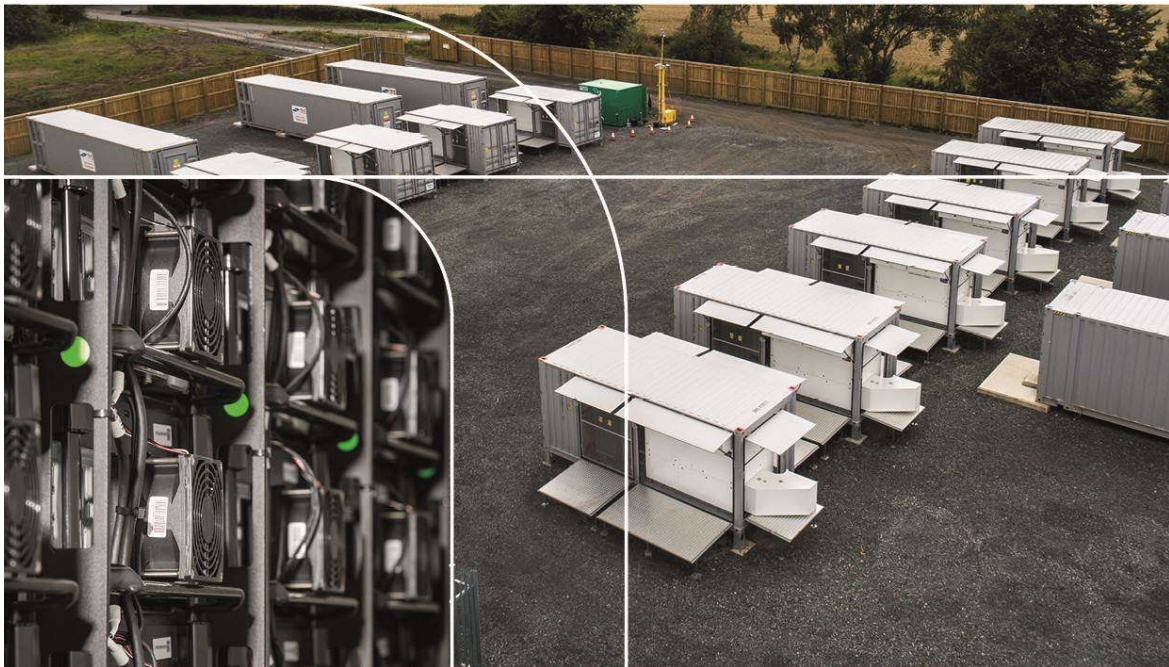


February 2025

Westport Battery Energy Storage System

Report on Feedback



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1 Introduction

1.1 Purpose of this report

RES has considerable experience in developing battery energy storage system (BESS) projects throughout the UK and believes in the importance of community consultation to identify issues and concerns, as well as benefits and opportunities, which can be considered when developing and designing a project.

The purpose of this report is to summarise the feedback received from the community during the December 2024 public exhibition and subsequent consultation period. It also highlights any changes that have been made to the preliminary design of the proposed development since then.

Each section focuses on a specific topic area and summaries the key themes within the feedback, followed by RES' response. RES has acknowledged these comments and has provided updated information at this second public exhibition. A Pre-Application Consultation (PAC) Report will accompany the planning application submission. The report will summarise the exhibition events and the consultation feedback received.

1.2 December 2024 Consultation

RES held a public exhibition in the local area in December 2024 as part of its pre-application consultation on the proposed Westport BESS. The event provided people with the opportunity to learn more about the project, discuss the proposals with the project team, and provide written feedback to RES on the preliminary design.

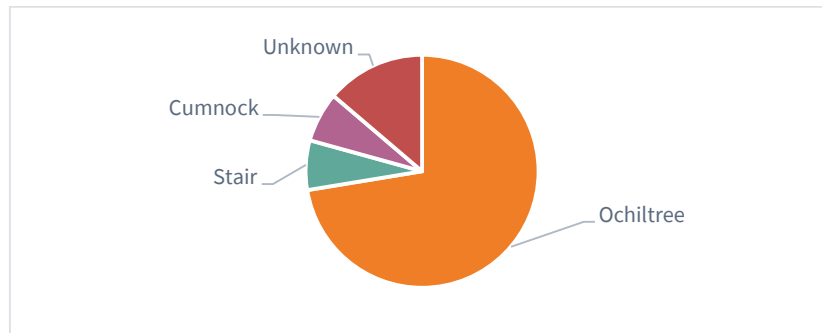
A range of information was made available, with RES staff on hand to discuss the proposal and answer any questions. A four-week consultation period followed the exhibition, for people to submit written feedback to RES on the proposal and preliminary design, taking into account the Christmas and New Year holidays.

2 General Overview

Approximately 29 people attended the first consultation event and six completed comment forms were received by the time that the consultation period closed – providing 13 individual comments across a variety of topics.

6	13	29
Individual comment forms	Individual comments	Consultation attendees

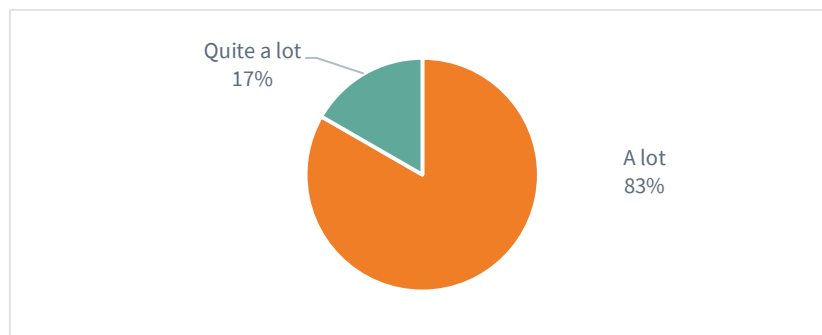
Interest in the proposal was observed across the local area, with most attendees visiting from Ochiltree. The graph below highlights the local areas the exhibition attendees were from.



3 Comment form analysis

The comment form asked a number of multiple-choice questions along with form fields for the respondents to make individual comments. A full analysis of the comment form feedback will be provided in the Pre-Application Consultation (PAC) report which will accompany the planning application.

100% of respondents outlined that they increased their understanding about the proposal (Q1.3) by a lot or quite a lot, following their attendance at the exhibition.

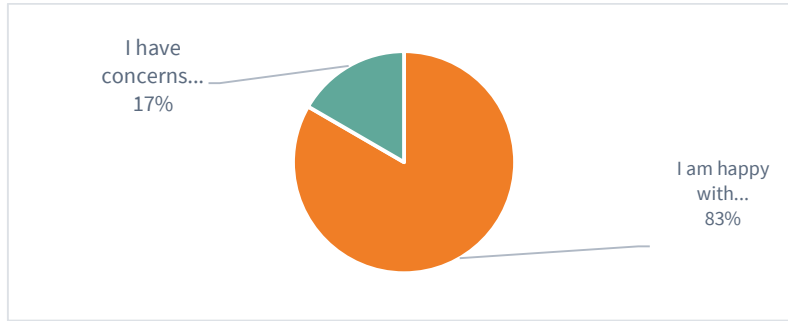


One respondent offered feedback on how the public exhibition could have been improved, for example: a plan showing all developments within the area and visual representation of how the BESS would look in the local landscape. RES has acknowledged these comments and have provided a plan showing other developments and photomontages of the Westport project as part of the second public exhibition.

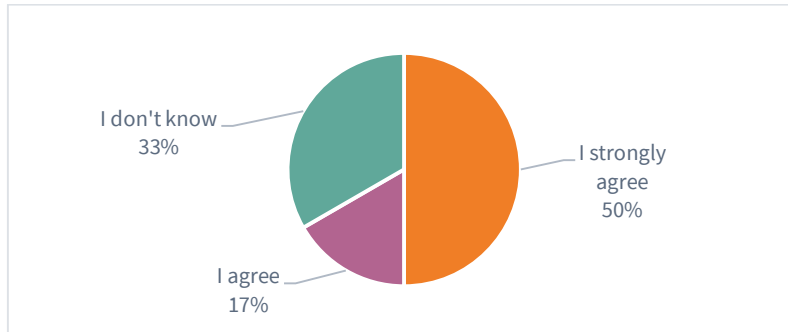
When asked what part of the public exhibition they had found most useful, 83.3% of respondents stated that the exhibition information boards were the most useful, the same percentage also added that they also found the ability to ask RES questions was also useful.

Respondents were invited to provide feedback and ideas for local benefits and priority projects that they would like to see supported or delivered in their community from Westport BESS, should it receive consent. All respondents discussed ideas for community improvements such as funding local centres, groups and the potential for EV chargers in the community, while another comment provided information on the Ochiltree and Skares Action Group survey on their 5-year plan, and how it would be important for RES to listen to this feedback too.

RES also included a multiple-choice question on the comments form that asked how the respondent felt about the proposed preliminary layout for the project. The breakdown of responses is as follows: 83% responded that they are happy with the proposed layout and 17% said they had concerns about the layout.



When asked whether they agreed or disagreed that we need to develop energy storage projects to create a more stable and secure electricity system, supporting the rollout of zero carbon energy (Q 4.4), 67% stated they strongly agreed or agreed with 33% stating they didn't know.



The consultation feedback submitted to RES has been considered by the project team as part of the design development, in addition to feedback from key consultees and the findings from the detailed technical and environmental studies that have been undertaken. We are grateful to everyone who took the time to engage with us during our first round of consultation.

4 Topical breakdown of comments

We received comments, both verbally and in writing, that followed similar themes and the below provides an update on RES' response.

4.1 Cumulative and differentiated projects

We understand and are mindful of concerns amongst the community regarding the number of developments in the area. Due to the limited grid capacity across Scotland, and the United Kingdom, it is common to see developments focus on areas where there is grid capacity, which is the case at Coylton substation. Any potential cumulative impact from other operational, consented, and in-planning developments is being carefully considered and assessed.

We have taken feedback from the first public exhibition on board and, for the second public exhibition, have developed a map illustrating the individual projects and the developers working on these proposals (consented, in-planning or proposed).

The proposal has been located close to the existing Coylton electrical substation where the project will connect to the wider grid network via small overhead wooden poles. BESS projects need to be located as close as possible to the substation from which its grid connection is provided in order to limit electrical losses and ensure efficiency of the system.

By locating the project here, there is also limited requirement for additional infrastructure to connect the project to the grid network, therefore minimising any environmental impacts.

4.2 Scale of the project

We understand and are mindful of the concern around the scale of the project. We believe that with the proposed screening and landscaping, the development will fit sensitively in the existing landscape whilst providing a necessary and important role in stabilising the UK's electricity grid. Our proposal of a 150MW BESS will act as a strategic piece of a puzzle to store significant amounts of energy when generation exceeds demand.

4.3 Fire risk management

Unlike electric vehicles and some older BESS projects, all RES-managed projects are monitored 24/7/365 from our control centre in Glasgow. The control centre can access, and remotely control, each individual rack which are being constantly monitored. Automatic electrical disconnection is enacted by the Battery Management System should operational temperature, current or voltage limits be breached. Multiple levels of alarms would be sent prior to any potential breach of the protection limits.

The proposed battery technology for the development is anticipated to be lithium iron phosphate (LFP). LFP has better stability against thermal runaway at higher temperatures compared to some other battery chemistries. Batteries will be specified to be tested and certified to UL 9540A, demonstrating resistance to thermal runaway. Successful testing in accordance with the current edition of U950A will show that, at a unit level following deliberate initiation of thermal runaway:

- No flaming outside the initiating battery rack observed
- Surface temperatures of modules within the target battery rack adjacent to the initiating battery rack do not exceed the temperature at which thermally initiated cell venting occurs
- Wall surface temperature rise does not exceed a specified temperature above ambient
- Explosion hazards are not observed during the test

A number of mitigation measures will also be implemented to further reduce risk from fire. These include:

- Equipment spacing
- Protection systems
- Secondary Access to battery enclosure
- Secondary Emergency Access for emergency services, for use if the main entrance is not accessible.
- A gaseous (clean agent), or an aerosol based automatic fire suppression system. Typically containers would also include a dry type sprinkler system. The system can be used in occupied spaces and has been specially designed with no global warming or ozone depleting potential. This is similar to systems which are used in commercial buildings, including office buildings, hospitals, hotels etc.

An Outline Fire Risk Management Plan will accompany the planning application.

4.4 Fire management water run-off

We are confident that the control measures in place reduces the risk of fire to very low. In the unlikely event of a fire, water would be applied to adjacent battery enclosures (known as boundary cooling) rather than the damaged BESS as such reducing any risk of polluted water run-off.

In the unlikely event of a fire, and if water is needed to cool equipment, the project design could include a space beneath the battery containers allocated for the storage of potentially contaminated water, utilising high void ratio stones. This area will be sealed with an impermeable barrier to prevent the spread of any contaminated water. Additionally, a cut-off valve can be installed at the outlet of this storage area, connecting to the main drainage system, to allow for the containment of run-off during a fire event.

4.5 Landscaping and biodiversity improvements

We were pleased to hear the positive response to our approach to landscaping and biodiversity improvements as part of the proposal. To continue this positive conversation, we have provided more information on the proposed improvements at the second exhibition. We look forward to continuing this conversation through the feedback from this exhibition. Our goal is to deliver a biodiversity net gain as part of the development, aiming to retain all existing hedgerow and woodland, where possible, but also including new hedgerow, shrub and woodland planting. Additionally, proposed riparian woodland planted around any surface water and drainage systems could deliver further biodiversity enhancements, providing good habitat for invertebrates that ultimately provide food for aquatic life.

4.6 Supply chain opportunities

Thank you to those that came to see the project team to discuss supply chain opportunities. We believe one of the most meaningful and lasting benefits to a community is through the use of local businesses during the construction phase. We have provided further information on our 'Power for Good' board and would welcome continued communication with potential suppliers throughout the development phase. If consented, we will reach out to local suppliers and contractors ahead of construction, to encourage companies to register their interest in tendering for the development.

4.7 Imagery and visual representation

At the second exhibition we have provided detailed illustrative imagery and maps to reflect how Westport BESS would sit in the landscape if consented.. This includes a satellite overview map with other consented or proposed BESS projects in the local area, as discussed with a number of visitors at the first public exhibition. Additionally, a Zone of Theoretical Visibility and photomontages from three viewpoints have been included in our exhibition materials, which will provide a more detailed understand of how the proposed Westport BESS will sit in the local landscape, if consented.

4.8 Risk to aviation

Due to the low-level height of BESS infrastructure and the project's distance from the nearest airport, any impact on aviation is not expected. Where appropriate, National Air Traffic Control, the MOD and the Civil Aviation Authority will be formally consulted on the planning application.

4.9 Access

Throughout the c. 24-month construction phase, there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff) on site.

Peak HGV delivery traffic tends to occur during the first few months of construction, after which traffic is generally limited to personnel travelling to and from site. Expected traffic movements will be itemised in the Construction Traffic Management Plan, along with any timing restrictions, etc. There is typically a maximum of 20 HGV movements per day during the peak period although this is subject to final design.

Thank you for providing feedback on local knowledge of the road network including weak bridges in the local vicinity.

5 Next steps

RES is grateful to everyone who provided feedback on the early stage design at the public exhibition event held in December 2024 in the local area to engage with people on the proposal (and during the subsequent consultation period).

The purpose of this final public exhibition is to provide people with an opportunity to review the layout design, speak with the project team, and ask any questions. Whilst the layout design is almost finalised, this event will provide people with a further opportunity to submit written feedback again to RES.

As well as the design layout and infrastructure drawings, RES have provided more information on landscaping and photomontages of how the BESS would fit in the landscape.

A Pre-Application Consultation (PAC) report will accompany the planning application and once the proposal is submitted into planning there will be an opportunity to submit formal comments to the determining authority. The Scottish Government's Energy Consents Unit will hold a statutory consultation period whereupon members of the public, as well as statutory consultees, can submit their formal comments on the proposal.

A copy of the key information presented at this exhibition can also be found on the website at www.westport-energystorage.co.uk together with contact information for the project team.