From: Paul Simmons
To: Lime Down Solar
Cc: Stop Lime Down
Subject: Additional information from OFH
Date: 01 May 2026 09:54:33
Attachments: Report from site meeting 281023.docx

I'm Paul Simmons, speaker number 52

The outline of my presentation

Land classification.

Employment issues.

Close to AONB
Visual impact
Local impact on roads. HGV traffic will destroy roads

I'm Paul Simmons

I work in the solar industry and oppose projects of this size.
I concur with the arguments already put forward.
We are not in disagreement for solar deployment but not in this location.
I have been in proposals with the government regarding the alternative locations such as carports installed on the many carparks in the local area.

This location comprises a network of narrow lanes mainly unsuitable for large numbers of HGV.
The lanes are not suitable for these vehicles as there are no passing places.
The transportation for workers is another area of concern. The bulk of the workers will be transported in, and it has been a cause for accidents. The foreign drivers driving on little lanes will make them forget where they are and end up driving on the wrong side of the roads. There were several accidents outside solar farms in Shropshire which killed 10 people.

The proposal from IGP is to recruit local people and train them.
This does not happen so the bulk of the workers will come in from Eastern Europe.
This will mean many will not have the right to work and as was found at Cleeve Hill, there were many visits from the immigration enforcement which resulted in a large number of workers being deported.

Another point is construction timelines. From within industry, you would be looking at around 200 workers on site and build rate would be 250mw taking 24months so this project would take over 48months.

Comments raised about BESS fire issues. Another fire that caused significant problems was the Carnegie Road BESS site in Liverpool that resulted in recommendations by the Chief fire officers.

Many of these recommendations have not been mandated and would seem to have not been implemented in IGP proposals

With all these arguments put forward I would hope the EXA seriously consider rejecting this

proposal in its current format.

I have attached my report on a meeting with Liverpool Chief fire officer over another battery site

Regards

Paul Simmons
[redacted]

Bluefield Project Report.

DATE: 27/10/23	SITE: HAWTHRONE ROAD
PROJECT MANAGER: PAUL SIMMONS	

On Friday 27/10/2023 we had a meeting on the proposed battery site at Hawthorne Road.

Attendees were Myself, Nafsica, John MFRS and Gary Johnson.

Main Points discussed and will elaborate further.

- Key Holder and communication if we have an alarm / fire.
- Site Risks.
- Access to CCTV and Monitoring by Fire officers.
- Safety Information Box that has a Fire Service Key.
- Local Fire Officer visits.
- Thermal cameras
- Design of proposed containers.
- Explosion paths.
- Hydrant supply.
- Wastewater containment.
- Points of Access.
- DNO Input.
- UPS and or LV backup.
- Other risks / hazards

Key Holder and Comms, site risks and access to monitoring.

The local Fire Service need visits to understand how the site is laid out and to help complete the fire safety box documentation. We also need to be able to give them access at site to the monitoring and internal CCTV within the battery containers especially the thermal cameras. During the investigation at Carnegie Road the Fire team were able to identify in which cell the thermal runaway started and how it progressed to the rest of the container.

The safety box should be outside the fence and only accessible via the fire service key. Carnegie Road incident highlighted how by not having direct access to the monitoring and cameras on site led to delays with information being transmitted from the monitoring station in Denmark.

The local fire station also needs to have familiarisation visits to the site and to be aware of all additional hazards. This would also include points of access and the Safety Information Box installation. The Safety Information Box should be able to allow comms over the ethernet network so the Fire Service guys can directly plug in and receive the information from the monitoring system and CCTV as they would from a Building Management System.

Thermal Cameras and Design of Containers.

There is a requirement for thermal cameras to be inside the container units as this will allow real time monitoring in the event of a thermal runaway. The interiors of the neighbouring containers can also be monitored to ensure that external cooling can be applied if the HVAC units cannot cope.

Design points

- Explosion relief and vent panels to be installed on the roof structure in areas that allow correct pressure venting. The issue at Carnegie Road was that no pressure venting panels were installed and the build up of gas caused the HVAC units to blow off the roof structure.
- Normal operation would have the access doors to the container closed. There would be a benefit to having an electrical operation of the doors on a container that has a potential issue as this could mean remote operation to reduce the risk to the Fire Team. Rather than trying to open doors from the outside with the associated risk.
- Spacing between units. This can be assessed but the Fire Officers would like to see space not small gaps. 6m if possible but not essential.
- The 20foot Canadian Solar units seem to be back-to-back with doors on the front for Hawthorne Road. The layout internally should be easy to access racks without having to enter confined space as opposed to a 40foot container that can only be accessed from either end.
- Internal thermal cameras linked to the on-site monitoring systems for live monitoring during an event.
- Fire detection system in each container with extinguisher system that can be remotely operated.
- Dry Pipe system to allow firefighting in each container from a remote point. This should have a similar numbering to the containers on the monitoring system.
- Post installation site visit and familiarization.

Water Supply and control of contaminated water discharge.

There should be a suitable fire hydrant with location for the Fire Service to connect to. Hawthorne Road this is located near to the entrance of the Gas Network Station on the path.

This would allow easy connection to a new supply hydrant by the fence to the BESS site.

Wastewater at the site should not be allowed to run off to a nearby water course and given the discussions a simple French Drain or bunded area would be sufficient. The discharge from the Fire Service would be classed as contaminated and require correct disposal.

Points Of Access

The Fire service preference is for to access points to allow for wind and smoke. For Hawthorne Road we have two access points one on either side of the site.

DNO and UPS power backup.

The fire at Carnegie Road highlighted that the UPS installation did not monitor and allow CCTV operation for extended use once the main DNO Import / Export breaker had been opened. This would lead to a requirement for a longer operation on LV or the separate LV supply to power the CCTV and Monitoring.

We should investigate the site having an 11kv supply to minimise this power shortfall and allow continuous operation of CCTV and monitoring.

Other Risks.

We have other risks at Hawthorne Road such as the Gas Main Valves and the Petrol Station. John is going to ask his colleagues who interact with the fuel stations on Merseyside as they require regulation from the Fire Service.

The same goes for the Gas Main. A specialist officer will report back.

The truck park is a small risk but there is more of an issue of keeping an area clear for fire access to the BESS Site.

Conclusion

In summary there are several points that we can design out during the specification of the battery units and others that will take an amount of design work and to implement.

Given that in the time since Carnegie Road was built there have been numerous changes and the way BESS systems have been installed. The technology is there to work with us, and we should use to the best of our ability.

The Fire Officer did not give us negative feedback and was positive to the ideas that were put forward. We can work with him and produce a successful and safe installation.