⁹ Technical Appendix 19.1 – Economic Impact of Proposed Redevelopment at Falmouth Docks, (Rothwell March 2022).

- Other – towage services, mobilisation and demobilisation works for jackups etc, hosting of international events.

19.8.9 FDEC handled approximately 46,223 freight tonnage, both import and export, in 2019 and 53,787 freight tonnage in 2023.

19.8.10 The site serves as a frequent cruise stop destination with approximately eight to nine cruise vessel visits per month during the cruise season (April to October) and occasional cruise ship visits outside the season.

19.8.11 Cruise vessels either berth at the site, or due to existing berthing limitations, larger 'excellence' class cruise vessels anchor outside the site and cruise passengers are transported to the port via tender.

19.8.12 Cruise vessels visits and passenger numbers for 2023 have been provided by FDEC. Table 19.6 provides vessel and passenger numbers split between berthing cruise vessels and cruise tender passengers (excellence class cruise ships).

Table 19.6: Existing Cruise Vessels and Passenger Numbers						
Year	Berthing Cruise Vessels	Cruise Passengers	Cruise Tender Calls	Cruise Tender Passengers	Total Calls	Total Passengers
2023	32	22,884	10	22,673	42	45,557

19.8.13 Table 19.6 shows the difference in passenger numbers between the smaller cruise ships that can use existing berths and the larger excellence class cruise ships that cannot currently berth at the site.

19.8.14 The number of non-cruise cargo and commercial vessels berthing at the site in 2023 has been provided by FDEC and is set out in Table 19.7.

Table 19.7: Number of Berthing Vessels	
Vessel Type	Number of Vessels 2023
Cargo	39
Ship Repair	23
Military	18
Other	59

19.8.15 The economic contribution of FEDC activities at Falmouth and within the wider economy are described in Technical Appendix 19.1: Economic Impact of Proposed Redevelopment at Falmouth Docks (Rothwell, March 2022). The analysis provided the following highlights:

- average labour productivity at FDEC is significantly higher than found in the wider Cornwall economy, reflecting the high value jobs that are sustained at Falmouth;
- FDEC support jobs which are typically higher paid than the average found across the wider local Cornwall economy, particularly when considered on a full-time basis; and
- FDEC also play an important role in terms of their supply chain linkages into the local economy and it is estimated that approximately 45% of their supply chain expenditure is with Cornwall based businesses which supports an average of 136 jobs (indirect) per annum.

19.8.16 Some facilities on the site are currently in a poor condition and without the investment and upgrading that the proposed development would provide, existing activities on site and within the wider Falmouth docks area would at best remain at current levels or could decline.

Demographic Baseline

19.8.17 The 2021 Census usually resident population²⁰ of the defined spatial scope areas (local, district and regional level) are set out in Table 19.8.

Table 19.8: 2021 Census Usually Resident Population.	
Spatial Scope	Usually Resident Population (persons)
Local Level	25,729
District Level	570,305
Regional Level	5,701,186

19.8.18 The 2021 Census age by age bands²¹ persons and percent composition for the defined spatial areas is provided in Table 19.9.

Table 19.9: 2021 Census Age by Broad Age Bands.						
Age Grouping	Spatial Scope					
	Local Level		District Level		Regional Level	
	Persons	%	Persons	%	Persons	%
Aged 4 years and under	1,029	4.0	25,532	4.5	274,447	4.8
Aged 5 to 9 years	1,157	4.5	30,256	5.3	311,073	5.5
Aged 10 to 15 years	1,294	5.0	37,092	6.5	379,828	6.7
Aged 16 to 19 years	1,469	5.7	23,382	4.1	253,441	4.4
Aged 20 to 24 years	3,770	14.7	28,609	5.0	332,202	5.8
Aged 25 to 34 years	3,125	12.1	59,998	10.5	688,111	12.1
Aged 35 to 49 years	3,869	15.0	96,998	17.0	1,022,780	17.9
Aged 50 to 64 years	4,551	17.7	124,298	21.8	1,165,677	20.4
Aged 65 to 74 years	2,934	11.4	77,789	13.6	666,674	11.7
Aged 75 to 84 years	1,763	6.9	48,210	8.5	430,630	7.6
Aged 85 years and over	771	3.0	18,140	3.2	176,327	3.1

19.8.19 The local level data show a high proportion of persons aged 20 to 24 years when compared to district and regional level. This is due to the provision of communal accommodation within Falmouth for students at Falmouth University and University of Exeter. The local level has lower proportion of children (up to 15 years) compared to district and regional levels. There are also proportionately fewer persons in the middle age groupings at the local level compared to district and regional levels.

19.8.20 The higher proportion of number of students (20-24 years) is also demonstrated by household tenure²² information for the 2021 Census as set out in Table 19.10.

Table 19.10: 2021 Census Tenure of Household						
Tenure	Spatial Scope					
	Local Level		District Level		Regional Level	
	Households	%	Households	%	Households	%
Owned	6,562	61.1	165,958	66.2	1,613,214	65.9
Shared ownership	82	0.8	2,949	1.2	26,458	1.1
Social rented	1,508	14.0	32,039	12.8	324,928	13.3
Private rented	2,585	24.1	49,371	19.7	482,144	19.7
Lives rent free	7	0.1	216	0.1	2,135	0.1

¹⁹ ²¹ Office for National Statistics, 2021 Census, TS007 - Age by single year, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2027>

²² Office for National Statistics, 2021 Census, TS054 - Tenure, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2072>

²⁰ Office for National Statistics, 2021 Census, TS001 - Number of usual residents in households and communal establishments, NOMIS 2024.
<https://www.nomisweb.co.uk/datasets/c2021ts001>

19.8.21The 2021 Census data for general health²³ across the spatial scope is set out in Table 19.11.

Table 19.11: 2021 Census General Health						
General Health	Spatial Scope					
	Local Level		District Level		Regional Level	
	Persons	%	Persons	%	Persons	%
Very good health	12,473	48.5	260,855	45.7	2,713,601	47.6
Good health	8,576	33.35	191,185	33.5	1,950,303	34.2
Fair health	3,325	12.9	82,985	14.6	748,197	13.1
Bad health	1,041	4.0	26,972	4.7	224,985	3.9
Very bad health	314	1.2	8,308	1.5	64,101	1.1

19.8.22Reported general health status is similar across all spatial levels with the majority of residents in very good or good health.

Labour Market and Economy Baseline

19.8.23Economic activity rates²⁴ across the spatial scope levels are provided in Table 19.12.

Table 19.12: 2021 Census Economic Activity Status				
Economic Activity	Spatial Scope			
	Local Level	District Level	Regional Level	
	%	%	%	
Economically active (excluding full-time students)	48.8	54.1	57.4	
Economically active (excluding full-time students): in employment	46.5	52.0	55.3	
Economically active (excluding full-time students): unemployed	2.3	2.2	2.1	
Economically active and a full-time student	6.2	1.7	2.1	
Economically active and a full-time student: in employment	4.2	1.3	1.6	
Economically active and a full-time student: unemployed	2.0	0.4	0.5	
Economically inactive	45.1	44.2	40.5	
Economically inactive: retired	23.4	28.8	25.6	
Economically inactive: student	12.9	4.2	5.0	
Economically inactive: looking after home or family	3.3	4.1	3.7	
Economically inactive: long-term sick or disabled	3.2	4.5	3.7	
Economically inactive: other	2.2	2.5	2.5	

19.8.24At the local level, the economic activity level of usually resident population aged 16 and over is slightly below the district and regional level. The main factor in this lower rate of economic activity is the proportion of student population which is predominantly economically inactive.

19.8.25Economic activity rates (excluding full-time students) across the spatial levels show strong levels of employment with 2.1 % to 2.3 % of the economically active work force unemployed.

19.8.26The industry in which the economically active persons work within is shown in Table 19.13. The data is from the 2021 Census²⁵.

Table 19.13: 2021 Census Industry Worked In			
Industry Worked In – All Economically Active Residents Aged 16 and Over	Spatial Scope		
	Local Level	District Level	Regional Level
	%	%	%
A: Agriculture, Forestry and fishing	1.0	2.8	1.6
B: Mining and quarrying	0.2	0.5	0.2
C: Manufacturing	7.6	6.4	7.4
D: Electricity, gas, steam and air conditioning supply	0.2	0.4	0.6
E: Water supply; Sewerage, Waste management and Remediation activities	0.4	0.8	0.9
F: Construction	8.4	10.7	9.1
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	14.8	15.9	14.9
H: Transport and storage	2.8	3.5	4.0
I: Accommodation and food service activities	11.1	8.6	5.6
J: Information and communication	2.9	2.3	3.9
K: Financial and insurance activities	1.2	1.2	3.2
L: Real estate activities	1.5	1.6	1.5
M: Professional, scientific and technical activities	6.8	5.1	6.1
N: Administrative and support service activities	4.3	5.0	5.0
O: Public administration and defence; compulsory social security	4.4	5.5	6.7
P: Education	11.7	9.1	9.6
Q: Human health and social work activities	14.2	15.7	15.3
R, S, T, U Other	6.6	4.9	4.6

19.8.27The main industry sectors worked in at the local level are wholesale and retail; accommodation and food; and education. This reflects the tourist and university activities within Falmouth.

19.8.28The occupation²⁶ of economically active over 16 year olds across the spatial levels is provided in Table 19.14.

²³ Office for National Statistics, 2021 Census, TS037 - General health, NOMIS 2024
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2055>
²⁴ Office for National Statistics, 2021 Census, TS066 - Economic activity status, Nomis 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2083>

²⁵ Office for National Statistics, 2021 Census, TS060 - Industry, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2077>
²⁶ Office for National Statistics, 2021 Census, TS063 - Occupation, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2080>

Table 19.14: 2021 Census Occupation			
Occupation	Spatial Scope		
	Local Level	District Level	Regional Level
	%	%	%
1. Managers, directors and senior officials	12.2	12.7	12.8
2. Professional occupations	18.5	15.4	19.1
3. Associate professional and technical occupations	13.3	11.2	12.8
4. Administrative and secretarial occupations	7.4	8.2	9.3
5. Skilled trades occupations	12.5	15.6	12.1
6. Caring, leisure and other service occupations	10.2	11.2	9.9
7. Sales and customer service occupations	8.8	8.2	7.5
8. Process, plant and machine operatives	5.3	6.8	6.5
9. Elementary occupations	11.9	10.7	10.0

19.8.29 Occupation of economically active persons across the spatial geography considered is broadly similar. The local level when compared to district level does have higher proportions of professional and technical occupations but lower levels of skilled trades whereas the local and regional levels are comparative across these occupations.

19.8.30 The 2021 Census highest level of qualification²⁷ data for the local, district and regional spatial levels is provided in Table 19.15.

19.8.31 The qualification levels (Level 1 to 4 and Other) used in the Census are:

- Level 1 and entry level qualifications: 1 to 4 GCSEs grade A* to C , Any GCSEs at other grades, O levels or CSEs (any grades), 1 AS level, NVQ level 1, Foundation GNVQ, Basic or Essential Skills;
- Level 2 qualifications: 5 or more GCSEs (A* to C or 9 to 4), O levels (passes), CSEs (grade 1), School Certification, 1 A level, 2 to 3 AS levels, VCEs, Intermediate or Higher Diploma, Welsh Baccalaureate Intermediate Diploma, NVQ level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First or General Diploma, RSA Diploma;
- Level 3 qualifications: 2 or more A levels or VCEs, 4 or more AS levels, Higher School Certificate, Progression or Advanced Diploma, Welsh Baccalaureate Advance Diploma, NVQ level 3; Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma;
- Level 4 qualifications or above: degree (BA, BSc), higher degree (MA, PhD, PGCE), NVQ level 4 to 5, HNC, HND, RSA Higher Diploma, BTEC Higher level, professional qualifications (for example, teaching, nursing, accountancy);
- Other qualifications: vocational or work-related qualifications, other qualifications achieved in England or Wales, qualifications achieved outside England or Wales (equivalent not stated or unknown).

Table 19.15: 2021 Census Highest Level of Qualification			
Qualification Level	Spatial Scope		
	Local Level	District Level	Regional Level
	%	%	%
No qualifications	12.3	16.3	15.7

²⁷ Office for National Statistics, 2021 Census, TS067 - highest level of qualification, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=2084>

Table 19.15: 2021 Census Highest Level of Qualification			
Qualification Level	Spatial Scope		
Level 1 and entry level qualifications	7.1	10.0	9.8
Level 2 qualifications	11.8	15.2	14.3
Apprenticeship	5.6	6.6	6.0
Level 3 qualifications	24.7	18.8	18.5
Level 4 qualifications or above	36.5	30.6	33.1
Other qualifications	2.0	2.5	2.6

19.8.32 The local level has higher proportions of persons with Level 3 and Level 4 or above qualifications than either the district or regional spatial levels.

19.8.33 Gross value added (GVA) is the value generated by any economic unit that produces goods and services. It reflects the value of goods and services produced, less the cost of any inputs used up in that production process. GVA is a standard measure of the economic activity taking place in an area.

19.8.34 Estimates of GVA²⁸ for the district and regional spatial levels for the most recently available years (2017 to 2021) are provided in Table 19.16.

Table 19.16: GVA Estimates Regional Accounts		
GVA / Year	Spatial Scope	
	District Level	Regional Level
	£ million	£ million
2017	10,749.00	137,753.00
2018	11,010.00	140,949.00
2019	11,370.00	146,785.00
2020	10,587.00	139,510.00
2021	11,603.00	149,783.00

19.8.35 The GVA output at district and regional levels fell back in 2020 reflecting economic disturbance from Covid but recovered in 2021 to above 2019 values. Over the 5 years from 2017 to 2021 GVA grew by 7.9% at the district level and 8.7% regionally.

19.8.36 GVA output data is not available for the defined local level as the information is not provided for Ward geography. As a proxy for the local spatial level, data for mid-level super out areas (MSOAs) covering the built-up area of Falmouth has been used to obtain a local measure of GVA output. Figure 19.3 shows the geographic area covered by MSOAs 2011 Cornwall 062, 063 and 064.

²⁸ Office for National Statistics, Regional Accounts, UK small area gross value added estimates, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/submit.asp?menuopt=201&subcomp=>

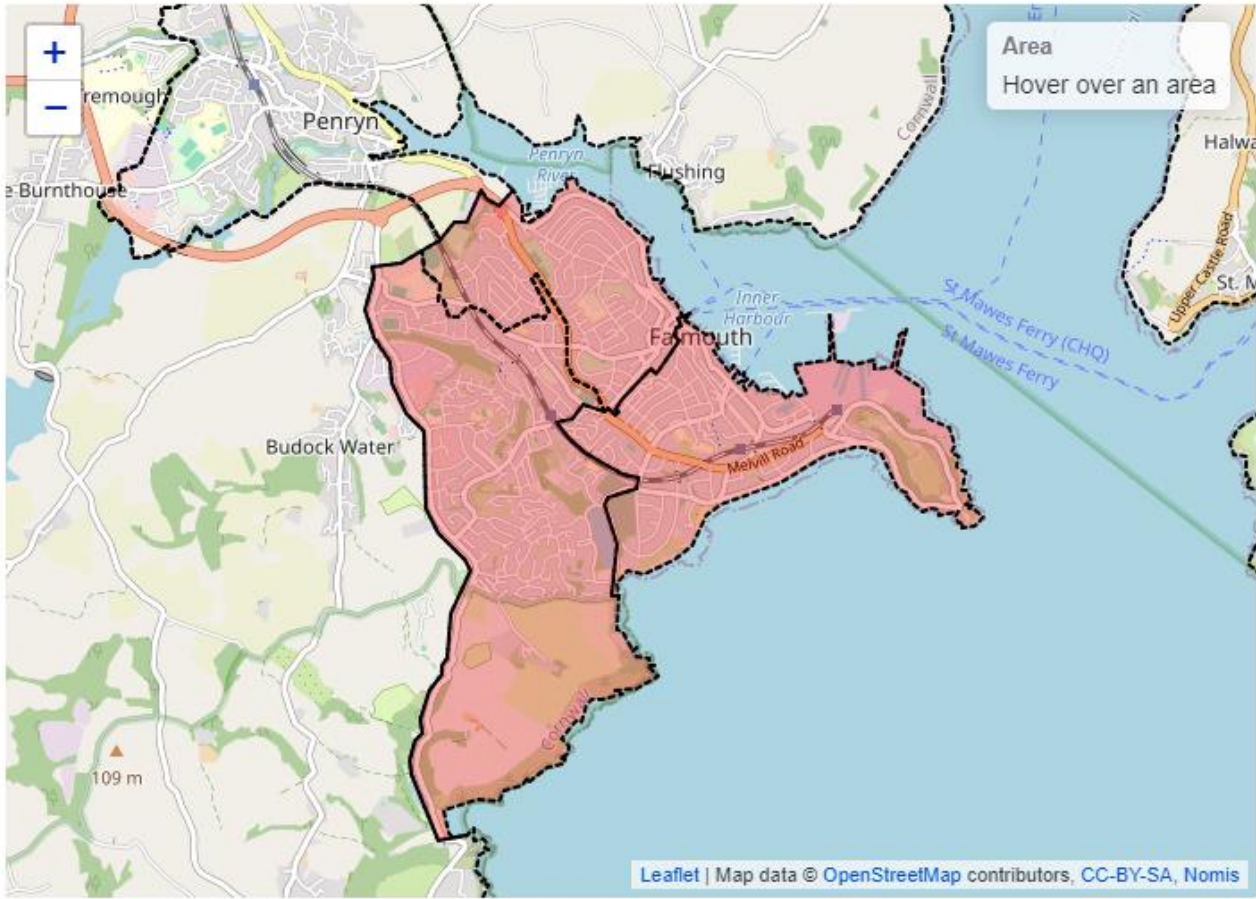


Figure 19.3: Local Area Geography Covering Falmouth Built-Up Area Used for GVA Estimate

19.8.37The GVA output for the area shown in Figure 19.3 is provided in Table 19.17.

Table 19.17: GVA Estimates Regional Accounts – Falmouth Built Up Area	
GVA / Year	£ million
2017	438.98
2018	435.18
2019	457.68
2020	408.23
2021	461.22

19.8.38Like the district and regional level GVA, the GVA output generated by Falmouth’s built-up area fell back in 2020 but rebounded strongly in 2021. Growth in GVA over the 5 years was just over 5%.

19.8.39The annual survey of hours and earnings²⁹ provides median gross pay estimates at local authority and regional level. The median gross pay for the district and regional spatial levels is provided in Table 19.18 for the last 5 available years.

Table 19.18: Median Gross Annual Pay, Annual Survey of Hours and Earnings		
Median Gross Annual Pay	Spatial Scope	
	District Level	Regional Level
	£	£
2019	25,877	29,282
2020	27,244	30,172
2021	25,595	29,534
2022	29,204	31,799
2023	32,715	34,000

19.8.40District level median gross annual pay is below the regional level. However, wage growth over the past five years at the district level has been higher at 26.5 % compared to 16.1 % at regional level.

Visitor and Tourism Baseline

19.8.41Visitor and tourist economy information relevant to local, district and regional spatial levels from a range of published sources has been reviewed to provide a baseline for the socio-economic assessment.

19.8.42The site is an operational port and not publicly accessible and is not therefore considered a visitor or tourist attraction.

19.8.43The site does provide berthing for cruise vessels and in 2023 hosted the Tall Ships Race which returned to Falmouth after nine years. Other occasional events which have been hosted and facilitated by the site and wider Falmouth docks site include:

- Armed Forces Day (berths for Royal Navy ships open to public as part of 2023 Armed Forces Day event); and
- G7 policing support (1,000 police officers accommodated on a ship and associated vehicles on site).

19.8.44The cruise ships and (occasional) events facilitated at the site generate trips to Falmouth by visitors and tourists.

19.8.45At the site, information has been provided by the Applicant giving the number of annual cruise ship visits and estimates of cruise passenger numbers. This has been reported in Table 19.6: Existing Cruise Vessels and Passenger Numbers for the last full year 2023.

19.8.46In 2023, cruise ship visits to the site generated approximately 45,557 passenger visits. These visitors will have been on excursions to visit tourist attractions within the local, district and region and it would be expected that they would have also spent time (and money) in shops and local food and beverage establishments within Falmouth. As these are cruise ship passengers their overnight accommodation and main meals are provided on-board.

19.8.47At the local level, Falmouth’s main visitor and tourist attractions include:

- Pendennis Castle;
- National Maritime Museum Cornwall;
- Falmouth Art Gallery;
- Falmouth RNLI Lifeboat Station;
- Swanpool Nature Reserve;
- Falmouth Beaches – Gyllyngvase, Tunnel, Castle and Swanpool;

²⁹ Office for National Statistics, 2024 Annual Survey of Hours and Earnings, NOMIS 2024.
<https://www.nomisweb.co.uk/query/construct/summary.asp?mode=construct&version=0&dataset=30>

19.8.48 Estimates of visitor and tourist numbers are limited and not consistently measured or collected across smaller geographical areas below regional level.

19.8.49 Visit Britain publish data which considers the volume and value of domestic tourism³⁰ and inbound tourism³¹ which provides regional estimates of visitor numbers and spending. Tourism business insights³² published by Visit Britain provide information on occupancy rates for hotel accommodation and UK short term rental properties³³.

19.8.50 Visit Britain also produce a data dashboard which provided information at regional and county level for domestic overnight and day trip estimates³⁴. This data, which is an annual average for 2022 and 2023, indicates that tourism day visits to Cornwall (district level spatial scope) are on average 16.7 million and those visits generate an annual spend of £552 million. This computes to a day visit per head spend of £33. Domestic overnight trips to Cornwall are recorded as 2.24 million which is equivalent to 9.76 million bed-nights with a total annual spend of £864 million. This computes to an average trip spend of £386 and bed-night spend of £88.

19.8.51 The latest Visit Britain inbound international passenger survey is for 2022. The data for the South-West Region (regional level spatial scope) estimates there were 2.1 million non-domestic tourist visits which generated spending of £1.3 billion. Commentary within the publication advised that the level of inbound visits to the South-West Region in 2022 were below levels achieved in 2019 (pre-Covid) but were rebounding relative to 2021.

19.8.52 Hotel occupancy levels are reported at a regional level and on a monthly basis by Visit Britain. Hotel occupancy level statistics for the South-West Region (regional level spatial scope) in March, June, September and December are set out in Table 19.19. The annual average is based upon the full 12 month occupancy data.

Table 19.19: Hotel Occupancy Rates, South-West Region 2023	
Month	Percent Occupancy
March	72 %
June	82 %
September	85 %
December	65 %
Average (2023 – full 12 month average)	69 %

19.8.53 Table 19.19 shows the seasonality of hotel occupancy rates at the regional level. The range in occupancy rate was 65 % to 85 % and the average for 2023 based upon the four months was 69 %.

19.8.54 Short term rental property occupancy in the South-West Region (regional level spatial scope) was reported to be 36% in February 2024. Only information for February 2024 is reported upon in the published document, however alongside the document Visit Britain also publish the Short-Term Rental Dashboard³⁵ which provides occupancy at a regional level on a month by month basis. Table 19.20 provides short-term rental occupancy at the regional level for March, June, September and December 2023; month by month data is available and the average for 2023 is based upon the full year data.

Table 19.20: Short Term Rental Occupancy Rates, South West Region 2023	
Month	Percent Occupancy
March	42 %
June	51 %
September	50 %

³⁰ Visit Britain, 2024. <https://www.visitbritain.org/research-insights/great-britain-domestic-day-visits-latest-results>

³¹ Visit Britain, 2024. <https://www.visitbritain.org/research-insights/inbound-visits-and-spend-quarterly-regional>

³² Visit Britain, 2024. <https://www.visitbritain.org/research-insights/england-hotel-occupancy-latest>

³³ Visit Britain, 2024. <https://www.visitbritain.org/research-insights/uk-short-term-rentals>

³⁴ Visit Britain, 2024. [Great Britain domestic overnight and day trips: subnational data](https://www.visitbritain.org/research-insights/uk-short-term-rentals)

³⁵ Visit Britain, 2024. <https://www.visitbritain.org/research-insights/uk-short-term-rentals>

Table 19.20: Short Term Rental Occupancy Rates, South West Region 2023	
Month	Percent Occupancy
December	43 %
Average (2023- full 12 month average)	47 %

19.8.55 Occupancy rates for short term rental properties are lower than for serviced accommodation with average occupancy rates of 69% and 47% respectively.

19.8.56 A review of the stock of visitor and holiday accommodation at local and district level based upon Falmouth and District Hotels Association website and Visit Cornwall website indicates the following:

- Local level: 9 hotels, 12 B&B/guesthouses and 26 self-catering entries³⁶;
- Regional level: 336 entries comprising a mix of hotels, B&B/guesthouse, holiday rental and other short-term letting accommodation³⁷.

19.8.57 Based upon the occupancy rates reported and potential visitor accommodation stock the baseline suggests that visitor and holiday accommodation at peak holiday season can accommodate the level of visits received and across a full year there is capacity available.

Sensitive Receptors

19.8.58 The receptors identified as sensitive to the proposed development and which have been 'scoped-in' to the assessment are summarised in Table 19.21.

Table 19.21: Summary of Sensitive Receptors	
Receptor	Sensitivity
Demolition and Construction	
Economy in respect of employment and economic output	Medium (local level) Medium (district level) Low (regional level)
Economy in respect of spending	Medium (local level) Low (district level)
Visitor and tourist economy	Medium (local level) Low (district level) Low (regional level)
Operational Development	
Economy in respect of employment and economic output	Medium (local level) Medium (district level) Low (regional level)
Economy in respect of spending	Medium (local level) Low (district level)
Visitor and tourist economy	Medium (local level) Low (district level) Low (regional level)

³⁶ Accommodation advertised on Falmouth and District Hotels Association website, 2024. The self catering entries include agencies and locations which have multiple properties advertised.

³⁷ Accommodation advertised on Visit Cornwall website, 2024. <https://www.visitcornwall.com/accommodation-search>. Some entries are for holiday letting agencies and locations with multiple properties advertised.

19.9 Assessment of Effects

Demolition and Construction Effects

Displacement of Existing Uses

- 19.9.1 The demolition elements of the proposed development are:
- Demolition of the remaining existing Western Wharf timber piles and above surface infrastructure;
 - Demolition of the Northern Arm concrete structure and substructure to below seabed level and removal of the gang walkway and old timber piles that are located west of this structure;
 - Demolition of on-site buildings and re-configuration of dock activities.
- 19.9.2 To facilitate the construction of the western wharf, buildings relating to Falfish operations may have to be demolished with activities relocated and accommodated within the docks. During construction, their fish landing location will be temporarily moved to Duchy or County Wharf whilst the new Western Wharf is being constructed and they will remain operational.
- 19.9.3 Existing wharf structures would be demolished and re-built in a phased manor to ensure that all existing dock activities can remain operational during the construction stage.
- 19.9.4 Therefore, whilst there would be some temporary short-term disturbance whilst demolition and construction works are taking place, no diminution in employment/jobs or economic activity on site is anticipated.
- 19.9.5 The magnitude of the impact is considered low at all spatial scope levels. The receptor sensitivity is medium at local and district level; and low at regional level. Therefore the effect is predicted to be, temporary, short-term **Negligible to Minor Adverse (not significant)** at local and district level and temporary, short-term **Negligible Adverse (not significant)** at regional level.
- Demolition and Construction Employment Creation**
- 19.9.6 Demolition and construction related employment expected to be generated during the demolition and construction stage of the proposed development has been estimated in Technical Appendix 19.1 (Rothwell, 2022).
- 19.9.7 Based upon estimated demolition and construction costs, the proposed development is estimated to support 794 employment years of construction activity. The majority of construction and demolition is programmed to be completed within 2 years and the annual direct employment generated is estimated indicatively to be 397 FTE jobs. The employment estimates are based upon assumptions related to turnover per construction worker and this is based upon all construction activities. No data is specifically available for construction workers engaged in dockside/marine projects and the estimates given should be considered indicative.
- 19.9.8 In addition to direct on-site employment, the proposed development will have indirect and induced impacts on supply chain and support businesses off-site. Applying an employment multiplier, the additional indirect and induced jobs generated by demolition and construction is estimated to be 635 employment years which is equivalent to 318 FTE jobs per annum over two years.
- 19.9.9 In total the direct, indirect and induced jobs generated by demolition and construction works would be 1,429 for the duration of the works which is equivalent to FTE 715 jobs per annum.
- 19.9.10 The magnitude of the demolition and construction impact is considered medium at all spatial scope levels assessed. The receptor sensitivity is medium at local and district level; and low at regional level. Therefore the effect is predicted to be, temporary, short-term **Minor Beneficial (not significant)** at local and district level and temporary, short-term **Negligible to Minor Beneficial (not significant)** at regional level.

Demolition and Construction Economic Output (GVA)

- 19.9.11 The demolition and construction works of the proposed development would generate an increase in GVA. GVA measures the value of output created (i.e. turnover) net of inputs purchased, used to produce a good or service (i.e. production of the output). This provides a measure of economic productivity.
- 19.9.12 Demolition and construction phase GVA has been estimated in Technical Appendix 19.1 (Rothwell, 2022).
- 19.9.13 The direct impact of the demolition and construction spend has been estimated to generate £56.0 million GVA. With indirect and induced impacts factored into the demolition and construction phase, this is estimated to generate £106.4 million GVA.

- 19.9.14 The magnitude of the GVA impact is considered medium at local and district level and low at regional level. Accordingly, the effect would be indirect, temporary short-term **Minor Beneficial (not significant)** at local and district levels and **Negligible Beneficial (not significant)** at regional level.

Demolition and Construction Supply Chain and Spending

- 19.9.15 Indirect and induced demolition and construction effects comprising estimated supply chain expenditure generated and jobs supported is estimated in Technical Appendix 19.1 (Rothwell 2022).
- 19.9.16 Indirect and induced effects have been reviewed based upon indicative construction costs for the proposed development. At this stage, without contracts being in place for construction and supply elements of the proposed development it is not possible to reliably estimate the local level impact as this will depend upon the proportion of works and materials procured from local suppliers.
- 19.9.17 To provide an estimate of local economic effect from on-site demolition and construction workers, day-time spending has been estimated using workplace spending information published by VISA³⁸ which estimated that workers on average spent £10.59 per day around their workplace. When adjusted in line with inflation³⁹ this rises to £14.01 per working day (in 2024), which is the equivalent of £3,264 every year per person employed (365 days minus 104 weekend days, minus 20 days annual leave, minus eight bank holidays equals 233 working days).
- 19.9.18 The level of annual spending generated by the direct on-site FTE demolition and construction jobs would be approximately £1.296 million (397 FTE jobs multiplied by £3,264). Over the duration of construction period (2 years) this would cumulatively be a local spending stimulus of £2.592 million.
- 19.9.19 The potential need for local accommodation and the spending associated with short and long term rental of accommodation for demolition and construction workers cannot be quantified at this stage as contractors have not been selected. The need for local accommodation will depend upon the proximity of workers to site and commutability of travel to site. Additionally, the cost of rental accommodation will vary depending upon season and whether accommodation is secure on short or long term rental. Therefore the potential spending on accommodation by demolition and construction workers cannot be reliably estimated at this stage. It will however have a positive economic contribution to the local area on a temporary basis during the period the works are being undertaken.
- 19.9.20 The magnitude of the construction worker spending impact is considered medium at local level and low at district level. Accordingly, the effect would be direct, temporary short-term **Minor Beneficial (not significant)** at a local level and **Negligible Beneficial (not significant)** at district level.
- Demolition and Construction Disruption to Visitor and Tourist Economy**
- 19.9.21 As outlined in the baseline analysis, the phasing of demolition and construction activities at the site and wider Falmouth docks site would enable existing dock operations to continue during the works. The continued operation of the docks during the demolition and construction stage means there will be no direct disruption to cruise visits and therefore no anticipated resulting decrease in cruise visitor numbers in the area. Events could also still be hosted and managed alongside the phased demolition and construction.
- 19.9.22 The demolition and construction activities on site would have the potential to create impact upon tourist and visitor experience as a result of noise, visual and other construction related environmental impacts. The site and wider Falmouth docks site is not accessible to the public and these impacts would be experienced by visitors and tourists from some distance away at tourist and visitor attractions within and around Falmouth. In terms of cruise passengers disembarking for day visits, these passengers are taken straight to visitor attractions via coach direct from the port, and therefore any disturbance would be temporary. Potential noise, visual and other construction related impacts would also be subject to environmental controls through the construction management process and this mitigation would reduce impacts.
- 19.9.23 Construction workers not able to commute from home to site for work will require local accommodation. The proportion of construction workers not recruited from the local or district level is not known at this stage and therefore it is not possible to accurately assess the accommodation needs of workers. The visitor and tourist accommodation sector at a local and district level is seasonal and based upon occupancy levels. There is likely to be capacity throughout the year although peak summer season may be difficult for construction workers to find short-term accommodation in the local area.

³⁸ VISA Europe, 2014. UK Working Day Spend Report. <https://www.visaeurope.com/media/pdf/17590.pdf>, VISA.

³⁹ Bank of England, 2024. UK inflation calculator (goods and services). <https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator>

Should this become an issue, there is scope for FDEC to provide construction worker accommodation on site with temporary 'bunk-a-cabin' type accommodation should that be required.

- 19.9.24 The magnitude of demolition and construction related disruption to visitor and tourist economy is considered medium at local level and low at district and regional levels. Accordingly, the effect would be indirect, temporary short-term **Minor Adverse (not significant)** at a local level and **Negligible Adverse (not significant)** at district and regional levels.

Operational Development Effects

- 19.9.25 The operational proposed development would comprise marine and terrestrial components to deliver commercial marine infrastructure uses that expand and improve operations at the site and within the wider Falmouth docks site. Detailed information about the components of the proposed development are provided in ES Chapter 4: Proposed Development Description.
- 19.9.26 All components contribute toward the economic activities of the proposed development and that would deliver economic outputs across three main sectors:
- Cargo
 - Floating Offshore Wind (FLOW)
 - Cruise
- 19.9.27 The economic contribution generated by the operational phase of the proposed development has been estimated in Technical Appendix 19.1.

Operational Development Employment Creation

- 19.9.28 The employment generation potential of the proposed development is considered in Technical Appendix 19.1 across the Cargo, FLOW and Cruise sectors (Rothwell, 2022).
- 19.9.29 The proposed development would provide expanded capacity to accommodate additional cargo traffic with improved facilities allowing larger vessels to dock. Projections provided by FDEC are that there is the potential to double the volume of vessel freight traffic from the current level of approximately 12 vessels per year up to 24 vessel movements per year when the development is completed. The projected increase is relatively low and the local supply chain impacts are also relatively small.
- 19.9.30 In terms of direct job creation, based on the cargo-related revenue projections two additional FTE jobs would be supported on site and one additional FTE job would be generated through indirect multiplier effect.
- 19.9.31 The employment generation of the operational development specifically arising from the FLOW activities is not estimated within Technical Appendix 19.1. Instead, the economic impacts are considered by assessing potential for the proposed development to capture a share of the FLOW market, specifically the component parts of the market that the site and wider Falmouth docks site is strategically positioned to compete within.
- 19.9.32 The site is considered suitable and well located to have a significant role in FLOW due to its proximity to the Celtic Sea and other off-shore wind sites; and the proposed development would provide port facilities of a scale suitable for assembly, operation and maintenance of FLOW devices which require significant quayside areas and mooring loading capabilities.
- 19.9.33 The components of the FLOW market that the proposed development is targeting are:
- Wet storage
 - Anchors (fabrication & storage)
 - Moorings (fabrication & storage)
 - Offshore Substations
 - Secondary steel
 - O&M base
 - Major wind turbine repair (tow to port)
 - Marshalling & Assembly

- 19.9.34 These sub-sectors are assessed as having the potential to support approximately 2,070 FTE jobs per year based upon a central most likely scenario, a low scenario suggests supportable jobs would be approximately 1,450 FTE jobs per year. On either scenario the job generation potential of FLOW is significant and the proposed development would enable the site and wider Falmouth docks site to capture a share of this.
- 19.9.35 The operational development would increase cruise ship capacity. The economic impact analysis has used FDEC's projection of increased cruise ship visits and passenger numbers to estimate the number of additional jobs that the cruise component of the proposed development would support.
- 19.9.36 Two cruise business scenarios are assessed, an upper case and a central scenario. Based upon the upper case, the increased cruise activity, related tourism expenditure associated with this and supply chain stimulus would support 368 additional FTE jobs per annum and on the central scenario basis 209 additional FTE jobs per annum would be created.
- 19.9.37 Overall, employment generated by the proposed development would be significant and have a beneficial impact of high magnitude at local and district levels and medium magnitude at regional level. The sensitivity of the receptor is medium at local and district level and low at regional level, therefore the effect would be direct, permanent long-term **Moderate Beneficial (significant)** at the local and district level and **Minor Beneficial (not significant)** at regional level.

Operational Development Employment Economic Output (GVA)

- 19.9.38 The uplift in cargo freight operation arising from the proposed development is estimated to increase GVA by £260,000 per annum.
- 19.9.39 Like the preceding employment analysis, the GVA estimates for FLOW are based upon market potential that the proposed development would compete to capture. Two scenarios are assessed for FLOW GVA, a central case and low scenario.
- 19.9.40 The central case estimates that the market potential of FLOW will generate a GVA per annum of £45.4 million; the low scenario estimates GVA to be £31.8 million. No estimate is made with regard to the potential share of the market that the proposed development would capture. However, the site and wider Falmouth docks site are well suited and located to have a significant role in FLOW and the proposed development would provide port facilities of a scale suitable for assembly, operation and maintenance of FLOW devices. The potential market share is therefore considered significant.
- 19.9.41 The increase in cruise ship capacity that the proposed development would enable is estimated to generate net additional GVA (direct and supply chain) of £12.0 million per annum based upon FDEC's forecast of cruise ship and passenger number increases. A lower growth scenario assessed in the economic impact assessment results in a GVA estimate of £6.1 million per annum. As a worst case scenario the addition of over £6 million GVA is still considered a significant local economic stimulus.
- 19.9.42 Across the three economic activities the proposed development would deliver, the uplift in GVA would be considered significant and have a beneficial impact of high magnitude at local and district levels and medium magnitude at regional level. The sensitivity of the receptor is medium at local and district level and low at regional level, therefore the effect would be direct, permanent long-term **Moderate Beneficial (significant)** at the local and district level and **Minor Beneficial (not significant)** at regional level.

Operational Development Employment Spend

- 19.9.43 Unlike the demolition and construction analysis where direct on-site worker numbers were cited, the direct on-site employment for the operational development cannot be quantified in respect of the FLOW component and therefore the impact on the local economy through additional spending by new on-site employees has not been calculated. GVA estimates provided for the economic components do give an indication of local, district and regional level economic stimulus.
- 19.9.44 Although not quantified, there will be an expanded workforce at the site and those new workers will support the local economy with day-time spending which will be beneficial at local and district level. As the spending has not been quantified and to take a worst case assessment, the impact of new employment spend is considered to be low at local and district level. The sensitivity of the receptor is medium at local level and low at district level. Accordingly, the effect would be direct, permanent, long-term **Negligible to Minor Beneficial (not significant)** at a local level and **Negligible Beneficial (not significant)** at district level.

Operational Development Visitor and Tourism

- 19.9.45 The economic impacts of the cruise passenger and crew spending from the increased cruise ship activity from the proposed development is considered in Technical Appendix 19.1.
- 19.9.46 Cruise passenger projections for the proposed development are presented for two scenarios: an upper case and a central case scenario. The upper case scenario results in up to 200,000 total passengers per annum; the central case scenario results in up to 120,000 total passengers per annum. Additionally, the number of cruise ship crew will increase in line with passenger numbers; on the assumption that there are 0.4 crew members per passenger, between 48,000 and 80,000 crew could disembark annually.
- 19.9.47 These increased port call passenger and crew numbers would spend money within the local economy and the spending by cruise passengers and crew has been informed by research⁴⁰ which estimated that average passenger spend at each port of visit was approximately £59.00 (in 2021) and that in addition, crew spending at each port visit was approximately £22.50. The cruise passenger spend estimate is higher than the spend per day visit of £33 per head calculated from Visit Britain⁴¹ data.
- 19.9.48 Applying the higher value cruise passenger specific spend estimate would compute to an annual passenger spend of between £6.02 million and £10.74 million. For crew, the value of spending generated per annum would be between £0.92 million and £1.64 million.
- 19.9.49 The value of cruise passenger and crew spending generated by the operational proposed development is significant for both the central scenario and upper case. The impact would be of a high magnitude at local level and medium impact at district and regional levels. The sensitivity of the receptor is medium at the local level and low at both district and regional levels. The effect would be direct, permanent, long-term **Moderate Beneficial (significant)** at local level and direct, permanent, long-term **Negligible to Minor Beneficial (not significant)** at district and regional level.

19.10 Additional Mitigation

Demolition and Construction Stage

- 19.10.1 Although identified as a Minor Adverse not significant effect, construction worker temporary accommodation and potential effect on tourist accommodation may become a significant effect during the summer months, when less temporary accommodation is available. This will need to be monitored and if necessary, construction worker temporary accommodation will be provided on site.

Operational Development Stage

- 19.10.2 No significant adverse effects are predicted and consequently no additional mitigation is required.

19.11 Enhancement Measures

- 19.11.1 No enhancement measures are proposed or required in respect of socio-economic effects.

19.12 Demolition and Construction Residual Effects

- 19.12.1 With mitigation in place, the residual demolition and construction effects are considered indirect, temporary short-term **Minor Adverse** and **not significant**.

19.13 Operational Development Residual Effects

- 19.13.1 As no additional mitigation would be required, the residual operational development effects remain as reported in the assessment of effects section.

19.14 Summary of Significant Effects

- 19.14.1 Table 19.22 provides a tabulated summary of the outcomes of the socio-economic assessment of the proposed development. It reports on the likely significant effects with respect to socio-economics associated with the demolition and construction and operational stages of the proposed development.

⁴⁰ Contribution of Cruise Tourism to the Economies of Europe 2017 – CLIA Cruise Lines

⁴¹ Visit Britain, 2024. [Great Britain domestic overnight and day trips: subnational data](#)

Table 19.22: Summary of Socio-economic Effects								
Receptor	Description of Effect	Pre-Additional Mitigation Effect: Scale/ Nature/ Significance*	Additional Mitigation	Post-Additional Mitigation Effect: Scale/ Nature/ Significance*	Details of Residual Effect			
					Direct/ Indirect	Permanent/ Temporary	Reversible/ Irreversible	Short-term/ Medium-term/ Long-term
Demolition and Construction								
Economy in respect of employment and economic output	Displacement of existing uses	Negligible to Minor / Adverse / Not Significant at local and district levels Negligible / Adverse / Not Significant at regional level	Not required	Negligible to Minor / Adverse / Not Significant at local and district levels Negligible / Adverse / Not Significant at regional level	Direct	Temporary	Reversible	Short-term
Economy in respect of employment and economic output	Employment creation	Minor / Beneficial / Not Significant at local and district levels Negligible to Minor / Beneficial / Not Significant at regional level	Not required	Minor / Beneficial / Not Significant at local and district levels Negligible to Minor / Beneficial / Not Significant at regional level	Direct	Temporary	Reversible	Short-term
Economy in respect of spending	Demolition and Construction Economic Output (GVA)	Minor / Beneficial / Not Significant at local and district levels Negligible / Beneficial / Not Significant at regional level	Not Required	Minor / Beneficial / Not Significant at local and district levels Negligible / Beneficial / Not Significant at regional level	Indirect	Temporary	Reversible	Short-term
Economy in respect of spending	Demolition and Construction Supply Chain and Spending	Minor / Beneficial / Not Significant at local level Negligible / Beneficial / Not Significant at district level	Not Required	Minor / Beneficial / Not Significant at local level Negligible / Beneficial / Not Significant at district level	Indirect	Temporary	Reversible	Short-term
Visitor and tourist economy	Temporary effect on local visitor accommodation due to construction workers during peak holiday season.	Minor Adverse/ Potentially Significant at local level Negligible / Adverse / Not Significant at district and regional levels	Monitoring of bed capacity and provision of temporary accommodation on site if required.	Minor/ Adverse / Not Significant at local level	Indirect	Temporary	Reversible	Short-term
Operational Development								
Economy in respect of employment and economic output	Employment creation through expansion of port and port-related business activities.	Moderate / Beneficial/ Significant at local and district levels Minor / Beneficial / Not Significant at regional level	Not Required	Moderate / Beneficial/ Significant at local and district levels Minor / Beneficial / Not Significant at regional level	Direct	Permanent	Irreversible	Long-term
Economy in respect of employment and economic output (GVA)	Expansion of port and port-related business activities.	Moderate/ Beneficial/ Significant at local and district levels Minor / Beneficial / Not Significant at regional level	Not Required	Moderate/ Beneficial/ Significant at local and district levels Minor / Beneficial / Not Significant at regional level	Direct	Permanent	Irreversible	Long-term
Economy in respect of employment and economic output	Operational Development Employment Spend	Negligible to Minor / Beneficial / Not Significant at local level Negligible / Beneficial / Not Significant at district level	Not Required	Negligible to Minor / Beneficial / Not Significant at local level Negligible / Beneficial / Not Significant at district level				
Visitor and tourist	Increased volume of cruise	Moderate/ Beneficial / Significant at local	Not Required	Moderate/ Beneficial /	Direct	Permanent	Irreversible	Long-term

Table 19.22: Summary of Socio-economic Effects								
economy	ship passengers and crew disembarking benefiting local economy.	level Negligible to Minor / Beneficial / Not Significant at district and regional levels		Significant at local level Negligible to Minor / Beneficial / Not Significant at district and regional levels				
Notes (refer to ES Chapter 2, section 2.8 for definitions): * Negligible/Minor/Moderate/Major, Adverse/Beneficial, Significant/Not Significant								

19.15 Cumulative Effects

- Intra-Project Effects
- 19.15.1As explained in Chapter 2: EIA Process and Methodology, intra-project cumulative effects are discussed in Chapter 20: Cumulative Effects.
- Inter-Project Effects
- 19.15.2No development projects have been identified as likely to have inter-project cumulative effects.