

THE CONSERVATION (NATURAL HABITAT, &c.) REGULATIONS 1994 (AS AMENDED)

LICENCE TO DISTURB MARINE SPECIES

Public Case Handling Report for Licence Number: EPS/BS-00011471

Site	Port of Dundee Firth of Tay
Company	Port of Dundee Limited 1 Prince of Wales Dock Edinburgh EH6 7DX
Brief Description of Project	Port of Dundee Capital Dredge and Quay Improvement Works
Associated Licences	Marine Licence No. 00011344

Species	harbour porpoise (<i>Phocoena phocoena</i>);bottlenose dolphin (<i>Tursiops truncatus</i>);minke whale (<i>Balaenoptera acutorostrata</i>);white-beaked dolphin (<i>Lagenorhynchus albirostris</i>)
Inshore/Offshore	Inshore

TEST 1	Purpose of licence
	Imperative reasons of overriding public interest (including those of a social or economic nature and beneficial consequences of primary importance for the environment)
Comments	
<p>The Port of Dundee plays a critical role in supporting the offshore wind industry. Vessels involved in the construction and maintenance of offshore installations regularly use the port. The proposed works will enable greater under-keel clearance for vessels and ensure the continued safe berthing of jack-up vessels at Prince Charles Wharf.</p> <p>This scheme is a key component in Scotland’s economic recovery and energy transition plans, contributing to the achievement of Scotland’s net zero carbon emissions targets and delivering long-term economic benefits. The project represents a further £24 million private investment, ensuring that the Port of Dundee can continue to meet the growing demands of the offshore renewables sector.</p> <p>The 2025 Draft Sectoral Marine Plan for Scotland identifies offshore wind energy as one of Scotland’s most significant assets, with a potential capital value of around £100 billion, given the scale of the development pipeline. The growth of offshore wind in Scotland is expected to deliver substantial benefits, including job creation, economic regeneration, technology development, and investment in marine environmental recovery. Enhancing the efficiency of the Port of Dundee as an offshore renewables hub will allow it to play a vital role in supporting Scotland’s offshore energy industry and the wider local economy. This aligns with the UK’s commitment to low-carbon energy and will provide nationwide benefits.</p> <p>Redeveloping the berth is essential to help Scotland achieve its Net Zero target by providing a port capable of supporting the offshore renewables industry and meeting the ScotWind target of 25% local industry support for future offshore wind developments.</p> <p>As the size and complexity of components and vessels used in the offshore renewables sector continue to increase, improvements to the Port of Dundee and deepening of its approaches are necessary. These upgrades will ensure the port can support the industry and provide the flexibility required for the safe arrival and departure of vessels involved in offshore renewables projects.</p> <p>The proposed works directly support Scotland’s Net Zero target by delivering infrastructure that improves efficiency and capacity at the Port of Dundee, enabling it to serve the offshore renewable energy industry and its supply chain.</p> <p>Dundee is recognized as one of Scotland’s key strategic locations for renewables under the National Renewables Infrastructure Plan and is situated within the Scottish Government’s Low Carbon Renewables East Enterprise Area, reinforcing its importance in achieving national energy and sustainability objectives.</p>	
Test 1 satisfied?	YES

TEST 2	Satisfactory alternatives
Comments	
<p>Do-Nothing Scenario</p> <p>If these works are not undertaken (the “do-nothing” scenario), the Port of Dundee would be unable to accommodate larger drafted vessels or the evolving components critical to the offshore energy sector. This limitation would reduce the Port’s ability to support offshore renewables in the future, hindering Scotland’s progress toward net-zero carbon targets and preventing the project objectives from being met. Although the do-nothing option is the least environmentally impactful, it has been discounted.</p> <p>Consideration of Alternatives</p> <p>The operational requirements of the Proposed Scheme are driven by the needs of vessels and components already serviced by the Port of Dundee. Therefore, upgrading existing infrastructure was considered the primary option. Alternative locations were not assessed, as they would require entirely new port facilities, which were deemed less economically and technically feasible. Improving the current infrastructure was considered less impactful than developing a new site; consequently, no location-based alternatives were proposed on environmental grounds.</p> <p>Construction Methodology</p> <p>Based on previous project experience and knowledge of ground conditions, installing new piles was identified as necessary for quay improvements. The preferred approach combines impact piling with vibro-piling, using vibro-piling until refusal to minimize the duration of impact piling. This method also reduces disturbance to surrounding species, so no other piling alternatives were considered.</p> <p>Dredging Approach</p> <p>The proposed dredge depths represent the minimum operational requirements to achieve project objectives; therefore, no alternative depths were evaluated. A rock mattress was initially considered but later removed as unnecessary for meeting objectives, reducing both cost and scope. For dredging methodology, backhoe dredging was selected as the most efficient and least impactful option given the shallow depths across most areas. Higher-impact methods, such as trailer suction hopper dredging, were not considered.</p>	
Test 2 satisfied?	YES

TEST 3	Favourable conservation status
Comments	
<p>NatureScot confirmed on the 10 December 2025 that the proposal would not be detrimental to the maintenance of favourable conservation status of the species in question.</p>	
Test 3 satisfied?	YES

Date application received: 03/11/2025

Consultation start date: 12/11/2025

Consultation end date: 10/12/2025

Notes

Date	title	Text
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National Marine Plan considerations:

The decision is:

Comments:

Date document generated: 19/12/2025