



Greenergy Renewables UK Buxton Road Battery Energy Storage System

**Communications and engagement summary
November 2024**

Introduction

Buxton Road BESS is a proposed Battery Energy Storage System (BESS) site located within the High Peak district just north of the town of Buxton. Due to the location and nature of the project, and guided by an audit of the local community, a programme of engagement was undertaken to inform stakeholders and the local community about the proposed development.

Greenergy understands the importance of engagement and providing information about the project- including why it is needed, the design and layout, and what construction and operation will look like. This gives the opportunity for community members to raise questions and concerns around the development, while allowing the applicant to respond to them clearly; maintaining transparency and building trust throughout.

Communications and engagement for Buxton Road BESS included:

- Dedicated website page launched.
- An introductory letter sent to identified key stakeholders including the offer of a briefing.
- A newsletter mailed out to key stakeholders and residents in the immediate vicinity of the site.
- Briefings for interested parties.

Future communications will also include email updates at key milestones and throughout construction, should the project be granted approval. This will be distributed to those on the key stakeholder list and any that sign up on the website to be kept up to date via email.

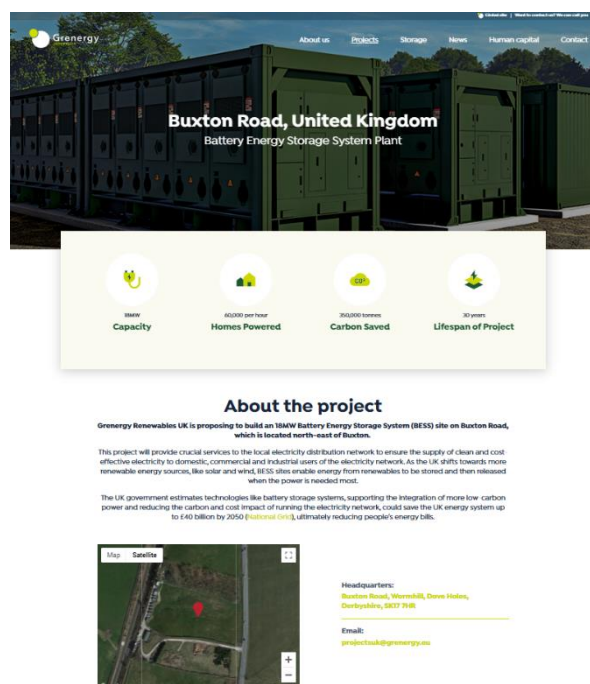
Engage Agency facilitated the engagement on behalf of Greenergy Renewables UK (the applicant) and has produced this Engagement Summary to accompany the application.

Communications and engagement activity

Website

A dedicated web page was launched in August 2024 as a central hub for information on the project.

This includes plans, a timeline, FAQs, contact details and an email sign-up to receive future updates on the project.



Introductory Letter

A letter to introduce the project was sent to identified key stakeholders (outlined in the below table) on 12 August 2024. The letter gave a summary of the project, outlined why it is needed, where it would be located, the development timeline, and an offer of a briefing.

Organisation	First Name	Last Name	Job Title
UK House of Commons	John	Pearce	MP for High Peak
Derbyshire County Council	Cllr Linda	Grooby	North Buxton and East Division
Derbyshire County Council	Cllr Tony	Kemp	Buxton West Division
High Peak Borough Council	Cllr Peter	Roberts	Limestone Peak Ward
Wormhill and Fairfield Parish Council			Parish Clerk
Chapel-en-le-Firth Parish Council			Parish Clerk

Stakeholder briefings

Following initial communication with identified key stakeholders the following briefings have taken place:

Date and Location	Organisation	First Name	Last Name	Job Title
18 th September 2024 – Teams meeting	Derbyshire County Council	Cllr Linda	Grooby	North Buxton and East Division
	High Peak Borough Council	Cllr Peter	Roberts	Limestone Peak Ward
5 th November 2024 – In person meeting	Wormhill and Fairfield Parish Council	4 x parish councillors		



BUXTON ROAD BATTERY STORAGE SITE

Greenergy Renewables UK is proposing to build a new Battery Energy Storage System (BESS) off Buxton Road near Buxton.

Buxton Road BESS will provide crucial services to the local electricity distribution network to help ensure the supply of **clean** and **cost-effective** electricity to domestic, commercial and Industrial users of the electricity network.

- ✓ This location has been chosen primarily due to the proximity to a viable point of connection into the grid network, at Buxton substation.
- ✓ The site is approximately **1.5 hectares** in size and is currently used for grazing. Less than 1 hectare of the site would be used for electrical infrastructure.
- ✓ A Biodiversity Net Gain of nearly 25% is expected to be delivered through a variety of wildflower meadows, native planting and habitat management.
- ✓ The site would be predominately made of battery units, housed within containers (similar to those used for shipping) around **2.5m high** and screened using bunding and landscaping.
- ✓ Buxton Road BESS will store enough power to provide for **60,000 homes** per hour, more than enough to power the entire High Peak district.
- ✓ Over the lifetime of the project, an estimate 350,000 tonnes of carbon will be saved.

Why is it needed?

As the UK shifts towards more renewable energy sources which are intermittent and unpredictable, like solar and wind, BESS sites enable energy from renewables to be **stored** and then **released** when the power is needed most.

Renewables, which are inherently intermittent, typically generate energy at times when demand is low, and BESS developments such as these help balance these differences in supply and demand. Without adequate storage mechanisms, much of the energy that is produced through these sources is wasted. The UK Government estimates that technologies like BESS, supporting the integration of low-carbon power, can help save the UK energy system up to **£40 billion** by 2050.



BUXTON ROAD
BATTERY ENERGY STORAGE SYSTEM



BUXTON ROAD
BATTERY ENERGY STORAGE SYSTEM

SITE LAYOUT PLAN



NOISE

The batteries themselves produce very little noise, however, cooling fans, which are required to maintain battery temperatures, do emit some noise- typically a low-frequency hum.

Our Noise Impact Assessment has demonstrated that, with on-site acoustic barriers, noise from the operation of the BESS would be acceptable at all residential locations for daytime and night-time.

LIGHTING

Lighting and CCTV will be installed on-site, spread at set intervals, as well as on top of bulkhead doors.

Lighting will be bat-friendly and face downwards, while operating on motion sensors for security purposes only. The site will only ever be manned during daylight hours.

ENVIRONMENT

Ecological studies show that the development is to have no detrimental impact on the ecology of the area.

The proposals will, instead, bring ecological enhancement to the site with an expected 24.63% Biodiversity Net Gain, achieved through wildlife enhancement opportunities as well as wildflower, tree, and hedgerow planting across the site.

CONSTRUCTION

The construction phase of the project is expected to last 6-8 months, involving approximately 50 HGV access and egressions to the site, made of articulated lorries, aggregate trucks, low loaders and associated infrastructure.

The majority of vehicles are anticipated in the first 3 months. A full construction traffic management plan will be submitted as part of the planning application.