THE DROVES
SOLAR FARM

# The Droves Solar Farm

## outline Operational Traffic Management Plan (Clean)

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# 1 Introduction

## 1.1 Overview

1.1.1 This outline Operational Traffic Management Plan (oOTMP) has been prepared on behalf of The Droves Solar Farm Limited (the Applicant) in relation to an application for a Development Consent Order (DCO) for The Droves Solar Farm (hereafter referred to as the Scheme).

1.1.2 The Scheme falls within the jurisdiction of Breckland Council (BC) who are the local planning authority (LPA) and Norfolk County Council (NCC) who form the local highway authority for the roads in the vicinity of the Scheme, excluding the A47 where National Highways (NH) is the highway authority.

1.1.3 This document has been updated at Deadline 1 to provide information regarding additional vehicle routing information. The document references have not been updated from the original submission. Please refer to the **Guide to the Application [APP/1.3.2]** for the list of current versions of documents.

## 1.2 The Scheme

1.2.1 The Scheme comprises the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station and Associated Development comprising Battery Energy Storage System (BESS), a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation. The Scheme would allow for the generation and export of over 50MW Alternating Current (AC) of renewable energy, connecting into the National Electricity Transmission System (NETS) overhead line that passes through the Site.

1.2.2 As the Scheme would have a generating capacity in excess of 50MW, it is considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

1.2.3 The Scheme is described within more detail in **Environmental Statement (ES) Chapter 5: The Scheme [APP/6.1]**.

1.2.4 The Scheme would be located within the Order limits, also referred to as 'the Site'. The Order limits contain all elements of the Scheme comprising the Solar PV Site, the Customer Substation, the National Grid Substation, the BESS, Grid Connection Infrastructure, Mitigation and Enhancement Areas, and the Highway Works (shown in **ES Figure 3.1: Scheme Location [APP/6.3]** and described further in **ES Chapter 3: Order limits and Context [APP/6.1]**).

1.2.5 Highway Works are sections of the highway network that will contain localised improvements, such as improvements to road edge where it is deteriorated, or temporary highway and traffic

works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site (refer to **ES Chapter 9: Transport and Access [APP/6.2]**).

## 1.3 Report Context

1.3.1 This oOTMP provides a framework for the management of vehicle movements to and from the Scheme during periods of scheduled replacement, repair activities and general activities associated with the operation of the Scheme to be carried out during the operational phase, to reduce, as far as practicable, the impacts of the Scheme on the local highway network.

1.3.2 The detailed Operational Traffic Management Plan (OTMP) will be prepared substantially in accordance with this oOTMP which supports the DCO Application and will be secured via a requirement in the DCO and approved by BC, in consultation with NCC and NH, prior to construction of the Scheme.

1.3.3 The detailed OTMP will be kept as 'live' document that will be updated prior to commencement of the scheduled replacement of PV panels and BESS Units forming part of the Scheme, to reflect any relevant changes to the approach, for example, routes that may become more or less acceptable for vehicle movements and wider changes to the local highway network.

1.3.4 The document will be linked to and respond to the details contained in the **outline Construction Traffic Management Plan (oCTMP) [APP/7.7]**. The **oCTMP [APP/7.7]** will be updated as a live document throughout construction and forms the basis for the principles of the detailed OTMP.

1.3.5 As such, relevant details in the various iterations of the outline and detailed CTMPs will need to be considered and where relevant, included in the outline and detailed OTMPs.

## 1.4 Objectives

1.4.1 This oOTMP has the following objectives:

- To build on the measures and approach set out in the **oCTMP [APP/7.7]** and cover all activities during operation
- Minimise the number of construction vehicles involved in replacement activities
- Ensure the safe movement of equipment, material and workers during the replacement activities; and
- Minimise the effects of operation traffic associated with replacement activities on the local community and other road users.

1.4.2 It will be the responsibility of the Scheme's operator to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities during the replacement activities.

## 1.5 Structure

1.5.1 Following this introduction, this oOTMP is structured as follows:

- **Section 2:** Summarises the Scheme and the access strategy.
- **Section 3:** Sets out the operational phase and its traffic requirements.
- **Section 4:** Sets out the proposed vehicle routing for the operational phase.
- **Section 5:** Summarises the mitigation measures for vehicles during the replacement activities during the operational phase.
- **Section 6:** Summarises the mitigation measures for workers during the replacement activities during the operational phase.
- **Section 7:** Summarises the process towards Abnormal Indivisible Loads (AIL).

# 2 Scheme Access Overview

## 2.1 Scheme Overview

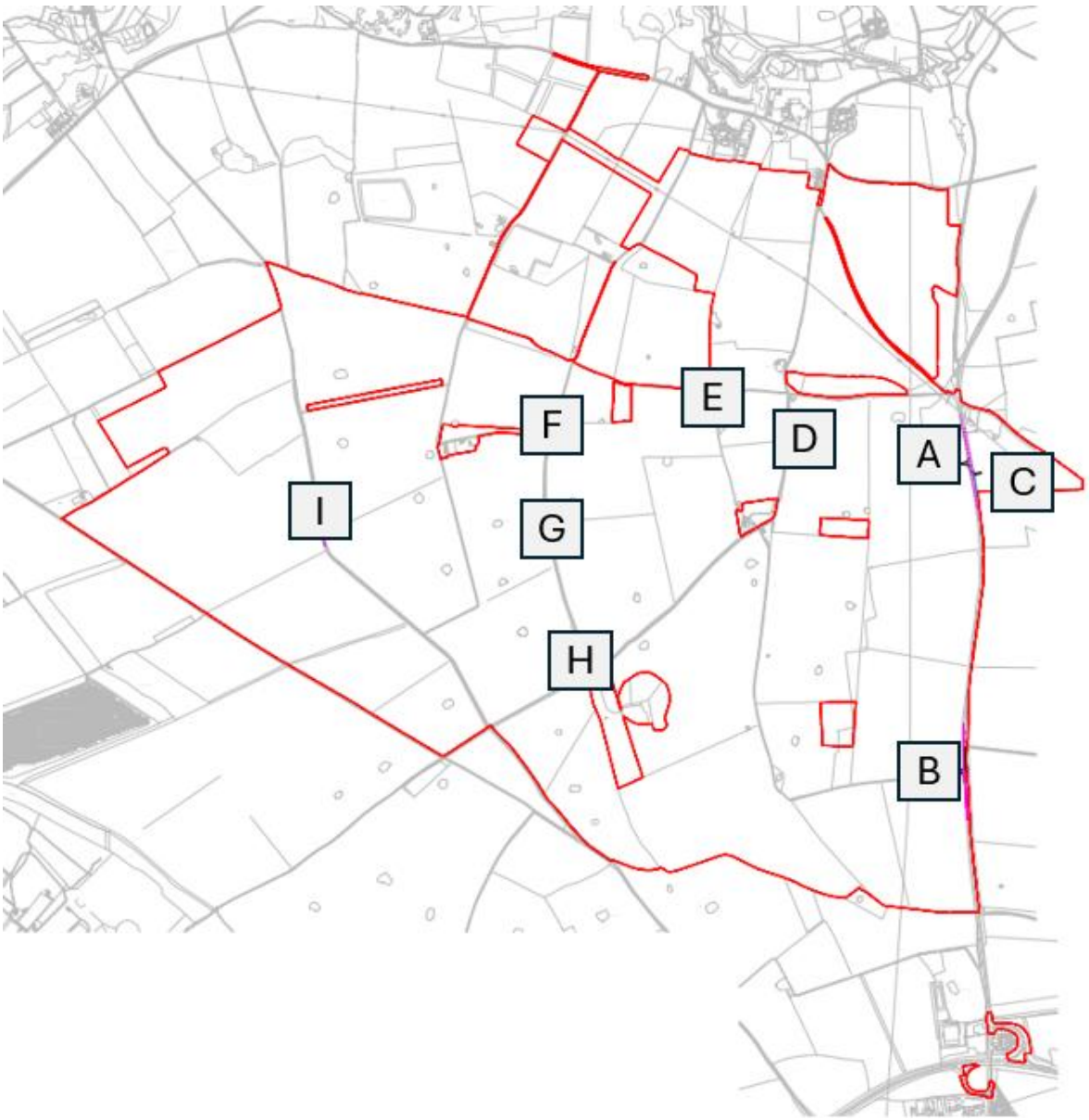
2.1.1 The Scheme comprises the construction, operation and maintenance, and decommissioning of a solar PV electricity generating station and associated development comprising BESS, a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation.

2.1.2 The Scheme is described within more detail in **ES Chapter 5: The Scheme [APP/6.1]**.

## 2.2 Access Points

2.2.1 An overview of the proposed access locations for the Scheme is provided in **Figure 4-1**.

**Figure 2-1 Site Access Overview**




2.2.2 A summary of the access locations, with a description of the nature of each access points and its proposed use is provided in **Table 2-1**.

2.2.3 It is confirmed, through the routing secured in this document, that vehicles will only access and egress from the Scheme from the A1065 (access points A, B and C). At all other access points, vehicles will only travel across these access points to access the internal haul roads on the other side, meaning they will not be used directly for vehicles to arrive or depart at the Scheme.

**Table 2-1 Access Strategy Overview**

| Access Reference | Location | Description | Use |
|---|---|---|---|
| A | A1065 North | Upgrade of existing access on western side of A1065 | Construction<br>Operation<br>OHL Works |
| B | A1065 South | Upgrade of existing access on western side of A1065 | Construction<br>Operation |
| C | A1065 North | Provision of new access on eastern side of A1065 | Temporary access for OHL Works |
| D | Fincham Drove | Upgrade of existing agricultural access points | Construction<br>Operation<br>OHL Works |
| E | The Droves (east to west arm) | Upgrade of existing agricultural access points | Construction<br>Operation<br>OHL Works |
| F | Petticoat Drove | Provision of new access point across Petticoat Drove | Construction<br>Operation |
| G | Petticoat Drove | Provision of new access point across Petticoat Drove | Construction<br>Operation |
| H | Fincham Drove | Upgrade of existing agricultural access points | Construction<br>Operation |
| I | River Road | Upgrade of existing agricultural access points | Construction<br>Operation |

# 3 Operational Phase

## 3.1 Operational Maintenance

3.1.1 Typical maintenance associated with the Scheme will be the minimal, comprising a low number of movements associated with checking/maintaining the Solar PV Arrays and replacing individual faulty/damaged components.

3.1.2 There may also be ad-hoc maintenance of the overhead lines associated with the Grid Connection Infrastructure, but this will be comparable to the existing level of activity.

3.1.3 During operation, other than during the operational replacement of PV panels, there will be a small number of daily vehicle trips, with additional staff attending when required for maintenance and cleaning activities. Those arriving to undertake general operational maintenance activities would generally be expected to travel by car, an appropriate 4x4 type vehicle or light van. The frequency of maintenance visits would reasonably be expected to be up to five visits per week to the Solar PV Site. Heavy Goods Vehicles (HGVs) may be required for the ad-hoc replacement of batteries, inverters and transformers associated with the Customer Substation, National Grid Substation, and the BESS.

3.1.4 These low levels of operational traffic would remain constant for the operational lifetime of the Scheme.

3.1.5 Larger HGVs and AIL deliveries are not anticipated to be required for general operational maintenance.

## 3.2 Replacement Activities

3.2.1 The programme of replacement for the PV panels, other equipment and BESS Units will see greater volumes of traffic than ordinary maintenance activity over the 60 year consent that is being sought. The replacement of PV panels will see the greatest level of traffic movement and activity.

3.2.2 The replacement of PV panels would be undertaken in stages, with individual sections of Scheme being taken offline at a time.

3.2.3 The replacement of PV panels and equipment will essentially require the delivery of new modules and, separately, the removal of old panels for recycling. Battery container equipment will also need to be removed, and new equipment installed.

3.2.4 It is not anticipated that there will be a planned replacement of the overhead lines or associated towers.

3.2.5 The following assumptions have been made for the programme of replacement activities:

- It is expected that the operational life of PV panels is 40 years or more, and that all the PV panels will be replaced once during the 60 year operational phase. The PV panels are anticipated to be replaced over a maximum 12 to 24 month period. This will be confirmed within the detailed OTMP that is secured by way of a requirement on the DCO
- It is expected that the BESS Units could be replaced up to five times during the operational phase
- Accesses to the Solar PV Site defined for construction would be used. If any abnormal loads are required for the replacement of equipment, consultation will be carried out, and approvals will be sought from the relevant local planning and highways authorities
- Components such as Mounting Structures, Cabling, the Customer Substation, National Grid Substation, and BESS buildings are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated to replace the PV panels or BESS Units
- It is anticipated that the Scheme will create 125 Full Time Equivalent employees, with a peak month requiring up to 360 construction workers on-site during the replacement activities; and
- Transformers are assumed to have a design life of 30 years; transformers may require replacement once during the lifetime of the Scheme, although replacement will only be carried out if required for performance or health and safety reasons.

3.2.6 The Applicant will work with suppliers to employ reverse logistics where possible, so that when new modules arrive, they are removed on the same vehicle. Staff would also be required to assist with the deliveries and implementation of new modules as well as assisting with disconnecting old modules. This commitment will be secured through the detailed OTMP and requirements on the DCO Application.

3.2.7 In order to ensure that the effects of replacement are within what has already been assessed within the **ES Chapter 9: Transport and Access [APP/6.2]**, it is proposed to secure a cap on the daily level of vehicles that can be associated with replacement activity.

3.2.8 It is expected that the vehicle traffic associated with replacement would fall well below the peak in construction traffic set out within the **oCTMP [APP/7.7]**, which assumes a total of 628 two-way movements per day, comprising 532 LGVs (associated with staff and smaller deliveries) and 96 HGVs, which would capture both construction staff trips and deliveries.

3.2.9 The ‘Environmental Assessment of Traffic and Movement’ (EATM, 2023) Guidance produced by the Institute of Environmental Management and Assessment (IEMA), now known as the Institute of Sustainable and Environmental Professionals (ISEP) (hereafter referred to as the 'IEMA EATM Guidance'), sets out a threshold of 10% as the typically accepted levels of daily fluctuation for any road.

3.2.10 It is noted that the primary section of public highway required to access the Scheme is the A1065, with all other surrounding roads not proposed to be used by traffic associated with the Scheme (discussed further within **Section 4** of this oOTMP).

3.2.11 Across all other areas of the Scheme where vehicles may need to pass across one of the internal access points, across a Public Right of Way (PRoW) or across a permissive path, temporary traffic management and banksmen will be implemented whilst replacement is underway to mitigate against any adverse impacts on non-motorised users.

3.2.12 It is therefore considered that so long as the impact of replacement activities on the A1065 falls below the 10% threshold it is unlikely that there would lead to any material impact above typical levels of daily fluctuation in the area.

3.2.13 An overview is provided within **Table 3-1** to demonstrate the threshold of trips needed on the A1065 to exceed daily levels of traffic fluctuation.

**Table 3-1 Baseline Traffic Flows and Proposed 10% Threshold**

| Link | Name | Observed 2024 | | Vehicles required to meet 10% threshold | |
|---|---|---|---|---|---|
| | | Total Vehicles | HGV | Total Vehicles | HGV |
| 1 | A1065 South | 7937 | 332 | 794 | 33 |
| 2 | A1065 (Middle) | 7819 | 371 | 782 | 37 |
| 4 | A1065 North | 7125 | 398 | 713 | 40 |

**The Links correspond to referencing within the **ES Chapter 9: Transport and Access [APP/6.2]**.*

3.2.14 It is noted that due to the high volume of flows along the A1065, there is unlikely to be any material change associated with replacement of the Scheme, with the impact falling below the 10% threshold set out in the IEMA EATM Guidance.

3.2.15 For the purposes of this oOTMP, it is assumed that replacement activities will not exceed 33 two-way vehicle trips (equivalent to 16 HGVs arriving and departing per day), though this will be confirmed alongside further details on the schedule of expected vehicles and workers within the detailed OTMP that is secured by a requirement in the DCO.

## 3.3 Collaboration

3.3.1 The Applicant will collaborate with other nearby developments, including the undertaker of the proposed High Grove Solar Farm, to co-ordinate the staggering of replacement activities to avoid overlap in any activity peaks, where practicable.

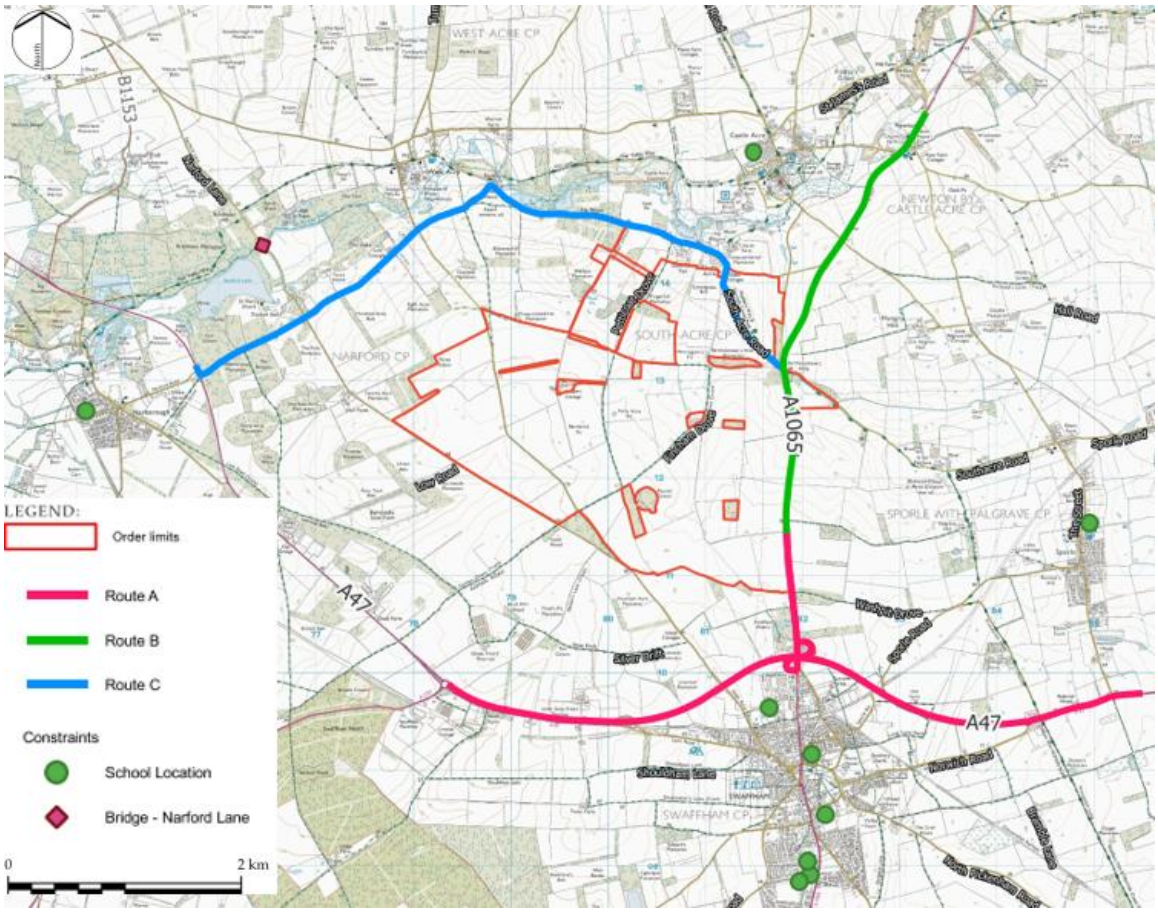
# 4 Vehicle Routing

## 4.1 Overview

4.1.1 During regular maintenance, movements will be infrequent and generally undertaken by smaller vehicles. As such, specific routes do not need to be defined.

4.1.2 Figure 4-1 shows the possible routing available for construction vehicles as presented in the **oCTMP [APP/7.7]**.

**Figure 4-1 Available Routes for Construction Vehicles**




4.1.3 It is proposed for all vehicles to only utilise Route A and Route B via the A1065 – with no vehicles utilising Route C.

4.1.4 At this stage, the same principles and route will be applied for movements associated with the replacement activities unless the routes are no longer suitable or the most appropriate, in which case alternative routes will be agreed with the local highway authorities.

4.1.5 These routes have been chosen to provide routes which are the shortest distance between the various access points associated with the Scheme and the Strategic Road Network (A47), therefore minimising travel on less suitable roads.

## 4.2 Internal Routing

4.2.1 The operational and maintenance vehicles will utilise the access points from the A1065 to access the Scheme, then route along the internal tracks, the layout of which will be confirmed as part of the detailed design.

4.2.2 The existing tracks proposed for use within the Scheme will remain accessible for agricultural and other associated activities throughout the lifetime of the Scheme.

# 5 Replacement Activities Vehicles - Mitigation Measures

## 5.1 Overview

5.1.1 The following measures are suggested to be implemented for the replacement activities to mitigate impacts owing to replacement traffic.

5.1.2 These measures will be updated in-line with any changes to the **oCTMP [APP.7.7]** and detailed CTMP.

5.1.3 The measures will also need to be reviewed to ensure they remain suitable at the time of replacement activity.

## 5.2 Access Points

5.2.1 It is proposed to retain the same access points as utilised for construction, as is to be used for replacement, as detailed within **Section 2**.

5.2.2 Existing access points have been used where practicable; however, any access that is temporarily created or amended for the replacement period will be restored to its original condition, subject to agreement. Where existing access points are utilised, these will be upgraded and formalised where required to accommodate the expected vehicles. Further details on the individual access junctions are included within the supporting **ES Appendix 9.2: Traffic Assessment [APP/6.4]**.

5.2.3 Visibility splays will be kept clear throughout the replacement activities.

5.2.4 The use of temporary traffic management to manage the use of accesses for replacement activities is required where the access points cross the PRoW network or any permissive paths, that will be agreed in advance with NCC – as discussed within **Section 3**.

5.2.5 All replacement vehicles will access and egress the Site in a forward gear.

## 5.3 Parking

5.3.1 Signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site will be erected. Contractors and visitors will be advised that parking facilities will be provided within the Scheme in advance of visiting.

## 5.4 Delivery Management

5.4.1 Replacement vehicles will avoid travel during the morning and evening network peak hours, where possible. Therefore, deliveries will be arranged to occur after 09:00 and before 17:00.

5.4.2 In order to minimise instances of HGVs passing each other at the access, all deliveries will be required to use a booking system. Drivers will be instructed not to leave their depot, or to wait in an appropriate stopping place internally within the Scheme, and report if they are likely to miss their slot.

### Arrival Procedure

5.4.3 The arrival procedure for deliveries will be as follows:

- Drivers will be allocated a slot arrival time to the Scheme and instructed upon the relevant access point and route to take
- Where required, when the vehicle is due, the banksmen will be notified and will position at the relevant access points
- The driver will then be notified to travel to the area of the Scheme via the agreed route
- All operatives will communicate with each other, as necessary; and
- Where required, banksmen will assist HGVs to manoeuvre from the public highway or PRoW into the Scheme's relevant access points.

### Procedure for Leaving the Site

5.4.4 The departure procedure for deliveries will be as follows:

- When vehicles are ready to depart, the on-site manager will be notified. If required, they will then mobilise the banksmen at the relevant Scheme access points
- Drivers will be advised when the banksmen are in place; and
- Banksmen will guide the vehicles safely onto the public highway.

## 5.5 Wheel Washing

5.5.1 Wheel washing facilities will be provided at each access. This will be located at the egress of each access. A visual inspection of vehicles will be undertaken before they depart the Scheme to ensure that they are not carrying debris onto the highway.

5.5.2 Notwithstanding wheel washing measures, if required, a road sweeper will be provided for the area surrounding access to alleviate any residual debris generated during the replacement activities.

## 5.6 Traffic Management Measures

### Route Signage

5.6.1 Temporary road signage will be installed along the replacement traffic routes to inform all road users of the replacement works and to direct replacement traffic to and from the various replacement accesses.

5.6.2 Signage will comply with Chapter 8 of the Traffic Signs Manual. The following will be considered when locating signage:

- The position of the sign in relation to the highway to ensure visibility splays are maintained
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

5.6.3 Details of the form and proposed locations of any signs (or signals) to be placed on a public highway will be pursuant to relevant Articles of the DCO and will be submitted to the local planning authority and highway authorities for approval in advance of being placed.

5.6.4 All signage on the designated route will be inspected, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations.

5.6.5 Traffic management for AIL movements will be agreed with the highway authorities and police prior to the abnormal load movements taking place.

## 5.7 Public Rights of Way and Permissive Paths

5.7.1 A Public Right of Way and Permissive Path Management Plan (PRoWPPMP) will be implemented during the construction phase and operational phase of the Scheme, prepared substantially in accordance with the **outline Public Right of Way and Permissive Path Management Plan (oPRoWPPMP) [APP/7.12]** that is submitted as part of the DCO Application. As part of this document, the following measures will be implemented during the replacement activities:

- Appropriate signage will be installed along the PRoW or permissive path to make users aware of the replacement activities. This will include information on replacement times and contact details for a public liaison officer
- Drivers will stop and give-way to any PRoW or permissive path user (in particular for equestrians) which will be support by banksmen
- Where relevant, widened internal Access Tracks to ensure vehicles can pass PRoW or permissive path users safely

- Banksmen to be positioned where relevant along a PRoW or permissive path impacted by replacement traffic, to hold vehicles if a PRoW or permissive path user is present and advise PRoW and permissive path users of the potential for replacement vehicles
- Speeds to be limited to 10mph near PRoWs and permissive paths
- The PRoW or permissive path will be kept clear of replacement vehicles and apparatus outside of permitted hours for replacement activities so far as is practicable to do so; and
- Any damage to the surface of the PRoW or permissive path directly attributable to the Scheme will be repaired as soon as practicable.

## 5.8 Noise Reduction and Air Quality

5.8.1 When within the Site and when not in use, engines will be required to be switched off.

5.8.2 Vehicles carrying material off-site will be sheeted / covered to prevent the spread of dust and debris. In dry conditions, areas near to the access points will be sprayed with water to prevent the spread of dust and debris.

## 5.9 Site Security

5.9.1 CCTV and fencing installed as part of the Scheme will be in place to ensure the safety of the site during replacement.

5.9.2 If required, additional CCTV or fencing to protect replacement activities will be implemented. All Access Tracks will be secured by gates, which will be set back from the public highway and PRoW.

## 5.10 Community Engagement and Monitoring

5.10.1 The details of the Site Manager during the replacement activities will be provided to the highway authorities in advance of any work being carried out and will also be advertised on an information board.

5.10.2 Residents and businesses in the vicinity of the Scheme will be provided with contact details of the Site Manager to report any identified issue.

5.10.3 Any unforeseen issues that arise in relation to replacement vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the highway authorities so that they can be resolved as appropriate.

# 6 Replacement Activities Workers – Mitigation Measures

## 6.1 Working Hours

6.1.1 Replacement activities will be carried out Monday to Friday 07:00-18:00 and between 08:00 and 13:30 on Saturdays, which constitute the core working hours (excluding any start-up and shut down works). No replacement activities will take place on Public Holidays.

6.1.2 However, some activities may be required outside of these times (such as the arrival and departures of workers and the delivery of AILs).

6.1.3 Replacement deliveries by HGV will be scheduled to arrive between 09:00-17:00. They will be coordinated to avoid vehicle movements during the traditional AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).

6.1.4 In addition, worker shift patterns will be coordinated to avoid travel during the network peak hours of 08:00-09:00 and 17:00-18:00. It is anticipated that the majority of workers would arrive at the Order limits before 07:00 and leave after 18:00 Monday to Friday and on Saturdays arriving before 08:00 and leaving after 13:30.

## 6.2 Vehicle Trip Reduction

6.2.1 Measures are proposed to minimise the number of workers travelling by car or van, including the provision of shuttle buses to transport workers to and from nearby conurbations as well as internally within the Scheme.

6.2.2 Workers who drive to the Scheme will be encouraged to car share where possible, and this tends to occur on major construction projects without intervention.

## 6.3 Replacement Activities Worker Travel Plan

6.3.1 A Replacement Activities Worker Travel Plan (RAWTP) will be drafted and implemented prior to major replacement periods, to encourage workers to travel to the Site via sustainable travel, where possible. This will be secured through the detailed OTMP.

6.3.2 The RAWTP will reflect the measures agreed through the RAWTP prepared for the replacement activities and will be agreed with the local planning authority and highway authorities.

6.3.3 The following key aims and objectives are identified at this stage:

- To reduce single occupancy car travel by workers

- To encourage and promote car sharing and shuttle bus use; and
- To increase knowledge of the public transport and/or Active Travel opportunities available to workers (where applicable/viable).

6.3.4 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation of the RAWTP, whose responsibilities will comprise, but not necessarily be limited to, the following:

- Implement measures set out in the RAWTP
- Raise awareness and promote the RAWTP; and
- Provide advice to workers regarding sustainable travel options.

6.3.5 Suggested measures could include:

- Establish a car share scheme for workers
- Arrange on-site facilities for workers, such as storage lockers for equipment
- Provide a map with identified cycling/walking/bus routes to the Site; and
- Provide an emergency cycle repair kit at the compounds.

6.3.6 The uptake of the RAWTP measures will be monitored by the TPC. Additional measures will be provided if necessary/as appropriate within the document, which will be kept as a live document by the TPC.

# 7 Abnormal Indivisible Loads

## 7.1 Overview

7.1.1 As part of the replacement activities, there may be a requirement for AIL movements associated with aspects of the Scheme.

7.1.2 An AIL vehicle is defined as having one or more of the following characteristics on any part of the vehicle combination:

- a gross vehicle weight of more than 44,000kg
- an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
- a width of more than 2.9 metres
- a rigid length of more than 18.65 metres
- the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or
- is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.

7.1.3 Road based AILs fall into three principal classifications:

- Special order for the heaviest, widest or longest loads. Any AIL greater than 150 tonnes gross vehicle weight or over 6.1m wide or over 30m long is classified as a Special Order load
- Special type General Order (STGO) for loads not in the Special Order category, but which are over the weight limit for the number of axles, wider than 4.3m or longer than 27.5m
- STGO are sub-divided into three categories (Cat 1, 2 or 3) depending on the gross weight and axle weight. A further STGO category is used for loads over 5m wide, which are referred to as VR1 loads; and
- Construction and Use (C&U) for loads that are not in the STGO category but do not qualify as an HGV movement due to their size (width, length or overhang).

## 7.2 Management

7.2.1 Application for notification of AIL deliveries must be made by transport (haulage) operators, preferably through the Electronic Service Delivery for Abnormal Loads (ESDAL2) system. If the ESDAL2 system is not used, an application for AIL movement must be submitted in adequate time to allow consultation, planning and further notification.

7.2.2 The details of any future AIL deliveries will be confirmed by the respective contractor prior to the delivery.

7.2.3 Where any AIL deliveries require escorts or assistance from the emergency services, the respective contractor will ensure that the emergency services are notified well in advance both through the ESDAL2 system and separate engagement to ensure there is sufficient resourcing available to assist with the delivery.

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