



Welcome to our public consultation on the proposed Chessington Battery Energy Storage System (BESS).

This event provides an opportunity to learn more about the proposed development, including the site selection process, project design, environmental considerations, potential benefits and the planning process.

We are seeking feedback from local residents, businesses and stakeholders before a planning application is submitted. Your views are important and will help inform the ongoing development of the proposal.

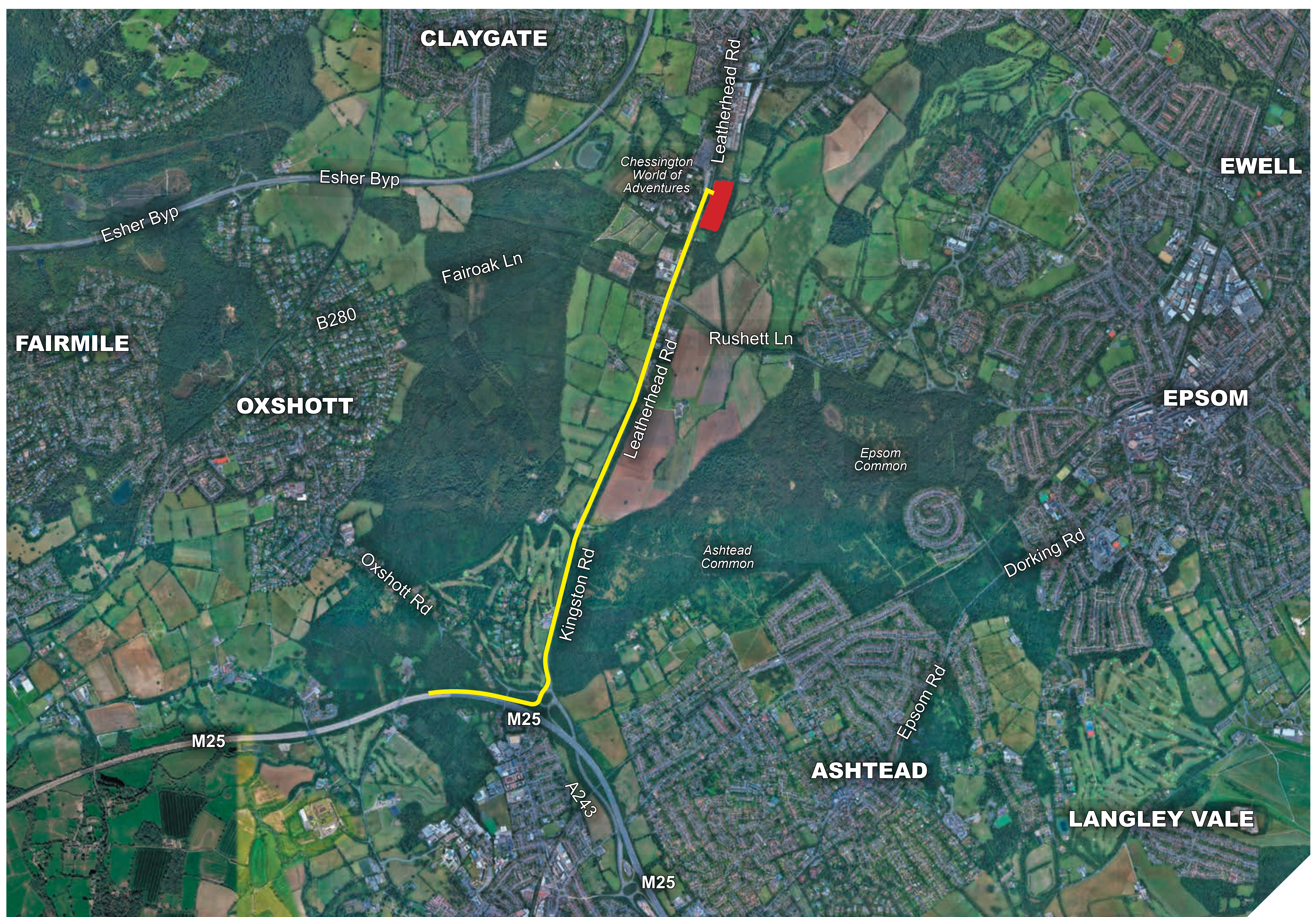
Members of the project team are available to answer questions and discuss any aspect of the proposed development. We encourage you to review the information on display and share your comments with us.

About Eku

Eku Energy is a specialist battery storage company helping to deliver a safer, more resilient and lower-carbon electricity system.

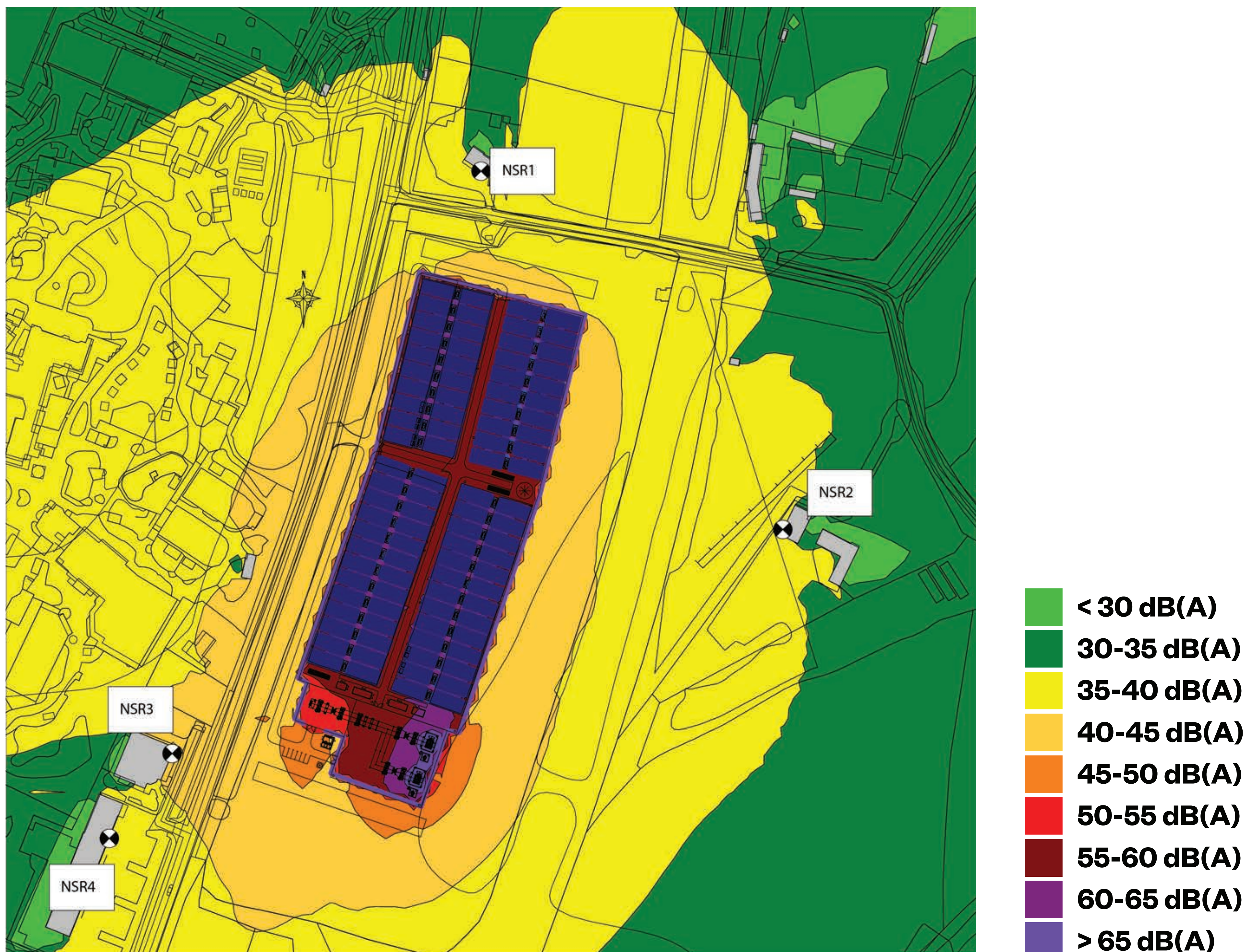
Eku develops, owns and operates battery energy storage projects in the UK and internationally. Its projects store electricity when supply is high and release it back to the grid when it is needed, helping to support energy security and make better use of renewable energy.

For the Chessington proposal, Eku is working with an experienced project team to ensure the scheme is carefully designed, safely operated and informed by local environmental, landscape and planning considerations.



Throughout the construction and operation of the proposed BESS, Eku Energy is committed to ensuring the impact on the local road network and the local community is carefully managed.

- The site would be accessed from the A243 Leatherhead Road.
- Construction is expected to take approximately 18-24 months. This will generate an average of six two-way HGV movements per day. Traffic levels would vary across the construction programme, with some periods busier than others.
- Construction traffic and access arrangements will be managed through a Construction Traffic Management Plan. This will set out how construction vehicles would access the site, how deliveries would be managed and how effects on the local road network would be controlled.
- Residents and local stakeholders will be notified in advance should there be any essential works/periods where access may impact traffic flow.



How loud are everyday sounds – in decibels?

10 dB: Normal breathing

20 dB: Whispering from five feet away

30 dB: Whispering nearby

40 dB: Quiet library sounds

50 dB: Refrigerator

60 dB: Electric toothbrush

70 dB: Washing machine

80 dB: Alarm clock

The noise assessment indicates that operational noise from the BESS would be low at nearby receptors, and is not expected to cause unacceptable noise impacts.



The site

The proposal site is approximately 5.7 hectares and is located on land directly east of the A243 Leatherhead Road. The site is located on the edge of the urban area of Chessington and is surrounded by a range of existing commercial, leisure and utility infrastructure uses, including Barwell Business Park, Chessington World of Adventures Resort, Chessington Garden Centre and Chessington Substation.

The site has been identified following consideration of technical, environmental and planning factors, including proximity to the substation point of connection, grid capacity, access, land availability and the ability to incorporate landscape and biodiversity measures as part of the design.

Environmental considerations

The proposals are being developed to respond carefully to the site and its surroundings. Existing boundary vegetation, woodland edges and tree belts help contain views into the site and would be retained and strengthened where possible.

Further landscape, ecology, drainage, arboricultural and noise assessments will inform the final layout and mitigation strategy. The scheme will also deliver measurable Biodiversity Net Gain, with opportunities for habitat enhancement being developed through the detailed design.



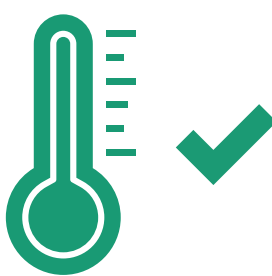
Fire safety will be a central consideration in the design, construction and operation of the proposed BESS.

The planning application will be supported by an Outline Battery Safety Management Plan. This will explain how fire safety has been considered in the design of the site and how the project would be managed during operation.

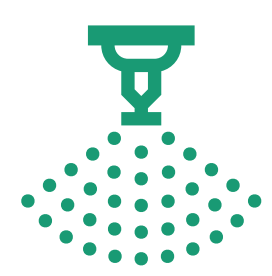
The approach to fire safety will include:



Real-Time Monitoring: Battery systems include technology that continuously monitors battery cells to detect anomalies, isolate faulty components instantly, and alert operators in real time.



Thermal Management: Utilises widely adopted lithium-ion technology designed to meet stringent global industry safety standards, including UL9540, UL9540A, and IEC compliance.



Dedicated Suppression Systems: Every project is equipped with built-in fire detection, dedicated water supplies, and active fire suppression systems.



Site Layout and Spacing: The layout provides appropriate spacing between equipment, access routes for emergency vehicles and separation from site boundaries and retained vegetation.

How long will this project operate for?

The operational life of the Project is expected to be up to 45 years.

What happens when the project has reached the end of its operational lifespan?

Once the BESS reaches its end of life, it will be decommissioned, and the land will return to its original condition. This will involve removing the BESS and related infrastructure and restoring the site. The decommissioning requirements will be set out within contracts with the landowner and within the approvals process.

What does a BESS look like?

A Battery Energy Storage System (BESS) typically consists of a series of containerised battery units, inverter stations and supporting electrical infrastructure. The equipment is arranged in a secure compound and designed to operate safely and efficiently while minimising its visual footprint.

The containerised form of the BESS will decrease installation and maintenance duration, enhance the electrical and environmental safety of the entire plant, and minimise the impact on the landscape.

Will Chessington BESS be lit up at night?

No, the Chessington BESS will not be brightly lit at night. Lighting will be limited to sensor-controlled lighting for essential safety and security purposes, with no continuous or high-intensity illumination planned.

Is a BESS noisy?

During operation, batteries do emit some noise depending on their operating mode and ambient air temperature. However, the design of the BESS will minimise operational noise and mitigate noise through attenuation measures (such as acoustic walls) if required. A Noise Impact Assessment is being undertaken to identify what mitigations, if any, will be required to ensure any disturbance is kept to a minimum and meets the required standards, and will be submitted as part of the full planning application.

Do batteries pose a fire risk?

Energy storage solutions that are available in the market are specifically designed to manage and mitigate fire risk and they operate with comprehensive safety features in both the hardware and software technology. Utility-scale batteries that are being constructed in the UK are designed to meet industry-leading safety standards.

All BESS projects are now built in line with the prevalent Health and Safety and National Fire Chief Council guidance. We will consult with Surrey Fire Service throughout the development and construction process to ensure they are aware of the proposal and how to respond to an incident in the unlikely event of a fire occurring.



Why here?

- Proximity to the Chessington Substation point of connection, which is approximately 800m south-west of the site.
- Grid capacity
- Land availability
- Good strategic road access
- No major environmental or ecological constraints
- Significant opportunities for Biodiversity Net Gain

The Proposal

The BESS compound will comprise the following components:

- Battery storage units
- Power conversion systems and transformers
- On-site substation and transformer infrastructure to facilitate connection to the electricity network
- Control and communications building and welfare cabin
- Internal access tracks
- Security fencing, CCTV and lighting
- Surface water drainage infrastructure
- Landscaping planting and biodiversity enhancement



- By increasing the UK's energy storage capacity, the project will support energy security, reduce reliance on imported fossil fuels and help **protect against global energy market volatility**.
- As more electricity is generated from renewable sources such as wind and solar, storage becomes increasingly important. The BESS will store surplus electricity when renewable output is high but demand is low and release it back to the grid when it is needed most when demand increases or renewable output is lower, helping to create a more **flexible, reliable and resilient energy system**.
- Kingston Upon Thames Borough Council declared a climate emergency in 2019 and is working towards achieving net zero emissions across the borough by 2038. The proposed development would support local and national climate and energy objectives by helping to enable greater use of renewable electricity.
- Our proposal will support wider climate and energy objectives, including the UK's legally binding target to achieve Net Zero by 2050, by helping enable greater use of renewable electricity.
- The project will generate **Business Rates for the local Council**, creating additional income that can help fund local services.
- Eku Energy is committed to **employing local workers and sourcing from local suppliers**. The Chessington BESS welcomes interested suppliers, contractors, and workers to get in contact with the project team via contact@ekuenergychessington.com.
- **A Community Benefit Fund** is available to directly support the needs of the local community through local projects and initiatives.

Community Benefit Sharing - Brainstorm

As part of our proposal, Eku Energy is committed to supporting local projects and initiatives that benefit the local community.

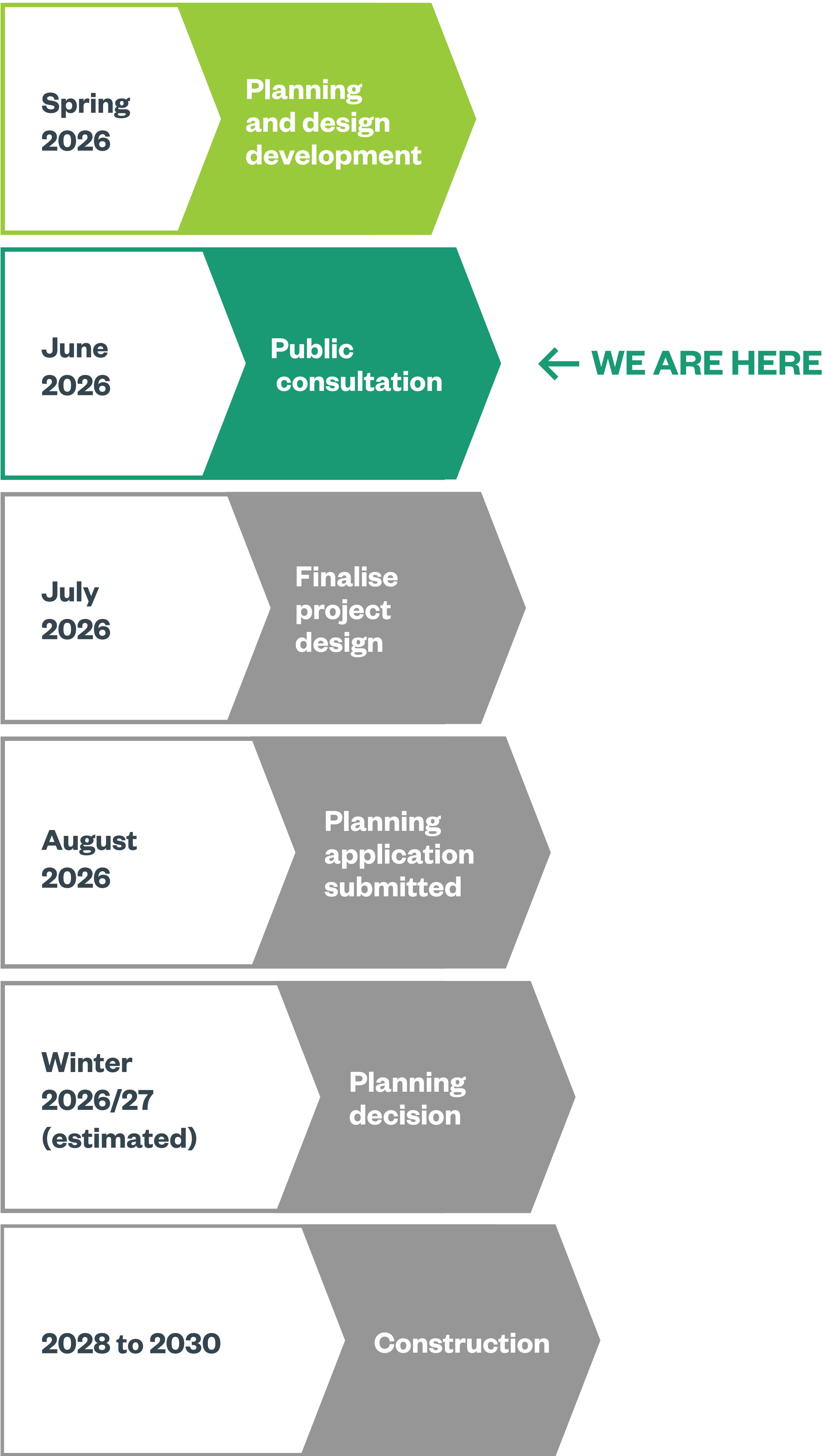
We are keen to hear your thoughts on how our Community Benefit Fund could support local priorities and initiatives that would provide positive and lasting benefits for people in the area. This could include ideas relating to community facilities, local sports and recreation, education, skills, biodiversity, sustainability or other local priorities.

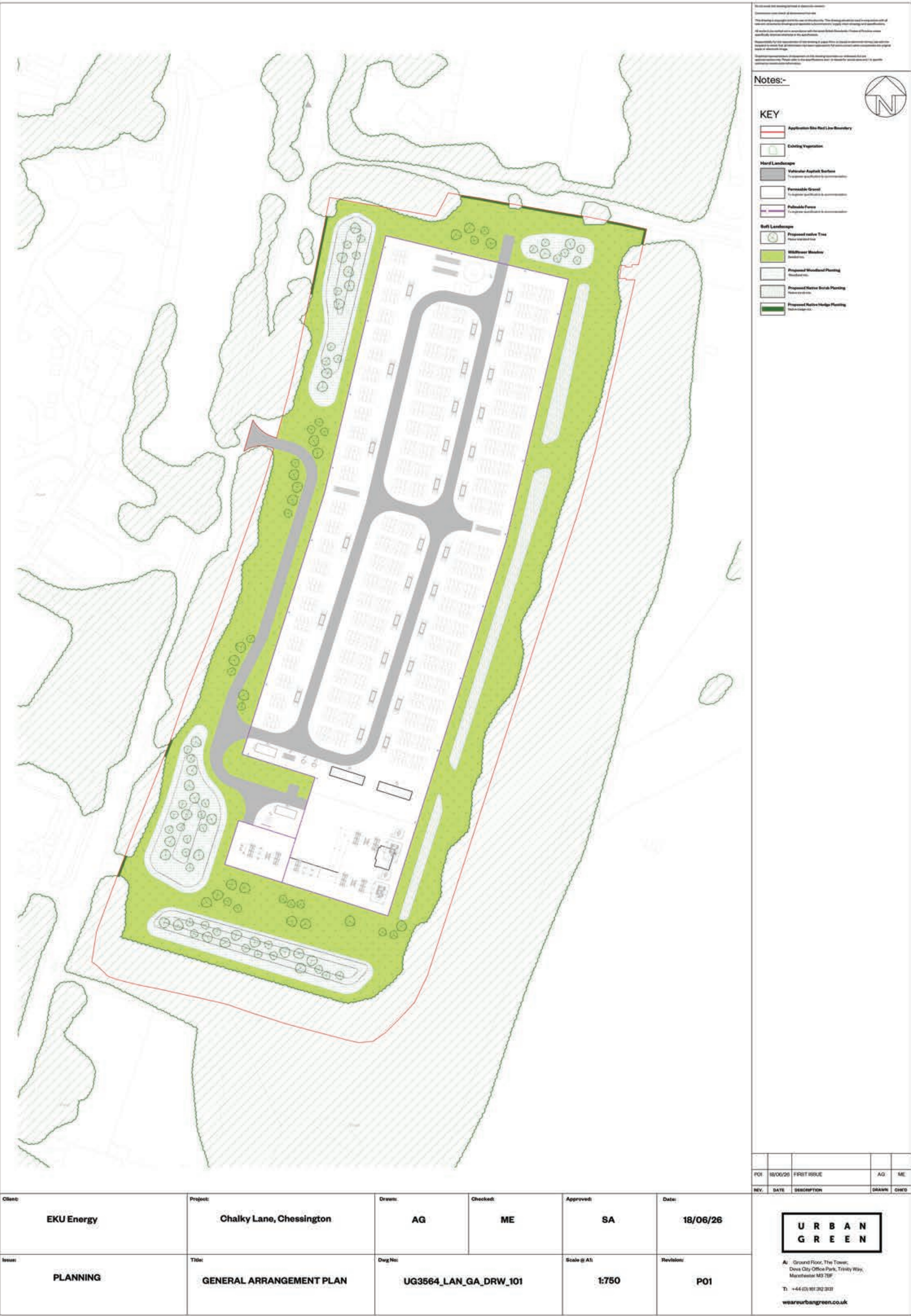
Any future community benefit fund would be developed separately from the planning application and informed by engagement with local stakeholders.



ekuenergy.com/chessington-bess

We want to hear
your thoughts!





The proposed BESS is being designed to integrate sensitively with the surrounding landscape.

The site already benefits from mature boundary vegetation, tree belts and nearby woodland, which help filter views from much of the surrounding area. These existing features would be retained and strengthened with additional native planting.

The current landscape strategy includes:

- 1. Native tree, hedgerow and scrub planting to reinforce the existing landscape structure, strengthen visual screening, fill gaps in boundary vegetation and soften views of the proposed development;
- 2. Wildflower meadow areas to improve habitat diversity;
- 3. Long term landscape management to support establishment and maintenance.

The battery units would be finished in muted green to help give them a more recessive appearance within the landscape.

Together, these measures would help filter views of the development, reinforce the local landscape framework, provide new habitat opportunities and support the delivery of measurable Biodiversity Net Gain.

A full Landscape and Visual Impact Assessment will be submitted with the planning application and will guide the final layout, planting strategy and mitigation measures.



**Aerial viewpoint facing west / north-west
from the eastern boundary of the site**



**Viewpoint towards the proposed site entrance
looking south along Leatherhead Road**



Viewpoint looking west towards the proposed site from the public right of way on Chalky Lane to the east of the site



**Viewpoint facing south towards the site from
the Leatherhead Road / Chalky Lane junction**