

MLA/2025/00157

Application Update 2

Closed

Request Date

23-MAY-2025

Requested By

MMO case team

Request Subject

MLA/2025/00157 Request for
Application Update

Request CC Email Addresses

Request Deadline

20-JUN-2025

Request Details

Dear Sir/Madam
MLA/2025/00157.

Following an initial review of your application, updates are required in order to enable the MMO to process your request.

The Marine Plan policy assessments require full consideration of any expected impacts and any measures to reduce these. The full justification must be provided in the text boxes provided. Where evidence is provided in documents, this should be included or summarised within the text box with documents only used as a reference.

We note that for some policies only reference has been given to the ES documents. We need some clarity on those policies, in order that the consultees, such as the Environment Agency are able to have easy access to that information.

Where no impacts are expected or you believe the policy is not applicable, you must explain why this is. For example, no interaction with specific features of the policy or distance from policy feature to the project area.

You must explain how you have considered the specific policy listed. The explanation should include whether you consider the project to be in accordance with the policy objectives, and if so how. If the proposal is not in accordance with the policy you should explain why not and include any consideration you believe MMO should take into account when assessing the application.

Please do not hesitate to contact me if you have any queries regarding this request.

Yours sincerely,

Yvonne Golightly
Marine Licensing Team
yvonne.golightly@marinemanagement.org.uk

Response Date

16-JUN-2025

Response By

Anna van Velsen

Please summarise your updates here

We have edited and added further text to each of the marine plan policies, in line with MMO's update request.

Close Date

16-JUN-2025

Closed By

Yvonne Golightly

Application Update 1

Closed

Request Date

09-APR-2025

Requested By

Yvonne Golightly

Request Subject

MLA/2025/00157 Request for
Application Update

Request CC Email Addresses

Request Deadline

07-MAY-2025

Request Details

Dear Sir/Madam
MLA/2025/00157.

1) Regarding the Water Framework Directive compliance assessment, I note it is stated that a WFD Screening and Scoping Assessment has been submitted. I have reviewed the submitted documents and I cannot see that a WFD assessment has been provided. Could a WFD assessment please be provided?

2) Please could the following chapters also be submitted to the application as I cannot see they have been submitted:

- Chapter 8: Marine Water and Sediment Quality
- Chapter 9: Marine Ecology
- Chapter 10: Commercial Fisheries and Shellfisheries

In order that your application can be progressed you are asked to provide the required updates by 07 May 2025. Your application will not be classed as fully submitted and therefore will not be processed further until the updates are submitted

Please do not hesitate to contact me if you have any queries regarding this request.

Yours sincerely,

Yvonne Golightly
Marine Licensing Team
yvonne.golightly@marinemanagement.org.uk

Response Date

07-MAY-2025

Response By

Anna van Velsen

Please summarise your updates here

The following additional documents have been submitted:

- ES Non Technical Summary
- Chapter 8 Marine Sediment and Water quality
- Chapter 9 Marine Ecology
- TA 9.3 Benthic Ecology Survey Report
- TA 9.5 Maerl Technical Note
- Chapter 10 Commercial Fisheries
- HRA (submitted as standalone document and as TA2.12)
- WFD (submitted as standalone document and as TA8.4)

The previous version of Chapter 6 Coastal Processes has been removed, and replaced with the version 'Chapter 6 Coastal Processes 02'.

Close Date

09-MAY-2025

Closed By

Yvonne Golightly

Project summary

Application type

Please select the type(s) of application you are applying for.

If you wish to apply for a section 36 or 36A consent or a safety zone in addition to your marine licence application please tick the relevant box.

If you wish to also apply for consent under a local Act or Order please tick the Local Act consent box. Please explain which local Act or Order consent you are applying when giving details of the project background below. You should also upload a copy of the local Act or Order there too.

Application type

Marine licence

Please tick all additional application types that are relevant.

Additional application types

- Section 36 and Section 36A: Electricity Act 1989.
- Local Act Consent: Consent under a local Act or harbour order.

- ☐ Section 36
- ☐ Section 36A
- ☐ Local Act consent
- ☐ Safety zone

Project details

Project title

Enter the title of your project (max. 250 characters)

Falmouth Docks Development

Project background

You should explain the background to the project. This should include the aims of the project, the need for the project, whether it forms part of a larger project and any other relevant information. (max. 2000 characters)

A&P Falmouth Ltd/FDEC is seeking approval to redevelop Falmouth Docks. The project aims to repair the aging dock infrastructure, enhancing berth capacity for alongside docking to support current business and future needs, including cruise and cargo capacity, and floating offshore wind (FLOW) market support. Existing layout drawing: 15743-RAM-FD-SW-DR-CM-00001.

Redevelopment activities, to be consented through a full planning application with Cornwall Council (PA25/01598) and this marine licence application with the MMO, include:

- Pocket dredging berth areas for underkeel clearance for larger cruise vessels (up to Excellence class) and FLOW renewable energy devices, achieving depths of -10.5 m CD
- Removing foul ground within former Kings and Empire Wharves regions
- Surface skim the seabed on the site's eastern side (to achieve depths of -5.5 mCD)
- Demolishing timber piles and infrastructure at Western Wharf
- Constructing a new suspended deck structure at Western Wharf with a deck level of +8.36 mCD
- Demolishing the Northern Arm concrete structure below seabed level and removing the gang walkway and old timber piles west of it
- Constructing a suspended deck structure (Northern Wharf) within the existing 90 m gap between Queens Wharf and Northern Arm, extending functional wharf length with a deck level of +8.36 mCD
- Upgrading Queens Wharf structure and extending its suspended deck structure 50 m westward with a deck level of +8.4 mCD
- Installing a 290 m deck ('FLOW Deck') for FLOW device facilitation, with a deck level of +8.36 mCD
- Upgrading Duchy Wharf structure to support a FLOW device with a deck level of +8.24 mCD
- Potential strengthening works to Duchy and Country Wharf piles
- Demolishing on-site buildings and reconfiguring dock activities

These improvements are crucial as the current infrastructure, particularly in the Western Wharf area, is unsafe for operational use, and the central causeway risks failure without development. More information in the ES

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Programme of works

You should detail the proposed programme of works for the project. This should include proposed start and end dates for the overall project and individual elements of the project. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which activities could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

The outline programme for the project is based on a worst-case programme scenario, developed to inform environmental assessments. ES Chapter 5, Section 5.2 provides more detail of the anticipated timescales associated with the demolition and construction stage. For all decks the general programming assumes the following broad activities: enabling and strengthening works, demolition, dredging, construction of new infrastructure, and finishing works. Works are anticipated to take a duration of approximately 42 months if wharfs are built in parallel. It is possible that the demolition and construction stage could occur over a longer duration if wharfs are constructed sequentially. In addition, wharfs could potentially be constructed in any order, and it is requested that the sequencing of demolition and construction is read as indicative. However a detailed programme has not yet been produced and will be dependent on licences, funding and contractor methods/availability. Parts of the proposed development may need to be taken forward in a different order according to business needs and funding arrangements.

The dock currently operates 24 hours per day, 7 days a week and it is anticipated that the majority of construction works would be undertaken on this basis, with the exception of demolition, piling and compaction which would not be undertaken at nighttime.

Related consents and applications

Have any other applications been made to the MMO in relation to this project?

☒ Yes ☐ No

Please give details (including application reference numbers if possible)

(max. 2000 characters)

EXE/2023/00132 – Exemption Notification for Ecological surveys (Carcinus Ltd)
 EIA/2023/00039 – EIA Scoping Opinion Request
 EIA/2024/00008 – EIA Scoping Opinion Technical Response
 SAM/2023/00055 – Sample plan approval (for dredge disposal sampling)
 MLA/2023/00253 – GI Marine licence
 ENQ/2024/00120 – Cefas Enquiry – dredge material

Has there been any other contact with the MMO in relation to this project?

☒ Yes ☐ No

Please give details

(max. 2000 characters)

Extensive engagement with the MMO has been undertaken throughout the project, including early pre-application engagement and as part of the applications listed above. A&P Falmouth Ltd submitted an EIA Scoping Report to the MMO (as well as Cornwall Council) on 09 August 2023 as a request for a formal EIA Scoping Opinion pursuant to Regulation 15(1) of the Town and Country Planning EIA Regulations and Regulation 13(1) of The Marine Works EIA Regulations.

The EIA Scoping Report submitted set out a description of the then emerging proposed development, the potential environmental impacts and likely effects to be considered as part of the EIA. It also outlined the proposed approach for the EIA including the proposed scopes and assessment methodologies to predict the scale of effects and to assess the significance in each case.

The MMO adopted an EIA Scoping Opinion on 25 October 2023, which was broadly in agreement with the proposed approach outlined in the Scoping Report.

Further consultation on the Scoping Opinion was received on 17 May 2024, agreeing with a revised approach and technical response to the Scoping Opinion (as amended).

Consultation on cumulative schemes was undertaken and MMO confirmed the approach via email on 27 June 2024.

The MMO has attended a number of stakeholder meetings, including an initial meeting in September 2022, a stakeholder design workshop in November 2022 with the Environment Agency, Natural England, scoping opinion engagement, and Cefas engagement in July 2024 to discuss dredge material specifically.

Have any applications been made to or consents issued by other authorities in relation to this project?

This could include applications for planning permission, environmental permits, development consent orders, transport and works orders, marine licences or any other type of licence, permit or consent. This could also include consents from local authorities, Government regulators, harbour authorities, devolved administrations, other European countries and any other type of authority.

☒ Yes ☐ No

Please give details (including the authority name, dates, application reference numbers and the status of the application or consent where possible)

(max. 2000 characters)

A full planning application for works above Mean Low Water Springs was submitted to Cornwall Council (PA25/01598) on 27 February 2025.

Do you have statutory powers to consent or undertake without consent any aspect of this project?

This could include statutory powers of a coast protection authority, harbour authority or lighthouse authority or any other type of statutory powers.

☒ Yes ☐ No

Please give details

(max. 2000 characters)

A&P Falmouth Ltd (Acting as FDEC) are the Statutory Harbour Authority (SHA) and competent harbour authority for Falmouth Docks and certain parts of the proposed development could fall within the remit of their role to maintain the docks and safe navigation and within their permitted development rights.

Advice obtained by the applicant from their legal advisors confirmed that the statutory powers to carry out the proposed development are already available to FDEC under the Falmouth Docks Act 1959. The advice also confirmed that in addition, a marine licence would be required, as well as planning permission from Cornwall Council for works above mean water mark.

The advice confirmed that due to the proposed development constituting 'EIA Development' that FDEC's permitted development rights under the Town and Country Planning (General Permitted Development) Order 2015 would not apply.

Is the project located within the jurisdiction of a statutory harbour authority?

This includes the jurisdiction of municipal, private and trust ports where they are a statutory harbour authority.

☒ Yes ☐ No

Please give details

(max. 2000 characters)

The site is wholly within the control of A&P, who act as the FDEC under the Falmouth Docks Act 1959, and are the Statutory Harbour Authority.

FDEC is one of four SHAs within the wider Fal Estuary (Falmouth Harbour Commissioners, Cornwall Council, St Mawes Pier and Harbour Company).

See ES Chapter 1 Introduction, Section 1.2.3 and Figure 1.2.

Applicant details

This is the person, company or organisation that will hold the licence.

Contact type

Select the Contact type. Individual should only be selected when the contact is not working on behalf of an Organisation.

- ☐ Individual
☒ Organisation

Trading title (if applicable)

Title

Mr

Forename

Drystan

Surname

Jones

Organisation name

A & P FALMOUTH LIMITED

Reg number

00103287

Position in organisation

Port Development Director

Contact within company

Postcode

TR11 4NR

Postal address

THE DOCKS
FALMOUTH

Telephone number

Please enter numbers, brackets and the international symbol (+) if needed.

01326 214 860

Fax number

Please enter in format +00(0)0000 000000

Email address

Please enter a valid email address formatted as xx@xx.xx

Drystan.Jones@ap-group.co.uk

Sustainable development

The MMO strongly advise that a strategic appraisal is completed. Issues that should be considered include:

1. Identification of any conflicts between the project and the relevant marine plan.
2. Identification of alignment of the project with the Marine Policy Statement and any relevant National Policy Statement.
3. Identification of the environmental, social and economic drivers for a project that have been identified through existing feasibility studies or discussions with other public bodies (e.g. Local Authorities or Local Economic Partnerships).
4. Identification of any potential issues that may arise due to UK law (e.g. Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, Marine Strategy Regulations 2010, Conservation of Habitats & Species Regulations 2017), and how these can potentially be avoided, or mitigated, at the strategic level.
5. Identification of any priority issues that may need addressing with regard to cumulative effects.
6. Options appraisal undertaken by the applicant, and the social, economic and environmental reasoning behind why the preferred option has been chosen.

Please provide your Strategic Appraisal (if completed) by clicking the link below

15743-RAM-FD-SW-RP-EV-00019_Strategic_Appraisal_for_Sustainable_Development.pdf

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Environmental impact assessment

Has an environmental statement been produced to support this project?

Environmental statements are required for projects of a type listed in the Marine Works (Environmental Impact Assessment) Regulations 2007. If you are not certain whether your project falls within this category, please contact us before proceeding with your application.

☒ Yes ☐ No

Please give details

(max. 2000 characters)

Yes, an EIA has been produced in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and has been uploaded as part of the marine licence application package.

The ES comprises of a Non-Technical Summary (NTS), Volume 1 ES chapters and Volume 2 Technical Appendices. The ES has been prepared in accordance with the Scoping Opinion and subsequent Technical Response which was approved by CC on 11 June 2024, and the MMO on 17 May 2024.

Technical ES chapters (along with their associated supporting appendices) are:

- Coastal Processes & Sediment Regime
- Underwater Noise
- Marine Water & Sediment Quality
- Marine Ecology
- Commercial Fisheries & Shellfisheries
- Marine Archaeology
- Heritage
- Transport & Accessibility
- Noise & Vibration
- Air Quality
- Climate Change
- Material Resources & Waste
- Landscape, Seascape & Visual Amenity
- Socioeconomics

Standalone assessments relevant to the marine licence include:

- Navigation Risk Assessment
- Flood Risk Assessment

If applicable, please provide a copy of the environmental statement

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Habitats regulations assessment

Have the effects of the project on European sites been considered?

☒ Yes

☐ No

Please give details

(max. 2000 characters)

An HRA Screening and information to inform Appropriate Assessment has been submitted with the marine licence application. A summary of the assessment process below. The HRA is supported by a number of Technical Assessments.

If possible, please provide a copy of the assessments done

15743-RAM-FD-SW-RP-EV-00017_HRA.pdf

Created By:Miss Anna van Velsen

07-MAY-2025 16:48:26

Marine conservation zone assessment

Have the effects of the project on marine conservation zones been considered?

☒ Yes

☐ No

Please give details

(max. 2000 characters)

Yes. The closest MCZ to the site is Helford Estuary MCZ approximately 7.5 km from the site as the crow flies, and is not considered to be affected the project.

If possible, please provide a copy of the assessments done

Sites of special scientific interest

Have the effects of the project on sites of special scientific interest (SSSI) been considered?

☒ Yes ☐ No

Please give details

(max. 2000 characters)

Effects on SSSIs are provided within the Ecological Impact Assessment (EclA) uploaded here, and includes:

- Lower Fal and Helford Intertidal SSSI (425 m north); and
- Swanpool SSSI (1.6 km south-west).

No significant effects are anticipated on either of these SSSIs.

Fal and Helford SAC is legally underpinned by Lower Fal and Helford Intertidal SSSI, and therefore effects to this SSSI are also considered to have been addressed within the HRA due to the overlap in the habitats designated within this SSSI

If possible, please provide a copy of the assessments done

15743-RAM-FD-SW-RP-EV-00016_EclA.pdf

Created By:Miss Julia Thompson

31-MAR-2025 19:32:29

Water Framework Directive compliance assessment

Have the effects of the project been considered in accordance with the Water Framework Directive?

☒ Yes ☐ No

Please give details

(max. 2000 characters)

A WFD Screening and Scoping Assessment has been submitted with the marine licence application. Summary of the assessment process below. The WFD is supported by a number of Technical Assessments.

The WFD provides an assessment of potential impact to the Carrick Roads Operational Catchment. Impacts to hydromorphology, sensitive habitats, water quality, fish, and protected areas are considered.

Where required mitigation is presented within the WFD.

If possible, please provide a copy of the assessments done

15743-RAM-FD-SW-RP-EV-00022_WFD.pdf

Created By: Miss Anna van Velsen

07-MAY-2025 16:48:42

Consultation and advertising

Has public consultation taken place and/or has the project been advertised?

☐ Yes ☒ No

Has consultation about the project with any other statutory body taken place?

☒ Yes ☐ No

Please give details

(max. 2000 characters)

Plans to redevelop Falmouth Docks have been in discussion since 2008, and workshops with the public have been held from which the principles of the redevelopment of Falmouth Docks were established.

There has been no formal public advertising of the current project, but there have been numerous newspaper and press articles announcing the plans for the redevelopment of Falmouth Docks. The first announcement was in June 2021 (Western Morning News). In 2022, FDEC announced in various media outlets that it had secured funding from the Shared Prosperity Fund to undertake the EIA for the project. In April 2024 a representative of FDEC attended the Cornwall Marine Network event to discuss the project.

Extensive consultation with Natural England, Historic England, the Environment Agency, Cefas and informal engagement with local fishers has been undertaken. A stakeholder design workshop was held in November 2022 with the Environment Agency, Natural England and MMO regarding the proposed wharf upgrades, orientation and the proposed approach to dredging.

Licence summary

Do you consider this application to be for emergency activities?

Emergency activities are those undertaken for the protection of life, property or the environment from an imminent risk.

☐ Yes ☒ No

Do you consider this application would qualify for the accelerated licensing process for dredging?

The accelerated licensing process applies to certain types of small-scale low-risk dredging activity.

☐ Yes ☒ No

Proposed licence start date

01-JUL-2025

Proposed licence end date

31-DEC-2041

Site summary

Please provide the location of your proposed activities. Note that the responsibility for determining whether your proposed activities are below Mean High Water Springs (MHWS) rests with the applicant. If there is any doubt as to whether a site lies below MHWS you can undertake an independent survey to determine its location.

Use the 'Add/edit site(s)' button below to add one or more more locations to your application.

Next use the 'Add activity' button to add activities to your locations. (NB this option only appears once a location is created).

Basic examples:

Dredging at RiverA. Create one site for RiverA and add dredging as an activity.
Dredging and quay wall improvements at RiverA. Create 2 locations: one for the dredging in front of the new quay area and one for the quay wall improvements.
Dredging at RiverA and removal of large concrete block within the dredge area. Create 1 location and add two activities: 1 activity for removal and 1 activity for dredging.

Additional functions:

Subsites, Holes and Exclusion Zones can also be used more guidance is available in the 'Help' guide.

Activities:

When an activity is added to a site it is listed in a table. Click on the activity name in the table or use the links on the left hand side of this screen to navigate to the activity screen where you can provide your method statement and other information.

If you delete a site, the activities linked to it will still be visible on this screen. You must delete these activities or move them to a valid site.

If you would like any advice on using this form or structuring your application please contact us.

Sites

Please see included locations.kml file for detailed site locations.

FALMOUTH BAY (B)

Site sensitivities

You should provide details of any protected areas (European or Ramsar sites, marine conservation zones, sites of special scientific interest, areas of outstanding natural beauty etc) and protected features (scheduled monuments, protected wrecks etc). You should also provide details of other areas and features of social, economic or environmental value. This could include shipping lanes, fishing grounds, recreational sailing areas, material assets, unprotected habitats and species and any other feature. (max. 2000 characters)

Site sensitivities are described within the ES and supporting technical appendices.

List of activities at this site

Activity	Site	Activity type	Actions
Marine Disposal of Dredged Material	FALMOUTH BAY (B)	Disposal of dredged material	

Falmouth Docks Development Boundary

Site sensitivities

You should provide details of any protected areas (European or Ramsar sites, marine conservation zones, sites of special scientific interest, areas of outstanding natural beauty etc) and protected features (scheduled monuments, protected wrecks etc). You should also provide details of other areas and features of social, economic or environmental value. This could include shipping lanes, fishing grounds, recreational sailing areas, material assets, unprotected habitats and species and any other feature. (max. 2000 characters)

Site sensitivities and notable features are set out and described within the ES and supporting technical appendices.

List of activities at this site

Activity	Site	Activity type	Actions
Strengthening and Enabling Works	Falmouth Docks Develop...	Maintenance of existing works	
Wharf Demolition and Excavations	Falmouth Docks Develop...	Decommissioning of works	
Pocket Dredge (Capital)	Falmouth Docks Develop...	Navigational dredging (capital)	
Deck Construction and Finishing Works	Falmouth Docks Develop...	Construction of new works	
Maintenance Dredge	Falmouth Docks Develop...	Navigational dredging (maintenance)	

FALMOUTH BAY (B) - Marine Disposal of Dredged Material

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Deposit of any substance or object

Activity subtype

Disposal of dredged material

General

Activity title

Enter the title of this activity (max. 250 characters)

Marine Disposal of Dredged Material

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Disposal of approximately 394,000 m3 of seabed material suitable for disposal at sea.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

During dredge campaigns, once material deemed unsuitable for disposal at sea has been taken to land for storage/disposal. Suitable material will be taken to Falmouth Bay site by barge with a capacity of 700 m3.

Likely that 2 barges would be in operation so that a barge is always alongside the dredged to accept arises while the other is transiting to/from the disposal site.

This could equate to 4-6 one-way barge movements to the disposal site per day for the duration of the dredging of suitable material.

Activity start date	Activity end date
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01-JUL-2025	31-DEC-2031
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Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

Based on the volume of material suitable for disposal to sea, approximately 36 weeks of dredging would be required

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

The Best Practicable Environmental Option (BPEO) Assessment submitted with the marine licence application, the proposed management and disposal of the dredged material has sought to manage environmental concerns and follow the waste hierarchy as far as reasonably possible to minimise adverse environmental impacts. Consultation with Cefas was undertaken to seek agreement on the approach to the management of contaminated material and the volume of material suitable for disposal at sea.

Potential impacts associated with the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC. At the time of maintenance dredging, it is assumed that fewer contaminants would be present within the seabed, due to capital dredge remediation therefore all sediment would be disposed of at the marine disposal site.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

None proposed.

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

Requirement for maintenance dredging is considered to be limited but may be required periodically. FDEC have the powers to undertake dredging to maintain safe navigation within their Harbour Order, but disposal at sea is a licensable activity.

Disposal of dredged material

Material details

Please provide information on the material to be deposited. This needs to state the type of material, when you plan to do this, the specific gravity of the material and the weight of the material in both dry and wet tonnes. You also need to tell us the source of the material by selecting the source site.

If you have not yet entered the coordinates of the source site, you should go back to the Sites and activities summary screen (see the left-hand menu) and enter these coordinates first. You can do this by adding a new site.

On this page, you can add more rows to tell us about material you propose to deposit on different dates or about different types of material that you propose to deposit.

Start date	End date	Material	Specific gravity	Amount to be deposited (dry tonnes)	Amount to be deposited (wet tonnes)	Source Site
01-JUL-2025	31-DEC-2031	Silt (31.25-62.5um)	1.5	591000	738750	Falmouth Docks Development Boundary

Further details

Dredge details

You should provide details of the dredge. This should include the methodology and location. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Refer to capital dredge activity for full details of dredge methods and details

Has the dredged material been analysed?

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels.

☒ Yes ☐ No

Please give details

(max. 2000 characters)

Representative sampling analysis of dredge material undertaken as per the sample plan approved by the MMO as part of SAM/2023/00055, further consultation with Cefas once the results had been interpreted was undertaken to inform dredge disposal options ENQ/2024/00120 Sample results attached here. The analysis of these results, along with PSA data is presented within the ES – See ES Ch 8 and Technical Appendices and Ch 6 and Technical Appendices.

Has this activity been assessed in line with the waste hierarchy?

The disposal of dredged material to sea should be considered a last resort. You should provide details of alternatives that have been considered and the reasons why you propose to dispose of the material to sea.

☒ Yes ☐ No

Please give details

(max. 2000 characters)

The Best Practicable Environmental Option (BPEO) Assessment submitted with the marine licence application, the proposed management and disposal of the dredged material has sought to manage environmental concerns and follow the waste hierarchy as far as reasonably possible to minimise adverse environmental impacts. Consultation with Cefas was undertaken to seek agreement on the approach to the management of contaminated material and the volume of material suitable for disposal at sea.

Falmouth Docks Development Boundary - Strengthening and Enabling Works

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Construction, alteration or improvement of any works

Activity subtype

Maintenance of existing works

General

Activity title

Enter the title of this activity (max. 250 characters)

Strengthening and Enabling Works

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Strengthening and enabling works are required for existing infrastructure across the site, to allow dredging and construction activities to occur. These activities are set out below.

Stabilisation of Existing Causeway:

Causeway requires stabilisation to enable demolition and removal of the Western Wharf. The solution would either be a cross-tied wall or ground anchored combi-wall.

Toe Walls:

Toe walls are required at the toe of revetments across the site to retain the existing revetments and land behind in locations where the capital dredge to -10.5 m CD could undermine the toe. Toe walls are required along the quay to the south of Western Wharf and west of the dry docks, immediately north of FLOW deck, along the southern extent of the FLOW deck, beneath Duchy wharf, along Queens Wharf and at the interface of Queens and Northern wharfs.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

Stabilisation of Existing Causeway:

Causeway stabilisation solution would either be a cross-tied wall or ground anchored combi-wall. This would involve steel vibro-or impact-driven piles for the wall, with steel sheet piles between to retain fill material or bored and cased concrete piles. Install cross-ties or ground anchors (boring or grouting), construct capping beam, backfill with well-graded granular material, and form new revetment and place rock armour.

Toe Walls:

Two toe wall options have been developed to allow for highly weathered or competent rock. For weathered rock - driven sheet piles. For competent rock - cased bored secant walls. For both options the area would be surveyed and seabed obstructions removed on the line of the toe wall. For driven sheet piles, steel sheets would be vibro-driven first and then impact driven to the required depth. For bored secant walls, unreinforced piles would be installed ~0.8 pile diameters apart and then reinforced concrete piles would be installed in between.

ES Ch 5 Section 5.3.11 – 5.3.12 set this out in detail.

Activity start date	Activity end date
01-JUL-2025	31-DEC-2031

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

It is possible that the demolition and construction stage could occur over a longer duration or wharfs constructed in a different order, and it is requested that the sequencing of demolition and construction is read as indicative and not embedded into the licence wording.

Based on the indicative programme, the Western Wharf, Northern Wharf, Queens Wharf and FLOW deck have the following indicative durations:

Western Wharf: Strengthening and enabling: 8 weeks duration

Northern Wharf: Strengthening and enabling: 8 weeks duration

Queens Wharf: Strengthening: 4 weeks duration

FLOW Deck: Strengthening: 12 weeks duration

These indicative durations are considered worst-case but are not confirmed.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Potential impacts associated with the demolition and construction of the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Piling and demolition would not occur in the night-time.

Only one piling rig would be active at a time, with no more than 4 hours of percussive piling per day.

Vibro-piling would be utilised where reasonably practicable and where appropriate to achieve required pile depths.

Soft-start methodology would be utilised for percussive piling.

Use of a Marine Mammal Observer(s) during impact piling and demolition using a hydraulic hammer/breaker.

The ES provides a full description of the embedded mitigation and further mitigation proposed to minimise effects, summarised in ES Chapter 21 (Residual Effects)

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The ES and supporting documents provided as part of this application should be reviewed in conjunction with this section to establish the full range of effects assessed and the embedded/proposed mitigation.

Maintenance of existing works

Use intended to be made of the works

You should detail the use that will be made of the works. For example, if you are proposing to build a quay to use for unloading cargo then you should detail the type of cargo, quantity to be unloaded, frequency of unloading, methodology of unloading and any other relevant information. (max. 2000 characters)

The maintenance/enabling works are intended to strengthen the existing infrastructure in advance of the construction of new wharfs and dredging. No change of use is proposed.

Falmouth Docks Development Boundary - Wharf Demolition and Excavations

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Removal of any substance or object

Activity subtype

Decommissioning of works

General

Activity title

Enter the title of this activity (max. 250 characters)

Wharf Demolition and Excavations

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Drawing 15743-RAM-FD-SW-DR-CM-00002 shows the demolition plan. Demolition of terrestrial buildings identified are subject to planning permission from CC.

Western Wharf:

Demolition of remaining Western Wharf timber piles and above surface infrastructure.

Northern Arm:

Demolition of the Northern Arm concrete structure and substructure to below seabed level and removal of gang walkway and old timber piles located to the west of this structure.

Excavation of Existing revetments:

Excavation to enable dredging is required at the existing Western Wharf and the existing revetment, around the Northern Arm revetment (prior to demolition) and of the existing revetments at the location of the proposed FLOW deck. Temporary rock armour may be required to protect newly formed slope during the works.

15743-RAM-FD-SW-DR-CM-00002.pdf

Created By:Miss Julia Thompson

31-MAR-2025 19:43:48

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

Western Wharf:

Following completion of the causeway stabilisation, two different methods required for sections of the wharf. The timber wharf in southern corner requires material backfill (between the stabilised causeway and the existing quay wall) once timber decking/joists are removed would be demolished. The remainder of the wharf would be demolished by removing decking and joists, placing revetment material in front of Western Wharf to form a stable slope to retain existing revetment and remove timber beams and cut out timber piles above the revetment.

Northern Arm:

Removal of the gang walkway across to the Northern Arm. Demolition of upper section down to MLWS, followed by lower section down to rock head. Upper sections to be removed by wire cutting the concrete mass into liftable pieces, use mobile crane/excavator and grab to remove. Material would be retained for potential re-use. Lower section to be removed by excavating using wire saw cutting and a hydraulic breaker (for 1 hour in any 24 hour period), concrete blocks would then be lifted out with excavator and a grab. The exposed rock head area would be excavated to the required dredge level. The timber piles and obstruction would be removed.

Excavation of Existing revetments:

Revetment excavation would be undertaken using a long reach excavator to form a stable slope form bed level to existing ground level. If required, temporary rock armour would be placed to protect the newly formed stable slope.

Estimated Arisings from demolition:

Excavation (fill material) – 36,840 m³
 Northern arm (concrete) – 21,220 m³
 Western Wharf (timber) – 684 m³

Activity start date	Activity end date
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01-JUL-2025	31-DEC-2025
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Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

It is possible that the demolition and construction stage could occur over a longer duration or wharfs constructed in a different order, and it is requested that the sequencing of demolition and construction is read as indicative.

Based on the indicative programme, the following indicative durations for demolition and excavation:

Western Wharf: Demolition: 12 weeks duration

Northern Wharf: Demolition (Northern Arm): 12 weeks duration

Excavation of existing revetments: 4 weeks duration per wharf

These durations are considered worst-case but are not confirmed.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Potential impacts associated with the demolition and construction of the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Piling and demolition would not occur at night-time.

Demolition and piling would not occur concurrently.

Use of the hydraulic breaker would be limited to a total of 1-hour in any 24hrs.

Use of a Marine Mammal Observer(s) during impact piling and demolition using a hydraulic hammer/breaker.

The ES provides a full description of the embedded mitigation and further mitigation proposed to minimise effects, summarised in ES Chapter 21 (Residual Effects)

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The ES and supporting documents provided as part of this application should be reviewed in conjunction with this section to establish the full range of effects assessed and the embedded/proposed mitigation.

Falmouth Docks Development Boundary - Pocket Dredge (Capital)

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Dredging

Activity subtype

Navigational dredging (capital)

General**Activity title**

Enter the title of this activity (max. 250 characters)

Pocket Dredge (Capital)

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

To facilitate underkeel clearance requirements (draught plus 1 m at LAT) for Excellence class cruise vessels, FLOW Devices and Bay Class RFA vessels a bed depth of -10.5 mCD is required. A pocket dredge approach is being taken with graded sides and rock scour protection placed in the berth pockets. A surface skim of certain areas is required to remove high spots and maintain -5.5 mCD.

See Drawing 15743-RAM-FD-SW-DR-CM-00004 for dredge plan.

The total dredged area is 232,500 m², and total volume is 643,000 m³.

See ES Chapter 4 Section 4.4.9 and ES Chapter 5 Section 5.3.27 onwards for more detail, including Table 5.4.

15743-RAM-FD-SW-DR-CM-00004.pdf

Created By:Miss Julia Thompson

31-MAR-2025 19:50:22

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

Pockets to be formed using a backhoe dredge with an environmental (closed lid) 10 m³ bucket – designed to minimise the release of suspended sediment into the water column. The bucket size has not yet been confirmed by a contractor but 10 m³ is the maximum size to ensure precautionary modelling approach. Dredging will be limited to occur during the flood tide, from 1.75 hours before low water to 1.75 hours before high water (which has been modelled and demonstrates further reductions in sediment deposition in sensitive areas).

The production rate for the dredger (using a 10 m³ bucket) is approximately 11,000 m³ per week.

Using a smaller bucket over a longer programme is predicted to decrease sediment dispersion – transfer of material to land for disposal and/or storage options may also be a limiting factor to production rates.

During dredge campaigns, once material deemed unsuitable for disposal at sea has been taken to land for storage/disposal. Material suitable for disposal at sea will be taken to Falmouth Bay site by barge with a capacity of 700 m³.

It is likely that 2 barges would be in operation so that a barge is always alongside the dredger to accept arises while the other is transiting to/from the disposal site. This could equate to 4-6 one-way barge movements to the disposal site per day for the duration of the dredging of suitable material.

Material unsuitable for disposal at sea would be landed and removed from site by HGV to be disposed of appropriately on land.

Activity start date	Activity end date
01-JUL-2025	31-DEC-2031

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

Based on the modelled production rates and bucket size, dredging could be undertaken over a 58-week period (the quickest timeframe that this could realistically be undertaken using the methodology). Dredging will be limited to occur during the flood tide, from 1.75 hours before low water to 1.75 hours before high water.

It is possible that the demolition and construction stage could occur over a longer duration or wharfs constructed in a different order, and it is requested that the sequencing of demolition and construction is read as indicative.

Based on the indicative programme, the Western Wharf, Northern Wharf, Queens Wharf and FLOW deck have the following indicative durations for dredging:

Western Wharf: Dredging: 20 weeks duration

Northern Wharf and Queen's Wharf: Dredging: 18 weeks duration

FLOW Deck: Dredging: 20 weeks duration

These durations are considered worst-case but are not confirmed.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Potential impacts associated with the demolition and construction of the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Dredging will be undertaken using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket, to minimise sediment mobilisation and release into the water column.

Dredging will be undertaken according to tides: dredging to be undertaken specifically from 1.75 hours before low water to 1.75 hours before high water.

The ES provides a full description of the embedded mitigation and further mitigation proposed to minimise effects, summarised in ES Chapter 21 (Residual Effects)

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The ES and supporting documents provided as part of this application should be reviewed in conjunction with this section to establish the full range of effects assessed and the embedded/proposed mitigation.

Amount per campaign data below has been entered as the total capital dredge volume as currently unknown.

See ES Chapter 5, Table 5.4 for a summary of volumes per berth pocket.

Navigational dredging (capital)

Material details

Start date	01-JUL-2025	End date	31-DEC-2031
Method of dredging	Mechanical - Backhoe	Material	Silt (31.25-62.5um)
Specific gravity	1.5	Dredge depth below chart datum (m)	10.5
Existing depth below chart datum (m)	7	Maximum amount to be dredged (m3)	643000

Further details

Maximum amount to be dredged per campaign (m3)

643000

Sample analysis

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels. (max. 2000 characters)

Representative sampling analysis of dredge material undertaken as per the sample plan and decision letter approved by the MMO as part of SAM/2023/00055. Further consultation with Cefas once the results had been interpreted was undertaken to inform dredge disposal options ENQ/2024/00120. Sample results attached here. The analysis of these results, along with PSA data is presented within the ES – See ES Ch 8 and Technical Appendices and Ch 6 and Technical Appendices.

Please provide a copy of the analysis file

Destination of material

You should detail the destination of the material and whether this is going to be taken to land or is proposed to be disposed of to sea. If this has already been detailed elsewhere in the application it is sufficient to reference that.
(max. 2000 characters)

Dredged material will be disposed of according to material quality – a geotechnical GI has not yet been undertaken and so volumes for re-use are not confirmed, but worst case values have been assessed.

Material deemed not suitable for disposal at sea is estimated at 184,000 (29% of total) (of which 99,950 m³ is estimated to be hazardous) – this material requires disposal on land.

Material suitable for disposal at the Falmouth Bay marine disposal site estimated at 394,000 m³.

Rock material for re-use as fill material estimated at 65,000-135,000 m³

Total: 643,000 m³

A BPEO Assessment for dredging has been undertaken to assess the appropriate fate of dredged marine sediments. The BPEO sets out the proposed management and disposal options for dredged materials to follow the waste hierarchy as far as practicable. Consultation with Cefas has been undertaken to seek agreement on the approach to management of contaminated material.

See ES Chapter 5, Table 5.5

ES_Vol2_TA05.3_BPEO_Assessment_for_Dredging.pdf

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Falmouth Docks Development Boundary - Deck Construction and Finishing Works

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Construction, alteration or improvement of any works

Activity subtype

Construction of new works

General

Activity title

Enter the title of this activity (max. 250 characters)

Deck Construction and Finishing Works

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

The project would construct/extend/reinstate new wharf structures at the site. All proposed deck structures are suspended deck with revetment beneath. These piled structures would consist of a combination of both vertical and raking piles, with reinforced concrete beams and deck on top. For all structures, finishing works such as pneumatic fenders, fender panels, mooring bollards (150 t-250 t) are required. Pneumatic fenders are proposed for Queens Wharf and FLOW Deck.

Western Wharf: Currently decommissioned to due safety concerns, the new Western Wharf would create a 348 m deck. Land between the existing causeway and new Western Wharf would be reclaimed to increase operational capacity to 7,733 m².

Northern Arm Suspended Deck: In the current arrangement, there is a 90 m gap between Queens Wharf and the Northern Arm (proposed for demolition). A suspended deck will be constructed in this gap to create a longer continuous deck and increase functional wharf length.

Queens Wharf Extension: A 50 m suspended deck extension of Queens Wharf to the west. When accounting for the northern wharf suspended deck and Queens Wharf extension, the total length would be 366.5 m, with vessels able to berth at both the northern and southern faces. The total area of Queens Wharf is 4,696 m²

FLOW Deck: Construction of a new 290 m suspended deck to facilitate FLOW Device assembly and maintenance, total area 8,587 m².

All proposed deck levels are +8.36 m CD, with the exception of Queens Wharf extension which would be +8.4 m CD.

Upgrades to the Duchy Wharf structure may be needed to facilitate a FLOW device with a deck level of +8.24 m CD.

Refer to ES Ch 4 Section 4.3 – Section 4.4 for full details.

Through the above works the project would provide an additional 810 m of quayside and increase the area of suspended deck by 14,489 m² to improve logistical and operational efficiency.

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Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

All new structures would be constructed following the same methodology. With the exception of Queens 50 m extension, new revetment would be constructed beneath the decks.

Installation of steel tubular vertical piles:

Rock armour removed at the pile position, piles to be driven using vibro-piling as far as possible, but impact driving will be used to achieve required pile depths. A pre-cast concrete trough may be placed over the piles to allow plant to track forward and drive piles, or a temporary steels platform may be used. A piling rig would undertake percussive piling, it is assumed that a pile would require 6 hours to drive to depth, and 2 hours of this would comprise percussive piling – only one piling rig would be active at a time, with no more than 4 hours of percussive piling per day.

Vertical steel pile diameters 1016-1321 mm

Lateral Stability:

Lateral stability will be achieved either by installing bored and cased reinforced concrete raking piles or using a 'drive-drill-drive' method to bore rock sockets for vertical piles, followed by grouting. This would likely require marine plant.

Placement of New Revetment:

New revetments will be formed by placing fill, filter layers, and permanent rock armour. Compaction of the fill will be required and would not be undertaken at nighttime.

Suspended Deck Construction:

Once revetments and rock armour are complete, the suspended deck would be constructed by placing the remaining precast concrete troughs via crane to form beams. Deck would then be formed by placing precast concrete planks. Reinforcement of the load bearing surface would finalise the deck.

Finishing works to provide fender panels/fenders, mooring bollards and spring lines would take place at the end of the construction.

Material estimates:

fill material-278,298 m³ (202,668 m³ imported),

rock armour-25,311 m³

reinforced concrete-54,373 m³

steel reinforcement-5,665 t

steel excluding reinforcement-3,296 t

See ES Chapter 5 for detail.

Activity start date	Activity end date
01-JUL-2025	31-DEC-2031

Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

It is possible that the demolition and construction stage could occur over a longer duration, or wharfs constructed in a different order, and it is requested that the sequencing of demolition and construction is read as indicative.

Based on the indicative programme, the Western Wharf, Northern Wharf, Queens Wharf and FLOW deck have the following indicative durations:

Western Wharf: Construction: 48 weeks duration

Northern Wharf: Construction: 22 weeks duration

Queens Wharf: Construction: 11 weeks duration

FLOW Deck: Construction: 40 weeks duration

These durations are considered worst-case but are not confirmed.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Potential impacts associated with the demolition and construction of the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Piling and demolition would not occur at night-time .

Only one piling rig would be active at a time, with no more than 4 hours of percussive piling per day.

Demolition and piling would not occur concurrently.

Vibro-piling would be utilised where reasonably practicable and where appropriate to achieve required pile depths.

Soft-start methodology would be utilised for percussive piling.

Use of a Marine Mammal Observer(s) during impact piling and demolition using a hydraulic hammer/breaker.

The ES provides a full description of the embedded mitigation and further mitigation proposed to minimise effects, summarised in ES Chapter 21 (Residual Effects)

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The ES and supporting documents provided as part of this application should be reviewed in conjunction with this section to establish the full range of effects assessed and the embedded/proposed mitigation.

Construction of new works

Use intended to be made of the works

You should detail the use that will be made of the works. For example, if you are proposing to build a quay to use for unloading cargo then you should detail the type of cargo, quantity to be unloaded, frequency of unloading, methodology of unloading and any other relevant information. (max. 2000 characters)

New deck structures will reinstate full alongside berth capacity to facilitate the range of vessel types that use Falmouth Docks currently, along with capacity for Excellence Class cruise vessels and the potential new use for FLOW device assembly and maintenance from Celtic Sea sites.

Falmouth Docks Development Boundary - Maintenance Dredge

Site

Please see included locations.kml file for detailed site locations.

Activity details

Activity type

Please select the type of activity that would take place. If more than one activity would take place you should enter the details of one activity here and then add another activity.

Activity type

Dredging

Activity subtype

Navigational dredging (maintenance)

General

Activity title

Enter the title of this activity (max. 250 characters)

Maintenance Dredge

Activity description

You should include a detailed description of the activity. For construction activities, this should include the dimensions of the works and materials to be used. (max. 2000 characters)

Limited maintenance dredging is proposed for the project. Based on modelling results it is anticipated that the volume of maintenance dredging is estimated to be up to 8,000 m³ every 5 years (or depending on operational requirements up to approximately 16,000 m³ every 10 years), as required, mostly within the eastern berth pocket.

Activity methodology

Your method statement should clearly explain how you are going to carry out the activities providing detail on any materials and plant to be used as well as proposed programme timings. (max. 2000 characters)

Maintenance dredge would follow the marine licence conditions, and the same methodologies as proposed.

Pockets to be formed using a backhoe dredge with an environmental (closed lid) 10 m³ bucket – designed to minimise the release of suspended sediment into the water column. The bucket size has not yet been confirmed by a contractor but 10 m³ is the maximum size to ensure precautionary modelling approach. Dredging will be limited to occur during the flood tide, from 1.75 hours before low water to 1.75 hours before high water (which has been modelled and demonstrates further reductions in sediment deposition in sensitive areas).

The production rate for the dredger (using a 10 m³ bucket) is approximately 11,000 m³ per week

Activity start date	Activity end date
----------------------------	--------------------------

31-DEC-2031	31-DEC-2041
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Activity programme

You should detail the proposed programme of works for the activity. This should include proposed start and end dates for the activity. It should also include details of any elements that need to be completed by a certain date and details of any time periods during which the activity could not be carried out and the reasons for this. It should also include proposed working hours. (max. 2000 characters)

Based on modelling results it is anticipated that the volume of maintenance dredging is estimated to be up to 8,000 m³ every 5 years (or depending on operational requirements up to approximately 16,000 m³ every 10 years), as required, mostly within the eastern berth pocket. Based on the production rates set out above, dredging is anticipated to require 1 week-10 days per maintenance campaign (assuming 8,000 or 16,000 m³).

When dredging is taking place it is assumed that this will be 7 days a week at any time of day according to the tidal window to ensure efficient use of marine plant.

Potential impacts

You should detail the potential impacts this activity may have. This should include social, economic and environmental impacts. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Potential impacts associated with the project as a whole have been assessed within the ES provided as part of this application, prepared in accordance with the Scoping Opinion (as amended) received from the MMO and CC. At the time of maintenance dredging, it is assumed that fewer contaminants would be present within the seabed, due to the capital dredge remediation therefore all sediment would be disposed of at the marine disposal site.

Proposed mitigation

You should detail the mitigation you propose in response to the potential impacts. This should include a detailed explanation of the mitigation measure and evidence to demonstrate that the mitigation is likely to be successful. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Dredging will be undertaken using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket, to minimise sediment mobilisation and release.

Dredging will be undertaken non-continuously and according to tides: dredging to be undertaken specifically from 1.75 hours before low water to 1.75 hours before high water.

The ES provides a full description of the embedded mitigation and further mitigation proposed to minimise effects, summarised in ES Chapter 21 (Residual Effects)

Residual risks

You should detail the residual risks from the activity following the mitigation. This should include an assessment of the significance of the risks and evidence to show why these risks cannot be avoided or further mitigated. (max. 2000 characters)

ES Chapter 21 (Residual Effects) provides a full description of the embedded mitigation and further mitigation proposed to minimise effects and the resulting residual effects

Additional supporting information

You should use this section to provide any further information about this activity that you wish to have taken into account in the processing and determination of this application. (max. 2000 characters)

The ES and supporting documents provided as part of this application should be reviewed in conjunction with this section to establish the full range of effects assessed and the embedded/proposed mitigation.

Navigational dredging (maintenance)

Please provide background information on dredging activities that have taken place in this area previously. This will help us assess the impact of your proposed activities.

You can also supply information in the additional supporting information box above.

Number of years dredging that has been carried out

97

Average number of dredging campaigns that have been carried out per year

Average volume of material that has been dredged per campaign (m³)

Average volume of material that has been dredged per year (m³)

Number of years that dredging has been carried out in its current form

Material details

Start date	01-DEC-2036	End date	31-DEC-2041
Method of dredging	Mechanical - Backhoe	Material	Silt (31.25-62.5um)
Specific gravity	1.5	Dredge depth below chart datum (m)	-10.5
Existing depth below chart datum (m)	-10.5	Maximum amount to be dredged (m3)	16000
Date last dredged			

Further details

Maximum amount to be dredged per campaign (m3)

16000

Sample analysis

You should provide analysis of the sediment to enable a determination to be made about whether the material is suitable for disposal to sea. This should include particle size analysis and analysis against Cefas Action Levels. (max. 2000 characters)

Sediment analysis undertaken to inform EIA for capital dredge, see information provided against this activity

Please provide a copy of the analysis file

Destination of material

You should detail the destination of the material and whether this is going to be taken to land or is proposed to be disposed of to sea. If this has already been detailed elsewhere in the application it is sufficient to reference that. (max. 2000 characters)

Propose to send material to Falmouth Bay as set out in capital dredge section, all material assumed to be suitable for disposal at sea.

Is a maintenance dredge protocol in place for this area?

☒ Yes ☐ No

Please give details and upload a copy if possible

(max. 2000 characters)

The Fal and Helford Maintenance Dredge Protocol permits FDEC to remove up to 1,800 m3 silt material every 3 years (or 600 m3 every year) within no. 2, dock gate pit.

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Have you obtained written agreement from Natural England that the dredging could be considered under the accelerated licensing process?

The accelerated licensing process applies to certain types of small-scale low-risk dredging activity.

☐ Yes

☒ No

Marine plan policies

Access

SW-ACC-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Falmouth Docks itself is not publicly accessible, and the existing restrictions on public access would remain in place throughout the demolition and construction and operational stages of the proposed development.

Falmouth Docks would remain operational throughout the demolition and construction stage. The proposed development would enhance access to the wider marine area by increasing the berth capacity for cruise ships (up to Excellence Class) and therefore supporting the growth of tourism in Cornwall. The proposed development therefore supports this policy.

Chapter 13: Transport of the ES submitted to support this application discusses the impacts and effects of the proposed development on transport and accessibility in the local area, with consideration of effects on public transport, severance, driver delay and pedestrian and cyclist delay. No significant effects are identified in relation to public access to and within the marine area, the proposed development is therefore considered to support this policy.

Air quality

SW-AIR-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Chapter 15: Air Quality and Chapter 16: Climate of the ES submitted to support the application detail activities which could directly or indirectly impact on local air quality and greenhouse gas emissions during the demolition and construction and operational stages of the proposed development, and conclude there would be no significant

effects.

A GHG Emissions Assessment has been undertaken for the proposed development, taking into account demolition and construction stage and operational stage contribution to the UK carbon budgets (see ES Chapter 16: Climate Change). The proposed development is assessed as being compatible with the budgeted, science-based 1.5 °C trajectory in terms of rate of emissions reduction. The design evolution of the proposed development was informed by a 'designing out carbon workshop' run in December 2023. The proposed development has embedded measures to reduce carbon, such as maximising re-use of materials, as described in Chapter 16: Climate and Chapter 17: Material Resources and Waste.

In relation to local air quality, the following effects have been identified and assessed during the demolition and construction stage: dust impacts on human health and amenity, odour emissions from dredged material stock-piles and vehicle exhaust emissions with associated NO₂, PM₁₀ and PM_{2.5}. These effects are not considered to be significant, and in line with best practice a Construction Environmental Management Plan (CEMP) including dust mitigation and traffic management measures will be implemented (see Outline CEMP which supports this application). With regards to operational air quality, no significant effects have been identified and the site is suitable for the proposed uses during the operational stage. Overall, the proposed development avoids, minimises and mitigates air pollution and greenhouse gas emissions and supports this policy. The proposed development has as an objective facilitating the FLOW market, therefore supporting the transition to renewable energy, reduction in greenhouse gas emissions and the mitigation of climate change.

Aquaculture

SW-AQ-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development does not relate to provision of infrastructure for aquaculture. However, the proposed development will require the relocation of Falfish (fish wholesaler within the site) within the Docks site, allowing Falfish operations to be retained at the site and enabling fish landings to continue. Due to this relocation and retention, ES Chapter 10: Commercial Fisheries and Shellfisheries accordingly concludes that no significant effects on Falfish will occur during the demolition and construction stage, and no effect will occur during the operational stage.

Biodiversity

SW-BIO-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development has considered impacts on priority habitats and species through ES Chapter 9: Marine Ecology, including fish, marine mammals and maerl and seagrass which are sub-features of the Fal and Helford SAC designated site.

The proposed development has sought to avoid and minimise the potential for significant adverse effects on such species and habitats through both its design and methodology for dredging, demolition and construction. This includes:

- Re-using existing infrastructure where possible and minimising the scale and extent of dredging as far as practicable whilst meeting design objectives (including avoiding dredging in the approach channel to the Docks where higher quality maerl has been

identified);

- Measures to minimise underwater and airborne noise, including: Demolition and piling would not occur concurrently or at night-time, No more than 4 hours of percussive piling per day, No more than 1 hour of demolition with hydraulic hammer per day, Vibro-piling where possible, JNCC(2010) guidelines including Marine Mammal Observer(s) and soft-start procedure for all use of a hydraulic hammer and impact piling;
- Measures to minimise effects relating to elevated suspended sediment concentrations and deposition effects: Dredging using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket and dredging from 1.75 hours before low water to 1.75 hours before high water; and
- Adherence to standard measures in a CEMP including protection of surface waters, pollution prevention, noise mitigation measures, and appropriate handling of materials and waste.

With the use of such measures, as assessed within Chapter 9: Marine Ecology, no significant adverse effects on priority habitats and priority species, and their distribution, is predicted. Overall, the proposed development supports this policy.

SW-BIO-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Within Chapter 9: Marine Ecology, the Water Framework Directive (WFD) Assessment and the Habitats Regulations Assessment, the proposed development's impacts on native species and habitats such as fish, ornithology, marine mammals and benthic receptors have been assessed. As described under SW-MPA-1 and SW-BIO-1, with the implementation of mitigation measures regarding underwater sound and dredging equipment and timings, no significant effects on native species and habitat adaptation or connectivity (e.g. on maerl) or migration (e.g. for diadromous fish) are predicted. Therefore the proposed development supports this policy.

SW-BIO-3

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development would not impact upon natural coastal habitats given its nature as an extension/repair/upgrade of port structures. There would be an increase in artificial intertidal hard structures at the site due to the increase in rock revetment area (see Biodiversity Net Gain Assessment for detail). Coastal habitats in proximity to the proposed development are identified to be intertidal habitats (rock and mudflats) at Flushing headland and upstream of the proposed development along the Penryn River. No impact pathway has been identified that could lead to significant effects on these coastal habitats – for example, no change to wave conditions, tidal water levels or sediment regime would occur that could lead to a change in the extent, function, structure or condition of coastal habitats. Accordingly, the proposed development supports this policy.

SW-HAB-1

Provide an explanation on how you have considered this policy

Policy not applicable:

As the site is not located in offshore waters, it is not in proximity to deep sea habitats and therefore this policy is not applicable and has not been considered further as there would be no interaction with the specific features of the policy.

Cables

SW-CAB-1

Provide an explanation on how you have considered this policy

Policy not applicable:

The proposed development does not involve any cable installation.

SW-CAB-3

Provide an explanation on how you have considered this policy

Policy not applicable:

The proposed development is not located close to existing subsea cables, therefore this policy is not applicable as there is no interaction with specific features of the policy.

Climate change

SW-CC-1

Provide an explanation on how you have considered this policy

Policy not applicable:

The proposed development is not located within proximity to habitats that provide flood defence or carbon sequestration, and accordingly will neither involve the conservation, restoration or enhancement of such habitats nor cause a significant adverse impact on these. Therefore, this policy is not applicable and not considered further as there is no interaction with specific features of the policy.

SW-CC-3

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development design has taken into account the impacts of climate change and coastal change, including flood risk, sea level rise and changes to offshore wind and waves, and is considered to be resilient to these. The proposed development would extend the design life of the marine infrastructure, including minimum proposed deck levels that are set approximately 600 mm above the peak maximum modelled flood level, the 1 in 1,000-year event adjusted for climate change, whilst accounting for the maximum increased wave allowance as determined in the Wave Modelling Assessment (Technical Appendix 6.1).

No climate change adaptation measures within or outside of the project area have been identified that could be impacted by the proposed development, this element of the policy is therefore not considered applicable.

With regards to coastal change, modelling has been undertaken to predict changes to waves, sediment regime and tidal currents/flows as a result of the proposed development (see ES Chapter 6: Coastal Processes and Sediment Regime and accompanying Technical Appendices for model outputs). No significant impacts relating to coastal change are predicted: no effect on tidal water levels, only small and transient impacts on current speeds, and no significant change to sediment regime are predicted. Similarly, the Flood Risk Assessment concludes that any flood risk is appropriately managed by the proposed development over the lifetime of the development, taking climate change into account and fittingly for the vulnerability of proposed users. Therefore, the proposed development supports this policy.

Co-existence

SW-CO-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development supports this policy. At the existing site, the limited berth capacity results in conflicts between the various activities and users (including commercial cargo shipping, commercial fishing, cruise vessels and military vessels) at Falmouth Docks. The proposed development has as an objective the resolution of these conflicts by increasing, extending, and upgrading deck facilities and berth capacity. The design of the proposed development has evolved to optimise the use of space, such as through the minimisation of dredge pocket sizes, and the re-use of existing infrastructure where practicable. The proposed development is therefore considered to promote the co-existence and co-operation of existing and new activities (FLOW) at Falmouth Docks. The proposed development design has taken into account access requirements for the dry docks adjacent to the site, which are used for essential ship repair and will not be compromised by the proposed development. Falmouth Docks would also remain operational throughout the demolition and construction stage of the proposed development. The proposed development is therefore considered to not have significant adverse impacts on, or displace, existing activities.

Cross-border co-operation

SW-CBC-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development is not considered to impact other marine plan areas or other countries given the distance between the proposed development and these.

Cross-border impacts and other marine plan areas are therefore not applicable.

In addition to marine works below MHWS, the proposed development involves terrestrial works and the site lies within the jurisdiction of Cornwall Council (CC). Full planning permission is therefore being sought from CC (PA25/01598).

A request for an EIA Scoping Opinion was submitted to the MMO and CC and responses received from both authorities in 2023. Evidence of consultation and consideration of responses received at the EIA Scoping stage, and of consultation at later stages, are outlined in the relevant Chapters and Technical Appendices of the ES.

Cumulative effects

SW-CE-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

No other existing, authorised or reasonably foreseeable proposals have been identified which could interact with the scale or scope of the proposed development, therefore no inter-project cumulative effects are considered possible. Intra-project cumulative effects are assessed in Chapter 20: Intra-cumulative effects of the ES submitted to support the application and would be managed through implementation of a CEMP, based on the Outline CEMP.

Defence

SW-DEF-1

Provide an explanation on how you have considered this policy

Policy not applicable:

The proposed development is not within or affecting MOD areas and therefore this policy is not applicable as there is no interaction with the specific features of the policy. However, Falmouth Docks is used by MOD vessels which berth at the docks for prolonged periods of time. The re-instatement of full berth capability and increase of berth capacity at the Docks is considered to benefit operations at the site and prevent conflict between the use of berths by MOD vessels and other vessels at the site.

Disturbance

SW-DIST-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The Habitats Regulations Assessment and Chapter 9: Marine Ecology of the ES submitted to support this application detail activities which could lead to adverse physical disturbance or displacement impacts on highly mobile species, including fish, ornithology, and marine mammals. Disturbance and displacement effects have been considered in the context of the following:

- Ornithology: Underwater and airborne noise disturbance, Introduction of light and visual disturbance, Changes to foraging habitat (see HRA); and

- Fish and marine mammals: Habitat removal and disturbance, Elevated suspended sediment concentrations, Underwater noise (see Chapter 9: Marine Ecology).

In addition to avoiding and minimising effects by minimising the scale of development (e.g. number of piles), the proposed development will suitably avoid, minimise and mitigate any likely significant effects relating to disturbance during the demolition and construction stage of the proposed development through the following measures:

- Demolition and piling would not occur concurrently or at night-time;

- No more than 4 hours of percussive piling per day;

- No more than 1 hour of demolition with hydraulic hammer per day;

- Vibro-piling where possible;

- Use of the JNCC, 2010 guidelines, including the deployment of Marine Mammal Observer (MMOb) and soft-start for all use of a hydraulic hammer and impact piling;

- Dredging using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket, to minimise sediment mobilisation and release;

- Dredging from 1.75 hours before low water to 1.75 hours before high water to minimise sediment deposition; and

- Adherence to Construction Environmental Management Plan and measures such as minimisation of vessel and vehicle idling, avoidance and/or minimisation of the overlap of any noisy activities, undertaking regular checks of plant and machinery to ensure these are working effectively and turning off engines when not in use.

With the implementation of the above, no significant disturbance or displacement effects are predicted for highly mobile species. Therefore, the proposed development supports this policy.

Dredging & disposal

SW-DD-1

Provide an explanation on how you have considered this policy

Policy not applicable:

The proposed development is not within an area of authorised dredging activity nor is it anticipated to conflict with any other authorised dredging activity or navigational dredging, therefore this policy is not applicable as there is no interaction with specific features of the policy.

SW-DD-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development is not considered to cause a significant adverse impact on licensed disposal sites. The chosen disposal site for dredge arisings is Falmouth Bay (B) Disposal Site (PL075). Dredging to be undertaken as part of the proposed development is in line with MMO and Cefas guidelines, with appropriate sediment samples taken and analysed, to ensure appropriate disposal of sediments in line with the disposal site's existing licence conditions. The proposed development therefore supports this policy.

SW-DD-3

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development involves dredging to deepen berth pockets and surface skim of seabed. The volume and extent of dredging has been minimised as far as possible to reduce the amount of dredging in the first instance ('prevention' is prioritised on the waste hierarchy). This includes avoiding any dredging of the channel and limiting dredging to the vicinity of the berths. The disposal of dredged material has considered the waste hierarchy and the results of Ground Investigation works, and would not require the identification of new disposal sites. The dredge material characteristics have been considered in order to assess the feasibility of various disposal options such as Incineration, Spreading on Agricultural Land, Construction Fill/Material, Aggregate Production, Beach Nourishment, Recycling Centre, Disposal at Sea and Landfill. The technical, economic and environmental advantages and disadvantages of each short-listed option was considered. In line with the waste hierarchy, the following disposal options would be utilised (listed in order of preference): re-use as construction fill/material, disposal at sea at Falmouth Bay Disposal Site, use of recycling centre on land and landfill (see Ground Investigation Interpretative Report and Best Practicable Environmental Option (BPEO) Assessment for Dredging for full details). Disposal would therefore be in line with the waste hierarchy in order to minimise adverse environmental impacts as far as reasonably practicable.

Employment

SW-EMP-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development is considered to support this policy as it would future-proof Falmouth Docks and the existing services/industries it provides as well as support the creation of new marine-related employment in the area associated with FLOW.

The potential for significant effects on employment levels has been considered within

Chapter 19: Socio-economics of the ES submitted to support this application, which is supported by a technical appendix (Economic Impact of the Proposed Redevelopment at Falmouth Docks (Rothwell, 2022)), which provides details of the potential economic and employment growth that could result from the proposals, both in the local and wider region.

During the demolition and construction stage, marine construction-related employment would be generated. ~397 FTE jobs could be generated as well as another 318 indirect FTE. During the operational stage, the proposed development will create additional marine-related employment across cargo, cruise and FLOW activities (a significant beneficial effect at local and district levels). By supporting existing and new jobs, the proposed development supports this policy by delivering a variety of other socio-economic benefits:

- Supporting sustainable economic growth within the Falmouth and Cornwall economies.
- Providing significant numbers of construction jobs, with direct and indirect socio-economic benefits, associated with increased expenditure on local goods and services.
- The upgrading of existing poor quality dock infrastructure to provide safe and more efficient and effective cargo handling facilities, that will increase Falmouth's cargo handling capacity and deliver other associated socio-economic benefits.
- The improvement of existing dock infrastructure to facilitate both the existing cruise liner business and deliver the potential that exists to increase the number of cruise liner visits, passenger numbers visiting Cornwall, and the direct and indirect socio-economic benefits of spend by passengers and crew and other service-related activities.
- Various FLOW related servicing activities that will enable Falmouth and Cornwall to secure a significant part of this growing and important renewable energy sector. Also securing significant associated growth in jobs, income and related skills in this sector to the benefit of Falmouth and Cornwall.
- Ensuring that A&P Falmouth, with the FDEC, can modernise its dock infrastructure and facilities to expand its existing commercial offer to meet modern needs, and remain competitive, so that it can continue to play a pivotal role in the local economy and safeguard its role as a key local employer.

Fisheries

SW-FISH-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development involves the retention of the existing landing used by Falfish (a fish wholesaler operating from Falmouth Docks). As such, the proposed development would support this policy by ensuring the continuity of fishing industry at Falmouth Docks.

SW-FISH-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Chapter 10: Commercial Fisheries and Shellfisheries of the ES submitted to support this application details the potential impacts of the proposed development on commercially exploited fish and shellfish species, and potential consequent indirect impacts on the fisheries that target them. No significant effects would occur in relation to exclusion of fishermen/fishing effort from fisheries/harvesting areas in the vicinity of the site or temporary and permanent depletion of stock or displacement of stock away from the site, consequently no mitigation measures to protect fishing activities are required. The proposed development therefore supports this policy.

SW-FISH-3

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Chapter 9: Marine Ecology of the ES submitted to support this application discusses the potential impacts of the proposed development (during both the demolition and construction and operational stages) on marine ecology receptors, including shellfish and migratory and non-migratory fish. The Water Framework Directive (WFD) Assessment submitted to support this application also considers impacts to fish.

The baseline with regards to fish ecology has been characterised within Chapter 9: Marine Ecology, through a desk-study review. There is no indication of the presence of any important nursery grounds within the estuary. In EA TraC data, sand smelt, pilchards, gobies and sprat account for over 90% of fish sampled. With regards to diadromous fish, the only species recorded more regularly are trout and the European eel, although both have been recorded in low abundance, so whilst they have the potential to be present, the Fal is not a particularly important river for either species. With regards to shellfish, there are three Classified harvesting areas (Bivalve Mollusc Classification Zone, BMCZ) within 2 km of the proposed development.

With consideration of this baseline ecological context, effects on fish and shellfish relating to habitat removal and disturbance, elevated suspended sediment concentrations, suspended sediment deposition and underwater noise and vibration have been assessed and are not significant with the implementation of measures as follows:

- Demolition and piling would not occur concurrently or at night-time;
- No more than 4 hours of percussive piling per day;
- Vibro-piling where possible and use of soft-start methodology for percussive piling;
- Dredging using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket, to minimise sediment mobilisation and release; and
- Dredging from 1.75 hours before low water to 1.75 hours before high water to minimise sediment deposition.

Overall, no significant effects on fish and shellfish are predicted during the demolition and construction stage or the operational stage of the proposed development. As no significant adverse effects on fish or essential fish habitat (e.g. migratory routes or nursery grounds) are predicted, the proposed development supports this policy.

Heritage assets

SW-HER-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

ES Chapters 11: Marine Archaeology and 12: Heritage submitted to support this application detail the potential impacts of the proposed development on archaeology and heritage assets in the proposed development's surrounds. The proposed development has fully considered its proximity to the nearby heritage assets and Falmouth Conservation area.

Chapter 12: Heritage reports on the likely heritage effects associated with the demolition and construction stage and operational stage of the proposed development on the terrestrial historic environment (including both archaeological remains and built heritage assets). No significant effects relating to harm to heritage assets by way of change in settings would occur. In relation to the proposed demolition of buildings at the site, a limited programme of archaeological works would be undertaken to allow any remains to be investigated and recorded if required (as agreed with consultees).

In relation to marine archaeology, measures (including adhering to a Protocol for Archaeological Discoveries, recovery and recording of identified anchors, palaeoenvironmental assessment of peat deposits) within a Written Scheme of Investigation (WSI, see Technical Appendix 11.3) will suitably avoid, minimise and mitigate impacts on known and potential marine archaeology receptors from demolition and construction activities (including dredging) due to physical disturbance of the seabed and sub-seabed (see Chapter 11: Marine Archaeology). No significant effects on heritage receptors and the historic seascape are anticipated. Therefore, the proposed development supports this policy.

Infrastructure

SW-INF-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development supports this policy, as it comprises the upgrade and extension of marine and associated terrestrial infrastructure in order to support both marine and land-based activities at Falmouth Docks, which are currently limited by the existing site's berth capacity and poor condition infrastructure. This would allow the design objectives to be met, thereby ensuring that the existing range of marine industries served by Falmouth Docks (including glass recycling and granite export, cruise activities and commercial fisheries) are maintained and future-proofed. Furthermore, the provision of port infrastructure for FLOW devices would allow diversification of the industries supported by Falmouth Docks to include the renewable energy market and to support offshore wind.

SW-INF-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development supports this policy, as it involves the upgrade and repair of existing landing facilities at Falmouth Docks which enable the loading and unloading of goods, catch, freight, waste and passengers. For example, the proposed development would repair the existing central causeway and Western Wharf to make these viable and safe for operational use. In addition, the proposed increase in berth capacity and the pocket dredge of berth areas to achieve the underkeel clearance required for larger cruise vessels would allow a larger quantity and variety of vessels to use the landing facilities at Falmouth Docks. The proposed development would therefore not have any adverse impact on existing landing facilities.

Invasive non-native species

SW-INNS-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The EclA and Chapter 9: Marine Ecology submitted as part of this application assess potential risks from the introduction and/or spread of invasive non-native species (INNS) and appropriate mitigation measures to avoid or minimise any significant adverse effects relating to INNS.

During the demolition and construction stage, the following considerations have been

made with respect to INNS: introduction of materials to the marine environment, biofouling and discharge of ballast water (see Chapter 9: Marine Ecology). As the new piles and concrete structures to be installed as part of the proposed development will not originate from the marine environment, there is a negligible risk of introducing INNS. Implementation of best practice control and management measures during demolition and construction will also avoid and minimise risk of INNS:

- Adherence to a Biosecurity Risk Assessment and Plan as part of CEMP;
- Adherence to International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention); and
- Adherence to International Maritime Organisation (IMO) Guidelines for the control and management of ships' biofouling (Biofouling Guidelines 2011).

During the operational stage, users will follow existing measures and protocol at the current site to avoid, minimise and mitigate the introduction and transport of INNS. Therefore, the proposed development supports this policy.

SW-INNS-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

FDEC are responsible for controlling the introduction, transport or spread of invasive non-native species at the site, such as by setting biosecurity protocols which are and would be followed by those accessing the site, including construction staff and vessels. Therefore the proposed development supports this policy.

Knowledge, understanding, appreciation & enjoyment

SW-SOC-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

As the site is not publicly accessible, the proposed development does not include proposals to directly enhance public knowledge and understanding of the marine environment. However, Falmouth Docks would be able to accommodate cruise ships up to Excellence Class once the proposed development is in place, bringing visitors to enjoy and appreciate Falmouth, Cornwall and the marine environment. Therefore, the proposed development is considered to support this policy.

Land

Land

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Full planning permission (PA25/01598) has been requested from Cornwall Council to cover the elements of the proposed development above MHWS. The ES has been prepared in support of the proposed development as a whole. Relevant national and local policy has been considered with the Planning, Design & Access Statement (tor&co 2025) which has been submitted to Cornwall Council with the planning application package. This concludes that overall, the project will bring significant benefits to the local area and Cornwall as whole. The proposed development as such presents an excellent opportunity to enhance and modernise Falmouth Docks through a policy compliant scheme, and planning permission should therefore be granted.

Marine litter

SW-ML-1

Provide an explanation on how you have considered this policy

Policy not applicable:

As per the existing site arrangements, waste produced during the operation of the proposed development would be managed by a private contractor, therefore this policy is not applicable and has not been considered further as there is no interaction with the specific features of the policy.

SW-ML-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The Outline Site Waste Management Plan (SWMP), Outline Construction Environmental Management Plan (CEMP) and Chapter 17: Material Resource and Waste of the ES submitted to support this application identify measures to be adopted during demolition and construction, in order to manage risks associated with waste generation. In line with marine licence conditions and legal requirements, all site waste would be removed from site following the completion of the demolition and construction stage and taken to suitably permitted/licenced waste facilities for processing and segregation, recycling, recovery and/or disposal (in line with the waste hierarchy, re-use and recycling will be undertaken as far as reasonably practicable). Careful management of waste (via the SWMP and CEMP) will include measures such as waste contractors collecting waste holding a valid waste carriers licence and use of waste transfer notes complying with Duty of Care requirements. Waste will be appropriately stored and segregated on-site to avoid accidental release/entry into the marine environment. Lastly, by re-instating alongside berth capability and increasing berth capacity and upgrading deck facilities, the proposed development would also allow the site's targets for the export of glass recycling to be met.

Overall, the proposed development supports this policy.

Marine protected areas

SW-MPA-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The Marine Protected Areas (MPAs) within the proposed development's zone of influence are the Fal and Helford SAC (within which the site lies and which is designated for a variety of features and sub-features including maerl) and Falmouth Bay to St Austell Bay SPA (located adjacent to the site and designated for wintering birds). Impacts on these have been assessed fully within the Habitats Regulations Assessment (HRA) with regard to their objectives and ecological coherence.

In relation to the SPA, the following effects have been assessed within the HRA:

- Disturbance (noise and vibration, including underwater noise);
- Collision risk with static or moving objects not naturally found in marine environment;
- Introduction of light and visual disturbance;
- Contamination and surface water quality;
- Changes to foraging habitat (including hydrodynamic changes to intertidal habitat); and

•INNS.

In relation to the SAC, the following effects have been assessed within the HRA:

- Habitat removal and disturbance;
- Overshadowing and changes to light;
- Increased suspended sediment concentrations;
- Suspended sediment deposition;
- Contaminated sediment mobilisation and deposition; and
- INNS.

The proposed development supports this policy as it avoids, minimises and mitigates impacts on MPAs, in the following ways:

- Re-using existing infrastructure where possible and minimising the scale and extent of dredging as far as practicable whilst meeting design objectives (including avoiding dredging in the approach channel to the Docks where higher quality maerl has been identified);
- Measures to minimise underwater and airborne noise, including: Demolition and piling would not occur concurrently or at night-time, No more than 4 hours of percussive piling per day, No more than 1 hour of demolition with hydraulic hammer per day, Vibro-piling where possible, Soft-start procedure for all use of a hydraulic hammer and impact piling;
- Measures to minimise effects relating to elevated suspended sediment concentrations and deposition effects: Dredging using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket and dredging from 1.75 hours before low water to 1.75 hours before high water; and
- Adherence to standard measures in a CEMP including protection of surface waters, pollution prevention, noise mitigation measures, and appropriate handling of materials and waste.

The HRA has considered the statutory advice and guidance on the conservation status and objectives of the MPAs close to the site and incorporates these factors into the conclusions of the assessment. No likely significant effects are predicted for the Falmouth Bay to St Austell Bay SPA and its qualifying features. The proposed development is not considered to adversely impact the integrity of the Fal and Helford SAC. Overall, the proposed development supports this policy.

SW-MPA-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

As described under SW-MPA-1, the HRA has assessed the potential impacts of the proposed development demolition and construction stage and operational stage on the relevant MPAs, and has concluded that no likely significant effects are predicted for the Falmouth Bay to St Austell Bay SPA and no adverse impact on site integrity is predicted for Fal and Helford SAC. Accordingly, the resilience of these MPAs and their ability to adapt to climate change is not anticipated to be affected by the proposed development, and the proposed development supports this policy.

SW-MPA-3

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development is not located within the Falmouth Bay to St Austell Bay SPA and so this is not considered further. With regards to the Fal and Helford SAC, the extent of the proposed development site boundary within this MPA has been minimised as far as practicable, as the scale of the proposed works has been reduced to avoid and minimise impact on the SAC. This includes avoiding dredging in the approach channel to the Docks where higher quality maerl has been identified, minimising the extent of dredging as far as practicable whilst meeting design objectives.

SW-MPA-4

Provide an explanation on how you have considered this policy

Policy not applicable:

Due to the location and nature of the proposed development, the proposed development is not in proximity to nor does it have the potential to adversely impact on designated geodiversity. Therefore, this policy is not applicable and has not been considered further as there is no interaction with the specific features of the policy.

Ports, harbours & shipping

SW-PS-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development supports this policy, as it is considered to be a sustainable port development and is not anticipated to adversely impact future opportunity for sustainable expansion of the dock and harbour activities. Whilst the proposed development is not a Nationally Significant Infrastructure Project (NSIP), it is considered to align with the Government's aims for sustainable port development under the National Policy Statement for Ports. These aims include, but are not limited to, port infrastructure that:

- preserves, protects and where possible improves marine and terrestrial biodiversity;
- ensures that access to and condition of heritage assets are maintained and improved where necessary;
- minimises emissions of greenhouse gases from port related development;
- is well designed, functionally and environmentally;
- is adapted to the impacts of climate change;
- is an engine for economic growth; and
- provides additional capacity for the development of renewable energy.

The proposed development would not restrict current dock and harbour activity or future growth, rather, it would enable long-term strategic decisions and support competitive and efficient dock operations through the upgrade and repair of dock infrastructure (including deck facilities), the reinstatement of full alongside berth capability, and the increase in berth capacity. These measures are together considered to future-proof the port with respect to current port activities (such as cruise and cargo) and future activities (FLOW).

Falmouth Docks would remain operational throughout the duration of the proposed development's demolition and construction stage, with works co-existing with current port and harbour activities. FDEC are the statutory harbour authority and will continue to comply with the requirements of the Port Marine Safety Code.

The Navigation Risk Assessment (NRA) submitted to support this application was informed by a hazard identification (HAZID) workshop which took place in January 2024. The NRA details any risks to the safety of navigation during both the construction and operation stages of the proposed development, and any suitable measures and controls to reduce such risks. From the NRA process, 28 potential future controls (mitigation measures) were identified, split between the construction and operational stages of the proposed development. These are fully listed within the NRA but include (and are not limited) to measures such as Notice to Mariners and Contractor RAMS. The NRA concludes that with the implementation of future controls by FDEC, the marine risks can be maintained within a level that is both 'As Low As Reasonably Practicable' and tolerable. Accordingly, the proposed development is not anticipated to detrimentally or materially affect safety of navigation.

Overall, the proposed development supports this policy.

SW-PS-4

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

By re-instating full berth capability and increasing berth capacity at Falmouth Docks through the repair, upgrade and extension of wharves and deck facilities, the proposed development would facilitate vessel movements and shipping. This includes the import and export of goods and cargo including granite and glass recycling. The proposed development is therefore considered to support the continuity of shipping as an alternative to other modes of transport, which is fundamental to the existing business and operations at Falmouth Docks. The proposed development therefore supports this policy.

Renewables

SW-REN-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development supports this policy, as it will provide the port infrastructure required to support the assembly and maintenance of renewable floating offshore wind (FLOW) devices. The proposed development would therefore enable the provision of renewable FLOW technologies and support the supply chain, making use of the site's location in proximity to the Celtic Sea, within the 72-hour weather forecasting window required for FLOW and towing distances.

Seascape & landscape

SW-SCP-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development comprises extension and upgrade of the existing port infrastructure at Falmouth Docks and has been designed to match the geometry and elevation of the existing Docks. It is located within the industrial landscape of the existing Falmouth Docks area and overall would be visually compatible with its surroundings.

Chapter 18: Seascape, Landscape and Visual Impact Assessment of the ES submitted to support this application details the potential impacts of the proposed development on the seascape and landscape of the area (including nationally designated areas such as the Cornwall National Landscape). The proposed development would be located within the industrial landscape of the Falmouth Docks area. Although the wider host landscape is rural in character, the proposed development would be viewed in the context of the existing Docks and situated in the foreground of the settlement edge in longer-distance views from the sea and along the coastline. The proposed development would increase the height and scale of the structures and elements within the Docks but would remove these urbanising features from more sensitive, rural locations.

The assessment examines two scenarios to account for the dynamic nature of future operations, including the potential worst-case scenario for docking vessels. In the reasonable worst-case, Scenario One, involving one Royal Fleet Auxiliary (RFA) vessel,

one cruise ship, one passenger ferry, no significant landscape or seascape effects are anticipated. This is also the case for the demolition and construction stage.

Scenario Two, representing a maximum worst-case scenario during the operational stage, considers the combined impact of the FLOW Deck and the berthing of two Excellence Class cruise ships. The proposed development would integrate with its surroundings, remaining consistent with the existing industrial and active dockland character of the area. While significant effects could be experienced by some receptors, these are typically temporary and fully reversible, occurring for short timescales (a fully assembled FLOW device with two turbines would only be temporarily present for up to two weeks). The townscape and landscape are deemed capable of accommodating the identified effects without the development becoming a dominant feature in the study area. Overall, the assessment concludes that the landscape and seascape have sufficient capacity to adapt to the changes proposed.

In addition, when considering the temporary and reversible adverse effects, significant consideration should be given to the need for the proposed development and associated public benefit and economic contribution of the docks and the proposed development to the region's economy. The proposed development modernises Falmouth Docks and is essential given the urgent need for the current dock infrastructure to be replaced and upgraded, along with diversifying and expanding its current use. In addition, the proposed development aims to address existing operational constraints and also support the renewable energy sector, specifically the deployment of floating offshore wind (FLOW) projects, thus contributing to UK and Cornwall's net-zero carbon goals.

The proposed development will deliver significant local socio-economic benefits, including:

- Supporting sustainable economic growth within the Falmouth and Cornwall economies.
- Providing significant numbers of construction jobs, with direct and indirect socio-economic benefits, associated with increased expenditure on local goods and services.
- The upgrading of existing poor quality dock infrastructure to provide safe and more efficient and effective cargo handling facilities, that will increase Falmouth's cargo handling capacity and deliver other associated socio-economic benefits.
- The improvement of existing dock infrastructure to facilitate both the existing cruise liner business and deliver the potential that exists to increase the number of cruise liner visits, passenger numbers visiting Cornwall, and the direct and indirect socio-economic benefits of spend by passengers and crew and other service-related activities.
- Providing a crucial new hub for supporting Floating Offshore Wind (FLOW) projects, a key part of the UK's strategy to transition to Net Zero by 2050. Thus, supporting Cornwall's objective to become a leading provider of renewable energy and support of offshore energy in the UK.
- Various FLOW related servicing activities that will enable Falmouth and Cornwall to secure a significant part of this growing and important renewable energy sector. Also securing significant associated growth in jobs, income and related skills in this sector to the benefit of Falmouth and Cornwall.
- Ensuring that A&P Falmouth, with the FDEC, can modernise its dock infrastructure and facilities to expand its existing commercial offer to meet modern needs, and remain competitive, so that it can continue to play a pivotal role in the local economy and safeguard its role as a key local employer.

The public benefits arising from the proposed improved dock infrastructure are many and include new job creation, skills development and additional spend and economic activity within the Falmouth and Cornwall local economies. These should carry substantial weight and together outweigh any disbenefits.

Tourism & recreation

SW-TR-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The proposed development would increase berth capacity for cruise ships at Falmouth Docks. Once the proposed development is operational, Falmouth Docks would be able to accommodate cruise ships up to Excellence Class, thereby future-proofing the docks with respect to cruise capacity and projected growth in the tourism industry. As cruise ship tourism does not rely on overnight accommodation, of which there is a shortfall in Falmouth, the proposed development is considered to facilitate sustainable tourism in the area (and in Cornwall more widely), ensuring the continuity and increase in economic and social benefits of tourism, such as spending in the local economy. Impacts on tourism and recreation have been assessed within Chapter 19: Socioeconomics, no significant impacts on tourism (e.g. decrease in cruise visitors, direct disruption to cruise visits) are predicted during the demolition and construction stage as Falmouth Docks would remain operational throughout. A potential significant effect on local visitor accommodation during the peak tourist (summer) season due to construction workers will be minimised and mitigated via close monitoring.

Overall, there is considered a significant beneficial impact of the proposed development on local tourism and recreation, accordingly the proposed development supports this policy.

Underwater noise

SW-UWN-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Data regarding impulsive sound generation will be contributed as per requirements. The proposed development supports this policy.

SW-UWN-2

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

Chapter 7: Underwater Noise of the ES submitted to support this application reports on the outputs of underwater noise modelling undertaken for various worst-case construction and demolition activities that will generate impulsive or non-impulsive underwater noise (impact piling, dredging and demolition with hydraulic hammer).

Chapter 9: Marine Ecology and the WFD Assessment utilise the model outputs to assess the effects of underwater noise on mobile species such as fish and marine mammals, and, where required, detail measures to suitably avoid, minimise and mitigate any likely significant effects relating to underwater noise on sensitive mobile ecological receptors during the demolition and construction stage. This includes the following measures:

- Demolition and piling would not occur concurrently or at night-time;
- No more than 4 hours of percussive piling per day;
- No more than 1 hour of demolition with hydraulic hammer per day;
- Vibro-piling where possible; and

•Use of the JNCC, 2010 guidelines, including the deployment of Marine Mammal Observer (MMOb) and soft-start for all use of a hydraulic hammer and impact piling.

With the implementation of such measures to avoid, minimise and mitigate impacts, no significant adverse effects on mobile species are predicted.

Water quality

SW-WQ-1

Provide an explanation on how you have considered this policy

In accordance with policy objectives:

The WFD Assessment submitted to support this application details the potential impacts of the proposed development on the water environment and discusses the proposed development's compliance with the environmental objectives of the WFD. Chapter 8: Marine Water and Sediment Quality of the ES submitted to support this application details the potential impacts of the proposed development on marine water and sediment quality during both the demolition and construction and operational stages, and identifies no significant effects.

The proposed development could lead to impacts on water quality due to capital dredging operations mobilising and suspending contaminated sediments into the water column. The scale and extent of dredging has been minimised as far as reasonably practicable to avoid impacts. To reduce sediment dispersion resulting from the capital dredging, dredging will be undertaken using a backhoe dredger(s) with a 10 m³ (or smaller) lidded bucket, which minimises sediment mobilisation and release into the water. Dredging will be undertaken between 1.75 hours before low water to 1.75 hours before high water which also reduces the predicted dispersion distance of mobilised sediment (see WFD Assessment and Chapter 8: Marine Water and Sediment Quality). Following the Ground Investigation, detailed assessment has been undertaken in line with MMO requirements and in consultation with Cefas to screen sediment sample testing results against relevant action levels to assess the suitability of the dredged material for disposal at sea (as opposed to disposal to land i.e., to a landfill site). Accordingly, only dredged material suitable for disposal at sea would be disposed of at the Falmouth Bay (B) Disposal Site, whilst sediments not suitable for disposal at sea would be managed on land.

The proposed development is therefore considered to support this policy and avoid, minimise and mitigate deterioration of water quality in the marine environment.

Additional plan and policy information

Provide any further information about your consideration of the Marine Policy Statement (MPS), marine plans and policy objectives you would like the MMO to take into account when determining your application

The MPPS uploaded provides a full summary of assessment against the MPS and relevant marine plans. Through the repair, upgrade and extension of marine infrastructure and deck facilities, the proposed development aims to future-proof and provide efficiency to operations at Falmouth Docks. This would ensure the long-term viability and significance of Falmouth Docks and the industries it supports. Furthermore, the design and construction solutions aim to avoid, minimise and mitigate impacts to the environment, for example through the re-use of existing infrastructure and minimisation of dredging as far as practicable.

Do you have any relevant documents that support your consideration or assessment of the MPS or marine plan policies?

- ☒ Yes
☐ No

Upload any relevant documents that support your consideration or assessment of the MPS or marine plan policies

The MMO will only consider these documents in so far as your considerations are summarised and signposted in the relevant policy specific sections above.

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Created By: Miss Julia Thompson

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Have you considered or assessed this project with regard to other policy statements and spatial plans?

This includes national, regional and local policies and spatial plans

- ☒ Yes
☐ No

Provide an explanation of which other spatial plans and policy statements you have considered or assessed and how they have been considered or assessed

The MPPS uploaded as part of this application includes consideration of the UK Marine Policy Statement, the National Policy Statement for Ports, the UK 25 Year Environment Plan, Cornwall Local Plan, Falmouth Neighbourhood Development Plan and Cornwall and Isles of Scilly Shoreline Management Plan.

Do you have any documents to upload that support your consideration or assessments of other spatial plans and policy statements?

- ☐ Yes
☒ No

Licence conditions

Are there any conditions you consider should be added to the marine licence?

Any suggested conditions will be considered as part of the application and may be applied to the consent. However, proposed conditions may also be edited or removed and other conditions may be applied in addition to or in place of any conditions you propose.

- ☒ Yes ☐ No

Add conditions below. If the condition is relevant to a specific site or activity, please select it from the dropdowns. If the condition is relevant to the entire application, please select 'All Sites'.

If so, please give details:

Linked to	Condition	Condition reason	Actions
Site Falmouth Docks Develop...	Piling and demolition would not occur at night-time.	To minimise disturbance to sensitive receptors	
Activity Deck Constructi...			
Site Falmouth Docks Develop...	Only one piling rig would be active at a time, with no more than 4 hours of percussive piling per day.	To minimise disturbance to sensitive receptors	
Activity Deck Constructi...			
Site Falmouth Docks Develop...	Soft-start approach to be implemented for impact/percussive piling	To minimise disturbance to sensitive receptors	
Activity Deck Constructi...			
Site Falmouth Docks Develop...	Use of a Marine Mammal Observer(s) during impact piling and demolition using a hydraulic hammer/breaker.	To minimise disturbance to sensitive receptors	
Activity Deck Constructi...			
Site Falmouth Docks Develop...	Dredging will be undertaken using a backhoe dredger(s) with a 10 m3 (or	To minimise sediment mobilisation and release.	
Activity			

Pocket Dredge
(... smaller) lidded
bucket.

Site Falmouth Docks Develop... Activity Pocket Dredge (...	Dredging will be undertaken according to tides: dredging to be undertaken specifically from 1.75 hours before low water to 1.75 hours before high water	To minimise sediment deposition on sensitive receptors
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Online contacts

Name

MMO Application Contacts

Description

MMO Application Contacts

Central Contact Details	Team Coordinat or	Edit/Prep are Application n	Submit Applicatio	Applicant	Co- applicant	Copy Recipient	Invoice Addresse e
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Drystan Jones	☐	☐	☐	☒	☐	☒	☒
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drystan.jo
nes@ap-
group.co.
uk
FALMOUT
H DOCKS
AND
ENGINEER
ING
COMPANY
+44
(0)1326
214 666

Role

Julia Thompso	☒	☒	☒	☐	☐	☐	☐
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n

julia.thom
pson@ra
mboll.co.u
k
PRINCIPAL
CONSULT
ANT
RAMBOLL
RAMBOLL
ENVIRON
MENT
AND
HEALTH
+44 (0)23
8081 7668

Role

Anna van ☒ ☒ ☒ ☐ ☐ ☐ ☐
Velsen

anna.vanv
elsen@ra
mboll.com
ENVIRON
MENTAL
CONSULT
ANT
RAMBOLL
IMPACT
ASSESSME
NT
+44 (0)20
7462 2505

Role

Other details

Fees and charges

Cost of project seaward
of mean high water
springs (£)

Specify pounds only or pounds and
pence, e.g. 1000 or 1000.10



Public register

Permission to add your data to the MMO evidence base:

The Marine Management Organisation (MMO) has gathered information from a number of existing sources to support marine planning, marine licensing and associated functions of the MMO. The MMO is continuously adding to the evidence base to support future decision making, with the aim to ensure a sustainable future for our coastal and offshore waters.

A new marine plan led system of marine management will set the direction for decision making on marine use and will:

- guide marine users to the most suitable locations for different activities;
- manage the use of marine resources to ensure sustainable levels; and
- consider all the benefits and impacts of current and future activities that occur in the marine environment.

1.The MMO would like your permission to use any of the data you submit in a digital format that can be entered into a geographical information system. This data may be used to inform MMO functions.

Can we use your data to inform MMO functions?

☒ Yes ☐ No

2.Under section 101 of the Marine and Coastal Access Act 2009 the MMO must maintain a register of activities where it is the appropriate licensing authority. Information contained within or provided in support of this application will be placed on the MMO's Public Register unless:

- The Secretary of State determines that its disclosure would be contrary to the interests of national security; or
- The MMO determines that its disclosure would adversely affect confidentiality of commercial or industrial information where such confidentiality is provided by law to protect legitimate commercial interest.

Is there any information in your application (including any supporting documents) that you believe should be withheld from the Public Register?

☒ Yes ☐ No

Please provide further details:

(max. 2000 characters)

Cost of project is commercially sensitive and should not be added to the public register.