



# Next Steps

**NOW** → **Q1 2016** Submission of planning application to Scottish Government → **Q1/Q2 2016** Formal consultation process → **Q1 2017** Expected determination of application → **2019** Construction of wind farm begins → **2020** Beaw Field Wind Farm operational → **OPERATION**

October 2015

PEEL Energy

## Beaw Field Wind Farm

In the first quarter of 2016 we will be submitting a Full S.36 Planning Application to the Scottish Government. Details of how to make your views known to the Scottish Government will be made available on our website upon submission.

If you would like us to provide this information directly to you please leave your contact details with a member of the team at our public exhibitions or get in touch.

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PEEL Energy

[www.beawfieldwindfarm.co.uk](http://www.beawfieldwindfarm.co.uk)

## Key Constraints

**Key:**  
Peat Depth (m)  
0-100  
101-150  
151-200  
201-250  
251-300  
301-400  
401-450  
Ordnance Survey Flight Line Corridor  
Heritage Features  
Peat Depth and Groundwater Depth Protection Area and Local Special Scientific Interest  
Peat Depth and Groundwater Depth Protection Area  
Study Area  
Turbine Locations

**Birds** – Turbines have been removed from identified Red Throated Diver flight line corridors

**Aviation** – Turbines have been located out with Scatsta Airport's Obstacle Limitation Surface (OLS)

**Peat** – Extensive peat surveys have been carried out and areas of deep peat have been avoided

**Terrain** – The site has been carefully designed to avoid steep inclines and declines which may hinder the delivery of turbine components

**Cultural Heritage** – Numerous heritage features have been identified on the site and have been avoided

**Noise** – Background noise monitoring took place in June. The current design has been modelled and complies with ETSU regulations

## Site Access

**Key:**  
Beaw Field Boundary  
Access by Road  
Access by Vessel

- 1 Turbine components will be delivered by boat to Sullom Voe. They will then be laid down at the port and transferred to specialised vehicles
- 2 Components will be transferred to the Port of Toft via the existing road network
- 3 Components will then cross the Yell Sound either using the existing ferry services or by using specialist vessels
- 4 Components will then be transported from Ullsta to the site entrance via the B9081

**NB.** The route shown is the preferred access route which will be presented in the planning application however the route may be subject to change



