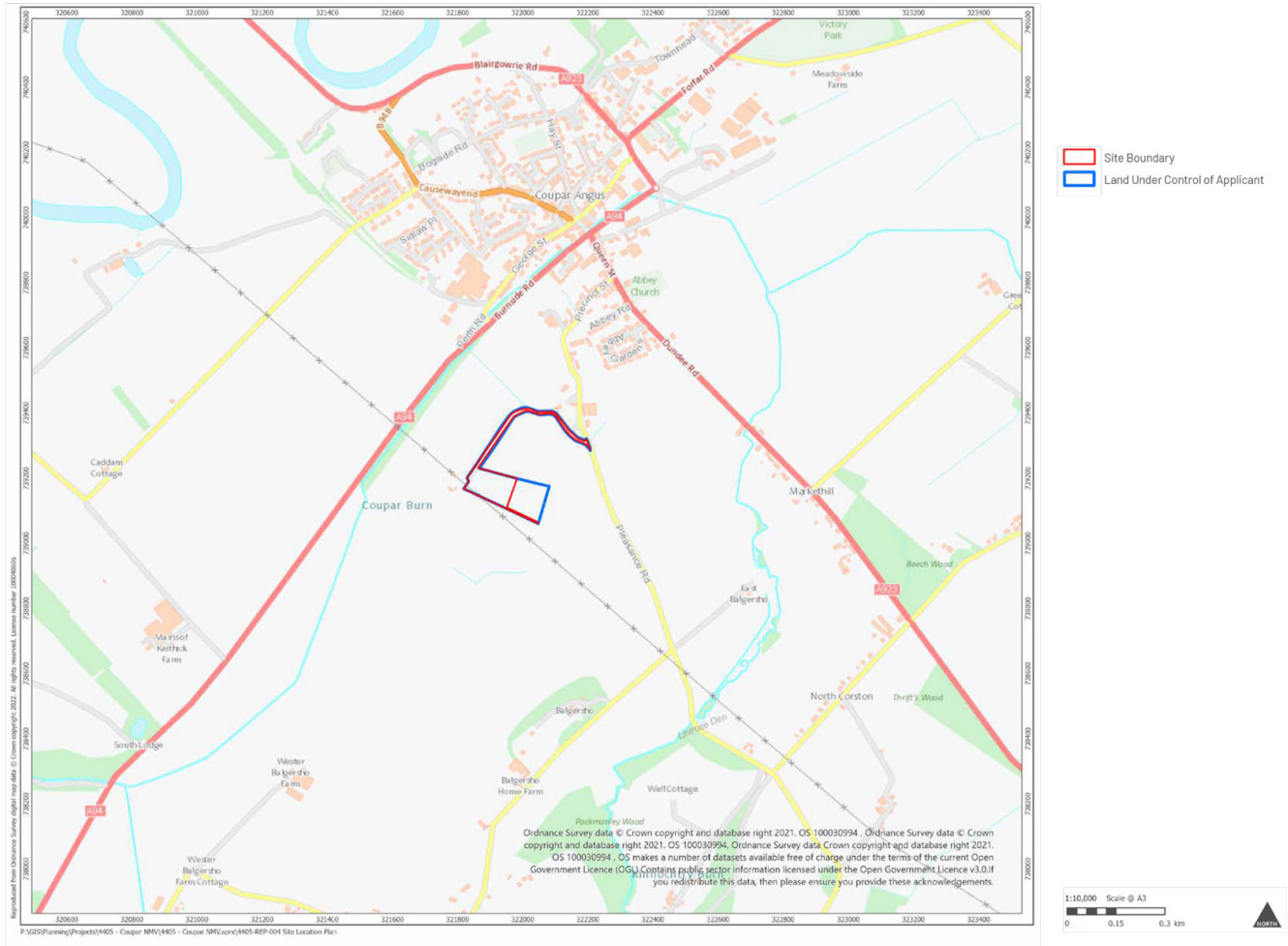


## Welcome

Welcome to this public exhibition for the proposal to increase the battery storage capacity and associated infrastructure within the existing boundary of the Battery Energy Storage System (BESS) site at Coupar Angus.



Site Location Plan

## The proposal

The proposal is for an additional 144 battery units with associated infrastructure within the existing boundary of the Coupar Angus site, which is located 130m south east of Coupar Angus Substation (Pleasance Road, Coupar Angus).

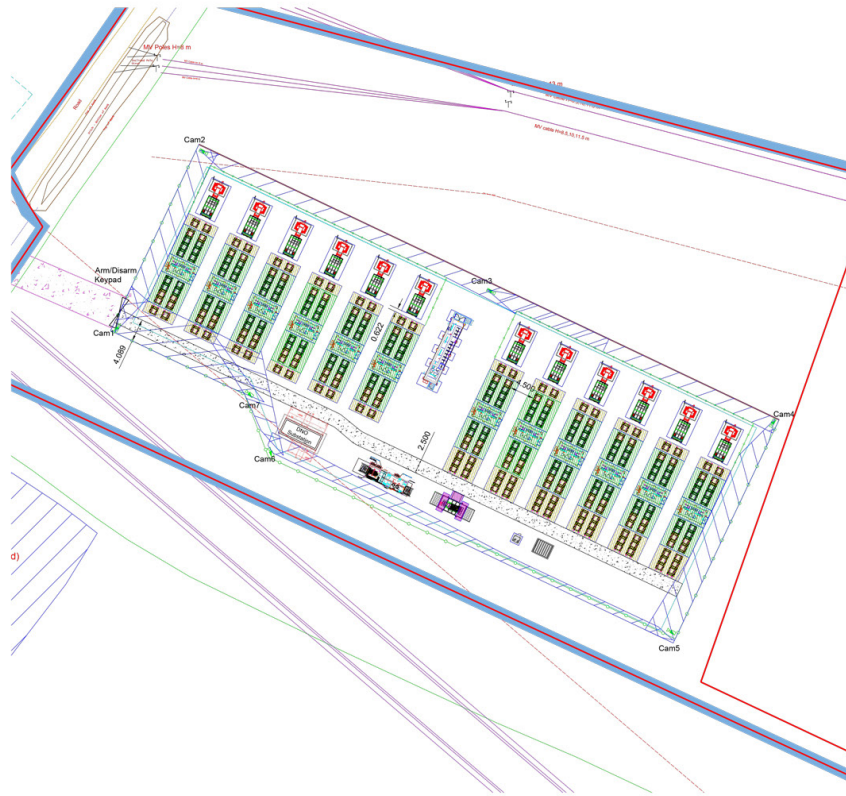
The development currently holds 120 battery units and planning permission was originally granted for up to 150 battery units on the site. The battery units will be contained within the current red line boundary and will remain under 49.9MW, as previously consented.

## About the project partners

Coupar Ltd is the owner of the existing BESS at Coupar Angus. It is 100% owned by Gresham House Energy Storage Fund plc, a dedicated energy storage fund. Due to recent changes in the requirements of the electricity network operator and the electricity market, changes are required to the Coupar BESS to ensure it is able to provide the best service to its customers. In turn this will help to provide a continuous national electricity supply which meets demand, stores electricity generated at times of low demand and helps to achieve the national renewable electricity targets.

## What will the site comprise?

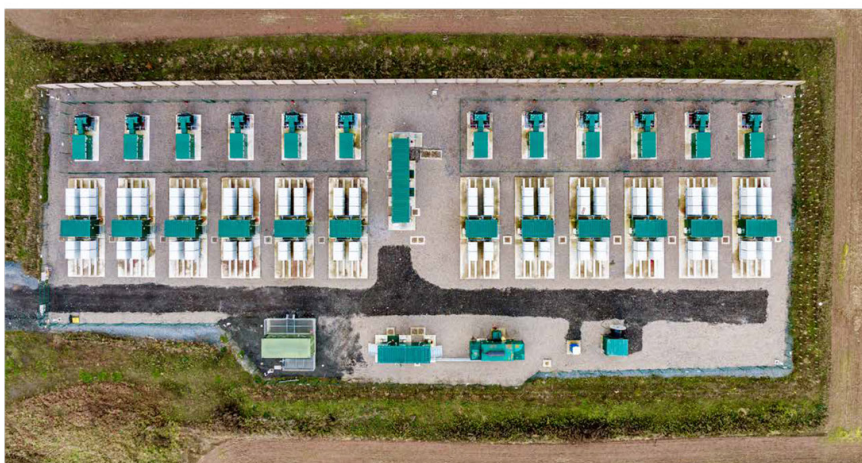
### Proposed new layout



Legend	
	Land Ownership
	Site Boundary
	Boundary Fence
	Acoustic Fence
	Construction Line 3m from Fence
	15m Buffer from OHL
	Existing Battery Racks & Foundations
	New Battery Racks & Foundations
	CATL Outdoor Battery Bank
	Production Transformer with PCS
	MV Substation
	LV Room
	Emergency Diesel Generator
	6m width Access Road (Internal)
	Access Road (External)



### Current layout



This aerial image shows the current batteries. We propose adding more batteries to the ends of the existing rows, as shown in the diagram above.

## Your questions, our answers

Thank you for all of your questions and comments from our first public exhibition on 14 November.

Our responses are below, and we're actively working on some of the concerns and questions raised. We're accepting feedback until **27 December 2023**. Please fill in a feedback form or email the team at [couparbess@erm.com](mailto:couparbess@erm.com) to provide further comments or ask any questions.

### Site layout



#### How will the site look if the proposed development is successful?

The BESS will only look slightly different from the outside, as the proposed additional battery storage is within the existing site boundary.

#### Is this a new proposal, or is it part of an existing site?

The proposed development is not a new proposal to the area: the Coupar Angus BESS has been operational for some time. Our proposal is for additional batteries inside the fenced area of the existing battery energy storage system (BESS) site, beside the existing batteries.

The proposal will only increase the number of batteries inside the existing BESS site. It will not expand the site boundary. We have provided updated layouts and images to help the community understand what the proposed development will look like if our application is successful.

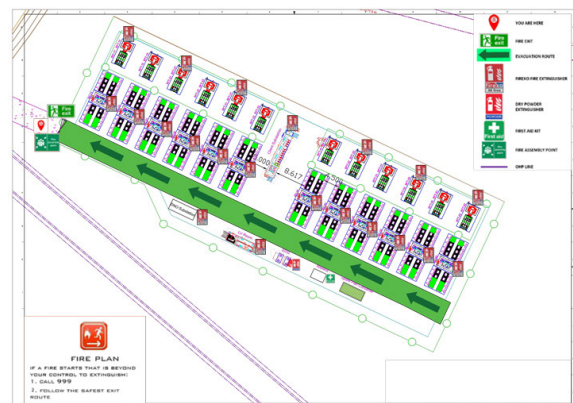
### Safety



#### Is the site at risk of fire?

The existing Coupar Angus BESS was subject to a fire risk assessment. The site and practices are reviewed annually to ensure compliance with fire safety standards. A fire risk assessment has been conducted for the new development. It determined that the fire risk for this development is low, and in the unlikely case of a fire it is improbable that it will result in serious injury or death.

We use lithium iron phosphate (LFP) batteries. We use these because they are an improvement in battery technology and safer than other batteries that were once prevalent in BESS projects. We have a comprehensive safety plan that includes automated alerts to our security firm if a fire were to break out.



## Your questions, our answers

### Flooding



#### How are you mitigating the potential risk of flooding in the area?

The existing BESS was designed to avoid increasing flood risk and was approved by Perth and Kinross Council. Our proposal to add more batteries will have its own flood risk assessment and design to ensure the same result.

#### **Some of the measures include:**

- Access tracks and area surrounding the containers are made of crushed aggregate. This means it is permeable, and water can pass through to the soil.
- The foundations are the floating type, which allows water to pass underneath. The slope has been made smoother: this keeps the initial inclination and run-off surface, but reduces the speed of the rainwater to the adjacent berms. This means the rain has more time to soak into the soil.
- No electrical infrastructure lies within 60cm of predicted maximum floodwater levels. We will raise battery storage containers and ancillary infrastructure approximately 30cm off the ground.
- Flooding from groundwater during intense rainfall is also unlikely, as the groundwater table is 16.7m below surface level. There is also a layer of clay around 10m below ground level, which can act as a barrier preventing water from passing through.

With these measures in place, the risk of site infrastructure being flooded is low. An area west of our site was recently flooded; the Coupar Angus BESS was not.

### Light



#### What are you doing to address concerns about light pollution?

The only lighting at BESS projects tend to be there for safety and security in and around the facility. Adding batteries does not mean adding more lights. Neighbours of the site told us there was light coming from the site. This should not have been the case and we have now rectified this with the third party that oversees the site locally.

## Your questions, our answers

### Noise



#### What is the relationship between noise levels as defined by Perth and Kinross Council, and decibels?

Noise can come from natural sources, like birdsong or wind, and artificial sounds like traffic, farming activity or aircraft. Perth and Kinross Council has its own noise standards, against which our proposal will be assessed. The decibel is the basic unit of noise measurement: our proposal will also be assessed against this standard.

#### Can the nighttime limit vs daytime limit be made clearer?

When the existing BESS was consented a noise impact assessment was undertaken. The development has limits which were designed and tested. Any noise from the proposed development will be assessed against Perth and Kinross Council and the Scottish Environment Protection Agency's consented noise limits, namely:

- NR20 in all rooms from 11pm to 7am
- NR35 in all rooms at all other times
- A BS 4142 Rating level of 33dB at any time at any residential property

Assessment against the respective NR limits will be undertaken assuming the windows are slightly open for ventilation.

Nevertheless, mitigation measures were already suggested and approved. Battery units and transformers have noise radiating surfaces with respective sound power levels and the northern boundary of the site has a three-metre high acoustic fence.

#### Will there be more noise?

The main noise contributors are the inverters rather than the batteries, so increasing the number of batteries will have a minimal effect. Any additional noise would come from the battery temperature control fans.

The existing BESS has transformers, which are small and emit low levels of sound, and a diesel generator. The generator could emit noise, but is used only in case of an emergency.