

Your questions answered

Why have you chosen this site?

The site is located underneath an existing overhead transmission line, which allows us to connect directly into the national grid.

The site was selected as the most suitable location along this transmission line, following a rigorous assessment that prioritised brownfield and industrial land before moving onto greenfield sites.

The site is away from densely populated areas; plus, there are no historic considerations, no sensitive ecological designations, no heritage assets; and the development site is at a low level of flood risk.

Further reading in our planning application:
Planning Statement and Site Selection Report



Did you know that around £2.5 billion will be spent in 2025 to pay wind farms to stop generating electricity, because there is nowhere to store it? Developing new energy storage projects like Canner's Lane Energy Park means the UK will be able to better balance supply and demand by absorbing electricity when there is more on the grid than needed, helping to protect consumer energy bills and our energy security.

Is there a need for battery storage?

The UK has committed to decarbonising its electricity network by 2030. By this time 95% of electricity generation should come from low carbon sources.

Yet, as we phase out fossil fuels, the demand for renewable electricity is expected to double by 2050. Electricity will continue to play an ever-greater role in our lives, heating our homes (with gas heating of new build homes banned from 2025), powering our future transport systems (the government plans to ban the sale of new petrol and diesel cars from 2030), buildings and industries. That means we need access to reliable, consistent supplies of electricity. Battery storage has a vital role to play: wind and solar farms don't generate electricity consistently, but batteries allow us to store electricity and release it at times when it is most needed.

That means that our homes and businesses can continue to be powered – even when the sun isn't shining, or the wind isn't blowing. It also protects our whole energy system against price shocks or issues with supply abroad. This helps keep electricity affordable and our supplies secure.

Further reading in our planning application:
Planning Statement

Will there be any impacts on habitats around the site?

Ecology surveys have helped us to identify the different species in and around the site. Alongside retaining and providing buffers from existing habitats wherever possible, our design has incorporated measures to boost biodiversity. Tree planting and ecological margins are proposed around the perimeter of the site, including a 50m Biodiversity Net Gain buffer between Stoke Park Wood and proposed infrastructure. With the measures incorporated into our design, we expect to be able to deliver a 'biodiversity net gain' that substantially exceeds the 10% statutory requirement.

The results of our ecology surveys will be presented as part of our planning application which confirms there would be no significant adverse effects on ecology.

Further reading in our planning application:
Biodiversity Net Gain and Planting Plan

How would construction traffic affect the local road network?

While there would be some additional traffic during construction, the project is not expected to lead to unacceptable road congestion.

Our proposed route for construction traffic avoids local villages, such as Great Ponton. Vehicles would be routed from the A1 via the B6403 (High Dike), then using new access tracks off the local road network to reach the site. Feedback at our public event noted concerns about the safety of the local road network. We will produce a Construction Traffic Management Plan which would be approved by South Kesteven District Council before construction could start. An outline Plan will be submitted as part of our application.

Once operational, the site will be managed remotely, with minimal traffic using the local road network.

Further reading in our planning application:
Construction Traffic Management Plan and the Transport Assessment

Is battery storage safe?

Yes. All of our projects are designed to the highest safety standards, utilising proven lithium iron phosphate battery technology known for its stability and reliability.

Safety measures would be built into our battery design, such as a fire suppression system, with multiple layers of safety, which would only operate in the very unlikely event of overheating of the batteries. Batteries would also be housed in self-contained units.

We are engaging with specialist fire safety advisors, Lincolnshire Fire and Rescue Service, local authority environmental health teams and other statutory bodies to confirm that our proposed designs meet the health and safety requirements set by local and national policy.

Is there a risk of fire?

Battery storage is safe by design. Given this, the risk of fire is extremely low, though we recognise that it is of the utmost importance to provide reassurance that this has been fully managed.

In the unlikely event of a fire, our systems have inbuilt monitoring and suppression mechanisms that provide several layers of safety.

A Fire Management Strategy would be created and approved by South Kesteven District Council and the relevant Fire Authority.

Further reading in our planning application:
Outline Battery Safety Management Plan

How does the Community Energy Transition Foundation work?

We would establish a Community Energy Transition Foundation, which will invest in areas where we have operational sites. The Foundation receives funding from each site, proportionate to its size. If approved, we expect this project could contribute up to £1 million each year. The Foundation would then provide a financial stimulus for individuals, businesses, charities and community groups to promote sustainable communities and the green transition in your area.