

Dorset and Wiltshire Fire and Rescue Service are requested to consider the applicant's response to the Examining Authority's (ExA's) ExQ1 specifically AQ1.3 [REP3-128], and in addition to doing so provide a response to the following:

1) During a thermal runaway event advise where would the secondary water source come from once the on-site water storage units are empty.

As is the case with all other fire incident types, the Fire and Rescue Service (FRS) has access to water supplies from the hydrant network or other supply provided by water undertakers or other persons in line with the duties and powers conferred or imposed under Section 38-42 of the Fire and Rescue Services Act 2004. DWFRS would implement appropriate actions to transport water via fire appliances or pumps as required, including use of additional equipment supplied under Section 13/16 arrangements or National Resilience measures.

2) Provide detail on how many fire appliances the fire service would have available at any one time in the likely event of a fire at either a single or multiple containers and would this be sufficient to deal with any thermal runaway event.

Availability of appliances at any given time cannot be accurately determined. Normal mobilising arrangements would provide operational cover from adjacent station areas with options to enhance response from neighbouring FRS utilising Section 13/16 Fire and Rescue Services Act 2004 if required. National Resilience assets could also be called upon in the event of protracted deployment. UL9540A testing, along with other engineering controls should reduce the likelihood of fires involving multiple BESS containers. Firefighting tactics in the event of thermal runaway are predicated upon defensive protection of adjacent containers or infrastructure and at this time DWFRS are content that suitable arrangements are in place to deal with an incident of this nature.

3) Whether the fire service has had any discussions with the applicant and/ or local highway authority about emergency access routes to the BESS enclosure.

Access routes to the BESS compound were discussed with the applicant during initial design stages to align design with the recommendations of the NFCC planning guidance and Approved Document B to the Building Regs as far as possible. Aspects of road width, load bearing capacity and passing/turning places have been reiterated. No direct communication between DWFRS and the Highways Authority have taken place in respect of this development.