

# 8. NISA Offshore Wind Farm - Report on Approach to Temporary and Permanent Access Points from the Road Network

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# 1. Introduction

The North Irish Sea Array (NISA) Offshore Wind Farm, located off the coast of counties Dublin, Meath, and Louth (hereafter referred to as the ‘proposed development’), is the subject of this report. The proposed development is a combination of offshore infrastructure and onshore infrastructure. This report is in respect of the onshore infrastructure only and has been prepared to detail the approach to the provision of temporary and permanent access points from the public road network to the onshore infrastructure.

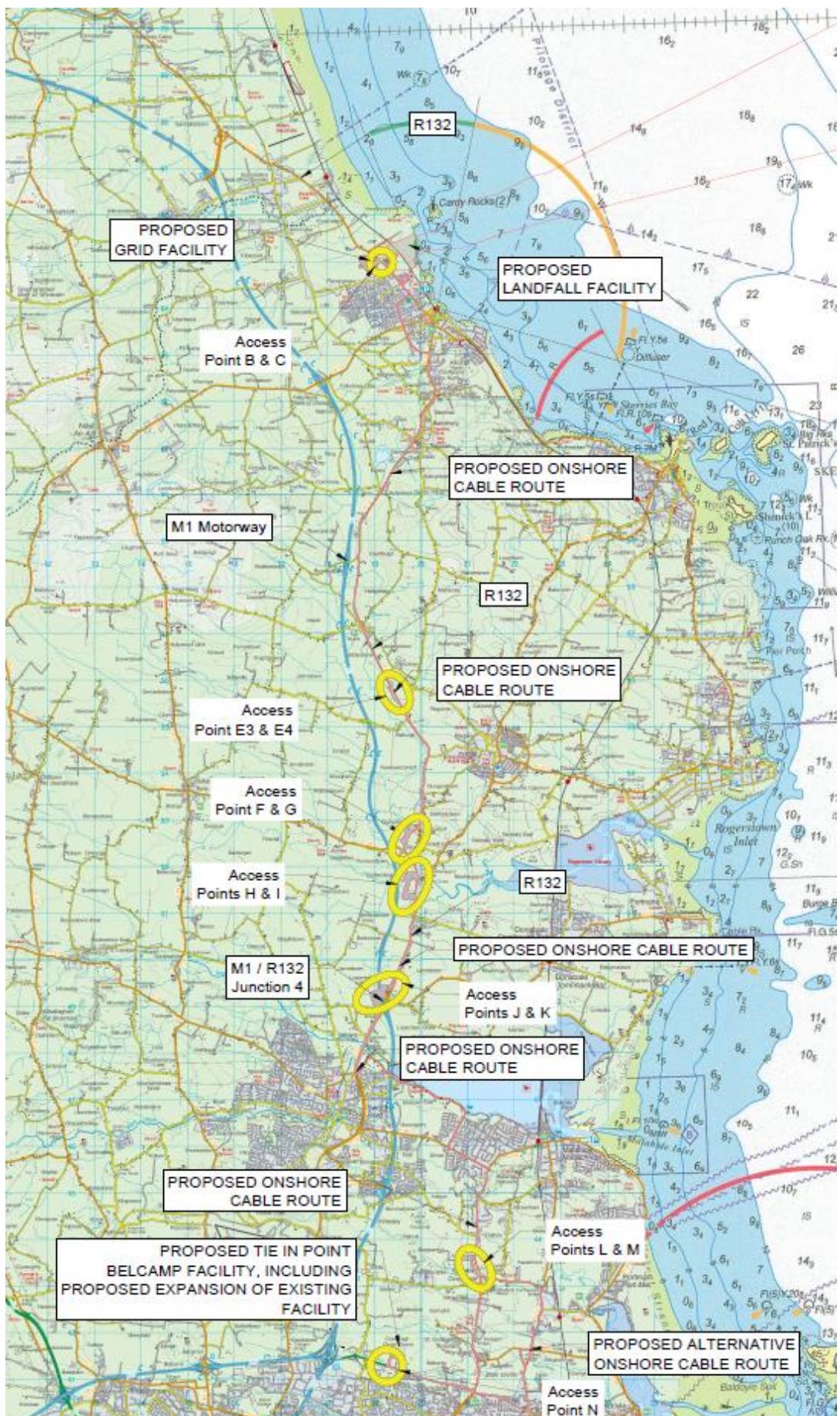
The onshore infrastructure associated with the proposed development comprises the following key elements within the jurisdiction of Fingal County Council (FCC) and Dublin City Council (DCC):

- Landfall site: this is where the 220 kV high voltage alternating current (HVAC) offshore export cables come onshore and it is located close to the shoreline. The landfall site will be in the townland of Bremore, north of Balbriggan, Co. Dublin. In terms of the onshore infrastructure, the landfall will comprise of infrastructure landward of the HWM as follows:
- Offshore export cables from the HWM to the transition joint bays (TJBs).
- TJBs, which are the point at which the offshore (subsea) export cables transition to the onshore export cables.
- Onshore export cables from the TJBs to the grid facility.
- Grid facility: The onshore export cables terminate at the grid facility, which is located in Bremore, just north of Balbriggan and is comprised of two distinct substations on the same site: the compensation substation and the Bremore substation. When the onshore export cables enter the grid facility, they are connected to the compensation substation. A connection is then made between the compensation substation and the Bremore substation. Power leaves the Bremore substation via the onshore cable route; and
- Onshore cable route: 220kV HVAC cables will be laid underground from the grid facility to the grid connection point at the existing substation at Belcamp. The onshore cable route, which is approximately 33-35km in length.

Access to private lands from the public road is required for the following purposes:

- To provide access to temporary construction areas and construction compounds during the construction phase; and
- To provide permanent access during the operational phase.

This report sets out the approach taken to the design and control of access/egress at these access points, during both the construction and operational phases. Figure 1.1 shows the locations of the proposed access points from the public road network.



**Figure 1.1 Location of Access Points from the Public Road Network**

## 2. Proposed Access Points

The proposed access points are detailed below in Table 2.1 and on Figure 1.1. In terms of these access points, it is noted that:

- Access points from the public road are required in a number of locations along the proposed onshore cable route within the proposed development boundary.
- These are in the first place, required on a temporary basis (during construction).
- Some of these access points will be retained post-development to provide access to the infrastructure for ongoing maintenance and emergency repairs.
- Where practicable, existing access points have been used.

**Table 2.1 Details of Proposed Access Points**

Access Point	Major Road	Type	Access requirement
B	R132	Realigned & Permanent	Grid Facility Compound
C	R132	New & Temporary	Onshore Cable Compound 1
E3 and E4	R132	New & Temporary (optional)	Off-line watercourse crossing
F	R132	Existing & Permanent	Off-line HDD & Onshore Cable Compound 2
G	R129	Existing & Permanent	Off-line HDD
H	R132	New & Permanent (optional)	Off-line HDD and watercourse crossing
I	R132	Existing & Temporary (optional)	Off-line HDD and watercourse crossing
J	R132	Existing & Permanent	Off-line HDD under M1
K	R132	Existing & Permanent	Off-line HDD under M1
L	R107	Existing & Permanent (optional)	Off-line HDD
M	R107	Existing & Temporary (optional)	Off-line HDD
N	R139	Existing & Permanent	Existing Belcamp facility

## 3. Control of Access/Egress during Construction Phase

As detailed in Table 2.1, existing and new access points will be utilised to enable the construction phase of the proposed development. A detailed EIAR accompanies the consent application. The construction phase is described in detail in Chapter 9: Construction Strategy -Onshore therein, with the assessment of traffic and transportation effects addressed in Chapter 24: Traffic & Transportation therein.

Construction is likely to commence in 2026/27 and last for approximately 2 years.

A Construction Traffic Management Plan (CTMP) has been prepared and is included in the Construction Environmental Management Plan (see Appendix 9.1 of the EIAR). This will be updated and further developed by the Contractor prior to the commencement of construction and in consultation with and the agreement of the relevant local authorities.

The CTMP will detail:

- The traffic management measures to be utilised for the construction of the onshore infrastructure; and
- The proposed mitigation or control measures to be employed during construction, including control of access/egress to and from the public road,

## 4. Control of Access/Egress during the Operational Phase

The operational phase is expected to have a duration of c. 35 years. To accommodate access/egress to various locations, there is a requirement for a number of access points from the public road network. Key things to note:

- The proposed development is anticipated to have an operational phase of circa 35 years.
- Over the operational phase it is anticipated that the cable infrastructure will require routine inspection and maintenance visits 1 – 2 times per year; and
- A typical inspection and maintenance visit will consist of two or three operatives and will be completed within a single day.

Where possible, existing access points which will be utilised for the construction phase, will be retained if required to accommodate access/egress during the operational phase. In this case, usage during the operational phase will be very low (as indicated above) and akin to (if not less than) existing usage.

Two new access points are required to be retained for the operational phase:

- Access Point B, from the R132, at Bremore, providing access to the proposed grid facility; and
- Access Point H, from the R132 at Blakes Cross, providing access to a possible off-line HDD watercourse crossing.

Where new access points are to be retained for the operational phase, appropriate sightlines, in accordance with the relevant standards (TII Standard DN-GEO-03060), are being provided.

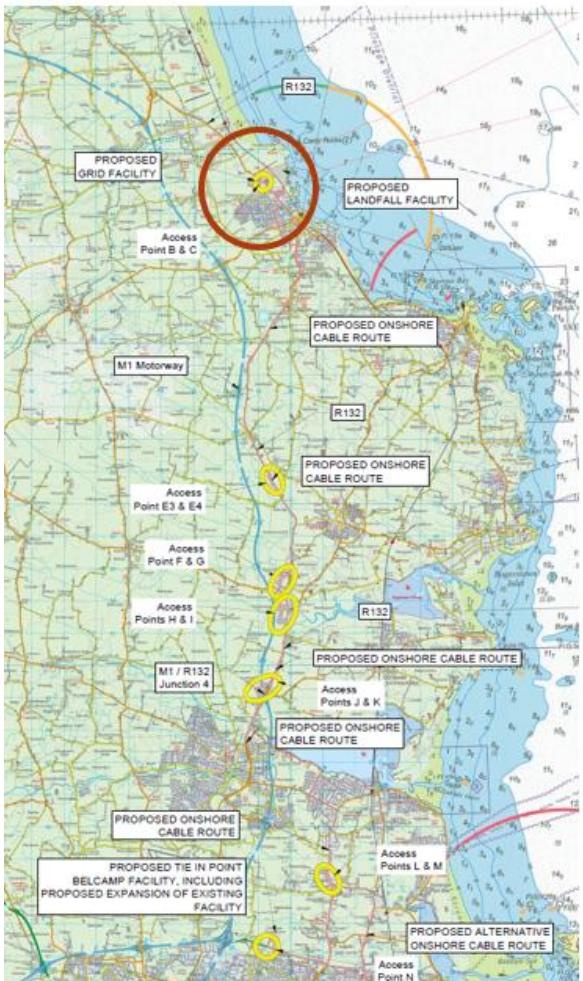
Further detail on each of the access points for the proposed development is provided herein.

### 4.1 Access Point B – New & Permanent

Access Point B is an existing access point to be re-located to the North of the existing location along the R132. The new access point will be retained for the proposed Grid Facility. Key things to note are that:

- This is an existing (but re-located) access point.
- The realignment/relocation design will significantly improve existing sightlines.
- Contractor CTMP will detail proposed construction traffic management measures for construction phase.
- Access point to be retained for operational phase; and
- Usage during operational phase will be low (akin to current usage for existing access point).

Figure 4.1 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



Major Road – R132

Posted speed limit – 80kph



Sightlines	Left, m	Right, m
Existing	2m x 6m	2m x 38m
Proposed	2m x 150m	2m x 160m



**Figure 4.1 Location, photographs, applicable speed limits and sightlines for Access Point B**

The existing sightlines, in accordance with TII Standard, DN-GEO-03060 (May 2023)<sup>1</sup>, are circa 6m ('y') at 2m ('x') to the left and 38m ('y') at 2m ('x') to the right. In accordance with Table 5.4 and Table 5.5 of the above TII Standard, the proposed relocated access point require sightlines of 160m at 3.0m, or 160m at 2.0m with a relaxation for lightly trafficked roads. The proposed sightlines at the relocated entrance are 150m at 2m to the left and 160m at 2m to the right, refer to drawing 281240-ARP-ONS-XX-DR-CH-1001 in Appendix A for details.

This is a significant improvement on the sightlines at the existing entrance (which is being re-located) and will considerably improve safety at this location. The detailed design will define the final sightlines and adherence to standard, DN-GEO-03060. If any departure from standard is required, this will be sought in accordance with the standard process (GE-GEN-01005)<sup>2</sup> and will be on the basis of the lightly trafficked road, the significant improvement in sightlines being achieved and the infrequent usage.

<sup>1</sup> Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions, DN-GEO-03060, May 2023, TII

<sup>2</sup> Departure from Standards, GE-GEN-010, April 2021, TII

## 4.2 Access Point C – New and Temporary

Access Point C is a new, temporary access point on the R132 required for construction of the railway line HDD and Onshore Cable Compound 1:

- This is a temporary access required for the construction phase only.
- Contractor CTMP will detail proposed construction traffic management measures for construction phase; and
- Access point to be closed and reinstated post construction.

Figure 4.2 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.

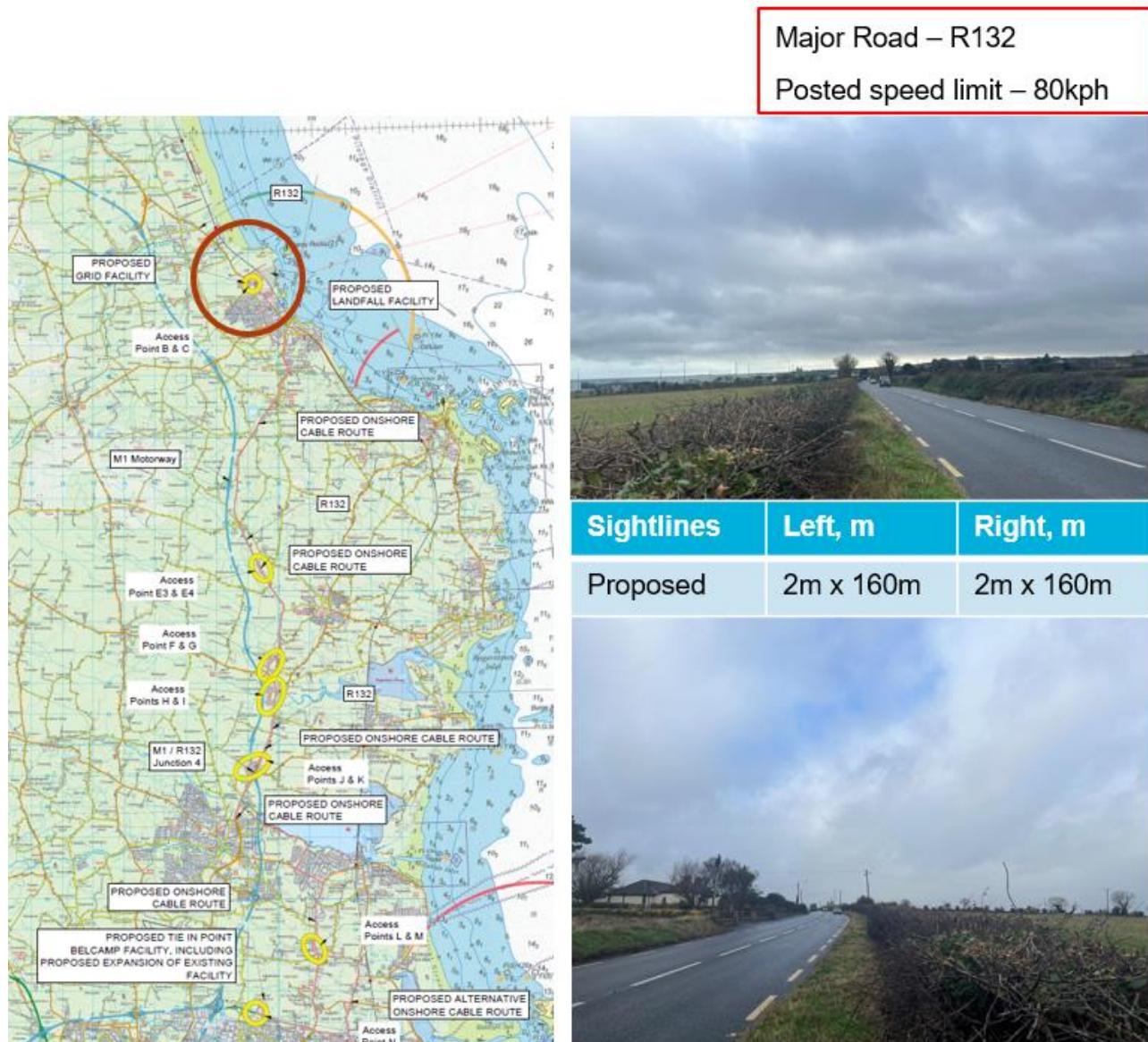


Figure 4.2 Location, photographs, applicable speed limits and sightlines for Access Point C

#### 4.3 Access Point E3 and E4 – New and Temporary

Access Points E3 and E4 are new, temporary access points on the R132 required to construct an optional off-line section of the cable route (watercourse crossing):

- These are temporary access points required for the construction phase only.
- Contractor CTMP to detail proposed construction traffic management measures for construction phase; and
- Access points to be closed and reinstated post construction.

Figure 4.3 shows the location, relevant images and details of appropriate speed limits and sightlines for this access point.



Figure 4.3 Location, photographs, applicable speed limits and sightlines for Access Point E3 to E4

#### 4.4 Access Point F – Existing and Permanent

Access Point F is an existing agricultural access point on the R132 required to construct an off-line section of cable and associated HDD:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures.
- Access point to be retained for operational phase; and
- Usage will revert to existing levels post construction.

Figure 4.4 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



**Figure 4.4 Location, photographs, applicable speed limits and sightlines for Access Point F**

## 4.5 Access Point G – Existing and Permanent

Access Point G is an existing agricultural access point on the R129 required to construct an off-line section of the cable and associated HDD:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase.
- Access point to be retained for operational phase; and
- Usage will revert to existing levels post construction.

Figure 4.5 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.

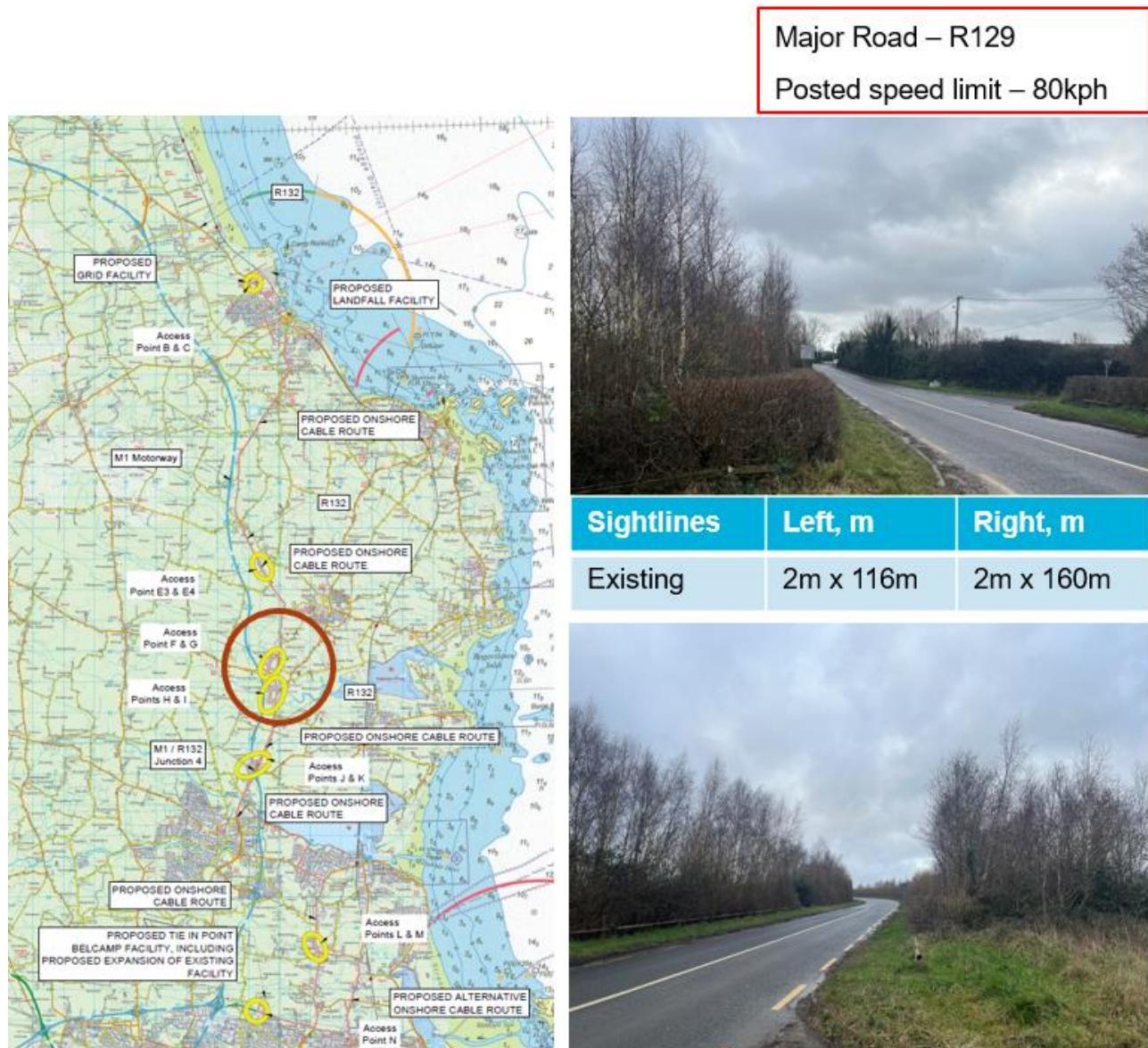


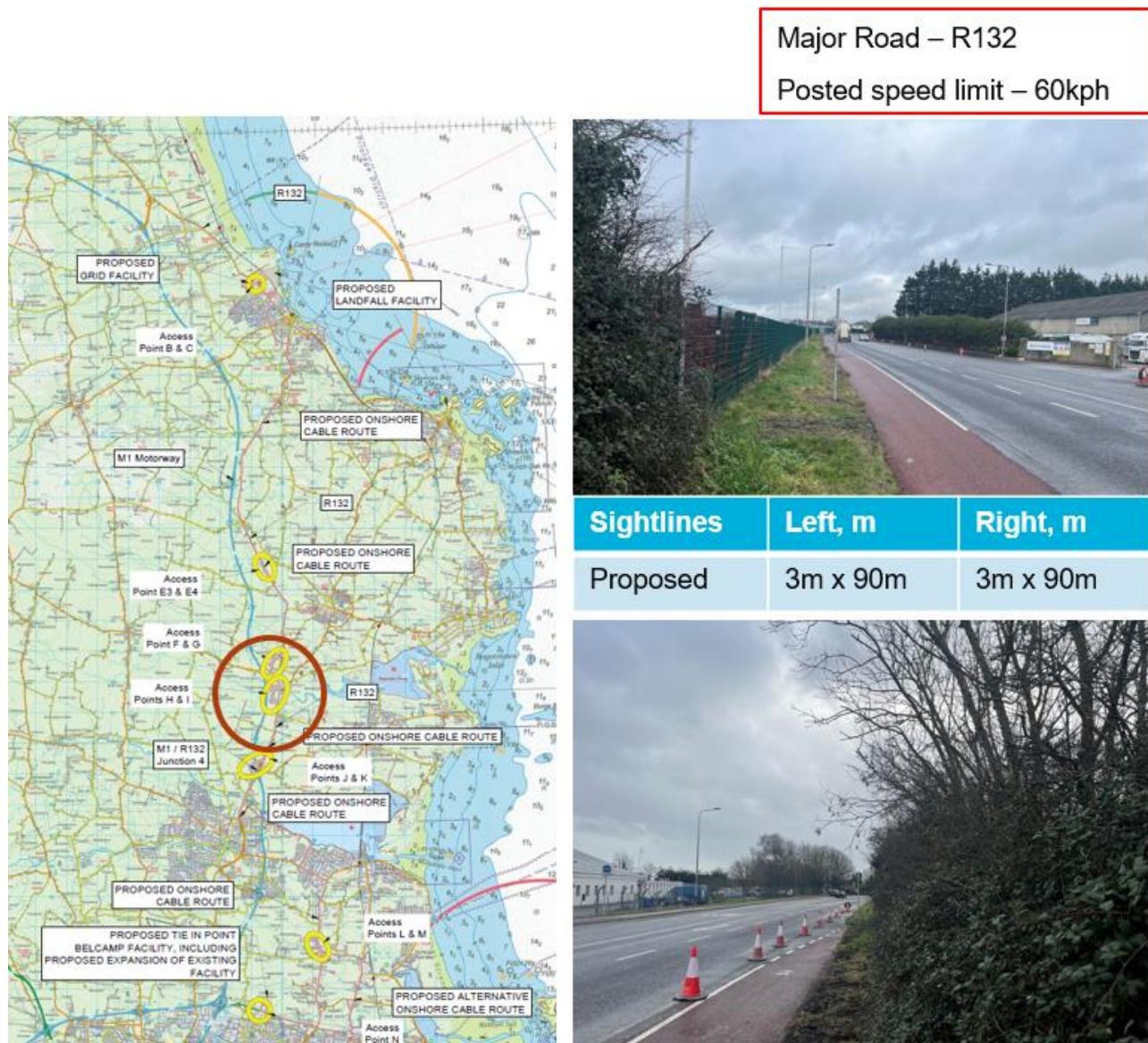
Figure 4.5 Location, photographs, applicable speed limits and sightlines for Access Point G

## 4.6 Access Point H – New and Permanent

Access Point H is a new access point on the R132 required to construct an (optional) off-line section of cable, associated with HDD and open cut water crossing:

- New access point.
- Appropriate sightlines provided in accordance with TII standards.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase.
- Access point to be retained for operational phase; and
- Usage during operational phase will be low.

Figure 4.6 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



**Figure 4.6 Location, photographs, applicable speed limits and sightlines for Access Point H**

In accordance with Table 5.4 and Table 5.5 of DN-GEO-03060<sup>1</sup> the proposed access point requires sightlines of 90m ('y') at 3.0m ('x'), or 90m at 2.0m with a relaxation for lightly trafficked roads. The proposed sightlines at the new entrance are 90m at 3m to the left and 90m at 3m to the right adhering to standard, refer to drawing 281240-ARP-ONS-XX-DR-CH-1002 in Appendix A for details.

## 4.7 Access Point I – Existing and Temporary

Access Point I is an existing agricultural access point on the R132 required to construct optional off-line cable section with associated HDD and open cut water crossing:

- Existing access point required for construction phase only.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase; and
- Access point to revert to prior use following construction.

Figure 4.7 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



Figure 4.7 Location, photographs, applicable speed limits and sightlines for Access Point I

## 4.8 Access Point J – Existing and Permanent

Access Point J is an existing agricultural access point on the R132 required to construct off-line cable section and associated HDD under the M1 Motorway:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase.
- Access point to be retained for operational phase; and
- Usage will revert to existing levels post construction.

Figure 4.8 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.

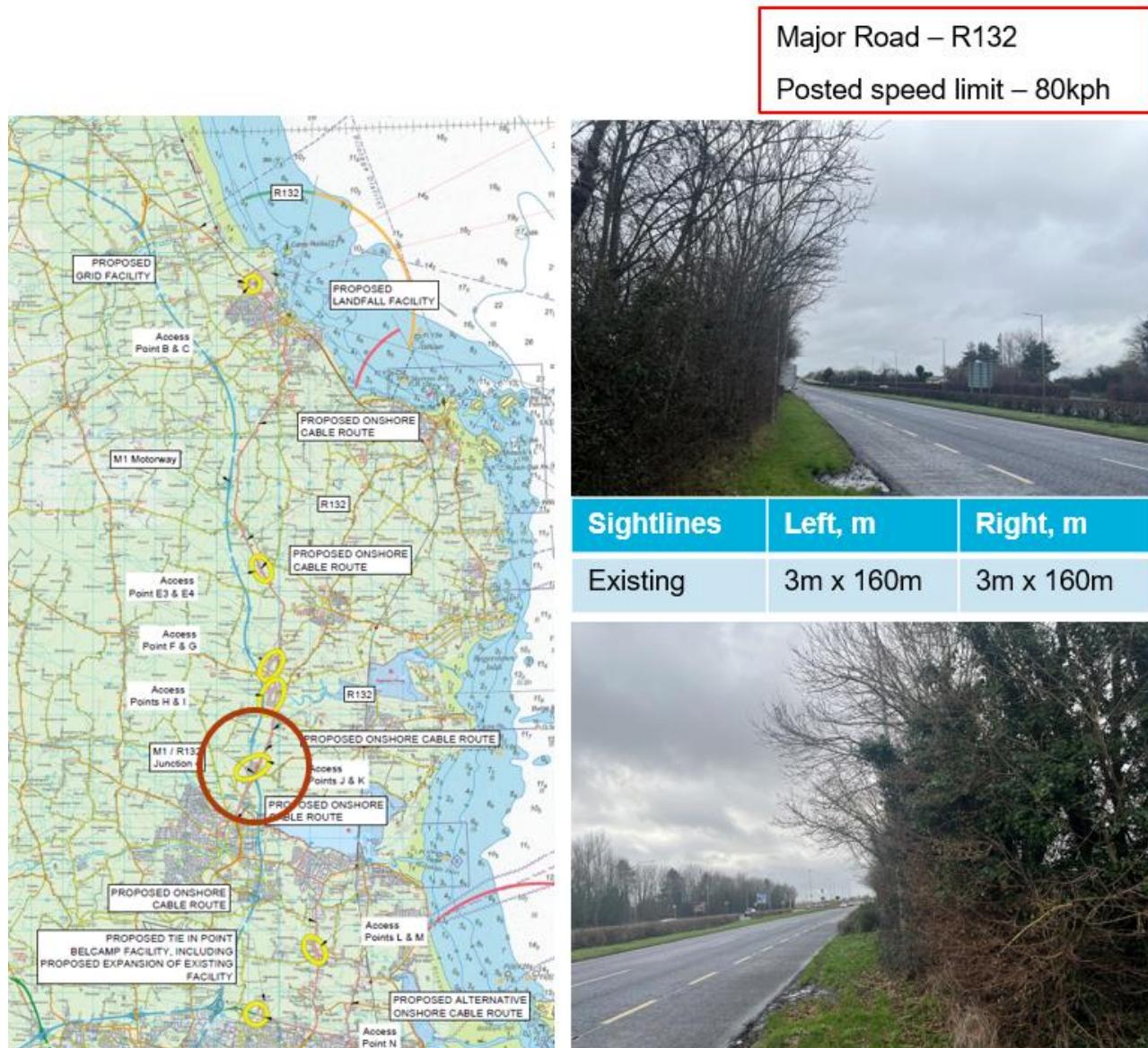


Figure 4.8 Location, photographs, applicable speed limits and sightlines for Access Point J

## 4.9 Access Point K – Existing and Permanent

Access Point K is an existing agricultural access point on the R132 required to construct off-line cable section and associated HDD under the M1 Motorway:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase.
- Access point to be retained for operational phase; and
- Usage will revert to existing levels post construction.

Figure 4.9 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.

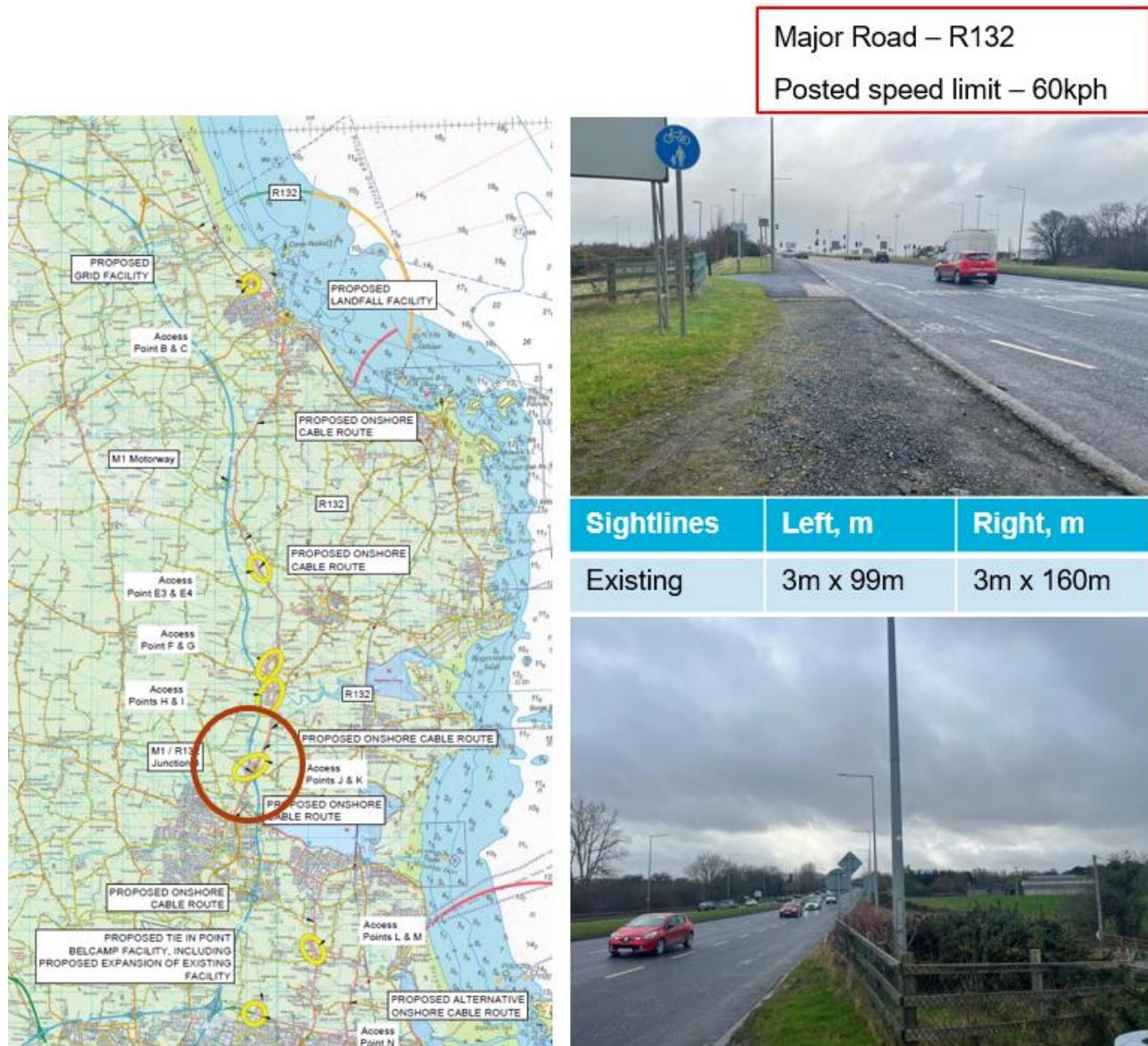


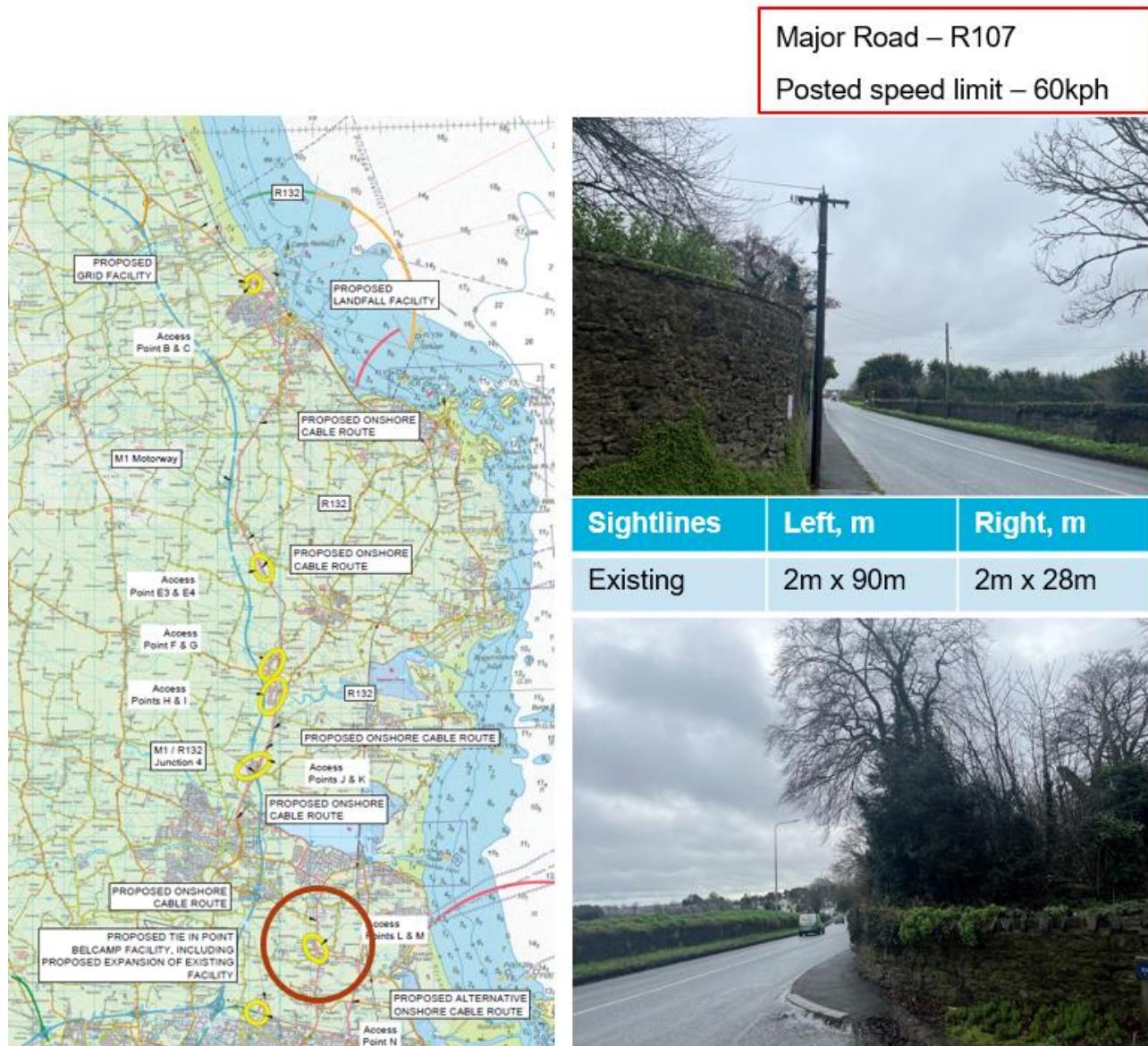
Figure 4.9 Location, photographs, applicable speed limits and sightlines for Access Point K

## 4.10 Access Point L – Existing and Permanent

Access Point L is an existing access point on the R107 required to construct off-line cable section and associated HDD:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase.
- Access point to be retained for operational phase; and
- Usage will revert to existing levels post construction.

Figure 4.10 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



**Figure 4.10 Location, photographs, applicable speed limits and sightlines for Access Point L**

## 4.11 Access Point M – Existing and Temporary

Access Point M is an existing access point on the R107 required to construct an off-line cable section and associated HDD:

- Existing access point needed for the construction phase only.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase; and
- Access point to revert to prior use following construction.

Figure 4.11 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.



**Figure 4.11 Location, photographs, applicable speed limits and sightlines for Access Point M**

## 4.12 Access Point N – Existing and Permanent

Access Point N is an existing access point on the R107 required to construct an off-line cable section and to connect to existing Belcamp substation:

- Existing access point.
- Contractor CTMP to detail proposed construction traffic management measures during construction phase; and
- Access point will be retained during operational phase, with no increased usage and under continued control of EirGrid/ESB Networks.

Figure 4.12 shows the location, relevant images and details of applicable speed limits and sightlines for this access point.

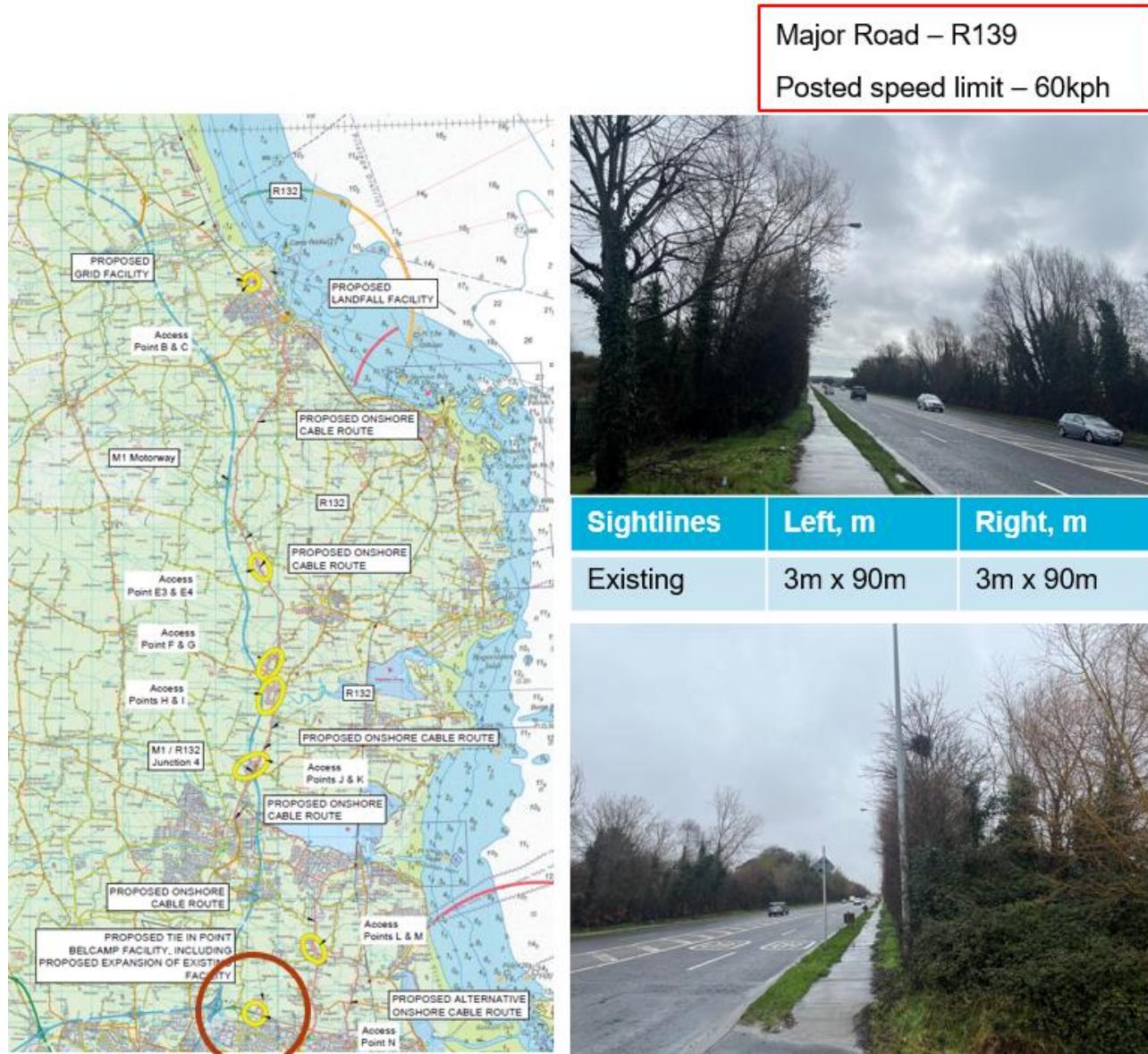


Figure 4.12 Location, photographs, applicable speed limits and sightlines for Access Point N

# Appendix A

## Sightlines Drawings

