

Helios Renewable Energy Project

Draft Statement of Common Ground with North Yorkshire Fire and Rescue Service

Planning Inspectorate Reference: EN010140

November 2024

Prepared on behalf of Enso Green Holdings D Limited

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1. Introduction

1.1. Overview

- 1.1.1. This Statement of Common Ground ('SoCG') has been prepared by Enso Green Holdings D Limited (the 'Applicant') in conjunction with North Yorkshire Fire and Rescue Service in respect of the Helios Renewable Energy Project Development Consent Order (DCO) (the 'Proposed Development').
- 1.1.2. The SoCG sets out the matters of agreement between the Applicant and North Yorkshire Fire and Rescue Service and also explains those matters which, at the time of writing, remain in progress, or where agreement has not been achieved.
- 1.1.3. The SoCG will be amended as the examination progresses to enable a final version to be submitted to the Examining Authority.
- 1.1.4. [This SoCG covers all the matters which are relevant to North Yorkshire Fire and Rescue Service.]

2. Record of Engagement

2.1. Summary of consultation and engagement

2.1.1. In addition to the consultation undertaken as part of statutory consultation, there have been a number of meetings and correspondence relating to the Proposed Development. Table 2.1 shows a summary of the meetings and correspondence that has taken place between the Applicant (including consultants on its behalf) and North Yorkshire Fire and Rescue Service in relation to the Proposed Development.

Table 2.1: Record of Engagement

Date	Date of Meeting / Form of Correspondence	Key topics discussed and key outcomes
25/03/24	Email	Initial contact.
15/04/24	Online call	Site specific discussion and exploration of the site in relation to the NFCC guidance document.
15/04/24	Email	Summary of the online call and a record of the interaction.
18/11/24	Email	Shared draft SoCG with NYFRS.

3. Current Position

- 3.1.1. Table 3.1 provides a schedule that summarises the position on key matters between the Applicant and North Yorkshire Fire and Rescue Service. Appendix A details the position between the Applicant and North Yorkshire Fire and Rescue Service on each relevant representation.
- 3.1.2. Each matter is attributed a status as follows:

Agreed	The matter is agreed between the parties, or there are no significant disagreements such that the matter is considered closed.
Under discussion	This matter is neither 'agreed' or 'not agreed'. Technical work is being undertaken with the aim of achieving agreement, though the risk of disagreement remains.
Not agreed	The matter is not agreed between the parties and the outcome of the approach taken by the Applicant or NYFRS is considered to result in a materially different impact to the assessment conclusions.

Table 3.1: Key Matters

Matter	Status	Date
Design and installation of BESS		Nov 2024
Information requirements		Nov 2024
System, design, construction, testing, and decommissioning		Nov 2024
Detection, monitoring, and suppression systems		Nov 2024
Site access		Nov 2024
Unit spacing		Nov 2024
Water supplies		Nov 2024
Signage		Nov 2024
Emergency plans		Nov 2024
Environmental impacts		Nov 2024
Recovery		Nov 2024
Outline Battery Safety Management Plan		Nov 2024

4. Signatures

4.1.1. This Statement of Common Ground is agreed upon:

On behalf of North Yorkshire Fire and Rescue Service:

Name:

Signature:

Date:

On behalf of the Applicant:

Name:

Signature:

Date:

Appendix A: Detailed Matters

Ref.	Description of Matter	Applicant – Current Position	North Yorkshire Fire and Rescue Service – Current Position	Status
1.1	Design and installation of BESS	The Applicant has had regard to the National Fire Chiefs Council (NFCC) publication Grid Scale Battery Energy Storage System Planning guidance, where relevant within the Site Specific Risk Engagement Document (SSRED) and the Outline Battery Safety Management Plan.	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.2	Information Requirements	Site Specific Risk Information (SSRI) will be made available to crews in the form of an effective Emergency Response Plan which will form part of the Detailed BSMP. The Detailed BSMP will also include details of site access arrangements, such as key codes.	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.3	System design, construction, testing and decommissioning	Information on the proposed BESS will be provided as part of the oBSMP. The oBSMP will be provided to NYFRS and will set out the principles around system design, construction and testing mechanisms. The Applicant will produce a Detailed BSMP in consultation with the FRS once the BESS technology has been confirmed.	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.4	Detection, monitoring, and suppression	It is not possible to supply full details as these will be provided as part of the detailed design, procurement and pre-construction discussions, and secured as part of the Detailed	NYFRS has not yet confirmed its position on this matter.	Under discussion

	systems	<p>BSMP. What can be confirmed at this stage as part of the oBSMP is that the BESS site will include, in a layered protection approach:</p> <ul style="list-style-type: none"> • Detection system; • Ventilation system; • Suppression systems; and • Deflagrating panels. <p>The information on battery chemistry and battery form will be included as part of the Detailed BSMP, which will result in the formal re-engagement of NYFRS and NYC, within the planning regulatory framework, prior to development commencing on the BESS.</p>		
1.5	Site access	<p>The BESS has been designed to provide two separate access points into the site to account for opposite wind directions:</p> <ol style="list-style-type: none"> 1. Jowland Winn Lane – this is the main construction and operational access to the BESS. 2. Hardenshaw Lane - provides an emergency access for NYFRS vehicles only. <p>The BESS includes unobstructed roads for NYFRS vehicles</p>	NYFRS has not yet confirmed its position on this matter.	Under discussion

		<p>in all weather conditions with the inclusion of both passing and turning places suitable for fire service vehicles.</p> <p>The layout of the BESS is shown in Appendix 2 of the SSRED [EN010140/APP/7.5]. This is an indicative drawing and the detailed BSMP will provide the full layout of the site.</p>		
1.6	Unit spacing	<p>The layout of the internal access roads ensure that every unit can be accessed directly, allowing for laying and movement of hose lines and, as such, access will be free of restrictions and obstacles.</p> <p>The presence of High Voltage DC Electrical Systems is a risk to NYFRS and their location can be identified and exclusion zones applied as part of the Detailed BSMP.</p> <p>The units are laid out in rows, with a spacing of 2m between the units. This is currently based on containerized LIB-ESS comprised of lithium iron phosphate (LFP) cells, which require an aisle separation of at least 1.5m on sides that contain access panels, doors or deflagration vents. The final provisions of separation distances will be provided as part of the detailed BSMP once the battery chemistry has been confirmed.</p> <p>There are no occupied buildings within 25m of the BESS and no combustibles will be stored adjacent to the units. The BESS is also 10m from combustible vegetation which will be</p>	NYFRS has not yet confirmed its position on this matter.	<p>Under discussion</p>

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		managed to ensure no encroachment onto the BESS compound.		
1.7	Water supplies	<p>Water supplies will be situated on site through provision of four water tanks. The size and capability of the tanks provide the required minimum of 1900 litres of water per minute for at least two hours (228,000 litres).</p> <p>Design and installation will ensure transferability of the water between the tanks. Firefighting equipment of hose lines and a ground monitor will be provided in close proximity to the tanks for use by firefighting staff.</p> <p>The provision of more than one tank provides contingency if, for any reason, water could not be obtained for one of the tanks.</p>	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.8	Signage	<p>Signage will be installed on the access gates into the BESS compound, detailing:</p> <ul style="list-style-type: none"> • Relevant hazards posed; • The type of technology associated with the BESS; • Any suppression system fitted; and • 24/7 Emergency Contact Information. <p>The signs will be legible at night from 30m from the site boundary.</p>	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.9	Emergency Plans	<p>An emergency plan will be included in the detailed BSMP. This will include arrangements for alerting the emergency</p>	NYFRS has not yet confirmed its position on this matter.	Under discussion

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		services, immediate remote actions and the incident response from the applicant. NYFRS will be consulted on the draft detailed BSMP, including the emergency response plan, to ensure a collaborative and integrated approach is achieved.		
1.10	Environmental Impacts	<p>Suitable environmental protection measures will be provided as part of the wider Proposed Development. This includes systems for containing and managing water runoff from the BESS and takes into consideration the potential for water application rates in line with the NFCC guidance.</p> <p>The site is located within a flood zone, therefore flood protection and mitigation measures will be included in the Flood Risk Chapter which will accompany the DCO submission.</p>	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.11	Recovery	A post-incident recovery plan will be included as part of the detailed BSMP.	NYFRS has not yet confirmed its position on this matter.	Under discussion
1.12	Outline Battery Safety Management Plan	Ongoing engagement between the Applicant and NYFRS regarding the oBSMP will continue to form the detailed BSMP to be secured by DCO requirement.	NYFRS will work in collaboration with the Applicant in the production of a detailed BSMP to be secured through DCO requirement.	Under discussion