REPORT

Port of Dundee Capital Dredge and Quay Improvement Works - Variation to Consented Scheme

EIA Screening Request

Client:	Forth Ports Limited
Reference:	PC6550-HAS-XX-XX-RP-EV-0001
Status:	Final/01
Date:	7 August 2026

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Document title:	Port of Dundee Capital Dredge and Quay Improvement Works - Variation to Consented Scheme
Subtitle:	EIA Screening Request
Reference:	PC6550-HAS-XX-XX-RP-EV-0001
Status:	Final/01
Date:	7 August 2026
Project name:	Port of Dundee
Project number:	PC6550
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Date:	22 July 2026
Approved by:	Jamie Gardiner
Date:	07 August 2026
Classification:	Project related

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Acronyms

Acronym	Acronym description
CD	Chart Datum
EIA	Environmental Impact Assessment
GPP	Guidance for Pollution Prevention
HRA	Habitats Regulations Appraisal
JUB	Jack-up barge
MD-LOT	Marine Directorate – Licensing Operations Team
PCW	Prince Charles Wharf
PCWE	Prince Charles Wharf Extension
PPG	Pollution Prevention Guidance
SAC	Special Area of Conservation
SPA	Special Protection Area

1 Introduction

On the 19 December 2025 Forth Ports Limited gained consent to undertake works at the Port of Dundee and Lady Shoal Approach Channel (the consented scheme). The consented scheme includes improvement works to Prince Charles Wharf (PCW) (Marine Licence 00011344) and capital dredging and disposal activities (Marine Licence 00011345) to:

- deepen the approaches to DunEco Quay and PCW to -6.0m Chart Datum (CD) and -6.5m CD, respectively;
- widen the PCW berth pocket to 70m and deepen to -9m CD and extend eastwards by approximately 200m to a depth of -10m CD (called the Prince Charles Wharf Extension (PCWE));
- deepen a section of the Lady Shoal Approach channel to -6.5m CD; and,
- dispose of up to 490,000m^3 (686,000 wet tonnes) at the existing Middle Bank disposal site (FO028).

Since the granting of the Marine Licences, further design work has identified the need to:

- increase the size and depth of the PCW and PCWE (henceforth referred to as PCW) berth pocket to 400m by 90m (and increase of approximately 14,000m^2) and to -10m CD; and,
- insert gravel beds to support the spud legs of jack-up barges (JUB) when berthed at the PCW.

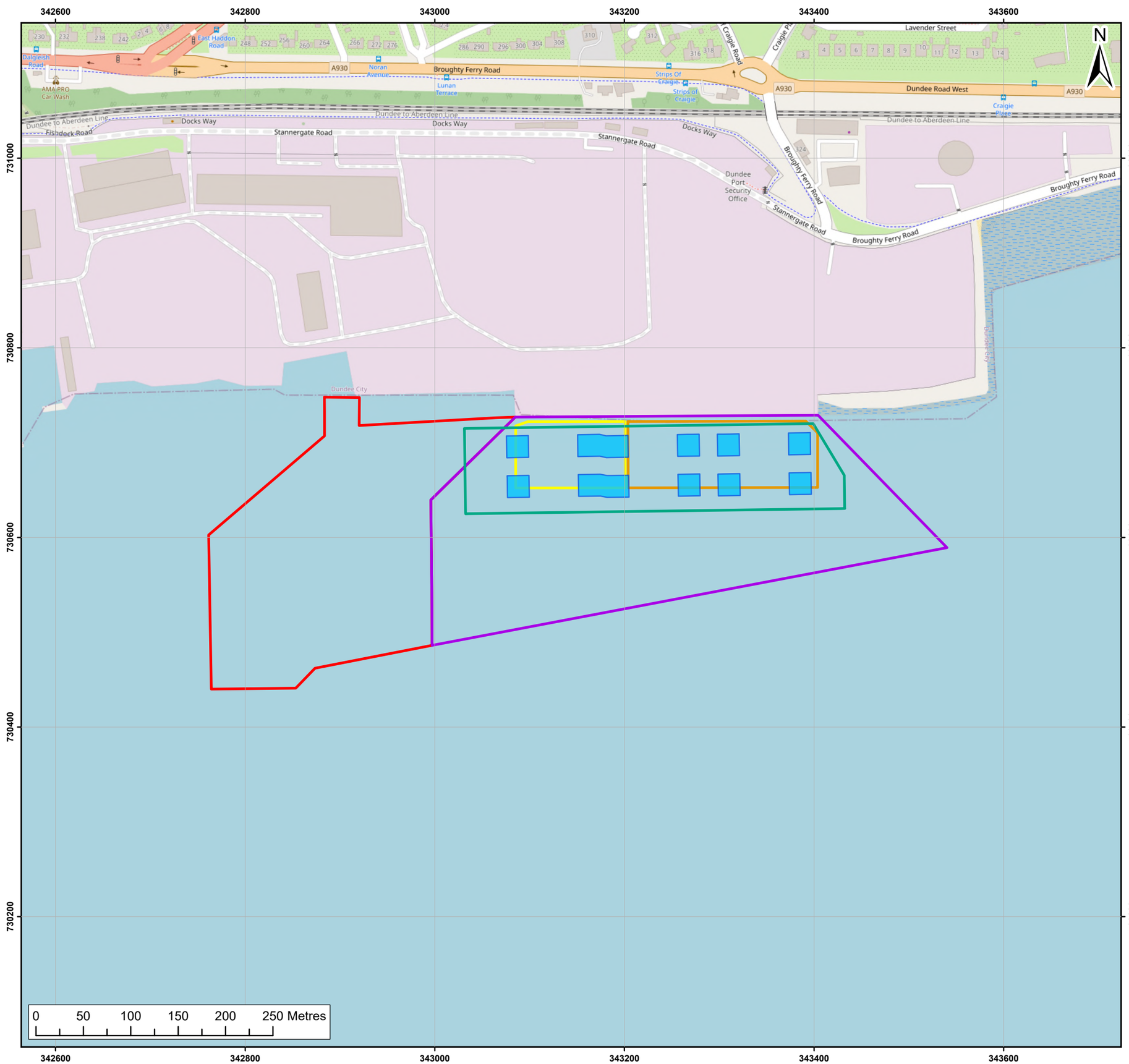
These variations are illustrated in **Figure 1.2** and are referred to as the 'proposed variations' in this document.

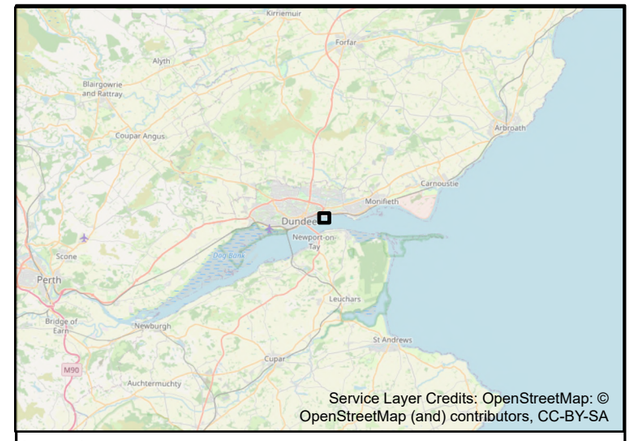
In light of the above, Forth Ports Limited intends to submit an application to vary licences MS-00011344 and MS-00011345.

The Scottish Government Marine Directorate – Licencing Operations Team (MD-LOT) has advised that an Environmental Impact Assessment (EIA) Screening Opinion under the Marine Works (EIA) (Scotland) Regulations 2017, as amended, ('the EIA Regulations') should be requested for the proposed variations to confirm whether or not the proposed variations constitute EIA development. Haskoning has been commissioned by Forth Ports Limited to prepare the required environmental information to support the request for an EIA Screening Opinion from MD-LOT.

Following this introductory section, this EIA Screening Report is divided into a further four sections, as follows:

- **Section 2** provides an overview of the proposed variations and their location.
- **Section 3** details the EIA Regulations potentially relevant to the proposed variations.
- **Section 4** provides an appraisal (screening exercise) of the proposed variations in the context of the criteria set out in the EIA Regulations and taking into account the environmental sensitivities of the location.
- **Section 5** presents the conclusions of the EIA screening exercise.





Legend:

Consented Scheme

- Consented PCW Berth Pocket
- Consented Extension to PCW Berth Pocket
- Consented Prince Charles Wharf Approach Channel
- Consented DunEco Quay Approach Channel

Proposed Variations

- Proposed Variation to PCW Berth Pocket
- Proposed Jack Up Barge Foundations

Client:	Project:
Port of Dundee Limited	Port of Dundee Laydown Area and Quay Improvement Works

Title: Port of Dundee proposed berth pocket variations

Figure: 1.1 | Drawing No: PC6550-HAS-XX-XX-D-EV-1000

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	06/08/2026	JH	SM	A3	1:4,000

Co-ordinate system: British National Grid

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2 Description of the proposed variations

2.1 Location and construction requirements

The proposed variations are located in the River Tay (see **Figure 1.2**). Whilst the proposed variations would increase the footprint of the PCW berth pocket by approximately 14,000m^2 (over the consented parameters), the overall scheme would remain within the consented dredge boundary (see **Figure 1.2**). The whole of the PCW berth pocket would be deepened to -10m CD, which includes small parts of the DunEco Quay approach channel (consented dredge depth of -6m CD) and the PCW approach channel (consented dredge depth of -6.5m CD). Approximately 67,400m^3 of additional material would be dredged from the Port of Dundee dredge area.

In addition, the installation of 12No. foundations to support jacking of JUBs when berthed at the PCW are proposed. Each foundation would be approximately 23m x 23m in size and excavated to 3m below bed level, or until hard geological material or rock is encountered. The total volume removed for the foundation would be approximately 49,300m^3, and approximately 70,950m^3 of gravel will be required to backfill the foundations and provide a level platform.

The specification for the fill material is a clean, durable, angular rock with a grading of approximately 22.4-125mm, very low fines content and a minimum particle density of 2.8 Mg/m^3. The gravel will be delivered to site by seagoing coaster, with discharge at PCW and transfer to the foundation locations using a split hopper barge and backhoe dredger.

All dredging works would be carried out by a back-hoe dredger supported by hopper barges, as per the consented scheme. In total, approximately 116,700m^3 of material would dredged (127,600m^3 including 0.5m over dredge) to enlarge and deepen the berth pocket, and to excavate the JUB foundations. The dredged material would be disposed of at Middle Bank disposal site (as per the consented scheme). The material to be dredged and disposed of comprises intertidal/marine beach deposits made up of gravelly silty fine to coarse sand and very soft to soft sandy clay / silt, with material arising from deeper dredge areas potentially comprising some rock.

The application of a 0.5m over dredge allowance for the consented scheme was very conservative and this depth would not be attained across all of the dredge area. Consequently, whilst the proposed variations include additional dredging, the overall disposal volume will not exceed that currently licenced (i.e. 490,000m^3 or 686,000 wet tonnes) and therefore an increase in the consented disposal volume is not being sought.

2.2 Programme

The works to enlarge and deepen the berth pocket, and to excavate the JUB foundations, would be undertaken as part of the consented scheme's dredge and disposal works, and therefore would be undertaken within the consented dredge/disposal programme.

2.3 General construction requirements

The proposed variations would be undertaken in compliance with the conditions stated in Mari ne Licence 00011345. In particular:

- *3.3.6 The Licensee must minimise suspension of sediment and minimise damage to the seabed when carrying on the Licensed Activity.*
- *3.3.9 The Licensee must ensure that works carried on under authority of this marine licence are not undertaken at the same time as the piling works licensed under authority of marine licence MS-00011344 during the sensitive period for Atlantic Salmon smolt migration which is the period April to May annually. During 2026 the sensitive period during which the aforementioned activities are not to be undertaken simultaneously is 11 April 2026 to 23 May 2026 inclusive.*

Forth Ports Limited is committed to the use of best practice techniques and due diligence regarding construction projects. The following pollution prevention guidelines would be adhered to, as per the consented scheme:

- Guidance for Pollution Prevention (GPP) 1: Understanding your environmental responsibilities - good environmental practices.
- GPP 5: Works and maintenance in or near water.
- Pollution Prevention Guidance (PPG) 6: Working at construction and demolition sites.
- PPG 7: Safe storage - The safe operation of refuelling facilities.
- GPP 8: Safe storage and disposal of used oils.
- GPP 13: Vehicle washing and cleaning (April 2017).
- GPP 21: Pollution incident response planning.
- GPP 22: Dealing with spills.

3 Screening

3.1 Selection criteria for screening

Schedule 3 of the EIA Regulations establishes the selection criteria for screening Schedule 2 projects. These criteria seek to understand the character and complexity of potential impacts as well as any sensitives which relate to the site. In summary, the selection criteria fall under the following three headings:

- Characteristics of the development – taking into account, for example, the size, use of natural resources, production of waste and emissions and risk of accidents.
- Location of the development – consideration of environmental sensitivity of geographical areas likely to be affected by development.
- Types and characteristics of the potential effect – specifically having regards to the extent, magnitude, complexity, probability, duration, frequency and reversibility of the impact.

To assist in the evaluation of Schedule 3 criteria, an EIA Checklist has been devised by the Scottish Government and is used by local planning authorities when screening for EIA development (Scottish Government, 2019[1]).

Although the EIA Checklist refers to The Town and Country Planning (EIA) (Scotland) Regulations 2017, it can equally be applied to the screening process under the EIA Regulations.

3.2 Appraisal of the screening criteria

Table 3.1 presents the findings of the appraisal of the proposed variations in the context of the screening criteria set out in the EIA Checklist.

[1] *Environmental Impact Assessment: screening checklist - gov.scot*

Table 3.1 Appraisal of the proposed variations against screening criteria

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
1. Characteristics of the development				
(a) Size and design of the development				
Will the proposed development be out of scale with the existing environment?	No	The proposed variations will not significantly increase the scale of the works authorised under Marine Licence 00011345 and 00011344 or be out of scale / character relative to the current baseline condition.	N/A	N/A
(b) Cumulation with other existing and/or approved development				
Will the proposed development lead to further consequential development or works	No	The proposed variations will not lead to further consequential development or works but are required to enable the wider consented scheme (authorised under Marine Licence 00011345 and 00011344) to operate efficiently.	N/A	N/A
Are there potential cumulative impacts with other existing development, approved developments or developments the subject of valid applications?	Yes	There is the potential for cumulative impacts with other existing or approved developments or developments the subject of valid applications.	No	The consented scheme was supported by a Cumulative Effects Assessment which concluded effects would be negligible or minor. The activities associated with the proposed variations are not considered to change the conclusions of the assessment for the consented scheme, therefore additional cumulative effects to that assessed for the consented scheme are unlikely to occur.
Should the application for the proposed development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	Yes	The proposed variations are an integral part of a wider scheme, authorised under Marine Licence 00011344, which could proceed independently of the proposed variations, but this would be sub-optimal.	N/A	N/A

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
(c) Use of natural resources, in particular land, soil, water and biodiversity				
Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	Yes	The proposed variations include the installation of four JUB foundation platforms backfilled with gravel of between 22.4-125 mm in size. In total, up to 70,950m^3 of fill material (gravel) would be required to construct these foundations and provide a level platform.	No	While the resource (gravel) to be used cannot be considered renewable, it is not in short supply. Given the small quantity required, this is not considered to be a significant effect with regard to use of natural resources.
Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	No	The proposed variations is not located on or around locations containing important, high quality or scarce resources.	N/A	N/A
(d) Production of waste				
Will the construction, operation or decommissioning of the proposed development produce wastes?	Yes	The proposed variations will produce additional dredged material.	No	All excavated material will be disposed of at the Middle Bank disposal site (as per the consented scheme). Given the application of a conservative over dredge allowance (0.5m), the proposed dredging will not exceed the consented disposal volume of 490,000m^3 or 686,000 wet tonnes. All dredging and disposal will be completed as part of the consented scheme's dredge and disposal works. Consequently, the proposed variation would not generate waste in quantities in excess of that already assessed under the consented scheme, and no significant effect would occur due to the proposed variations.
(e) Pollution and nuisances				
Will the construction, operation or decommissioning phases of the proposed development release pollutants or any hazardous, toxic or noxious substances to the air?	No	The proposed variations to the consented dredging and disposal will not release pollutants or any hazardous, toxic or noxious substances into the air.	N/A	N/A

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
Will the construction, operation or decommissioning of the proposed development lead to risk of contamination of land or water from releases of pollutants?	No	The proposed variations are located in the River Tay within the Port of Dundee's operational area. The proposed dredging is within the consented disposal volume and would be completed as part of the consented scheme's dredging and disposal programme. As such, the sediment sampling that was undertaken to support the consented scheme application remains valid. As the dredged sediment of the consented scheme is authorised for disposal at sea, the proposed dredged material is also considered suitable for disposal at sea. Taking the above into account, and adherence to the general construction requirements presented in **Section 2.3**, the proposed variations would not contribute to pollution or environmental damage in exceedance of existing legal environmental standards.	N/A	N/A
Will the construction, operation or decommissioning phases of the proposed development cause noise, vibration or the release of light?	Yes	The proposed variations will produce noise.	No	The proposed variations do not include any noisy activities, such as impact piling. Furthermore, they will be completed as part of the consented scheme's dredging and disposal programme. Consequently, there will not be any significant effect on noise sensitive species as a result of the proposed variations.
(f) Risk of major accidents and/or disasters which are relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge				
Will there be any risk of accidents during construction, operation or decommissioning of the proposed development which could affect the environment or human health?	No	There is no risk of major accidents as a result of the proposed variations.	N/A	N/A
(g) Risk to human health				
Will the construction, operation or decommissioning phases of the proposed development involve the use, storage, transport, handling or production of	No	The proposed variations will present no risk to human health given there is no requirement to use, store,	N/A	N/A

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
substances or materials which could be harmful to human health?		transport, handle or produce substances or materials which could be harmful to human health.		
Location of the development				
(a) Existing and approved land use				
Are there existing and/ or approved land uses in the locality of the proposed development site which could be affected by the proposed development?	No	The proposed variations are within the operational area of the Port of Dundee and will be utilised for port activities/uses as per the consented scheme. The proposed variations are consistent with existing and approved uses, and these uses would not be affected.	N/A	N/A
(b) Relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground				
Are there any areas on or around the location of the proposed development and its underground which contain important, high quality or scarce resources which could be affected by the proposed development?	No	The proposed variations are not within an area that provides high quality or scarce resources.	N/A	N/A
(c) Absorption capacity of the natural environment				
Are there any areas on or around the application site that are protected under international or national legislation for their ecological, landscape, cultural heritage or other value which could be affected by the construction, operation or decommissioning of the proposed development?	Yes	The proposed variations are: • within the Firth of Tay and Eden Estuary Special Area of Conservation (SAC);	No	As a result of the increased size of the berth pocket, approximately 7,130m^2 of additional habitat would be lost, comprising mostly infralittoral/circalittoral sand and Atlantic circalittoral coarse and mixed sediments (6,990m^2), and a small area of *Mytilus edulis* beds (140m^2) (see **Figure 3.1**). The marine ecology survey undertaken to support the marine licence applications identified

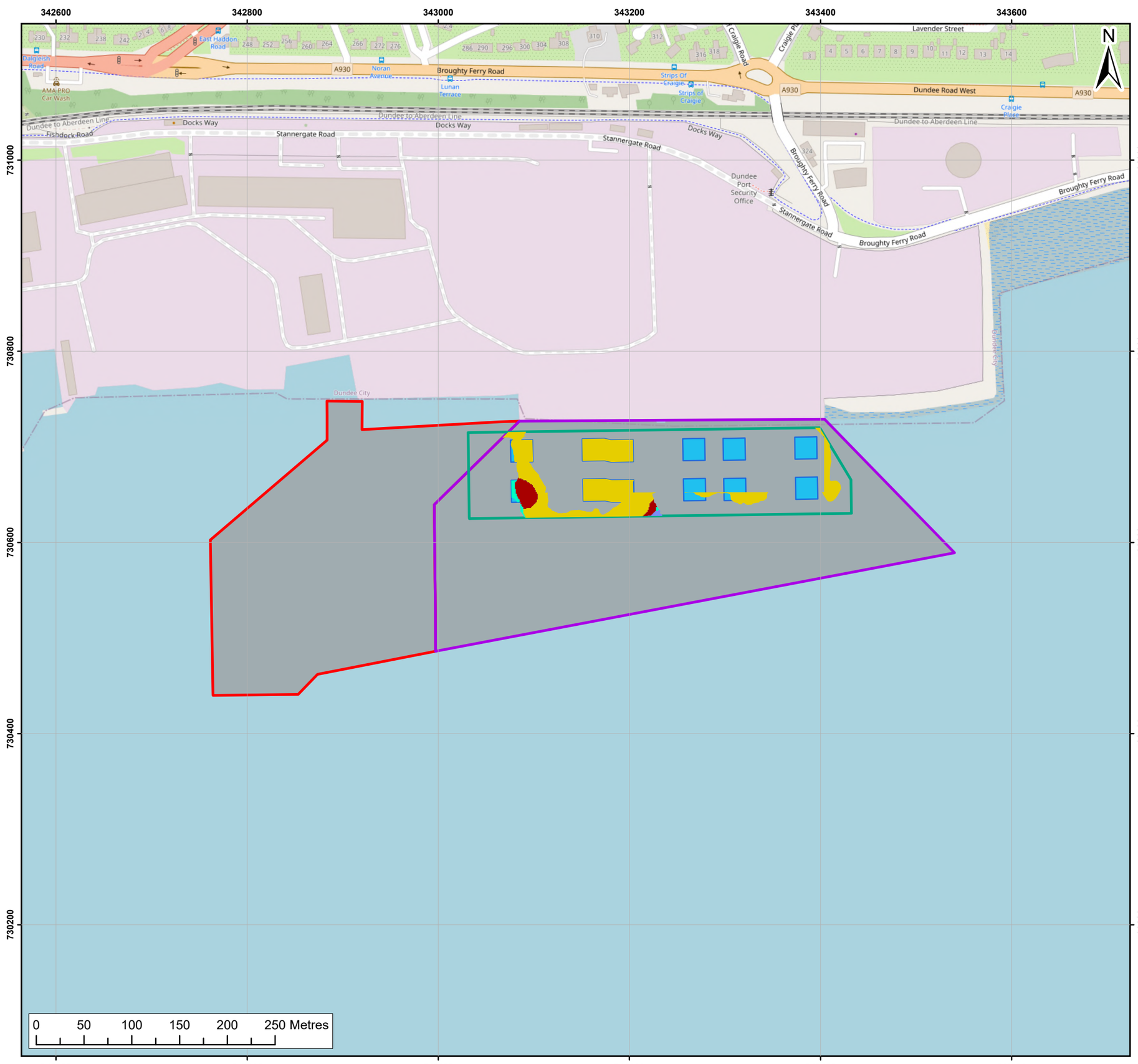
A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
Are there any other areas on or around the location which are important or sensitive for reasons of their ecology which could be affected by the proposed development? Particular attention should be paid to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora which could be affected by the proposed development?	Yes	• within the Outer Firth of Forth and St Andrews Bay Complex Special Protection Area (SPA); and, • within the Lower Tay Estuary transitional water body (ID: 200439).	No	that the consented scheme would result in the loss of 12,042m^2 of *M. edulis* beds, representing 0.372% of the estimated *M. edulis* beds in the Forth of Tay (3,239,300m^2). The combined loss of *M. edulis* beds would therefore be 12,182m^2, representing 0.376% of the *M. edulis* beds within the Forth of Tay; an increase of just 0.004% This does not represent a significant change, and the conclusions of the EIA are considered to remain valid, i.e. not significant. Sediment deposition as a result of dredging at the Port of Dundee was predicted to remain very localised to the dredging activity (see Figure 7-29 in the EIA Report). Given this and the fact that the proposed dredging would be limited to the berth pocket area, any effects of smothering would remain not significant. The proposed dredging would not result in an exceedance of the consented disposal volume and would be completed as part of the consented scheme's dredging and disposal programme. Noise effects from vessel movements and dredging were assessed as negligible/minor for the consented scheme. The proposed variations do not present additional noise effects on marine mammals and birds over that assessed in the application for the consented scheme, and the conclusion of negligible/minor remains valid. The proposed dredging is within the consented disposal volume and would be completed as part of the consented scheme's dredging and disposal programme. As such, the sediment sampling and analysis that was undertaken to support the marine licence applications remains valid, and the proposed dredging and disposal would not result have a significant effect on water quality. Whilst the overall dredge volume at the Port of Dundee would increase, the dredging method and rate of production will remain the same. As such, the maximum suspended sediment concentration will not exceed that modelled for the consented scheme.

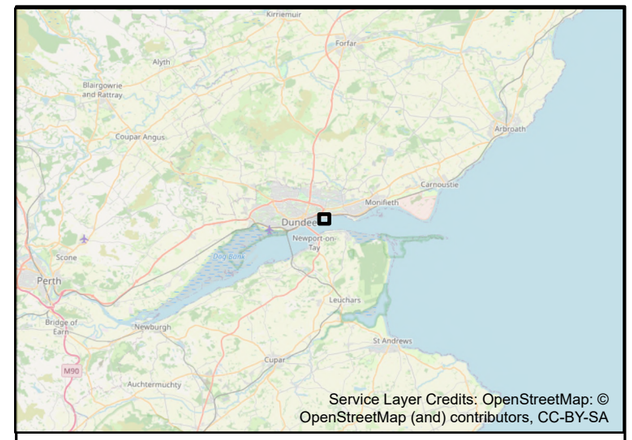
A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
				During the operations and maintenance phase, changes in tidal current velocities and bed shear stresses may occur as a result of alterations to bathymetry. Modelling for the consented scheme indicated that these changes would be typically confined to the margins of the dredge footprint. While no increase in the magnitude or extent of these changes is anticipated, their location is expected to shift to align with the margins of the revised berth pocket.
Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources which could be affected by the proposed development?	No	There are no groundwater source protection zones that could be affected by the proposed variations.	N/A	N/A
Are there any areas on or around the location of the proposed development where environmental quality standards are already exceeded which could be affected by the proposed development?	No	The proposed variations are located in the River Tay within the Port of Dundee. Marine sediment has been regularly tested and contaminant levels are not of concern and there are no known areas where environmental quality standards are already exceeded. The dredged sediment of the consented scheme is authorised for disposal at sea.	N/A	N/A
Are there any areas on or around the location which are densely populated which could be affected by the proposed development?	No	The proposed variations are located within the Port of Dundee.	N/A	N/A
Is the proposed development in a location where it is likely to be visible to many people?	No	The proposed variations are limited to works to the seabed and will not be visible to people. No visual change to the consented scheme will occur as a result of the proposed variations.	N/A	N/A
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the proposed development?	No	The gravel required as fill for the JUB foundations will be delivered by sea to PCWE. The number of trips required to deliver the material will not be discernible above baseline vessel movements at the Port of Dundee and will not be noticeable to recreational mariners.	N/A	N/A

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
Are there any areas of local landscape or scenic value on or around the location which could be affected by the proposed development?	No	There are no landscape designations within or around the Port of Dundee.	N/A	N/A
Are there any areas of features of historic, cultural or archaeological value on or around the location which could be affected by the proposed development?	No	There are no designated or non-designated heritage assets, wrecks or obstructions within the Port of Dundee.	N/A	N/A
Is the proposed development location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions?	No	The location of the proposed variations is not susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions. The increase in the footprint and deepening of the berth will not increase the risk of the consented scheme to flooding, climate change or sea level rise.	N/A	N/A
Characteristics of the potential impact				
(a) Magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected)				
Will the effect extend over a large geographical area, affecting many people and resulting in social changes, e.g. in demography, traditional lifestyles, employment?	No	The proposed variations extend over a small geographical area, with no potential to result in effects over a wide area or affect many people.	N/A	N/A
(b) Nature of impact				
Is the development located within or close to any other areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which would be significantly affected by the development?	Yes	See responses provided under ‘Location of the development, item (c)’ above.	No	See responses provided under ‘Location of the development, item (c)’ above.
(c) Transboundary nature of the impact				

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
Will there be any potential for transboundary impact?	No	The proposed variations have a small footprint and there is no potential for any widespread indirect effects, with no potential for transboundary impact.	N/A	N/A
(d) Intensity and complexity of the impact				
Is there a risk that environmental standards will be breached?	No	The proposed variations are located in the River Tay within the Port of Dundee. Marine sediment has been regularly tested and contaminant levels are not of concern and there are no known areas where environmental quality standards are already exceeded. The dredged sediment of the consented scheme is authorised for disposal at sea.	N/A	N/A
(e) Probability of the impact				
Is there a high or low probability of a potentially highly significant effect?	No	There is a low probability of a highly significant effect.	N/A	N/A
(f) Expected onset, duration, frequency and reversibility of the impact				
Will the effect be permanent, continuous or irreversible?	Yes	Any effects during construction would be very short-term, limited to the duration of the works. In operation, there would be an ongoing effect on hydrodynamics due to the changed bathymetry resulting from the proposed variations.	No	Any ongoing hydrodynamic effect as a result of the proposed variations is expected to be very localised and not materially different from the assessed effect of the consented scheme.
(g) Culmination of the impact with the impact of other existing and/or approved development				
Will the Project have cumulative effects, due to its proximity to other existing or planned Projects with similar effects?	No	The consented scheme was supported by a Cumulative Effects Assessment which concluded effects would be negligible or minor. The activities associated with the proposed variations are not considered to change the conclusions of the assessment for the consented scheme,	N/A	N/A

A) Screening criteria question	B) Response to the screening criteria question (Yes/No and explanation of reasons)		C) Is a significant effect likely? (Yes/No and explanation of reasons).	
		therefore additional cumulative effects to that assessed for the consented scheme are unlikely to occur.		
(h) Possibility of effectively reducing the impact				
Will there be any significant adverse effects on any aspect of the environment during the construction and operational phases of the development, has the developer included mitigation measures to avoid, prevent, repair or reduce the potential impact?	No	It is not considered likely the proposed variations will have a significant adverse effect. The works themselves will be carried out in accordance with the following conditions on Marine Licence 0011345: • **3.3.6** The Licensee must minimise suspension of sediment and minimise damage to the seabed when carrying on the Licensed Activity. • **3.3.9** The Licensee must ensure that works carried on under authority of this marine licence are not undertaken at the same time as the piling works licensed under authority of marine licence MS-00011344 during the sensitive period for Atlantic Salmon smolt migration which is the period April to May annually. During 2026 the sensitive period during which the aforementioned activities are not to be undertaken simultaneously is 11 April 2026 to 23 May 2026 inclusive.	N/A	N/A





Legend:

Consented Scheme

- Prince Charles Wharf Approach Channel
- DunEco Quay Approach Channel

Proposed Variations

- Proposed Dredge Area variations
- Jack Up Barge Foundations

Eunis Habitat (2025)

- MB5/MC5 - Infralittoral/Circalittoral sand
- MC32 - Atlantic circalittoral coarse sediment
- MC42 - Atlantic circalittoral mixed sediment
- MC2235 - *Mytilus edulis* beds on Atlantic circalittoral sediment
- Previously dredged or at sufficient depth

Client:	Project:
Port of Dundee Limited	Port of Dundee Laydown Area and Quay Improvement Works

Title:

Additional loss of benthic habitats at the Port of Dundee

Figure:	Drawing No:
3.1	PC6550-HAS-XX-XX-D-EV-1002

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	06/08/2026	JH	SM	A3	1:4,000

Co-ordinate system: British National Grid

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4 EIA screening conclusion

No significant effects to any receptors would occur as a consequence of the proposed variations. As such, it has been concluded by the Port of Dundee Limited and their advisors that **the proposed variations do not constitute EIA development** under the EIA Regulations.

The variation request will be accompanied by a HRA to assess the potential impacts of the proposed variations against designated features of European and internationally designated sites.