

# REPORT

## **Port of Leith - Approach Channel Deepening**

sEIA Report Non-Technical Summary

Client: Forth Ports

Reference: PC4514-RHD-YY-XX-RP-EV-0032

Status: Final/01

Date: 12 December 2023

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Project related

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## 1 Introduction

### 1.1 Purpose of this Document

This document presents the Non-Technical Summary (NTS) of the supplementary Environmental Impact Assessment (sEIA) undertaken for the proposed deepening of the Port of Leith approach channel, referred to as ‘the Proposed Scheme’. The sEIA has been prepared in accordance with the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) (the MWRs).

The purpose of this NTS is to provide an overview, in non-technical language, of the main findings of the sEIA. It is important to note that this NTS does not, and is not intended to, convey all of the information relating to the Proposed Scheme and its potential effects on the environment. By necessity, the text provided herein is a summary of the detailed assessments discussed in the sEIA Report.

### 1.2 Background

Offshore wind is a key growth industry for Scotland, and a key component for reaching Scotland’s target to reduce greenhouse gas emissions by 75% by 2030 and being net-zero by 2045. The ScotWind process will mean more wind farm projects in the future, and a part of that process includes the commitment to at least 25% of the Offshore Wind Farm industry being local. To be able to achieve this, additional suitable port capacity is required in Scotland. Given the proximity of the Port of Leith to either consented or planned developments, it has been identified that Leith should be a strategic element for the offshore wind supply chain in the future.

As such, Forth Ports Limited (“Forth Ports”) is improving the Outer Berth at the Port of Leith (“the Port”) to support the offshore renewable energy industry. In December 2022, Marine Licences were granted by Marine Scotland’s Licensing Operations Team (now known as the Marine Directorate Licensing Operations Team (MD-LOT)) for improvement works to the Outer Berth (MS-00009818) as well as the disposal of associated dredged material (MS-00009819). An Environmental Impact Assessment (EIA) was undertaken on the Outer Berth development (herein referred to as “the Outer Berth EIA”) and an EIA Report produced to support the licence applications (Royal HaskoningDHV, 2022<sup>1</sup>).

### 1.3 Proposed Amendments to the Outer Berth Development

The current water depth of the Leith approach channel (between -6.5m Chart Datum (CD) and -7.0m CD) significantly limits the tidal window during which deep-drafted vessels can access the Outer Berth and, on some neap tides, access is not possible at all. Given this, the increased water depth required by the offshore renewables industry and limited vessel availability, Forth Ports is proposing to deepen the approach channel to the Port of Leith. The deepening of the approach channel would not change the number of vessel movements to the Outer Berth, instead, its purpose is to increase the tidal window in which deeper drafted vessels can access the Outer Berth.

The dredge will increase the depth of the approach channel to -9.0m CD and extend the offshore extent to the -9.0m CD contour within the Firth of Forth. The Outer Berth berth pocket, most of which will have been deepened to -9.0m CD as part of the consented Outer Berth development, will be repositioned northwards, increased in size, and deepened to -13.0m CD. The footprint of the proposed deepening can be seen in **Figure 1-1**.

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<sup>1</sup> Royal HaskoningDHV, 2022. *Port of Leith – Outer Berth Environmental Impact Assessment Report*. Client: Forth Ports Limited. Reference: PC2045-RHD-ZZ-XX-RP-EV-0007. Status: Final/03. Date: 11 April 2022

It is anticipated that the dredge and disposal activities would be completed within approximately four months, with approximately 1,300,000m<sup>3</sup> of material removed, approximately 1,410,000m<sup>3</sup> including a 0.25m over-dredge allowance. Disposal would be at Narrow Deep B Spoil Disposal Ground to the east of the Proposed Scheme. In order to ensure the stability of the Eastern Breakwater at the Port of Leith following the repositioning and deepening of the berth pocket, a short retaining wall approximately 45m in length will be installed between the dredge pocket and the toe of the breakwater, as indicated in **Figure 1-2**.

To summarise, the 'Proposed Scheme' comprises the following elements:

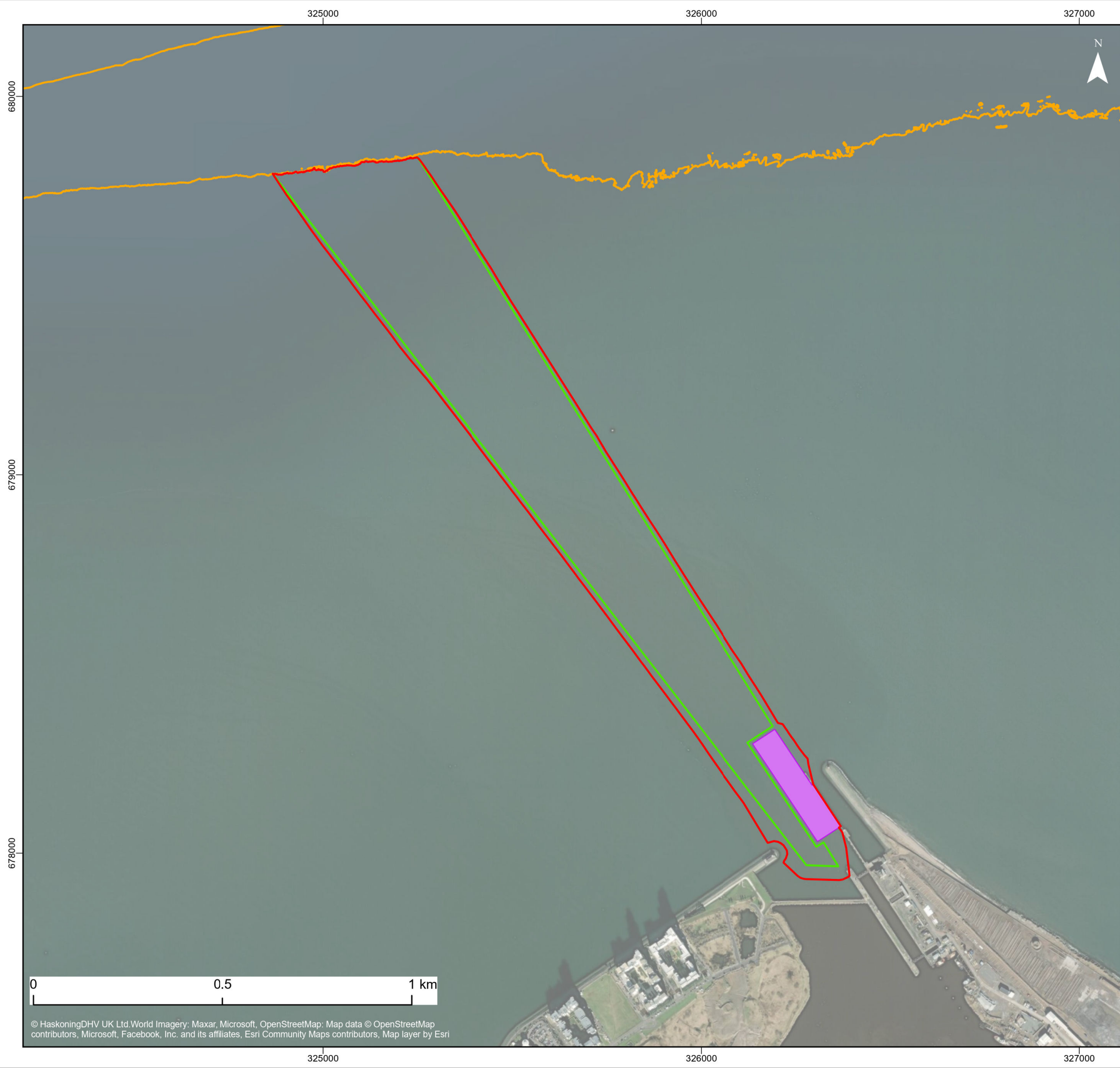
- Deepening of the approach channel to -9.0m CD;
- Deepening of the Outer Berth berth pocket to -13.0m CD;
- Disposal of dredge material at Narrow Deep B Spoil Disposal Ground; and
- Installation of an approximately 45m retaining wall at the toe of the Eastern Breakwater.

#### 1.4 Requirement for Environmental Impact Assessment

The Outer Berth development was confirmed an EIA Development by the Marine Scotland Licensing Operations Team (MS-LOT) (now known as Marine Directorate Licensing Operations Team (MD-LOT)) under Schedule 2 Section 10(g) of the Marine Works (EIA) (Scotland) Regulations 2017 (as amended) ('the MWRs'), as:

*"Construction of harbours and port installations, including fishing harbours (unless included in Schedule 1)."*

Given the Proposed Scheme is related to the Outer Berth development, its environmental effects, either alone or cumulatively with the Outer Berth development, are considered to have the potential to give rise to significant environmental effects. It has therefore been determined that the Proposed Scheme is also an EIA Development.



**Legend**

- Dredge Area including slopes
- 9mCD Approach Channel
- 13mCD Berth Pocket
- 9mCD contour

Client: <b>Forth Ports Limited</b>	Project: <b>Port of Leith Outer Berth: Approach Channel Deepening</b>
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Title:  
**Footprint of the Proposed Deepening  
at the Port of Leith**

Figure: 1.1

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
1	30/11/2023	TC	EF	A3	1:10,000

Co-ordinate system: British National Grid



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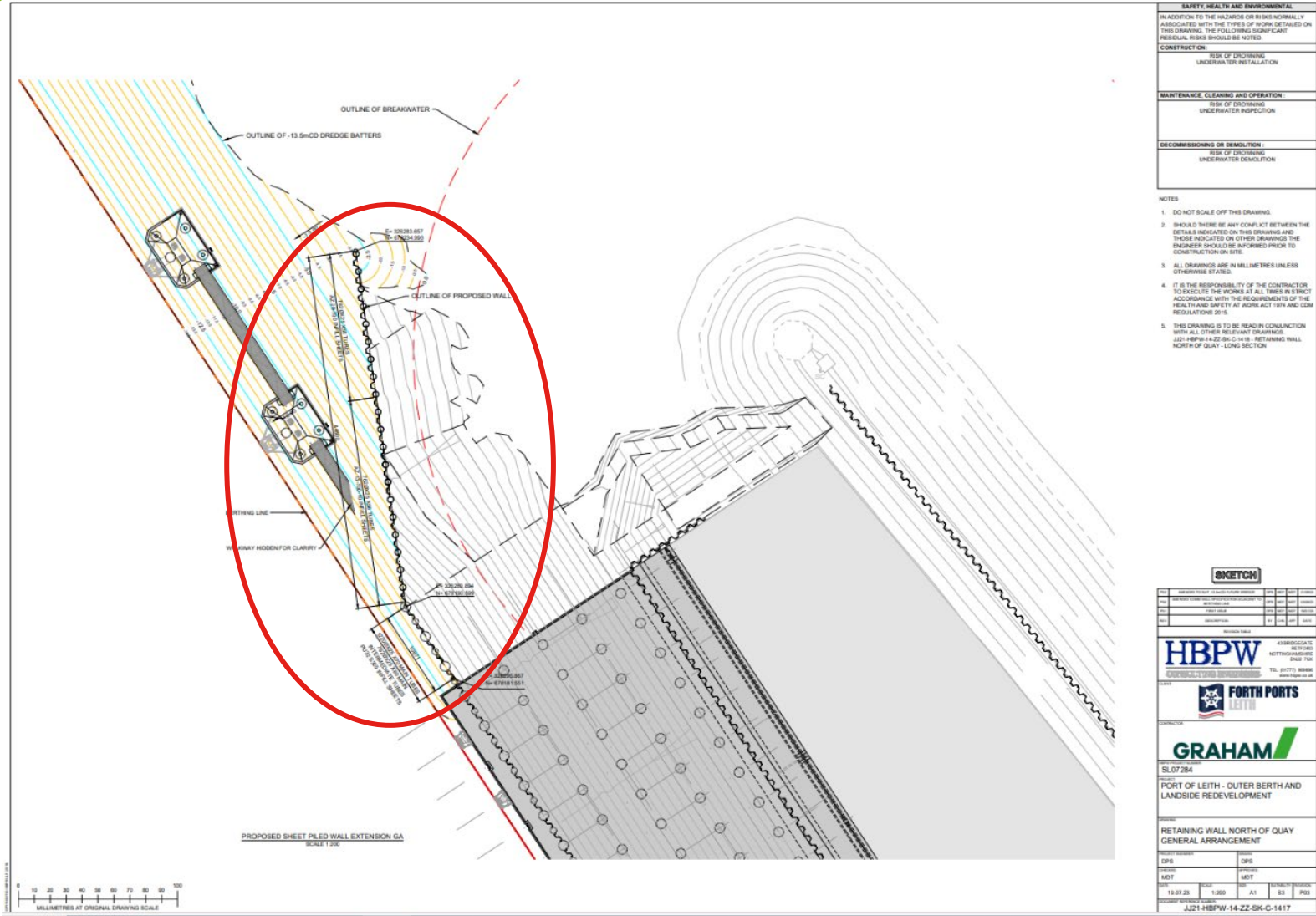


Figure 1-2 Proposed retaining wall extending north west of the Outer Berth (circled in red)



## 2 Need for the Proposed Scheme

The Outer Berth development, is a key component in Scotland's economic recovery and energy transition plans, and in the achievement of Scotland's net zero carbon emissions targets. It represents a £50m private sector investment that will see the creation of a bespoke, riverside marine berth capable of accommodating the world's largest offshore wind installation vessels.

To summarise, the Outer Berth development will:

- Make a major contribution to Scotland achieving its 70% reduction by 2030 and 2045 net zero targets, as defined in the Climate Change (Scotland) Act 2009 (as amended) and Climate Change (Emissions Reduction Targets) (Scotland) Act 2019;
- Secure the Firth of Forth as the driver for Scotland's green energy transition as envisaged in Scotland's National Marine Plan 2015 and adopted in the 2020 Sectoral Marine Plan for Scotland to support and facilitate growth of offshore wind renewable energy;
- Support the Forth Green Freeport's strategically located tax and customs sites which aim to reindustrialise central Scotland, bringing up to 50,000 high-quality green jobs by increasing trade and supporting the growth of businesses across the Firth of Forth;
- Help spearhead Edinburgh's and Scotland's Covid-19 recovery plan in-line with the green recovery policy including the Covid Recovery Strategy 2021;
- Support up to 1,000 high quality, long term direct jobs and about 2,000 indirect jobs; and
- Further underpin the position of Scotland's Central Belt as a leading area of engineering and manufacturing skills and capabilities.

The Proposed Scheme is necessary to ensure that the Outer Berth can accommodate the deeper-drafted vessels that are becoming ever more prevalent in the construction of offshore renewable energy installations.

### 3 Description of the Proposed Scheme

#### 3.1 Construction Phase

##### 3.1.1 Dredging and Disposal

It is anticipated that the dredge and disposal activities would be completed within approximately four months, with approximately 1,300,000m<sup>3</sup> of material removed, approximately 1,410,000m<sup>3</sup> including a 0.25m over-dredge allowance. Disposal would be at Narrow Deep B Spoil Disposal Ground. A breakdown of sediment types and corresponding volumes are presented in **Table 3-1**.

*Table 3-1 Estimated sediment fractions of material to be dredged as part of the approach channel deepening*

Sediment Type	Sediment Fractions (%)	
	Small TSHD	Medium TSHD
Silt/Clay	64	82
Fine Sand	20	17
Medium Sand	3	1
Coarse Sand	3	0
Gravel/Cobble	10	0

It is anticipated that the majority of dredging would be undertaken by two Trailer Suction Hopper Dredgers (TSHD) working concurrently. In the berth pocket and proximity to the Port of Leith, the TSHDs would be supported by a plough vessel to remove sediment from corners and level out ridges.

It is possible that some areas may also require the use of a Back-hoe Dredger (BHD), particularly within areas difficult for a TSHD to access or where rock or consolidated sediment is present. If a BHD would be used, it is expected that the BHD would work in place of one of the TSHDs.

The dredged arisings would be transported to Narrow Deep B Spoil Disposal Ground (FO038) within the TSHD (or support barge in the case of material from BHD). Over the course of the dredge/disposal campaign, it is anticipated that there would be in the region of 800 round trips to the disposal site and dredge/disposal activities would take approximately four months.

##### 3.1.2 Installation of the Retaining Wall

The retaining wall would comprise a short sheet piled structure, effectively forming an extension to the sheet piled wall that forms the face of the Outer Berth development. It would be installed below mean low water initially by vibratory piling and completed by percussive piling, as required. Installation would most likely take place from land-based plant working from the Outer Berth. To get access for a crane, there may be a requirement for some minor infilling, depending on the size of the crane to be used. The infill would either be removed following completion of piling or suitably protected with rock armour and left in-situ. The retaining wall would be approximately 45m in length.

##### 3.1.3 Anticipated Construction Programme

The dredging programme would be dependent on the dredging equipment scenario(s) employed (e.g. method, capacity); however, it is anticipated that the dredge would be completed within approximately four months. Installation of the retaining wall would take around 12 weeks and may be carried out concurrently with the dredging.

### 3.1.4 Embedded Mitigation

In addition to the measures set out in the technical chapters to avoid or mitigate any adverse effects that could arise as a result of the Proposed Scheme, Forth Ports is committed to the use of best practice techniques and due diligence regarding construction projects including those related to the prevention of pollution.

## 3.2 Operational Phase

### 3.2.1 Change in Vessel Access to the Outer Berth

The Proposed Scheme would not change the number of vessel movements to the Outer Berth. Instead, its purpose is to increase the frequency and length of the tidal windows when deeper drafted vessels can access the Outer Berth.

### 3.2.2 Predicted Increase in Maintenance Dredging Requirements

The removal of about 1,410,000m<sup>3</sup> of sediment means that the accommodation space in the future channel compared to the existing channel would increase by about 337%. Using a baseline average maintenance dredging volume of 24,000m<sup>3</sup>, the estimated future average maintenance dredging requirement would be about 105,000m<sup>3</sup> with a maximum of up to approximately 197,000m<sup>3</sup>.

This marine licence being made for the Proposed Scheme will not include for this maintenance dredging; consequently, maintenance dredging has not been assessed.

## 3.3 Consideration of Alternatives

### 3.3.1 Do-Nothing Scenario

The do-nothing scenario would mean that the Outer Berth development would have a reduced capacity or be unable to receive the larger drafted vessels on which the offshore energy sector is becoming increasingly reliant. This would likely make the Port unviable to support the offshore renewables industry, thereby hindering:

- Scotland achieving its 2045 net zero targets;
- Scotland's green energy transition; and
- Scotland's Covid-19 recovery plan.

In addition, the significant economic and employment benefits associated with the Outer Berth development would not be realised. Consequently, the do-nothing scenario has been discounted.

Given the design of the channel has been dictated by the requirements of the vessels that would visit the Outer Berth, no alternatives to the channel design are possible.

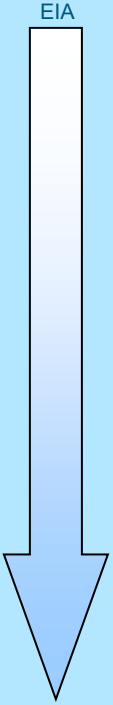
## 4 The EIA Process

### 4.1 What is EIA?

In accordance with Scottish law, certain projects must be the subject of a particular process of environmental assessment due to their size, nature and the likelihood that they will have significant effects upon the environment. This assessment process is known as EIA.

EIA provides a valuable opportunity to avoid and reduce potential environmental impacts through design refinement. Environmental constraints and issues were identified through consultation, extensive environmental surveys and technical assessments. The information gathered has informed decision-making throughout the design process, providing opportunities to address potentially significant effects where practicable, for example by refinement of the proposed scheme design or by the incorporation of measures to avoid or reduce potential adverse effects. The process is outlined in **Table 4-1**.

Table 4-1 The EIA Process

Stage	Task	Aim/objective	Work/output (examples)
Screening report	Screening	To formally confirm route for EIA and lead responsible authority.	Appropriate level of information on proposals and approach.
Scoping study (optional)	Scoping	To identify the potentially significant direct and indirect impacts of the Proposed Scheme.	Preliminary consultation with key consultees. Targets for specialist studies (e.g., bird survey).
 EIA	Consultation	Consult with statutory and non-statutory organisations and individuals with an interest in the area and the Proposed Scheme.	Local knowledge and information.
	Primary data collection	To characterise the existing environment.	Background data including existing literature and specialist studies.
	Specialist studies	To further investigate those environmental parameters which may be subject to potentially significant effects.	Specialist reports.
	Impact assessment	To evaluate the existing environment, in terms of sensitivity. To evaluate and predict the impact (i.e., magnitude) on the existing environment. To assess the significance of the predicted impacts.	Series of significant adverse and beneficial impacts.
	Mitigation measures	To identify appropriate and practicable mitigation measures and enhancement measures.	The provision of solutions to minimise adverse impacts as far as possible. Feedback into the design process, as applicable.
	EIA Report	Production of the EIA Report in accordance with EIA guidance.	EIA Report.

## 4.2 Screening

As described in **Section 1.1**, the Proposed Scheme forms part of the Outer Berth development, which was categorised under Schedule 2, Section 10(g) of the MWRs as:

*“Construction of harbours and port installations, including fishing harbours (unless included in Schedule 1).”*

Rescreening for EIA was not considered necessary, as agreed with MD-LOT and in accordance with Part 2, Section 7 of the MRWs:

*“If no screening opinion has been adopted by the Scottish Ministers, the submission...of a report referred to by the applicant as an EIA report...will determine for the purpose of these Regulations whether proposed works would be an EIA project.”*

## 4.3 Scoping

The scope of this sEIA Report has been informed by the EIA Scoping Opinion issued by MD-LOT in September 2023. The topics to be assessed were as follows:

- Coastal processes;
- Marine water and sediment quality;
- Marine benthic ecology;
- Fish and shellfish ecology;
- Ornithology;
- Marine mammals; and
- Cumulative impacts.

The characteristics of the existing (baseline) environment for each topic have been defined, and the potential environmental impacts of the Proposed Scheme identified and assessed through the following surveys and investigations:

- Desk based reviews, interpretation and assessment of existing data;
- Benthic ecology survey;
- Geophysical survey;
- Sediment sampling and analyses;
- Hydrodynamic and sediment dispersion numerical modelling; and
- Bird surveys.

## 4.4 Consultation

Consultation has been undertaken throughout the EIA process with MD-LOT. A Scoping Opinion was requested of MD-LOT to confirm the scope of the sEIA Report. Statutory consultation was undertaken by MD-LOT as part of that scoping request and used to inform their Scoping Opinion, issued in September 2023.

## 4.5 Impact Assessment Methodology

The approach to determining the significance of an impact follows a systematic process for all impacts. This involves identifying, qualifying and, where possible, quantifying the sensitivity, value and magnitude of all receptors which have been scoped into this assessment. Using this information, a significance of each potential effect has been determined.

Mitigation measures have been proposed, where available and practical, in those cases where adverse effects have been identified. Whilst mitigation for minor or negligible impacts may not be specifically defined as a matter of course, industry standard or 'embedded' mitigation often applies in these cases. Where mitigation measures have been identified, the significance of the residual environmental effect (i.e. the post-mitigation effect) has been assessed.

## 4.6 Reporting

This NTS presents a summary of the sEIA Report, including key aspects of the proposed development and the associated beneficial and adverse impacts considered to be of particular importance. Further details about the likely significant impacts of the proposed development can be found within the full text of the EIA Report. The EIA Report documents have been subdivided into three volumes:

1. NTS;
2. sEIA Report; and,
3. Technical Appendices – Specialist Technical Reports.

## 5 Summary of Predicted Environmental Impacts

### 5.1 Coastal Processes

To consider the potential effects of the Proposed Scheme on coastal processes, assessments were carried out based on existing site data and numerical modelling of tidal currents and suspended sediment transport changes caused by the construction and operation.

The sediment dispersion model results show that Suspended Sediment Concentrations (SSCs) would increase during dredging and disposal activities; however that these would be reversible and very short-term, returning to background levels in less than an hour. On average, there would be 7.1 disposal activities per day, resulting in elevated SSCs for only approximately seven hours of the day. The potential effect is therefore assessed as being **minor adverse, which is not considered significant in EIA terms**.

The sediment dispersion model results also show that dredged material that falls onto the seabed would be up to 1.9m thick within the disposal site, reducing to less than 0.1m about 3km northeast and 4km west-southwest from the centre of the site; however, after disposal has ceased, the sediment would be continually re-suspended to gradually reduce the thickness. The longer-term outcome would be significantly reduced thicknesses than the model shows. The potential effect is therefore assessed as being **minor adverse, which is not significant in EIA terms**.

During operation, the Proposed Scheme has the potential to change current speed and direction, which can affect erosion and accretion patterns. The numerical modelling has predicted that these changes would be small and therefore have been assessed as being **minor adverse, which is not considered significant in EIA terms**.

### 5.2 Marine Water and Sediment Quality

The Proposed Scheme is within the Kinghorn to Leith Docks coastal water body which has an overall status of Good, a chemical status of Pass and an ecological status of Good. Within the study area there are no shellfish areas or bathing areas.

To inform the assessment on the potential release of contaminants, sediment samples were collected from within the proposed dredge area and sent for chemical analyses, and compared against Marine Scotland's Action Levels (ALs). When averaged, no metals were found to exceed AL1. Whilst some of the Polyaromatic Hydrocarbons exceeded AL1, all levels were under 0.5mg/kg. Average levels of Polychlorinated Biphenyls did not exceed AL1.

Overall, potential impacts to marine water and sediment quality have been predicted as being **negligible** due to the localised extent of the affected area and the low contaminant levels. No mitigation measures are considered necessary. The residual effect would be **negligible**.

### 5.3 Marine Ecology

There are a number of sites designated for nature conservation that could directly and indirectly be affected by the Proposed Scheme. National Site Network sites and Ramsar sites are considered in the Supplementary Report to Inform Appropriate Assessment (sRIAA) report (PC2045-RHD-ZZ-XX-RP-EV-0018) that has been produced in support of the marine licence applications.

There were no Species of Conservation Interest or invasive non-native species observed in the proposed dredging area. The only area of interest was the biotope A5.5213 (*Laminaria saccharina* and filamentous

red algae on infralittoral sand) which occurs outside of the proposed dredging area. The benthic communities in proximity to Narrow Deep B spoil disposal ground are expected to be tolerant of disposal related effects, typical for estuarine conditions.

The species populations of the community found in the maintenance dredge area are mainly species that are opportunistic settlers, tolerant to change from dredging therefore the capital dredge is expected to be **negligible** on the communities in this area.

The habitats with the footprint of the approach channel extension area would be unlikely to recover in their current form and would be replaced with species from the area that is currently dredged for maintenance. Other areas within the same broadscale habitat should recover in the short to medium term.

Sediment deposition within the disposal site has been predicted to be between approximately 1.5m and 1.9m; however, with progression away from the disposal site the amount of deposition reduces considerably. Seabed deposition reduces to less than 0.1m approximately 3km northeast and approximately 4km west-southwest from the centre of the disposal site. Deposition as a result of dredging is predicted to be below 0.1m. After deposition has ceased the sediment would be continually re-suspended to gradually reduce the thickness. The longer-term outcome would be a significantly reduced thicknesses once the sediment supply from dredging has ceased.

The area affected by the disposal is within a biotope that is characterised as circalittoral sandy mud which is not expected to provide a habitat for species that are sensitive to smothering. Such habitats are more likely to support burrowing species or mobile epifaunal species. In addition, this area will already have been subject to deposition from previous dredge disposal campaigns and as such is expected to be colonised by opportunistic species rather than longer-lived more sensitive species. The overall effect is therefore considered to be **minor adverse, which is not considered significant in EIA terms**.

With the exception of a few PAHs all contaminants are below AL1, which is an accepted method of approval for determining the suitability for sediment disposal at sea. As such the predicted effect from the release of contaminants is assessed as being **negligible, which is not considered significant in EIA terms**.

## 5.4 Fish and Shellfish Ecology

The Firth of Forth supports a number of migratory fish species including Atlantic salmon, sea lamprey, river lamprey, European eel, European smelt and sea trout. A range of shellfish species may be found in the vicinity of the Proposed Scheme, including brown shrimp, pink shrimp, razor shells, European lobster, edible crab, velvet swimming crab, king scallop, Norway lobster and squid.

Underwater noise modelling was carried out as part of the Outer Berth EIA, the results of which were used in the assessment on migratory fish listed above to predict the potential effect from underwater noise generated by the proposed piling and dredging works. The overall residual effect from dredging was assessed as being of **minor adverse, which is not considered significant in EIA terms**.

The dredging and disposal activities have the potential to affect prey availability and migration of fish species, through changes to water quality and habitat loss. The Firth of Forth at the location of the Proposed Scheme is approximately 8km wide, hence there would be no significant obstruction or 'barrier effect' to migrating fish from the modelled plume of increased SSC. The potential effect on migrating fish is therefore assessed as being of **minor adverse, which is not significant in EIA terms**.

Given the predicted effect from the release of contaminants is not considered to be significant, the potential effect on fish and shellfish is assessed as being **negligible, which is not significant in EIA terms**.



## 5.5 Ornithology

There are a number of sites designated for their ornithological interest that have the potential to be indirectly affected by the Proposed Scheme. These sites are considered in the sRIAA report (PC2045-RHD-ZZ-XX-RP-EV-0018) that has been produced in support of the marine licence application.

The assessment on ornithology was informed by bird surveys, which recorded a total of 43 estuarine bird species interacting directly with the study area. Species recorded included 18 seabird species (i.e., gulls, terns, auks, skuas, gannet, cormorants, fulmar and divers); 14 waterfowl species (i.e., ducks and swans plus – for the purpose of this summary – grebes and herons); and 11 wader species. The most numerous species recorded was common tern, other abundant species recorded included gull species, eider and, during the post-migration breeding period, auks. Oystercatcher was the most abundant wader species recorded in the study area.

The Proposed Scheme would result in a short term (less than one year) and temporary increase of, on average, approximately 7.1 vessel visits to the disposal site per day during the dredge and disposal activities. Given the birds that utilise this area are already habituated to this form of disturbance, increased vessel presence and visual disturbance at the disposal site is assessed as being **negligible, which is not significant in EIA terms**.

The sediment plume as a result of the dredge and disposal activities has the potential to affect prey availability for fish eating birds and birds that feed on invertebrates and algae. The sediments to be dredged are considered suitable for offshore disposal and therefore would not pose a significant risk to prey resources. Increased SSC has the potential to affect feeding in the water column; however, the area affected would be localised and very short-term. Overall, the potential effects are assessed as being **negligible, which is not significant in EIA terms**.

During construction of the Outer Berth development, there was a requirement for a piling shroud to be used and monitoring to be carried out by an Ecological Clerk of Works (ECoW) during the common tern breeding and post-breeding period (1 May – 30 September). The ECoW monitoring recorded only two disturbance instances that appeared to have been a result of piling, and that these instances were not considered particularly significant in comparison to the more frequent disturbances that were attributed to other causes.

Taking the ECoW's observations into account and that the piling associated with the retaining wall would be on a much smaller scale, the use of an ECoW is not considered necessary should piling take place during the common term breeding and post breeding period.

With a piling shroud fitted to the piling hammer, the predicted effect on breeding and post-breeding common terns is assessed as being of **minor adverse, which is not significant in EIA terms**.

## 5.6 Marine Mammals

There are a number of sites designated for marine mammals that have the potential to be affected by the Proposed Scheme. These sites are considered in the sRIAA report (PC2045-RHD-ZZ-XX-RP-EV-0018) that has been produced in support of the marine licence application.

A number of marine mammal species are found off the east coast of Scotland. Within the Firth of Forth, the most common are harbour porpoise, white-beaked dolphin, grey seal, harbour seal, minke whale and, bottlenose dolphin.

The potential impact of permanent or temporary hearing loss to marine mammals from underwater noise during impact piling is considered to be **minor adverse**. With the adoption of best practice guidance for minimising the risk of injury to marine mammals from piling noise, the residual impact is assessed as being **negligible, which is not significant in EIA terms**.

The potential impact to marine mammals from disturbance during the proposed dredging works is considered to be **minor adverse**. No mitigation is required, and the residual impact remains **minor adverse, which is not significant in EIA terms**.

The potential to prey availability to marine mammals, due to either underwater noise impacts or a change in water quality, is considered to be of **minor adverse**. No mitigation is required, and the residual impact remains **minor adverse, which is not significant in EIA terms**.

## 5.7 Cumulative Impacts

A Cumulative Impact Assessment (CIA) was undertaken on other projects that could result in cumulative impacts with the Proposed Scheme. **Table 5-1** shows the projects screened into the CIA.

*Table 5-1 Projects screened into the CIA*

Project Considered	Location (approximate distance from the Proposed Scheme)
Near na Gaoithe Offshore Wind Farm	Firth of Forth, approximately 60km
Ardersier Port Development	Moray Firth, approximately 185km (344km around the coastline)
Sea Wall Repair and Extension – Alexandra Parade	Peterhead, approximately 189km (195km around the coastline)
Moray East Offshore Wind Farm	Moray Firth, approximately 233km (281km around the coastline)

Given the significant distance the projects are from the Proposed Scheme, the closest being 60km away, cumulative effects only have the potential to occur to marine mammals given their wide-ranging habits. The CIA concluded no significant cumulative impacts from the Proposed Scheme with any of the screened in projects.