

Port of Dundee Quayside Redevelopment

Water Framework Directive Assessment

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FORTH PORTS
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CONTROL SHEET

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1.0 Introduction

- 1.1. This Water Framework Directive Assessment has been prepared by Fairhurst on behalf of Port of Dundee Limited to accompany two marine licence applications at the Port of Dundee. An application is being submitted for the construction of a new quay, associated revetment and infill, and quay strengthening works; a parallel application is being submitted for dredging including the widening and deepening of an existing dredge pocket and the creation of a new dredge pocket in front of the new quay.
- 1.2. The extent of the proposed redevelopment is shown on Drawing Number 134380/8002, a copy of which accompanies this submission. The works will involve:
- The widening of the existing dredged berth associated with the Prince Charles Wharf Extension from 200m x 40m to 200m x 60m. The depth of the berth will increase to -10.0mCD;
 - Slab thickening / strengthening to the existing Prince Charles Wharf, to increase quayside capacity;
 - The creation of a new suspended quay on land to the west of Prince Charles Wharf; and
 - The creation of a new 170m x 30m berth pocket to the south of the proposed suspended quay. Dredging works will be to a depth of -9.0mCD.
- 1.3. This Water Framework Directive Assessment sets out a three step approach to assess the impacts of the proposals on the waterbody within which the site is located, i.e. the River Tay. The three assessment steps are:
- 1) Identify Water Body Baseline Data
 - 2) Identify Proposed Scheme Baseline Data
 - 3) Preliminary Assessment of Likely Impacts

2.0 Step 1 – Water Body Baseline Data

- 2.1 The application site is located on land along the northern banks of the River Tay, within the Port of Dundee, which is operated by Port of Dundee Limited. This is shown on Drawing Number 134380/8001 which accompanies the submitted Marine Licence applications.

- 2.2 According to the Scottish Environment Protection Agency's (SEPA's) water body classification, the application site is located within the Lower Tay Estuary, which is within the Scotland region. The water body is a transitional water body, with SEPA ID 200438.

3.0 Step 2 – Proposed Scheme Baseline Data

- 3.1 The works are proposed in a location where the Port has previously been expanded southwards into the Firth of Tay to provide access to deeper water. Consequently the shoreline area mostly consists of rock armour, sheet piling, concrete slabs etc. that are covered and uncovered by the flooding and ebbing tides respectively.
- 3.2 This section of river is also subject to routine maintenance dredging and, as set out in the Best Practicable Environmental Option (BPEO) report appended to the applications, is in an area where there is a relatively high background levels of sediment within an estuarine environment. Dredging is only proposed for a limited period of time and for a fixed volume of dredged material.
- 3.3 A range of mitigation measures are included as part of the proposed scheme, as set out in the table of mitigation submitted with the applications. These include measures to minimise pollution and impacts on water quality.
- 3.4 It is also proposed that only inert material will be used in the proposed rock armour revetment so there will be no pollution risk from the materials used.
- 3.5 Any impacts that do occur as a result of the development are likely to be temporary in nature during the construction period of the development. Once in operation, there are no negative impacts predicted in terms of water quality.

4.0 Step 3 – Preliminary Assessment

- 4.1 Given the nature and scale of the proposed works, and the identified background characteristics of habitat and sediment load, it is considered unlikely that there will be any negative impacts upon water quality as a result of the works.
- 4.2 Furthermore, statutory consultees raised no concerns regarding water quality impacts on species, habitats or waterbodies during the EIA Screening process, given that a range of mitigation and pollution prevention measures are proposed (see attached table of mitigation measures).
- 4.3 As no likely impacts have been identified through this Preliminary Assessment, no further assessment is required.

5 Conclusion

- 5.1 Fairhurst consider that this assessment constitutes a valid Water Framework Directive assessment and takes into account all relevant information required for the regulating authorities to make a comprehensive and concise recommendation on the outcome of the Marine Licence applications for the proposed works.

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