



Skerries Harbour – Sheet Pile Wall Replacement

Screening for Environmental Impact Assessment (EIA)

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Glossary of Terms and Abbreviations

AA	Appropriate Assessment
ABP	An Bord Pleanála
CEMP	Construction Environmental Management Plan
DAFM	Department of Agriculture, Food and the Marine
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environment Protection Agency
EEC	European Economic Commission
European Sites	Appropriate assessment tests whether a plan or a project is likely to have a significant negative impact on any Special Protection Areas, Special Areas of Conservation, and/or Ramsar sites. Jointly, these are called 'European sites'.
GSI	Geological Survey Ireland
NBDC	National Biodiversity Data Centre
NMS	National Monuments Service
NPWS	National Parks and Wildlife Services
Natura 2000	Natura 2000 is a network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right.
NIS	Natura Impact Statement
SAC	Special Area of Conservation
SCI	Special Conservation Interests
SMR	Sites and Monuments Records
SPA	Special Protected Area
QIs	Qualifying Interests

1 Introduction

1.1 Preamble

Ayesa (formally ByrneLooby), has been appointed by Fingal County Council (FCC) to design and deliver a replacement of the sheet pile wall at Skerries Harbour, County Dublin (herein referred to as ‘the Development’).

This EIA Screening Report has been prepared to determine the requirement for mandatory or sub-threshold EIA for the Development, per the mandatory screening criteria transposed into Schedule 5 of the Planning and Development Regulations 2001 (as amended) and the sub-threshold screening assessment criteria transposed into Schedule 7 of the Planning and Development Regulations 2001 (as amended).

1.2 Project Overview

Skerries Harbour, established in the 18th century, uniquely blends historical and modern architectural elements. It incorporates an older masonry section and a newer sheet-piled section added around 1968. The Pier expands east-to-west from the unique Red Island, providing significant shelter from southerly waves for fishing and leisure craft. However, the current alignment of the harbour exposes fishing vessels moored to northerly waves.

The harbour hosts berthing facilities for small to medium-sized fishing crafts, extending protection to moored fishing and leisure crafts and the harbour road area. The northern slipway provides valuable access to deeper waters for the public and the Royal National Lifeboat Institution (RNLI). On the other hand, the southern slipway is largely utilised by the Skerries Sailing Club and the general public.

The original masonry pier has seen several renovations and extensions since its inception in the 18th century, including the significant addition of the sheet pile section in 1968. This section has contributed to the harbour’s current layout, shown in

Figure 1-1, although it requires urgent attention due to substantial corrosion.



Figure 1-1: Skerries Harbour Site Layout

1.3 Project Location

Skerries Harbour is located on the east coast of Ireland, north of Dublin, as shown in Figure 1-2.

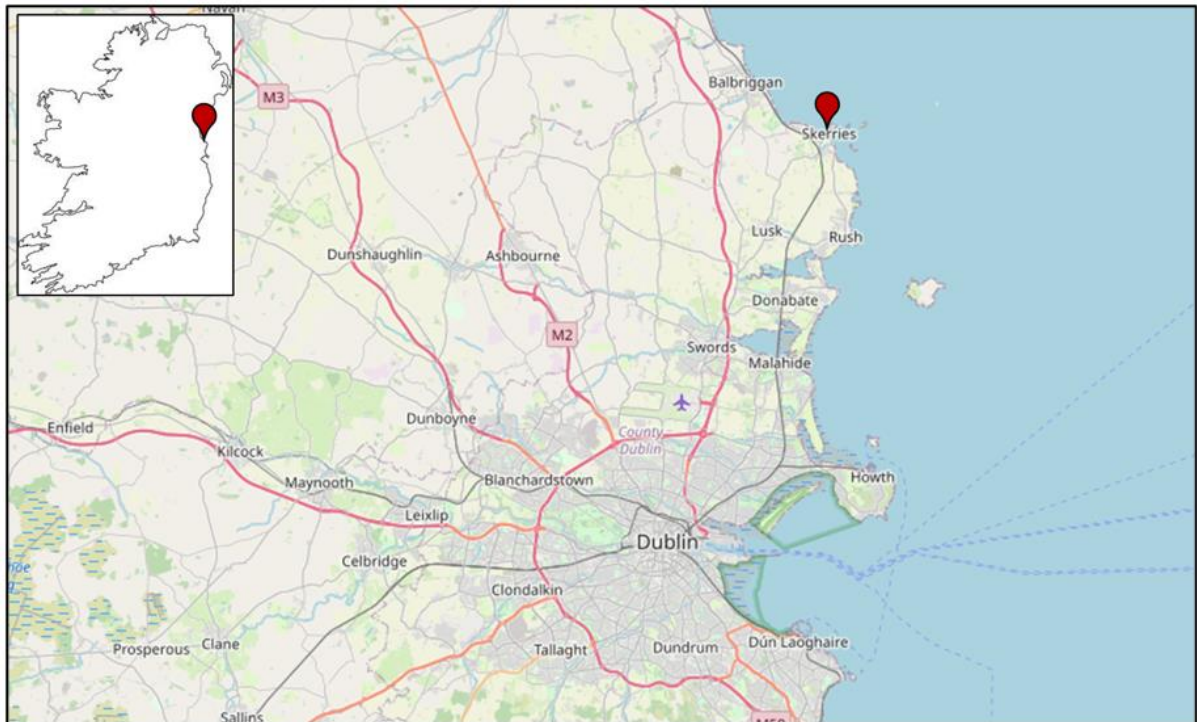


Figure 1-2: Skerries Harbour Location (Google Earth Pro)

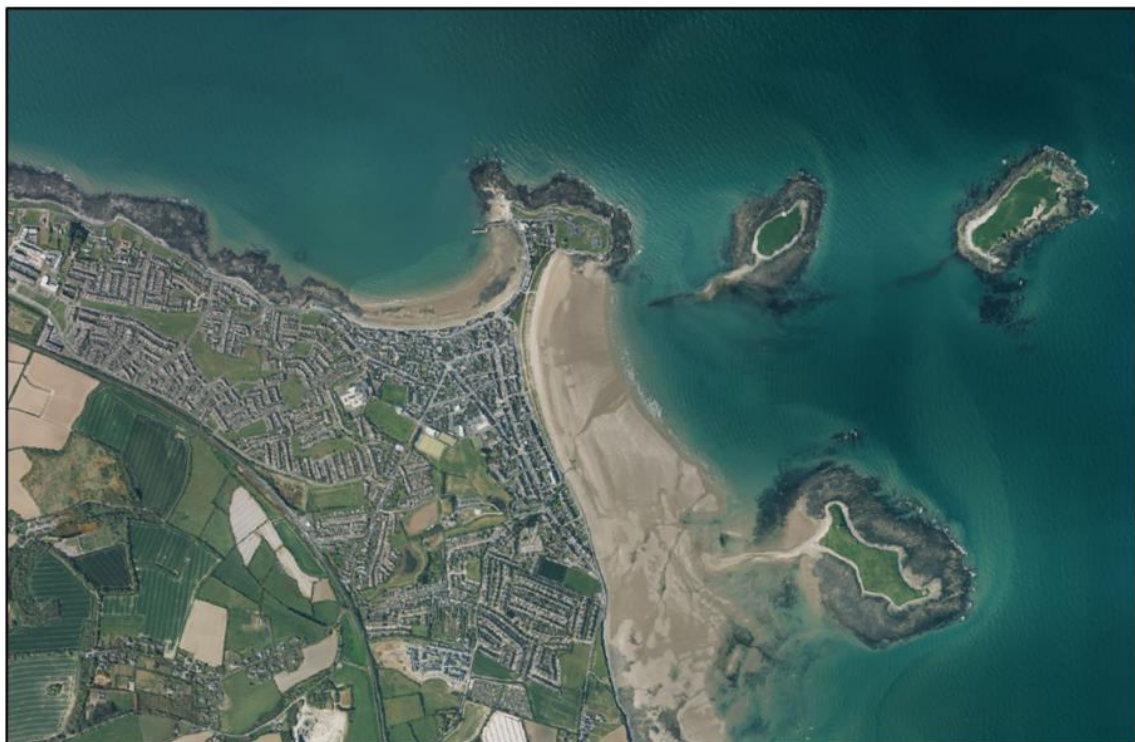


Figure 1-3: Aerial View of the Skerries Harbour and Immediate Surrounds

1.4 Proposed Works

An options appraisal was conducted to rehabilitate the sheet pile pier at Skerries Harbour. Several options were discarded due to inapplicability, while others progressed to a multi-criteria analysis (MCA), where they were evaluated based on various client-agreed criteria.

A full replacement with an encapsulation sheet pile was the selected option due to its superior design life compared to other alternatives. A concrete facade on the outer faces of the sheet piles aims to enhance the performance and longevity of the sheet pile structure by introducing an impermeable layer that provides numerous benefits.

By encasing the sheet pile structure with a concrete layer, the pier gains improved resistance to corrosion and degradation, effectively prolonging the wall's service life while reducing maintenance requirements.

The provided façade offers two primary benefits. Firstly, it enhances the aesthetic appearance of the wall by providing a clean, uniform, and smooth surface. This aesthetic improvement enhances the visual appeal and simplifies maintenance efforts. Secondly, the flat façade improves berthing capabilities by reducing the risk of vessels encountering snags or sustaining damage during docking or berthing operations. Furthermore, the flat façade permits mounting fenders, reducing/controlling berthing forces on the Pier if necessary. This improvement enhances safety measures and operational efficiency, resulting in smoother maritime activities and minimising the potential for accidents or disruptions.

Refer to Figure 1-4 for photomontages of the proposed encapsulation sheet pile solution.





Figure 1-4: Proposed Encapsulation Sheet Pile

1.5 Construction Methodology

The installation process involves the installation of new sheet piles driven on each side (seaside, leeward side and end walls) of the existing Pier at a 2-3-meter offset and embedment into the ground is crucial for stability. Once the sheet piles are in place, the existing Pier will either remain or be safely demolished (cut and disposed of). Lateral stability is provided to the new sheet pile wall by installing tie-rods from the leeward side. Suitable backfill material is carefully placed behind the sheet piles to enhance structural stability, with compaction techniques ensuring the desired density to prevent settlement.

Ensuring the proper alignment and embedment of sheet piles is crucial for the stability and integrity of the sheet pile wall. Once the sheet piles are in the correct position, anchored, and backfilled, the construction of the concrete facade begins. A shuttering is installed outside the sheet piles to create the concrete facade, extending below the current seabed level to the determined to scour depth, ensuring a fully protected and sealed sheet-piled wall. After positioning the shuttering and required reinforcement, concrete is poured between the shuttering and the pile to form a clean, smooth concrete facade.

Subsequently, a capping beam and pier deck are constructed on the sheet piles and chosen rock fill. Following this, a reinforced concrete recurve seawall is built on the newly established seaside capping beam. The final steps involve installing pier furniture and essential services/utilities, such as lighting, drainage, and utilities. Additionally, furniture such as mooring bollards and ladders is installed.

However, the specific construction methodology cannot be definitively determined until load testing on the current pier structure is performed to verify the safe working load capacity of the Pier. This testing is crucial in determining the feasibility and suitability of the construction approach.

2 Legislative Context

EIA Screening is the first stage of the EIA process and determines whether the environmental impact of a proposed development or project will be such that an EIA is required. The requirement and criteria for EIA Screening is set out in the following:

- Planning and Development Acts, 2000, as amended.
- Planning and Development Regulations, 2001, as amended (including Schedules 5 and 7).
- Environmental Impact Assessment of Projects – Guidance on Screening, European Commission, 2017.
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA, 2022.
- Annex IIA of Council Directive 2014/52/EU.
- Annex III of Council Directive 2014/52/EU.
- Directive 2011/92/EU (as amended by Directive 2014/52/EU).

2.1 Legislative Context

2.1.1 Planning and Development Regulations 2001 (as amended)

Since the adoption of the first EIA Directive in 1985 (Directive 85/337/EEC), both the law and EIA practices have evolved. The EIA Directive was amended by Directives 97/11/EC, 2003/35/EC, and 2009/31/EC. The Directive and its three amendments were codified in 2011 by Directive 2011/92/EU. The codified Directive was subsequently amended by Directive 2014/52/EU. The 2014 Directive relates to the assessment of the effects of certain public and private projects on the environment and is applicable to a wide range of projects listed in Annex I and II of the Directive.

The 2014 Directive defines the EIA as a process, the responsibility for which lies with the developer, to prepare an Environmental Impact Assessment Report (EIAR) for examination by the Competent Authority to allow reasonable conclusions to be drawn on the proposed development. Article 4(2) and Annex II of the EIA Directive address projects that do not reach the thresholds established in Annex I and states that “Member States shall determine whether the Development shall be made subject to an assessment”. This is determined on a case-by-case examination or by thresholds or criteria set by the Member State.

These requirements are transposed into Irish Law and included in the Planning and Development Regulations 2001(as amended). The Planning and Development Regulations 2001 (as amended) also identify certain types and scales of development, generally based on thresholds of scale, for which an EIA is mandatory. In addition, there can be a requirement to undertake an EIA for ‘sub-threshold’ developments.

In this respect, it is necessary to undertake a screening exercise to assess whether the proposed development requires an EIA (either mandatory or sub-threshold).

2.1.1.1 Screening for Mandatory EIA

Screening for Mandatory EIA requires a developer to provide the information listed in Annex IIA and to determine the need against the Criteria in Annex III to the 2014 Directive. The Planning and Development Regulations 2001 (as amended) also apply and must be considered as the legislation specifies projects in Schedule 5 of the Regulations that must undergo mandatory EIA.

If the Development does not require a mandatory EIA under Schedule 5 of the Planning and Development Regulations 2001(as amended), it may still be required under Article 103 of the Planning and Development Regulations 2001 (as amended) where the Competent Authority considers that the development would be likely to have a significant effect on the environment.

2.1.1.2 Screening for Sub-Threshold EIA

Screening for a Sub-Threshold EIA addresses the possible need for EIA below the Annex II national thresholds. There is a requirement to carry out EIA where significant effects may arise due to the nature of the proposed development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly sensitive environments.

Annex III of Council Directive 2014/52/EU sets out the criteria for assessing whether a project will have “likely” and “significant” effects on the environment, in which case an EIA is also required.

3 Screening for Mandatory EIA

The proposed scheme falls within the relevant categories listed below as described within Schedule 5 of the Planning Development Regulations 2001-2020.

Table 3-1: Relevant Extracts from Schedule 5 of the Planning and Development Regulations 2001

Statutory Reference	Mandatory Threshold	Screening Conclusion
Schedule 5, Part 1		
<p>The Development is not listed. It therefore is not subject to Mandatory EIA under this Schedule.</p>		
Schedule 5, Part 2		
Schedule 5 Part 2 Section 10(e)	New or extended harbours and port installations, including fishing harbours, not included in Part 1 of this Schedule, where the area, or additional area, of water enclosed would be 20 hectares or more, or which would involve the reclamation of 5 hectares or more of land, or which would involve the construction of additional quays exceeding 500 metres in length.	The proposed project includes the replacement of a sheet pile pier with a length of 60m and width of 9m. Mandatory threshold is not reached.
Schedule 5 Part 1 Section 12(b)	Sea water marinas where the number of berths would exceed 300 and freshwater marinas where the number of berths would exceed 100.	The works will not increase the number of berths. Mandatory threshold is not reached.
Schedule 5 Part 2 Section 15	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	See the sub-threshold screening outlined in Chapter 5.

In summary, the Development does not fall under any of the thresholds in Schedule 5 Part 1 for mandatory EIA and it does not meet/exceed the thresholds for which it falls under in Schedule 5 Part 2. Therefore, it is considered that a mandatory EIA is not required and that it is a sub-threshold project.

Therefore, a review against Schedule 7 has been undertaken to rule in/out significant environmental effects and requirement for a sub-threshold EIAR.

4 Screening for Sub-Threshold EIA

A sub-threshold development is defined in the Planning and Development Regulations 2001-2018 Part 10 Section 92 as “development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development”. This is the case for this Project.

The Planning and Development Regulations 2001-2018 Part 10 Section 120 outline the requirements for proposed sub-threshold developments in relation to EIA, and state:

(1) (a) Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

(b) Where the local authority concludes, based on such preliminary examination, that—

(i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,

(ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or

(iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall;

(I) conclude that the development would be likely to have such effects, and

(II) prepare, or cause to be prepared, an EIAR in respect of the development.

To give clarity to the local authority, using the criteria outlined in Schedule 7 (and 7A within) of the Planning and Development Regulations 2001 (as amended), a preliminary screening examination of the proposed project was undertaken. This is outlined in Table 4-1. In the review of likely environmental effects, the significance of effects criteria outlined in the EPA 2022 Guidelines on Information to be Contained in Environmental Impact Assessment Reports.

To support the assessment, a desktop study of the baseline environmental conditions and environmental receptors within the vicinity of the proposed development was undertaken through review of the following data/information sources:

- EPA database and interactive portal¹.
- The Water Framework Directive (WFD).
- Geological Survey Ireland (GSI) database and interactive portal².

¹ <https://gis.epa.ie/EPAMaps/>

² <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

- National Parks and Wildlife Services (NPWS) database³.
- National Biodiversity Data Centre (NBDC)⁴.
- Heritage Maps interactive database⁵.
- National Monuments Service (NMS) Wreck Viewer⁶ and the Wreck Inventory of Ireland⁷.
- Central Statistics Office.
- Spatial data including aerial photography.
- Google Maps and Google Street view, and Open Street Map.

³ <https://www.npws.ie/maps-and-data>

⁴ <https://maps.biodiversityireland.ie/>

⁵ <https://www.heritagemaps.ie/WebApps/HeritageMaps/index.html>.

⁶ <https://www.archaeology.ie/underwater-archaeology/wreck-viewer>.

⁷ <https://data.gov.ie/dataset/national-monuments-service-wreck-inventory-of-ireland>.

Table 4-1: Sub-Threshold Screening in Accordance with Schedule 7

Criteria in Schedule 7 of the Planning Development Regulations 2001-2020.	Review
<p>Characteristics of the proposed development, in particular:</p> <ul style="list-style-type: none"> (a) the size and design of the whole of the proposed development. (b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment. (c) The nature of any associated demolition works. (d) the use of natural resources, in particular land, soil, water and biodiversity. (e) the production of waste. (f) pollution and nuisances. (g) the 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. (h) the risks to human health (for example, due to water contamination or air pollution). 	<ul style="list-style-type: none"> (a) The size of the Skerries Harbour Sheet Pile Wall Replacement Project is small. It involves the remediation of an existing sheet pile pier with a length of 60m and width of 9m. (b) See Section 5 for cumulative impacts. (c) The installation process involves the installation of new sheet piles driven on either side (seaside, leeward side and end walls) of the existing Pier at a 2-3-meter offset and embedment into the ground is crucial for stability. Once the sheet piles are in place, the existing Pier will either remain or be safely demolished (cut and disposed of). (d) The use of natural resources is not a consideration for the Development. (e) Solid, liquid and very small quantities of hazardous wastes (i.e., oils, diesels and lubricants) will be generated by the construction works. The Contractor will be responsible for the collection, control and disposal of all wastes generated and shall dispose of all waste in a responsible manner. Waste management recommendations are included in the Construction Environmental Management Plan (CEMP). (f) Emissions to air are anticipated to be minor. There is potential for accidental hydrocarbon spillage into the marine environment via the sheet piling vessels and plant operating on the pier, however the likelihood is minor and appropriate material management will be implemented, as well as spill response measures and equipment. (g) The risk is limited to typical onsite health and safety risk and there is limited risk to the wider community with regards to navigation and general maritime safety given that all berthed vessels will be removed from site. Further, appropriate demarcation of the placement site and

	<p>the provision of advanced notification to sea users will eliminate this risk. No major accidents are likely. Minor accidental spillage of hydrocarbons is highlighted in point (f).</p> <p>(h) The risks to human health are unlikely, given the size of the Development. Any accidental contamination occurring on site, although unlikely to occur, will be managed appropriately in situ. During operation, risk to human health is eliminated given that safety consideration is incorporated into the design of the floating pontoons.</p>
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:</p> <p>(a) the existing and approved land use.</p> <p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.</p> <p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <ul style="list-style-type: none"> - wetlands, riparian areas, river mouths. - coastal zones and the marine environment. - mountain and forest areas. - nature reserves and parks. - areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive. - areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the Development, or in which it is considered that there is such a failure. - densely populated areas. - landscapes and sites of historical, cultural or archaeological significance. 	<p>(a) The Development is located within an existing harbour area and involves the replacement of a sheet pile wall only, which is current in a stage of disrepair. Therefore, the Development results in no alteration of existing land use.</p> <p>(b) Relative to the resources required for the Development, the abundance and availability of these resources is not considered to be a concern.</p> <p>(c) <u>Marine Ecology</u></p> <ul style="list-style-type: none"> • There are five Special Protection Areas (SPA) and two Special Areas of Conservation (SAC) within 10 km of the Skerries Harbour. Risks to the Qualifying Interests (QIs) of these sties were assessed initially within an Appropriate Assessment (AA) Screening Report (Ayesa, 2023a), whereby risks of sedimentation (from sheet piling work and demolition), noise and vibration (from sheet piling work and general construction) and potential contamination (accidental hydrocarbon/oil release) are considered likely. This was particularly relevant for the QIs of the North-East Irish Sea SPA, the Skerries Islands SPA, the Rockabill SPA, and the Rockabil to Dalkey Island SAC. Therefore, a Natura Impact Statement (NIS) was recommended to be completed (Ayesa, 2023b).

	<ul style="list-style-type: none"> • Further, there is anecdotal evidence of the frequent presence of the Common Harbour Seal (<i>Phoca vitulina</i>) within Skerries Harbour which, although not a QI of any of the SPAs and SACs, is an Annex 4 species requiring protection. <p><u>Landscape and Visual</u></p> <ul style="list-style-type: none"> • Landscape and visual impacts are not considered to be significant. There will be some minor changes in visual amenity during construction via the presence of construction equipment and machinery, however these will be short-term (limited to the construction phase only). Port-construction, the harbour will have an improved visual amenity (see Figure 1-4) as the existing sheet pile pier is significantly corroded as is. <p><u>Cultural Heritage</u></p> <ul style="list-style-type: none"> • The 18th Century Skerries Harbour is listed on the Record of Protected Structures (RPS) and National Inventory of Architectural Heritage (NIAH). The listing (FCC, 2017-2023) specifically mentions the following element of the harbour as being protected ‘18th century limestone pier with curved end (curve is now middle section as pier extended in 20th century)’. Otherwise, the closest cultural heritage asset is Site No. DU00126, listed on the Sites and Monuments Record (SMR), a Martello Tower on Red Island. • There is anecdotal evidence of wrecks near to Skerries via the NMS Wreck Viewer and Wreck Inventory for Ireland, however none appear to be located in the harbour area.
<p>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the Development on the factors specified in paragraph (b)(i)(I) to</p>	<p>No significant impacts on population, human health, material assets (built services & utilities), navigation, air quality, climate, landscape, and visual amenity have been identified.</p>

<p>(V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—</p> <ul style="list-style-type: none"> (a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected). (b) the nature of the impact, (c) the transboundary nature of the impact (d) the intensity and complexity of the impact (e) the probability of the impact, (f) the expected onset, duration, frequency and reversibility of the impact, (g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and (h) the possibility of effectively reducing the impact. 	<p>There is likelihood of marine sedimentation/run-off (from sheet piling work and demolition), noise and vibration (from sheet piling work and general construction) and potential contamination (accidental hydrocarbon/oil release) as a result of the construction works, with potential pre-mitigation risks to the QIs of the North-East Irish Sea SPA, the Skerries Islands SPA, the Rockabill SPA, and the Rockabil to Dalkey Island SAC. However, with standard and best practise mitigation, the NIS concluded that there will be no significant adverse impacts on the integrity of nearby Natura 2000 sites, particularly the North Irish Sea SPA, Skerries Islands SPA, Rockabill SPA or Rockabill to Dalkey Island SAC, as a result of the proposed development. This is further detailed below.</p> <p>The proposed works will include the placement of new sheet pilings around the existing pier structure to encapsulate the structure and to allow subsequent works to be contained within the structure. The placement of the new sheet pilings will require them to be driven into the seabed, which will result in the disturbance of the seafloor. Consequently, there is a high likelihood of increased sedimentation of the immediate area surrounding the pier. Construction works can result in sediment influx into adjacent areas, which can have various environmental impacts, including the alteration of water quality via turbidity and nutrient influx, disruption of aquatic plant growth, deterioration of habitats for marine mammals, fish and other marine fauna, and potentially have medium to long-term impacts on nearby QI habitats. However, given the duration of the construction phase, any impact is considered to be short-term in nature and through the adoption of standard and best-practise mitigation (as outlined in the NIS), no significant residual impacts of sedimentation on QIs were identified.</p> <p>Impacts of potential contamination release was identified as a risk to QIs, whereby the physical and chemical properties of water, leading to significant changes in water quality, can result in the death of aquatic plants and fauna. Primary sources of hydrocarbons, such as diesel fuel, oil, hydraulic fluid, etc, in the instance of this development will stem from excavators, demolition machinery, piling equipment/machinery, and floating work platforms used in and around the development area. Although infrequent/rare, improper maintenance and/or on-site incidents may result in the discharge of hydrocarbons from construction machinery (as outlined</p>
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	<p>above). Additionally, wet concrete and concrete dust is a well-documented toxic substance to aquatic fauna. Lime, a major component of cement and concrete, is highly water soluble and drastically changes the pH of water, typically increasing the alkalinity (up to pH 11-13). However, standard and best practise mitigation recommendations included in the NIS are expected to reduce this risk significantly, and no residual impacts to QIs were identified.</p> <p>The high levels of noise and vibration generated from construction activities can cause significant disturbance to local fauna such as seabirds, fish, marine turtles, and marine mammals. Noise and vibration pose specific risk to marine mammals, especially to cetaceans which use echolocation to forage and underwater sound to communicate. The proposed development works will consist of the construction of several key structures, including demolition works, sheet pilings, ballast rock for infilling, and concrete pouring. Primary sources of noise and vibration impacts will subsequently stem from these works and the associated machinery required. Further, considering the location of the proposed works, there is high potential for direct underwater noise and vibration impacts to the marine environment. However, the adoption of standard and best practise mitigation recommendations outlined in the NIS is expected to reduce this risk significantly, and no residual impacts to QIs were identified. Construction impacts to the frequently seen Common Harbour Seal (<i>Phoca vitulina</i>) are considered short-term and intermittent, and not considerable given the mobile nature of the species. It was determined that appropriate for the management of noise and vibration and sedimentation would reduce any residual impact.</p> <p>No transboundary impacts are predicted. Any impacts to arise from the Development will be confined to the immediate works area.</p> <p>As mentioned, the 18th Century Skerries Harbour is listed on the RPS and NIAH as '<i>18th century limestone pier with curved end (curve is now middle section as pier extended in 20th century)</i>'. Works under this Project are not proposed to create any change to the 18th Century portion of the harbour structure, and therefore no change to the special architectural, historical,</p>
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	<p>archaeological, artistic, cultural, scientific, social or technical interest will incur. All changes are limited to the 20th Century sheet pile pier.</p> <p>Nevertheless, an Archaeological Impact Assessment (AIA) will be completed for the Development, given that works will be occurring within such close proximity to an RPS, and all construction plant and machinery will traverse this section to reach the sheet pile pier. Specific pre-and-post construction assessments and mitigation will be established from this. Further, the National Monument Service (NMS) will be consulted with to establish acceptance of the works and identify any pre-or post-construction mitigation requirements.</p> <p>Site No. DU00126, listed on the SMR is located >200m from the harbour entrance and in a location where construction vehicles/plant would not traverse. Therefore, the Development's construction works will not cause any effect to this structure.</p> <p>To summarise, impacts are not predicted to be major or complex and the majority are temporary in nature (during construction) and are able to be mitigated either fully or largely through standard and best-practise mitigation measures. These are outlined in the NIS (Ayesa, 2023), to be adopted by the construction contractor throughout the works. Further mitigation will be included in the AIA (currently in preparation) with regards to cultural heritage and should similarly be adopted by the appointed contractor throughout the works.</p>
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5 Cumulative Impacts

It is a requirement of the EIA process that the cumulative or in-combination effects of the proposed development together with other plans or projects are assessed. Cumulative impacts can be defined as a project/plan/programme likely to have a significant effect thereon, either individually or in combination with other plans or projects.

The following sources were consulted in order to determine if there were any other plans or projects in the area which could result in cumulative impacts:

- Department of Housing, Local Government and Heritage (DHLGH) – Foreshore Applications <https://www.housing.gov.ie/planning/foreshore/applications/>
- DHPLG EIA Portal <https://www.housing.gov.ie/planning/environmental-assessment/environmental-impact-assessment-eia/eia-portal>
- Fingal County Council - Planning System Search <https://www.fingal.ie/view-or-search-planning-applications>

There are no recently submitted plans/projects for developments within 1 km of the Skerries Harbour pier to the Fingal County Council that are currently under planning approval consideration which may have the potential to interact. All other committed/approved developments have been completed and typically encompass residential properties, all of which are not considered to be a risk of in-combination effects.

6 Screening Conclusion

6.1 Discussion

The Skerries Harbour Sheet Pile Wall Replacement Project has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU. The proposed scheme does not fall within any relevant categories listed within Schedule 5 (Part 1 and 2) of the Planning Development Regulations 2001 (as amended). Therefore, the EIA Screening Report has provided an overview assessment of the Proposed Development against the Schedule 7 criteria of 2011 Regulations, whereby it examined the nature of the development, including the size and location of the Development and the types and characteristics of likely potential effects.

No significant impacts on population, human health, material assets (built services & utilities), navigation, air quality, climate, landscape, visual amenities have been identified.

As identified in the Screening for Appropriate Assessment Report (Ayesa, 2023a), there is likelihood of marine sedimentation/run-off (from sheet piling work and demolition), noise and vibration (from sheet piling work and general construction) and potential contamination (accidental hydrocarbon/oil release) as a result of the construction works, with potential pre-mitigation risks to the QIs of the North-East Irish Sea SPA, the Skerries Islands SPA, the Rockabill SPA, and the Rockabill to Dalkey Island SAC. However, with best practise mitigation, the NIS (Ayesa, 2023b) concluded that there will be no significant adverse impacts on the integrity of nearby Natura 2000 sites, particularly the North Irish Sea SPA, Skerries Islands SPA, Rockabill SPA or Rockabill to Dalkey Island SAC, as a result of the proposed development. This is further detailed below.

The 18th Century Skerries Harbour is listed on the RPS and NIAH as '*18th century limestone pier with curved end (curve is now middle section as pier extended in 20th century)*'. Works under this Project are not proposed to create any change to the 18th Century portion of the harbour structure, and therefore no change to the special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest will incur. All changes are limited to the 20th Century sheet pile pier.

Nevertheless, an Archaeological Impact Assessment (AIA) will be completed for the Development, given that works will be occurring within such close proximity to an RPS, and all construction plant and machinery will traverse this section to reach the sheet pile pier. Specific pre-and-post construction assessments and mitigation will be established from this. Further, the National Monument Service (NMS) will be consulted with to establish acceptance of the works and identify any pre-or post-construction mitigation requirements.

6.2 Screening Determination

It is concluded that there is no significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed project. Therefore, an EIA is **not considered to be required**.

7 References

Annex IIA of Council Directive 2014/52/EU.

Annex III of Council Directive 2014/52/EU.

Ayesa (2023a) Skerries Harbour Pier Wall Upgrades. Screening for Appropriate Assessment Report.

Ayesa (2023b) Skerries Harbour Pier Wall Upgrades. Natura Impact Statement.

Environmental Impact Assessment of Projects – Guidance on Screening, European Commission, 2017.

Directive 2011/92/EU (as amended by Directive 2014/52/EU).

EPA database and maps (Accessed at: <https://gis.epa.ie/EPAMaps/>)

EPA (2022) Guidelines on the information to be contained in Environmental Impact Assessment Reports.

Fingal County Council (2017) Final Development Plan 2017-2023, Appendix 2 – Record of Protected Structures.

Geological Survey Ireland database and maps (Accessed at: <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>)

Heritage Maps interactive database (Accessed at: <https://www.heritagemaps.ie/WebApps/HeritageMaps/index.html>).

National Biodiversity Data Centre (NBDC) (Accessed at: <https://maps.biodiversityireland.ie/>).

National Monuments Service (NMS) Wreck Viewer (Accessed at: <https://www.archaeology.ie/underwater-archaeology/wreck-viewer>).

National Parks and Wildlife Services (NPWS) database (Accessed at: <https://www.npws.ie/maps-and-data>).

Planning and Development Acts, 2000, as amended.

Planning and Development Regulations, 2001, as amended (including Schedules 5 and 7).

The Maritime Area Planning (MAP) Act 2021/2022.

Wreck Inventory of Ireland (Accessed at: <https://data.gov.ie/dataset/national-monuments-service-wreck-inventory-of-ireland>).