

ORIEL WIND FARM PROJECT

**Environmental Impact Assessment Report - Addendum
Cover Note – Appendix 13-2: Safety Justification for Single Line
of Orientation – Digital Data**



MDR1520C
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Appendix 13-2
Digital Data
A1 C01
December 2025

ORIEL WIND FARM PROJECT – SAFETY JUSTIFICATION FOR SINGLE LINE OF ORIENTATION – DIGITAL DATA

APPENDIX 13-2: SAFETY JUSTIFICATION FOR SINGLE LINE OF ORIENTATION - DIGITAL DATA

Introduction

This document provides an overview of the GIS datasets provided to the Irish Coast Guard to accompany appendix 13-2: Safety Justification for Single Line of Orientation (EIAR volume 2B Addendum). The IRCG requested in their response to the Applicant (see correspondence in appendix 13-2) that these files be provided to An Coimisiún Pleanála in response to the Request for Further Information.

The following files were provided to IRCG in September 2025 to the native model resolution and to the Irish Transverse Mercator ITM (IRENET95) projection.

- Shape File – WTGs_Points_WGS84.shp dated 22nd September 2025
- Shape File – WTG_BlaeOversails_118mBuffer_WGS84.shp dated 22nd September 2025
- Shape File – OSS_30x40m_WGS84.shp dated 22nd September 2025
- Shape File – MaxWidth_SAR_Access_Lane_WGS84.shp dated 22nd September 2025
- Shape File – LinesofORIENTATION_WGS84.shp dated 22nd September 2025
- Shape File – 500m_SAR_Acess_Lane_WGS84.shp dated 22nd September 2025

The files are provided in standardised ESRI format shapefiles (.shp) to allow plotting in spatial analysis software where applicable. Also included is a set of video files demonstrating a SAR operation through a 3D model of the Project. A description of the video files included is shown below:

Video File	Description	Produced By
NASH-0530_Oriel_FlyThrough_RNE/SW Bearing (203°) and helicopter height of 200ft. The flight is shown at a speed of 90 knots, sped up 5 times (5x90 kts). Starting with a path through the eastern-most corridor and progressing westward.	Simulated helicopter fly throughs of the Oriel OWF at a NE/SW Bearing (203°) and helicopter height of 200ft. The flight is shown at a speed of 90 knots, sped up 5 times (5x90 kts). Starting with a path through the eastern-most corridor and progressing westward.	MacroWorks
Oriel_SAR_Simulation_20241127_HD.mp4	Similar to video file NASH-0530_Oriel_FlyThrough_R01-00.mp4, showing simulated helicopter fly throughs of the Oriel OWF at a NE/SW Bearing (203°), but also shows simulated fly-throughs of the OWF at a SW/NE Bearing of 43°, all at a helicopter height of 200ft. All fly throughs are shown at a speed of 90 knots, sped up 5 times (5x90 kts). The North-South fly-throughs start with a path through the eastern-most corridor and progressing westward, while the east-west fly-throughs start with the northernmost corridor and move southward.	MacroWorks
View_3_Realtime_HD.mp4	A 3:55 minute video showing the simulated helicopter flythrough of one corridor through the Oriel OWF (Flight Path 3, the second NE/SW path from the west) in real-time (at a helicopter speed of 90kts). As with the increased speed files (NASH-0530_Oriel_FlyThrough_R01-00.mp4), the bearing of the fly-through is 203°, and the helicopter is at a height of 200ft.	MacroWorks