

Construction Traffic Management Plan.

Planning Application for a 45MW Solar Farm at Snakes Meadow Solar Farm, Stagsden, Bedford, MK43 8SU.

On behalf of European Energy Ltd.

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1. Introduction

- 1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of European Energy Ltd (The Applicant) for a 45MW capacity solar photovoltaic development. The site comprises land within the North Crawley and Ducksworth Estates near Milton Keynes, Bedford, MK43 8SU and is known as Snakes Meadow.
- 1.2. The scheme was granted planning permission, subject to conditions, by Bedford Borough Council, Milton Keynes City Council and Central Bedfordshire Council in May 2024. This revised CTMP has been produced in order to discharge the planning conditions relating to the consent, which are summarised below.

Bedford Borough Council (BBC) Conditions (21/O2526/MAF)

- *'Condition 5 – Notwithstanding the details contained within the submitted Construction Traffic Management Plan (compiled by Pegasus Group, ref. P20-0771TR, dated September 2021 – Council plans ref. V37), no development (including enabling works and site clearance) shall take place until full details of the construction compound to be established off the A422 have been submitted to and approved in writing by the Local Planning Authority. These details shall include a plan drawing indicating the full extent of the compound, where plant and materials are to be stored and where vehicles (including the personal cars of contractors) will be parked. The details shall also specify the type and use of any temporary fencing, lighting and wheel washing facilities being proposed. The development shall thereafter be implemented in accordance with the approved details.'*
- *'Condition 11 – Notwithstanding the details submitted, all site operations required as part of the construction works (to include the main site, cable route and point of connection (PoC) compound), and audible at the nearest noise sensitive property, shall only be undertaken between the hours of 08:00 and 18:00 on weekdays and 09:00 and 13:00 on Saturdays and not on Sundays or Bank Holidays.'*

Milton Keynes City Council (MKCC) Conditions (21/O2760/FUL)

- *'Condition 4 – No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include site procedures to be adopted during the course of construction including:*
 - *routes for construction traffic;*
 - *measures for the prevention of mud being carried onto the highway; – location of site compound;*
 - *loading and unloading of plant and materials;*
 - *the erection and maintenance of security fencing/hoardings and lighting;*
 - *proposed temporary traffic restrictions;*
 - *parking areas for the vehicles of site operatives and visitors;*

The development shall be carried out in full accordance with the approved CTMP.'



- 1.3. Only an area identified as green space is located within Central Bedfordshire and as such there are no highways / transport related conditions for the Central Bedfordshire Council (CBC) consent (CB/21/04086).
- 1.4. The proposal comprises a Solar Photovoltaic (PV) Park with modules, power inverter cabinets and transformer stations. Further details of the proposal and the technology used together were provided separately as part of the planning application submission.
- 1.5. The site is approximately 79.65 hectares in size and is made up of approximately four medium to large field enclosures. The site is situated between the villages of Stagsden and Astwood approximately 16.8 kilometres to the east of Milton Keynes and 10.5 kilometres west of Bedford. Access is proposed via a new priority junction with the A422 Newport Pagnell Road to the north of the site, which has been agreed with the local highway authority.
- 1.6. This CTMP sets out the following:
 - i. Site access arrangements;
 - ii. Routing for construction traffic;
 - iii. Staff numbers, access to the site and details of the construction compound including parking arrangements;
 - iv. Vehicle numbers, size and frequency;
 - v. Proposed mitigation, including condition surveys; and
 - vi. Details of the proposed cable route and point of connection (POC).
- 1.7. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.8. The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at Bedford Borough and Milton Keynes Councils will be exchanged before commencement of the works on site.

2. Site Access

- 2.1. The site is located to the south of the A422 Newport Pagnell Road, between the villages of Stagsden and Astwood approximately 16.8 kilometres to the east of Milton Keynes and 10.5 kilometres west of Bedford. The location of the site is illustrated on **Figure 2.1**.
- 2.2. The site is bound by the A422 to the north, Duckworth Farm to the east, and undeveloped land to the south and west. It is bisected by public right of way (PRoW) Stagsden 13.

Local Highway Network

A422 Newport Pagnell Road

- 2.3. The A422 is a single carriageway road measuring approximately 6.5 metres wide within the vicinity of the site. It is subject to the National Speed Limit (60mph) and connects to the A509, Newport Pagnell and the M1 motorway to the west, and to the A428 and Bedford to the east via roundabout junctions.
- 2.4. There are no footways provided on either side of the A422 in the vicinity of the site, and it is unlit.

Hay Lane

- 2.5. Hay Lane becomes the A422 with West End Road around 700 metres southwest of the hamlet of Kempston West End. This is illustrated in **Figure 2.1**.
- 2.6. The carriageway generally measures around five metres wide, is rural in nature and subject to a 60mph speed limit. It serves agricultural land and a small number of businesses including Firs Farm Business Park.

Public Rights of Way

- 2.7. PRoW footpath Stagsden 13 bisects the site in a northwest to southeast direction. This connects to Bridleway Stagsden 7 to the east of the site, south of Stagsden Christmas Tree Farm.
- 2.8. PRoW footpath Stagsden 4 / Cranfield 54 crosses the southern portion of the site in an east – west direction, also connecting Cranfield Road to Stagsden 7 bridleway.

Proposed Site Access

- 2.9. Vehicular access to the site is proposed via a new priority junction from the A422 Newport Pagnell Road to the north of the site, as illustrated at **Figure 2.2**. This has been secured by means of the approved layout listed in the Condition 1 of the MKCC Decision notice and Condition 1 of the BBC Decision Notice.
- 2.10. The proposed access will be used for construction purposes and will be retained for operational requirements. It is proposed to provide 12 metre radii on the eastern side and 10.3 metre radii on the western side to accommodate the largest vehicles, and 5.5 metres wide internally. It will be surfaced with tarmac for the first 20 metres.

- 2.11. As detailed in **Figure 2.2** the maximum achievable visibility splays at the proposed site access are 2.4 x 215 metres to the nearside kerb in both directions, either within land controlled by the applicant or within the adopted highway. This is in accordance with Design Manual for Roads and Bridges (DMRB) for a 60mph road and has been approved by the local highway authorities.
- 2.12. All construction vehicles will enter and exit the site in forward gear. **Figure 2.3** shows a swept path analysis (SPA) for a 15.4 metre articulated vehicle, the largest HGV associated with the site, turning 'left in' and 'left out' at the access. Infrastructure, including the internal site access tracks, adjacent to the site access will not be constructed until after the final HGV deliveries have been made and as such, will not restrict the movement of vehicles within the site.
- 2.13. As set out in **Chapter 3**, HGVs will be required to follow a designated route to the site resulting in only left in and left out manoeuvres.
- 2.14. Delivery vehicles seeking to access and egress the site could also be assisted by the use of banksmen, should it be considered necessary by local highway officers. This would ensure no oncoming traffic is approaching before guiding the construction traffic safely in/out of the site. Priority would be given to traffic on the A422 at all times.
- 2.15. As PRoW Stagsden 13 bisects the site, this will need to be crossed during the construction phase by smaller vehicles (i.e. tractors and trailers) transporting equipment around the site. HGVs will offload equipment at the construction compound and materials transferred to tractors and trailers, or similar. Therefore, for the duration of the construction phase, mitigation and management procedures will be put in place for this crossing point. This will include usage of signage and gated fencing which is considered acceptable. Signage will be erected at either end of the footpath in the vicinity of the site an example of which is included at **Appendix A**. Vehicles required to cross the PRoW will always give way to any pedestrians using the footpath.

Highway Safety

- 2.16. A review of the CrashMap database confirms that there have been no accidents recorded on the A422 within 100 metres in either direction of the proposed access in the most recent three year period up until 2024.
- 2.17. It is concluded that there is no highway safety pattern or problem in the vicinity of the site. With the mitigation proposed within this CTMP, there is no reason why the proposals would result in any highway safety issue.

3. Construction Traffic Routing

- 3.1. The designated route for all traffic arriving at the site during the construction phase is via M1 junction 13, the A421, A428 and A422 to the site. For those vehicles departing the site, the designated route will be to the west via the A422, A509 and M1 junction 14. The proposed construction routing is illustrated on **Figure 2.1** which will prevent HGVs turning right into and out of the site from the A422.
- 3.2. The route will be appropriately signed, and no construction traffic will be routed through the village of Astwood.
- 3.3. Based on experience with similar sites elsewhere, the PV panels and frames will be shipped in 12.2 metre (40ft) containers which are typically carried to the site on 15.4 metre long articulated vehicles. This is the largest vehicle which will access the site.
- 3.4. Construction vehicles will only access the site via the designated construction route identified in this CTMP. This has been agreed as suitable by the highway authorities.
- 3.5. It is understood that all roads along the designated routes are already used by HGVs. The local highway network within the immediate vicinity of the site is generally comprised of distributor roads, are not subject to any weight or height restrictions and suitable to accommodate all types of vehicles including maximum articulated delivery vehicles. The route is therefore considered suitable for use by the relatively low number of HGVs that will be associated with the temporary construction period, which are set out at **Chapter 4**.
- 3.6. Drivers will be informed of the route prior to arriving at and / or departing from the site. An appropriate signage scheme will be put in place from the M1 for HGV drivers to follow. Drivers will be advised not to use Sat-Navs to reach the site.

Construction Compound

- 3.7. A temporary construction compound will be located within the solar farm site, the layout of which is shown indicatively at **Figure 3.1**. All deliveries arriving to the site will route to the construction compound where they will decant their loads.
- 3.8. The construction compound will be on flat ground that will be surfaced with aggregate/stone to support weight bearing plant and equipment. The construction compound will be removed after construction is finished.
- 3.9. It is understood that areas of archaeological sensitivity are present within the site. The construction compound will not be located within any archaeological exclusion zones. Further details relating to exclusion zones can be found in the Archaeological Mitigation and Management Plan submitted as part of the wider discharge of conditions submission.

- 3.10. As shown at **Figure 3.1**, the construction compound will be secured by Heras fencing and will include:
- i. A turning area for HGVs.
 - ii. 4x Storage Units.
 - iii. 2x Welfare Units and 2x W/C Units.
 - iv. Signing in/out Area.
 - v. 10x Secure and Covered Cycle Parking spaces.
 - vi. Parking Area; and
 - vii. Vehicle Wheel Wash Area.
- 3.11. A total of 20 car parking spaces and two minibus spaces will be provided within the compound. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. No parking by contractors, visitors or delivery vehicles will be permitted on any roads in the vicinity of the site or the access track leading to the site compound during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site. The Site Manager will monitor that parking is taking place in the designated area within the compound.
- 3.12. Loading and unloading of construction materials and plant will take place within the construction compound. The compound will also include areas for the storage of plant and equipment. The storage containers will be used to store materials, products, parts, crates, packing materials and waste for the duration of the construction phase.
- 3.13. Two toilet blocks and a canteen will be provided. An office block will be located within the compound for signing in and out.
- 3.14. Wheel washing facilities will be provided, if necessary, at the entrance/exit to the compound to ensure departing vehicles do not carry mud/debris onto the public highway.
- 3.15. The compound will be large enough for 15.4 metre long HGVs to turn and exit the compound in a forward gear. **Figure 3.1** confirms that a vehicle of this size is able to make this manoeuvre.
- 3.16. Depending on the time of year and weather conditions the compound may be lit. Lighting would only be utilised during the construction working hours.
- 3.17. Once the scheme is operational, whilst the construction compound will have been removed following the construction phase, space will remain within the site for vehicles to turn around ensuring that reversing will not occur onto the A422. Parking will be available for site operatives as shown on the indicative site layout plan which was agreed as part of the planning consent.



Proposed Mitigation

- 3.18. The arrival and departure of HGVs at the site will be strictly managed by the site manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. If deemed necessary by the site manager, incoming HGVs can wait in a nearby layby on the A422 (approximately 800 metres east of the proposed site access) until called forward via radio, in order to avoid conflict between arriving and departing vehicles. No HGVs will be permitted to wait on the public highway.
- 3.19. As set out above, banksman will be located at the site access to assist the largest vehicles exiting the site, if considered necessary by highway officers. HGVs will only be permitted to exit the site when the A422 is clear of traffic.
- 3.20. Temporary signage will be erected in the vicinity of the site during construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix A**.
- 3.21. Wheel washing may be required until the internal access tracks are completed. A hose will be provided within the site before vehicles exit on to the local highway network.
- 3.22. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to the Waste Duty of Care Code of Practice.
- 3.23. As set out in the **Chapter 1**, the contact details of the contractor and those of the highway department at Bedford and Milton Keynes Councils will be exchanged before commencement of the works on site.

4. Vehicle Trip Attraction

Construction Phase

- 4.1. The applicant has advised that the solar farm will take approximately six to nine months to complete. This includes the preparation of the site, the temporary access roads (if necessary), erection of security fencing, assembly and erection of the PV strings, installation of the inverters/ transformers and grid connection.
- 4.2. All site operations, including deliveries, for the main site, cable route and point of connection will be between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 13:00 on Saturdays, no work will be undertaken on Sundays or bank holidays. This is required by Condition 11 of the BBC 21/O2526/MAF decision notice.
- 4.3. A maximum of up to 50 construction workers are forecast to be on site during peak times during the construction period. A temporary car parking area comprising two spaces for senior staff will be provided on the site within the contractor's compound. Parking will therefore be contained within the site and no parking will occur on the local highway network.
- 4.4. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that the non-local workforce will stay at local accommodation and general operatives will be transported to the site by minibuses to minimise the impact on the local highway network, on the basis that there are no local public bus routes passing the site and that the A422 Newport Pagnell Road is unlikely to be suited to all cyclists.
- 4.5. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.
- 4.6. The construction period will include the use of HGVs to bring equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. It should be noted that unlike wind farms, the construction of a solar farm does not require equipment to be delivered by abnormal loads (i.e. vehicles over 16.5m in length).
- 4.7. From experience of other solar farm schemes, it is considered around fifteen 15.4 metre articulated vehicles are required for every MWp at the site, split equally between the modules and mounting structures. The site is proposed to generate 45MW and as such this will equate to a total of around 675 deliveries by a 15.4 metre articulated vehicle. Assuming a six to nine month construction period (total) and a six day working week (as a worst case) this equates to, on average, approximately three to five deliveries per day respectively by the largest vehicle.
- 4.8. The proposed solar farm will have a total of around 18 inverters, and it is assumed that each will arrive at the site by the smallest possible vehicle which is anticipated at this stage to be a 10 metre long rigid HGV. It is assumed that the inverters will be individually transported due to their weight and as such this will equate to 18 deliveries.
- 4.9. A DNO substation and customer switchgear cabinet, which measure around eight metres by three metres, will be delivered to site separately by 12 metre rigid vehicles.

- 4.10. It is envisaged that up to six 15.4-metre-long articulated vehicles could also be required to transport any portacabins/storage to the site.
- 4.11. Some deliveries will be associated with the preparation of the access tracks within the site. As a worst case stone may be required to construct the temporary access tracks on the site. Stone is likely to arrive on 10 metre long tipper trucks. The precise number will depend on the amount of stone required but for the purpose of this assessment we have assumed that around 100 deliveries of stone may be required. This is considered to provide a robust estimate of the likely number of deliveries for the access tracks as in reality, it is likely that temporary access matting will be used instead resulting in fewer deliveries.
- 4.12. A Front-end JCB will also be required to transport equipment around the site, and to distribute stone if necessary. This is a similar size to tractors and will either be transport to the site or driven to the site.
- 4.13. In summary, an estimation of the heavy goods movements anticipated at this stage associated with the construction period is set out in **Table 4.1**.

Table 4.1 – Heavy Goods Vehicle Movements – Construction Period

| Activity | Type of Vehicle | Total Number of Deliveries | Two-Way Movements |
|--------------------------|-----------------------|----------------------------|-------------------|
| Solar Farm Components | 15.4m Articulated HGV | 675 | 1,350 |
| Construction Compound | | 6 | 12 |
| Access Tracks | 10m Tipper Truck | 100 | 200 |
| DNO / Switchgear Cabinet | 12m Rigid HGV | 2 | 4 |
| 18 x Inverters | 10m Rigid HGV | 18 | 36 |
| General | Front End JCB | 1 | 2 |
| Total | | 802 | 1,604 |

- 4.14. Assuming a minimum six to nine month construction period (total) and a six-day working week (144 to 216 days) this equates to on average, around four to six HGV deliveries per day respectively (eight to 12 two-way movements per day).
- 4.15. In addition to the HGV movements identified in **Table 4.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

Operational Phase

- 4.16. After commissioning, it is anticipated that there will be around one fortnightly visit to the site for routine maintenance. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.
- 4.17. Operational vehicles required to enter the site will keep to the internal site access tracks at all times to avoid any archaeological sensitive areas.



Summary

- 4.18. It is expected that there will be an average of around 17 two-way movements per day by large vehicles at the site (i.e. eight arrivals and eight departures) over an approximate six to nine month period. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and minibuses will be provided for general operatives.
- 4.19. The level of traffic during the temporary six to nine month construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

5. Condition Survey

- 5.1. A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. Given all local roads are already used by HGVs, at this stage it is envisaged that the extent of the survey will be the A422 either side of the site access only.
- 5.2. The survey will incorporate photographic records as appropriate. The survey will be accompanied by Highway Officers at Bedford and Milton Keynes Councils, as required, and a date for this survey will be agreed before construction activities commence.
- 5.3. This process will also be carried out Public Rights of Way Officers in order to assess the baseline conditions of the bridleway/access track and the footpaths which crosses the site, if considered necessary by officers.
- 5.4. This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

6. Construction Traffic Method Statement – Point of Connection Cable Routing

- 6.1. The development proposals comprise the laying of an underground cable between the solar farm and a point of connection (POC) approximately 300 metres southwest of Kempston West End.
- 6.2. This Chapter sets out the following:
- i. The proposed route of the cable.
 - ii. Typical daily traffic movements.
 - iii. The location and layout of site compounds.
 - iv. The need for any temporary off-site mitigation including traffic management; and
 - v. The process for applying for the appropriate Streetworks licences.

Proposed Cable Route

- 6.3. The cable will be routed from the site on the southern side of the A422. The cable will then be routed south along Hay Lane and West End Road for around two kilometres at which point, the cable will be connected to the electricity grid via a new mast. The extent of the route is shown at **Appendix B**, and it is approximately 3.8 kilometres long.
- 6.4. The proposed route aims to minimise the impact on public road and public rights of way (PRoW) users along the proposed connection route.
- 6.5. It is proposed that the cable will be laid entirely within land under the control of the Applicant or the adopted highway, either within the verge or carriageway. The exact location of the cable route within the highway will be identified by the contractor who will produce a cable route feasibility report prior to commencement (although a walkover of the indicative route has been carried out with the contractor). The presence of any structures, including culverts, along the cable route will be identified at this time, along with any mitigation measures that may be required.
- 6.6. Appropriate street works notices will be secured and suitable traffic management and procedures will be implemented along the route to minimise disruption to background traffic on the local highway network.
- 6.7. The traditional trench and duct method is anticipated primarily at this stage. However, the horizontal directional drilling method is likely to be used where there are identified constraints. Horizontal directional drilling allows for the required ductworks to be conducted and executed without the need to open, empty and backfill the traditional trenches.
- 6.8. It is anticipated that two teams will be deployed working from either end of the route, and the estimated duration of works will be five weeks with around 200 metres of cable to be installed per day (subject to no Engineering difficulties or solid ground). A maximum of 10 staff will be working on the cable run at any one time.



- 6.9. Working hours during the construction phase will be between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 13:00 on Saturdays. No work will be undertaken on Sundays or bank holidays. This is required by Condition 11 of the BBC 21/02526/MAF permission.

Proposed Access to POC

- 6.10. Condition 6 of the BBC Decision Notice required vehicle tracking at the PoC access points. It is understood that this condition has now been discharged following the submission of a swept path assessment plan contained at **Appendix C**.

Construction Access

- 6.11. The Applicant has confirmed that the largest vehicles that need to access the site during construction is a 15.4 metre articulated vehicle which will transport the POC-MAST. The POC-MAST breaks down into four sections with the longest section being 7.4m.
- 6.12. The plan contained at **Appendix C** provides tracking of a 15.4m articulated vehicle, confirming that a vehicle of this size is able to enter and exit the PoC site in a forward gear.
- 6.13. At this stage, due to the layout of the POC compound, the Applicant has advised that a temporary road closure will be applied for to ensure the safe delivery of components to the site. HGVs will access the site via Hay Lane and will exit by turning within the site before using Hay Lane to access the A422.

Operational Access

- 6.14. Once operational, the POC will be accessed via two new access points to the southeast of West End Road, approximately 220 metres northeast of the junction with Hay Lane, as shown at **Appendix C**.
- 6.15. Both access points are proposed to be five metres wide. The northernmost access will serve the POC mast and the southernmost access will serve the Control Room and other equipment.
- 6.16. Only small vehicles such as box vans and cars will need to access the site on an infrequent basis for maintenance purposes. **Appendix C** contains a swept path assessment of a 5.8m long van, confirming that a vehicle of this size is able to enter and exit the PoC site in a forward gear.

Proposed Construction Compound

- 6.17. All materials and plant will be stored within the fenced site compound area within the Snakes Meadow Solar Farm site, as shown at **Appendix D**. A designated area will be allocated for the storage of materials, machinery and vehicles when not in use. Wherever possible, materials will only be delivered to site along the cable route when they are required.



- 6.18. Contractors and equipment will be transported to the cable laying site from the compound on a daily basis. All contractor vehicles will park within the site compound in a designated parking area, available for both visitors and site operatives. Signage will be erected advising / designating where parking is available.
- 6.19. Where possible, plant and materials will be delivered to the compound in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the site. A banksman will assist any delivery vehicles in turning / entering / exiting the site.

Street Works Licences

- 6.20. Prior to commencement of works, the contractor will obtain a New Roads and Streetworks Act (NRSWA) Section 50 Street Works Licence from Bedford Borough Council (BBC) and comply with the requirements of this licence for the duration of the works.
- 6.21. The BBC application ("Street Works Licence 2021 Application Pack" and "NRSWA Notice of Works"), a copy of which is included at **Appendix E**, will be submitted to Streetworks@bedford.gov.uk at the appropriate time.
- 6.22. The application will be submitted at least one month in advance of commencement of the proposed works.

Forecast Traffic Impact

- 6.23. It is anticipated that the construction of the cable route will be associated with the following vehicles and machinery:
- Two transit vans with trailers;
 - One 32 tonne tipper lorry;
 - One 2.5 tonne excavator (transported via a flat-bed truck);
 - One hotbox (used to keep asphalt warm); and
 - Four vans for traffic management.
- 6.24. As a robust case, it is assumed that each of the two construction teams would require one set of the above equipment, and therefore that there could be up to 18 vehicles per day.
- 6.25. As set out in **paragraph 6.8**, there will be a maximum of 10 staff working on the cable route. Assuming they all arrive at the compound site by car, this could equate to 10 arrivals in the morning peak and 10 departures in the evening peak. Staff will be transported to the site of the cable works by van.

The construction phase will be temporary and, alongside traffic management and mitigation measure set out below, the impact of the works on the local highway network are therefore not considered to be severe.



Proposed Traffic Management and Mitigation Measures

- 6.26. The cable run will be constructed outside of the peak construction periods for the proposed Solar Farm, minimising the potential for conflicts and impacts on the highway network.
- 6.27. Where required, suitable traffic management would be implemented to ensure safe operation and to reduce as far as reasonably practicable the impact of the cable route works on the local highway network.
- 6.28. There will be appropriate signing, lighting and guarding of the temporary works as per the Code of Practice "Safety at Street Works and Road Works" and Chapter 8 of the Traffic Signs Manual 1991, as required by Section 65 of the New Roads and Street Works Act, 1991.
- 6.29. Detailed traffic management layouts, site specific risk assessments and method statements would be produced and agreed with BBC for all traffic management and highways related construction activities. The precise nature and locations of signage would be agreed with BBC and will remain in place for the duration of the construction period.
- 6.30. The following traffic management measures could be implemented along the cable route, depending on the nature of the carriageway within which the works are taking place, and whether the cable will be laid within the carriageway or the verge (noting the latter is proposed for the majority of the route at this stage):
- i. Give and Take:

On roads along the route where the speed limit is 30mph or less, a give and take arrangement will be implemented whereby traffic gives way to oncoming vehicles past the works.
 - ii. Stop/Go boards:

On roads along the route where the speed limit does not exceed 60mph (and where adequate visibility and lighting is available), stop/go boards shall be used to manage the flow of traffic past the cable works.

Use of Stop/Go boards would be restricted to daylight hours.

Where manually rotated signs are in use and the operatives are not in direct line of sight, then two-way radio communication between operators must be used
 - iii. Temporary traffic signals:

Two way and / or multi-phase traffic signals will be considered where Stop/Go and Give and Take methods cannot be implemented.



iv. Road closure:

Whilst this would be avoided, where possible, if it becomes necessary a Temporary Traffic Regulation Order (TTRO) could be applied for by the contractor to close a road or part of a road along the construction route.

If necessary, pedestrian access to properties within the affected road/s will be maintained at all times.

- 6.31. Appropriate traffic control signage will be agreed and provided as part of any of the above traffic management measures, in line with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

Public Rights of Way Management

- 6.32. No PRowS are required to be excavated or altered as a result of the cable run. However, the routes of a number of PRow cross Hay Lane and therefore appropriate mitigation will be put in place to ensure that the routes remain clear and open to users during the laying of the cable. Where this is not possible, the contractor will apply for a temporary diversion or closure.

Banksmen

- 6.33. Banksmen will be deployed at either end of construction areas to control site traffic on the highway. Banksmen will communicate between vehicles / site management via CB radio (to be agreed between the contractor and Highway Officers). This will ensure traffic is controlled in a 'one way only' fashion in the vicinity of construction areas.

Wheel Washing Facility

- 6.34. Wheel washing may be required until the internal access tracks are completed. A hose will be provided within the site before vehicles exit on to the local highway network.

Disposal of Waste

- 6.35. The contractor will dispose of any waste material arising from the works responsibly, ensuring compliance with all legislation including, but not limited to the Waste Duty of Care Code of Practice.

Compliance Inspections

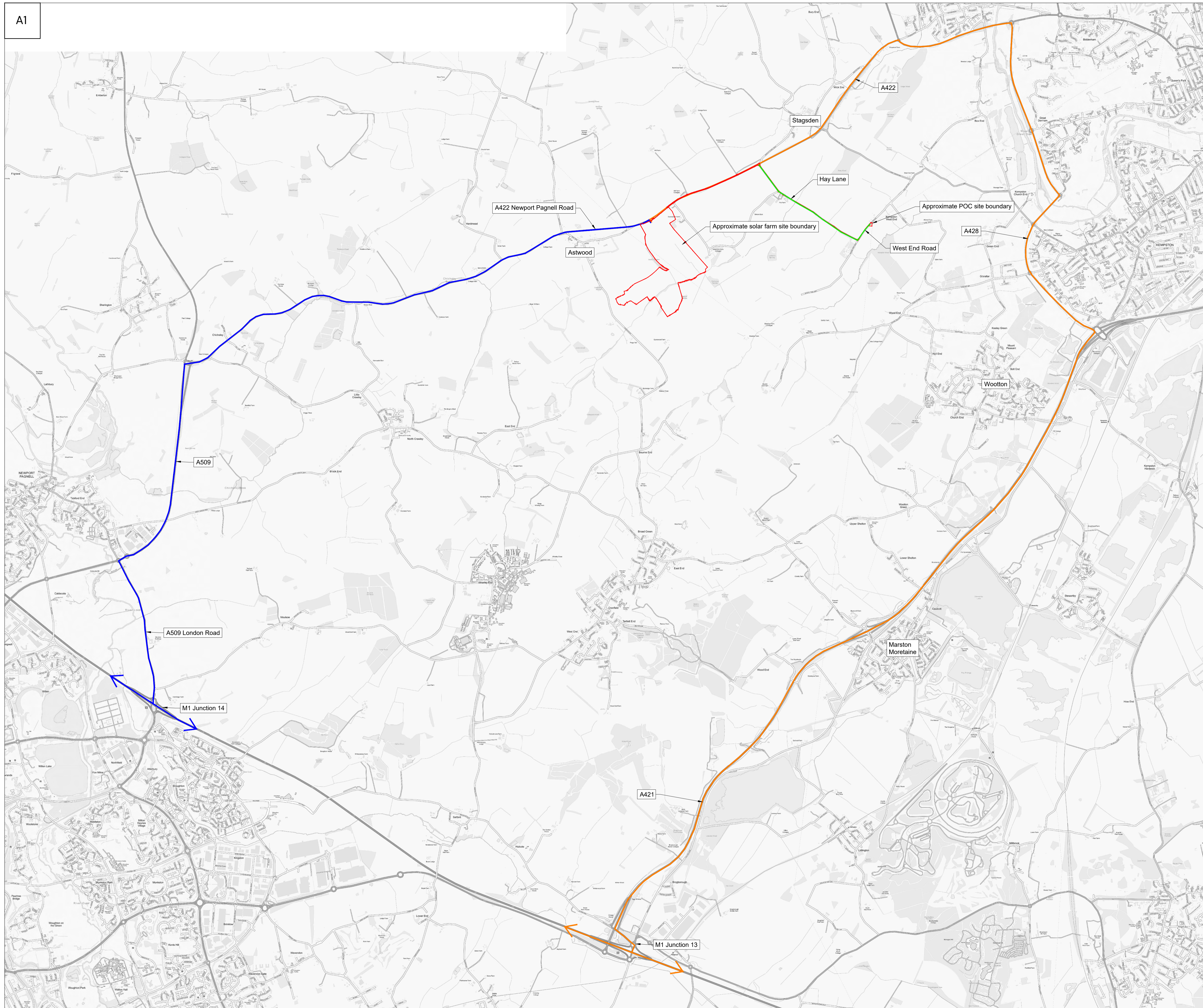
- 6.36. BBC will meet with the contractor at regular intervals to ensure that the highway is reinstated according to standards. Inspections will take place during the works. The precise details will be confirmed upon application for the Streetworks licences, however this is expected to be six months following reinstatement, and within three months of the guarantee period (likely to be up to three years). The guarantee period defines the length of time that the applicant / contractor must return to bring the road surface back to normal if any defects occur.



Figures



- Key:
- Approximate Site Boundaries
 - Construction Traffic Route Arriving To Site
 - Construction Traffic Route Exiting Site
 - POC Route



| REV | DATE | DESCRIPTION | REVISED BY | APPROVED BY |
|-----|----------|-------------------------------------|------------|-------------|
| A | 09/06/25 | UPDATED DRAWING FRAME & CLIENT NAME | LT | CB |

SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTE PLAN

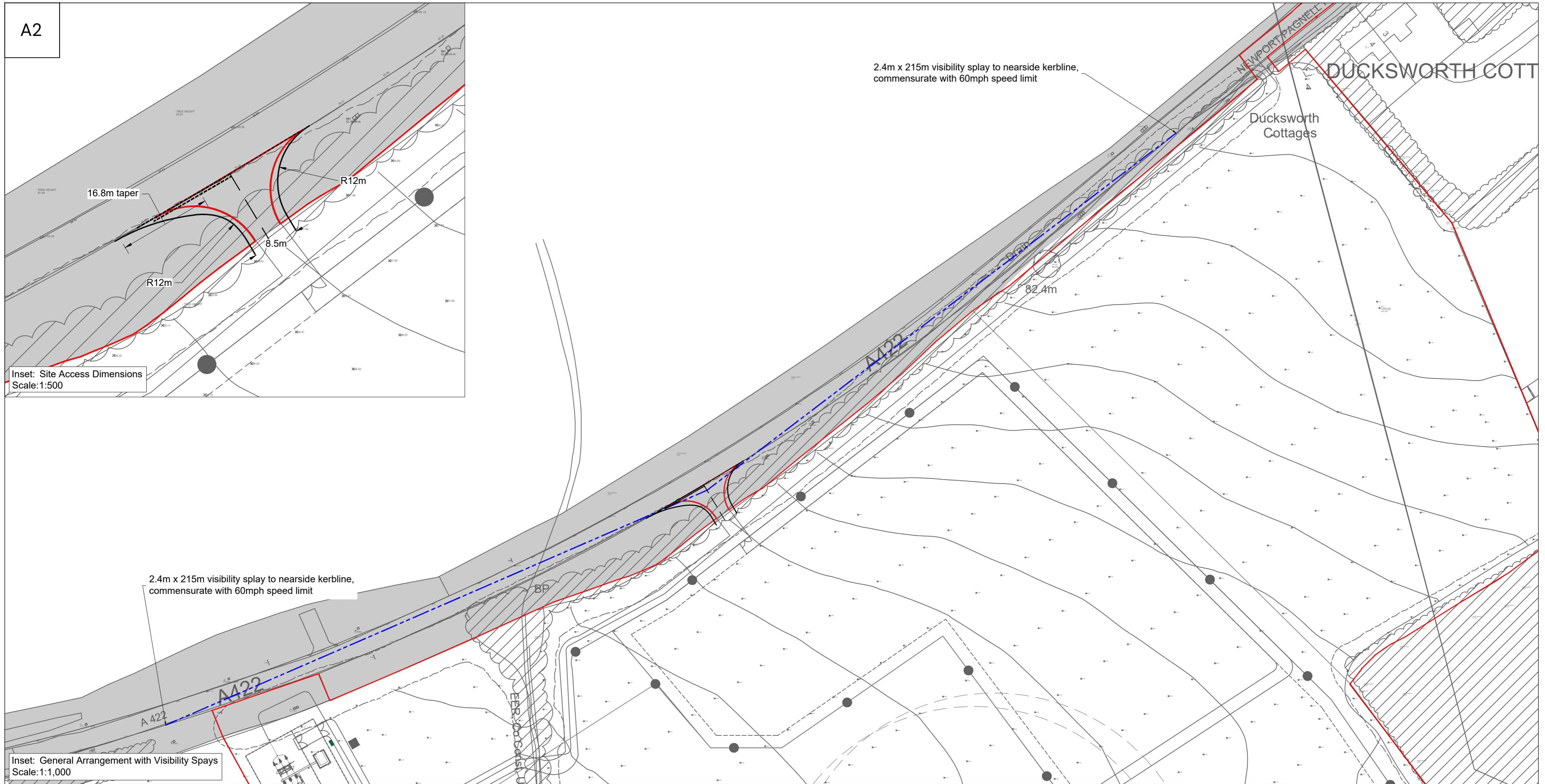
SNAKES MEADOW

CLIENT: EUROPEAN ENERGY LTD STATUS: INDICATIVE

DATE: 24/08/2021 SCALE: 1:25,000 DRAWN/CHECKED BY: JAN APPROVED BY: LB

JOB No: P20-0771 DRAWING No: FIGURE 2.1 REVISION No: A **PEGASUS GROUP**

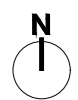
A2



Inset: Site Access Dimensions
Scale: 1:500

2.4m x 215m visibility splay to nearside kerbline,
commensurate with 60mph speed limit

Inset: General Arrangement with Visibility Spays
Scale: 1:1,000



Key:

- Approximate Site Boundary
- Approximate Extent of Adopted Highway (received from Bedford Borough Council December 2020)
- Visibility Splay

| | | | | |
|--|------|-------------|------------|-------------|
| A 09/06/2025 UPDATED DRAWING FRAME & CLIENT NAME | | | LT | CB |
| REV | DATE | DESCRIPTION | REVISED BY | APPROVED BY |

PROPOSED SITE ACCESS ARRANGEMENT

SNAKES MEADOW

CLIENT:
EUROPEAN ENERGY LTD

STATUS:
INDICATIVE

DATE:
25/08/2021

SCALE:
AS SHOWN

DRAWN/CHECKED BY:
JAN/LB

APPROVED BY:
CMR

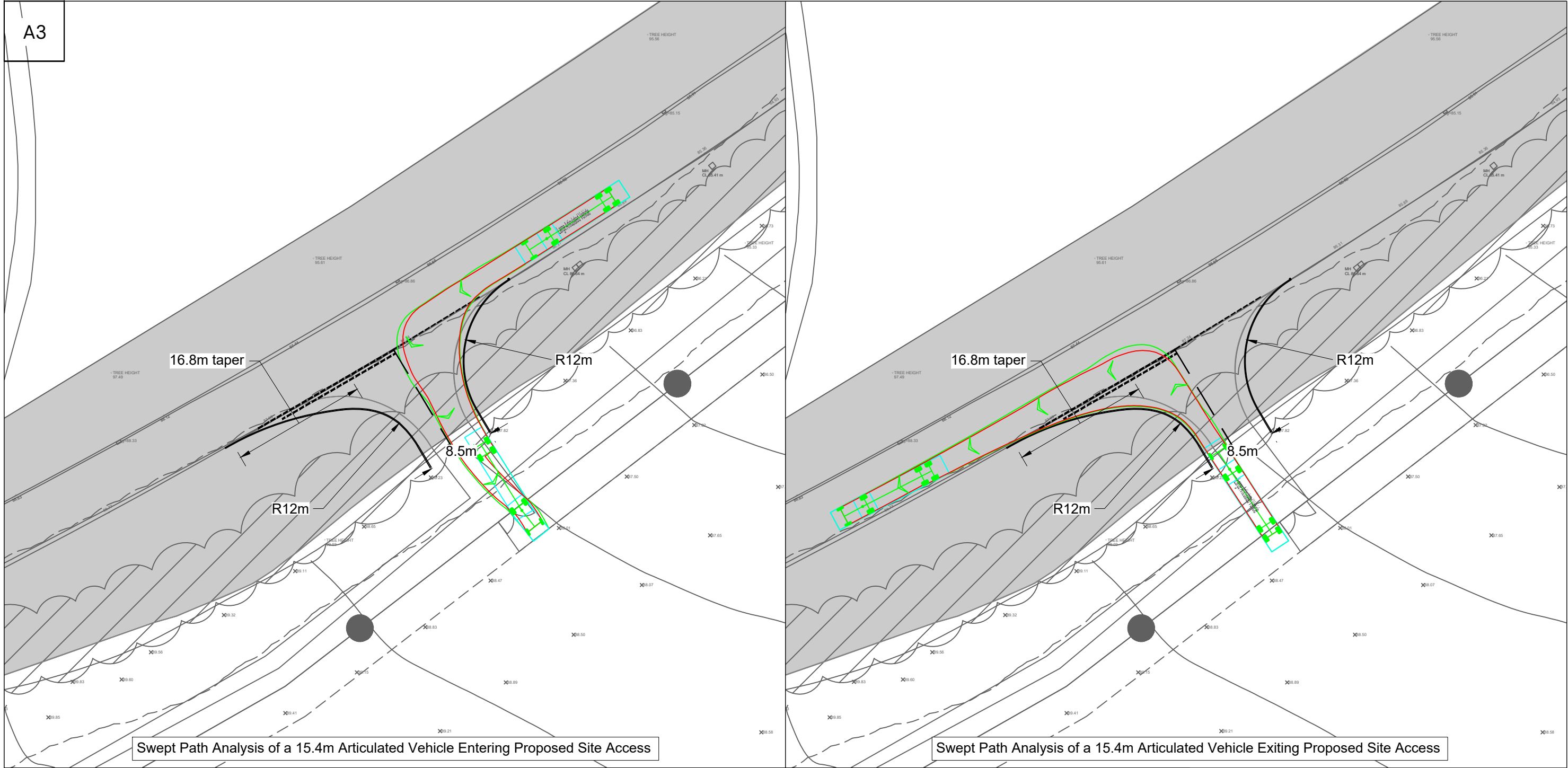
JOB No:
P20-0771

DRAWING No:
FIGURE 2.2

REVISION No:
A

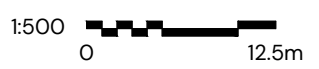


L:\01 All Offices\02 BES\Bristol Projects\Bristol - Live Projects\P20\20-0701-0800\P20-0771 - EUROPEAN ENERGY - SNAKES MEADOW\Transport\2. Drawing\1. Figure\P20-0771_FIGURE 2.2_Access RevA.dwg

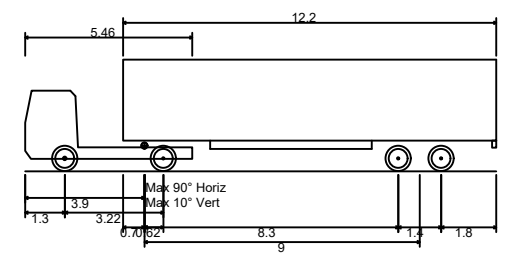


Swept Path Analysis of a 15.4m Articulated Vehicle Entering Proposed Site Access

Swept Path Analysis of a 15.4m Articulated Vehicle Exiting Proposed Site Access



Key:
 [Grey Box] Approximate Extent of Adopted Highway (received from Bedford Borough Council December 2020)



Large Articulated Vehicle
 Overall Length 15.400m
 Overall Width 2.500m
 Overall Body Height 3.652m
 Min Body Ground Clearance 0.406m
 Max Track Width 2.377m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.610m

| A | 09/06/25 | UPDATED DRAWING FRAME & CLIENT NAME | LT | CB |
|-----|----------|-------------------------------------|------------|-------------|
| REV | DATE | DESCRIPTION | REVISED BY | APPROVED BY |

SWEPT PATH ASSESSMENT OF A 15.4m ARTICULATED VEHICLE AT PROPOSED SITE ACCESS

SNAKES MEADOW

CLIENT: EUROPEAN ENERGY LTD
 STATUS: INDICATIVE

DATE: 25/08/2021
 SCALE: 1:500
 DRAWN/CHECKED BY: JAN
 APPROVED BY: LB/CMR

JOB NUMBER: P20-0771
 DRAWING NUMBER: FIGURE 2.3
 REVISION No: A
PEGASUS GROUP



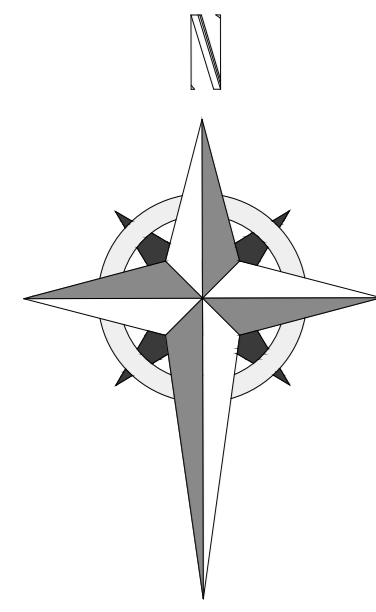
Appendix A



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)



Appendix B



This drawing is the property of Renewable Connections and shall not be reproduced in whole or in part for any purpose without their written permission.
Scaled dimensions must not be taken from this drawing. All dimensions are to be confirmed on site prior to commencement of work.

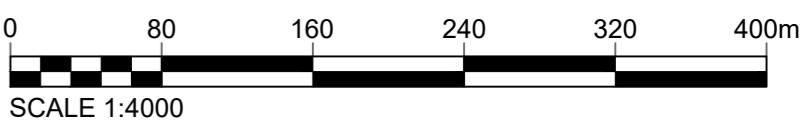
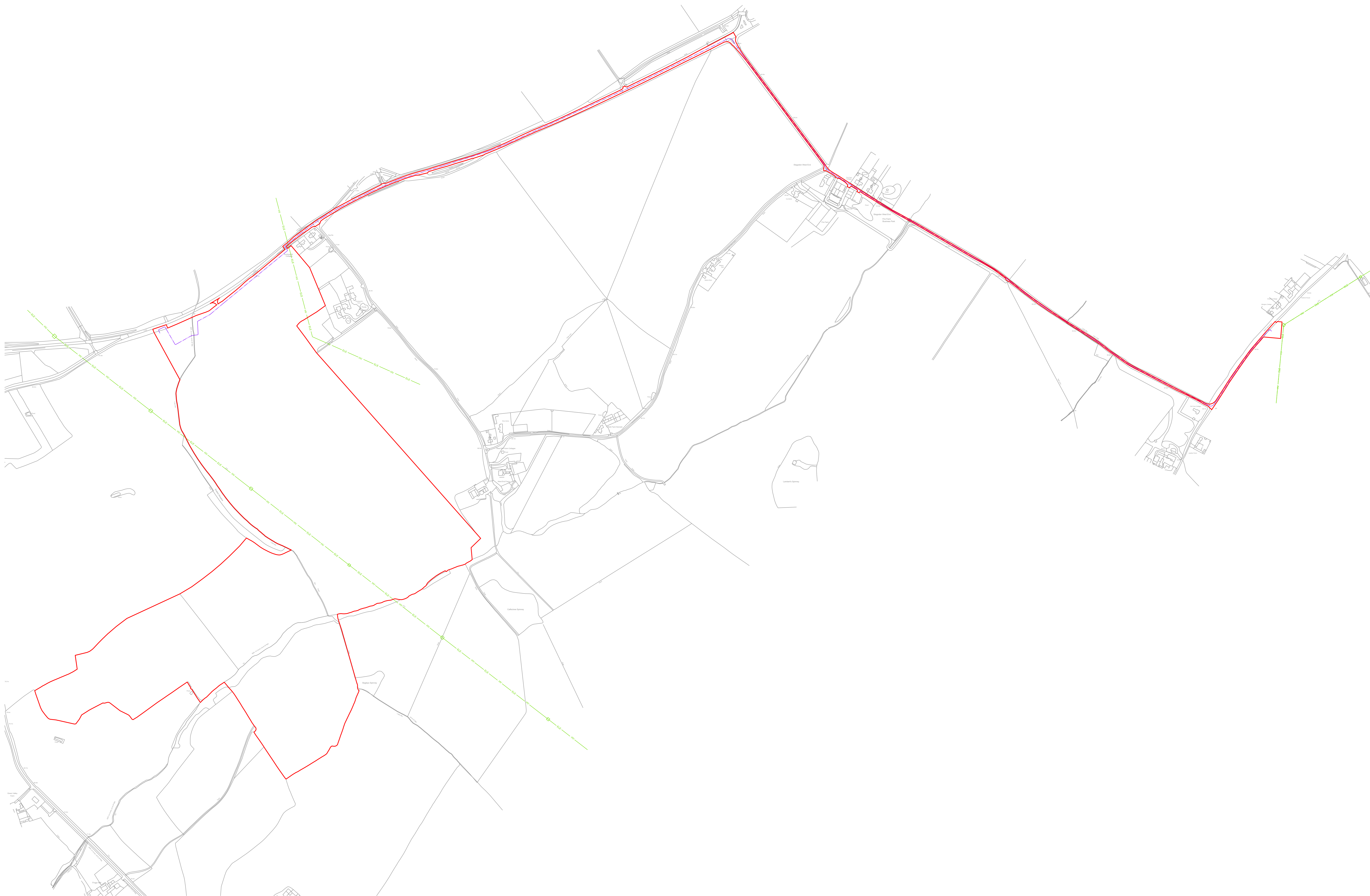
Revisions:

| Revision | Date | Revision Notes | Drawn | Inspected |
|----------|----------|-----------------|-------|-----------|
| 01 | 03.02.21 | Final Issue | | |
| 02 | 05.02.21 | Revised Updated | | |
| 03 | 17.02.21 | Revised Updated | | |
| 04 | 18.02.21 | Revised Updated | | |
| 05 | 23.02.21 | Revised Updated | | |

LEGEND:

PROPOSED SITE

SERVICES:
 HV - ELE - HV - EXISTING OH CABLE ROUTE - ELE - HV - ELE -
 PROPOSED HIGHWAYS CABLE ROUTE - ELE - HV - ELE -



Status: **FOR PLANNING**

Project: **North Crawley Solar Farm**



Drawing Title: **North Crawley Solar Farm Cable Route**

| | | |
|-----------|-------------|--------------------------|
| Drawn: HN | Checked: TG | First Issued: 03.02.2021 |
|-----------|-------------|--------------------------|

| | |
|-----------------------------|-----------------|
| Project Code: RNC001- CR-01 | Drawing Number: |
|-----------------------------|-----------------|

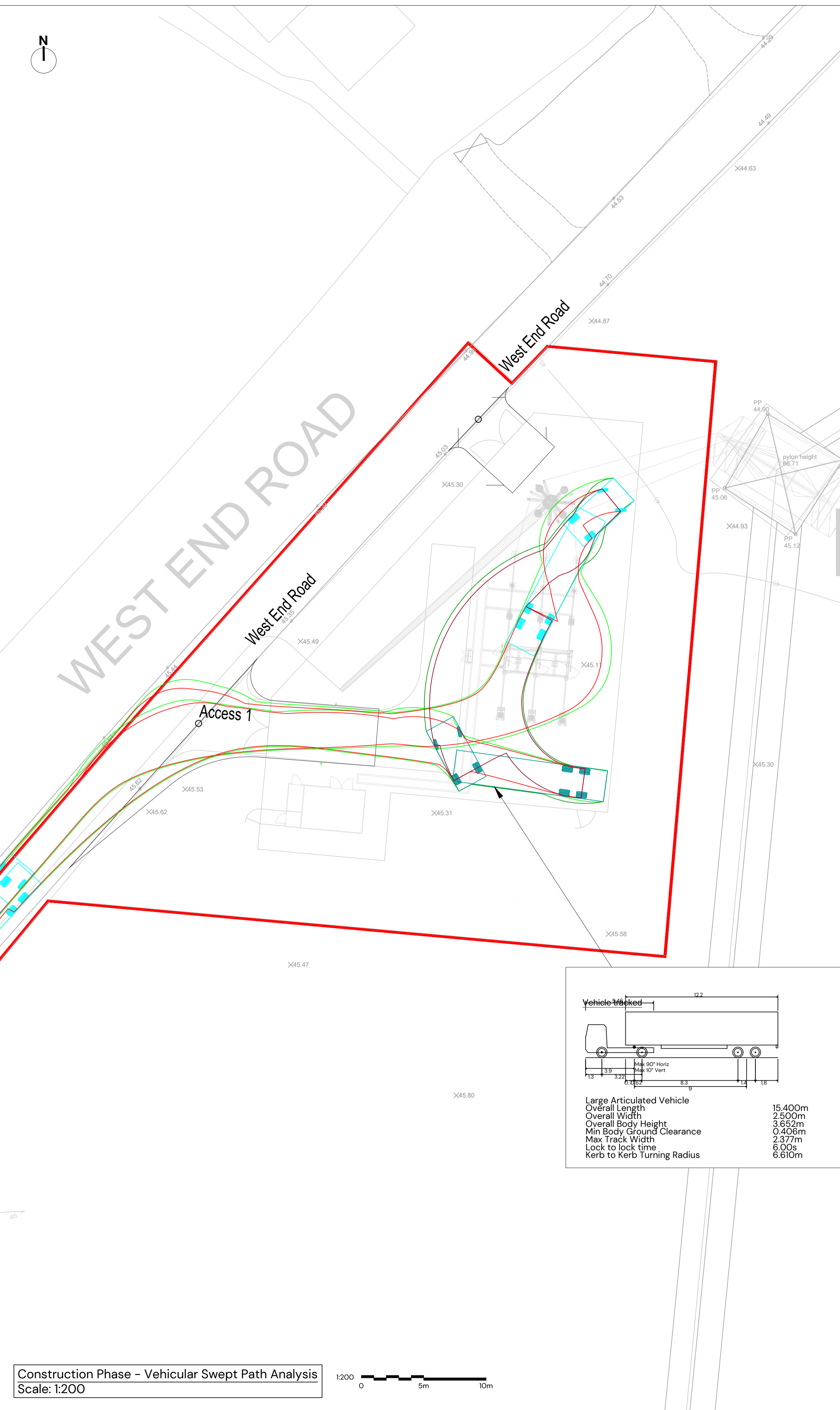
| | | |
|----------------|---------------|--------------|
| Sheet Size: A0 | Scale: 1:4000 | Revision: 07 |
|----------------|---------------|--------------|

1 NORTH CRAWLEY CABLE ROUTE
 Scale: 1:4000@A0



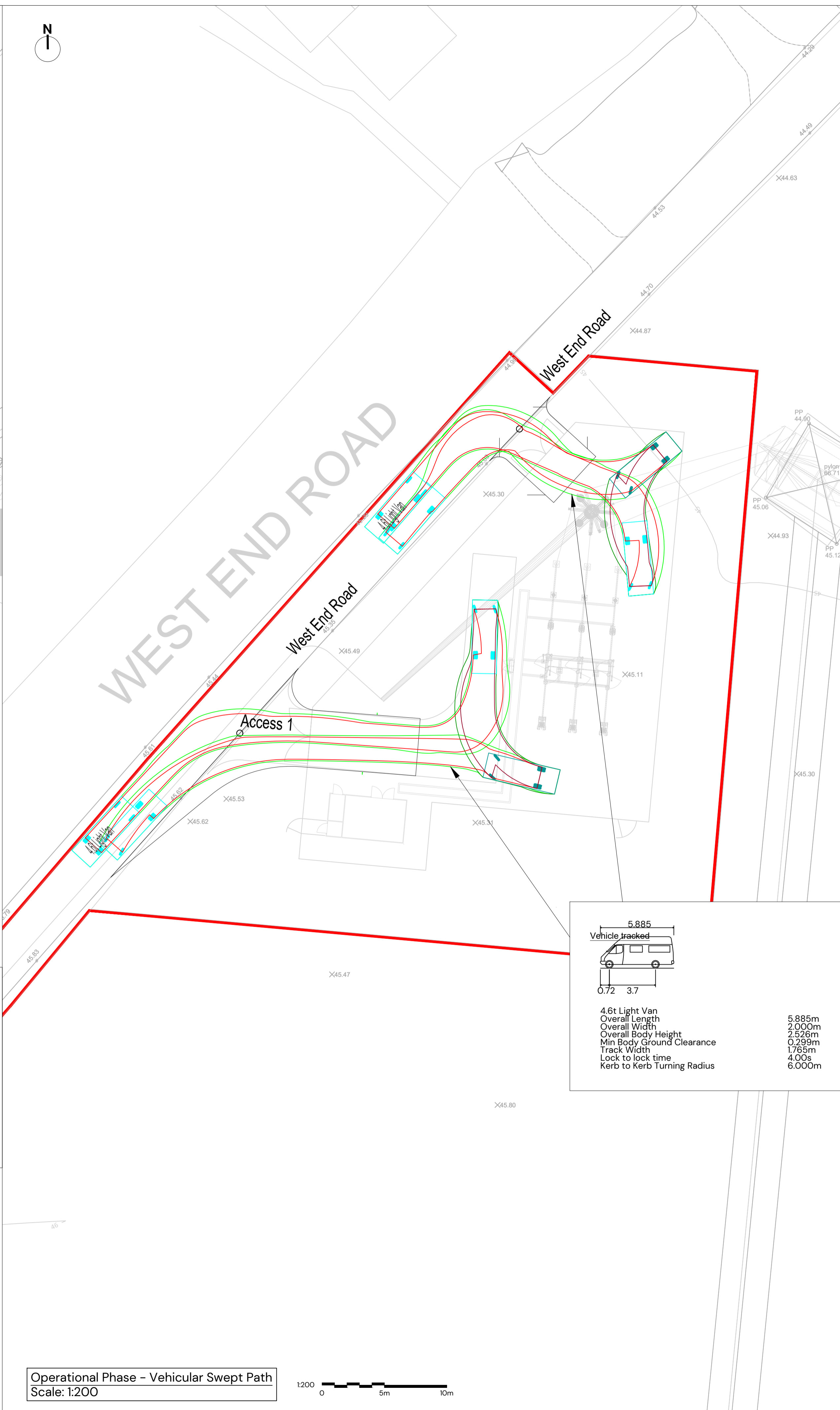
Appendix C

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Vehicle tracked

| | |
|-----------------------------|---------|
| Overall Length | 15.400m |
| Overall Width | 2.500m |
| Overall Body Height | 3.552m |
| Min Body Ground Clearance | 0.406m |
| Max Track Width | 2.377m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.610m |



Vehicle tracked

| | |
|-----------------------------|--------|
| Overall Length | 5.885m |
| Overall Width | 2.000m |
| Overall Body Height | 2.526m |
| Min Body Ground Clearance | 0.299m |
| Track Width | 1.765m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.000m |

- Notes**
- All units are in metres unless otherwise stated.
 - This drawing has been produced by Pegasus Group for the client and should not be used for anything outside of its intended purpose. Pegasus Group accept no liability for the misuse of this drawing.
 - Do not use this drawing to scale from, except for the purpose of planning.
 - All works to be carried out strictly in accordance with Bedford Borough Council's highway's specification for street works. If no specification is provided, the Manual of Contract Documents for Highways Works (MCHW) shall be used.
 - The approximate coordinates for the centre of this site are E:499254.10, N:247584.60.
 - This drawing has been based off of topographical survey provided by Southern Land Surveys (UK) LTD, April 2020. Pegasus Group do not accept liability for the accuracy of this survey. Contractor should verify these levels on site before commencing works.
 - Utilities information is being managed by the Project Manager. Contractor to contact and obtain latest utilities plans prior to undertaking works to ensure the risk of underground utilities is managed and mitigated through associated exposure methods. If a clash is identified, the client should seek agreements with the relevant Statutory Undertaker for a solution prior to breaking ground.
 - Vehicles tracked on this drawing are for the discharge of Condition 6. This POC compound and accesses, have been designed for vehicles of sizes up to and including the ones shown in this drawing. The client should satisfy themselves on the suitability of anything larger.
 - POC construction compound is to be confirmed at a later date.

Key
 Site boundary

| | | | | | |
|-----|------------|-------------------|---------|---------|----------|
| POI | 0718.2025 | NOTES UPDATED | JW | HVC | HVC |
| POI | 17.09.2025 | PRELIMINARY ISSUE | JW | HVC | HVC |
| REV | DATE | DESCRIPTION | REVISED | CHECKED | APPROVED |

**Condition 6
Swept Path Analysis**
Snakes Meadow Solar Farm

CLIENT:
Renewable Connections LTD

DATE: 17.09.2025 SCALE: 1:200 @A1 DRAWN BY: JW
 CHECKED BY: HVC
 APPROVED BY: HVC

DRAWING NUMBER: P20-0771 - PEG - XX - DR - C - 0110 -PO2 BRS/INF PG OFFICE / TEAM:
 PEGASUS REF No: P20-0771 DRAWING STATUS: S2

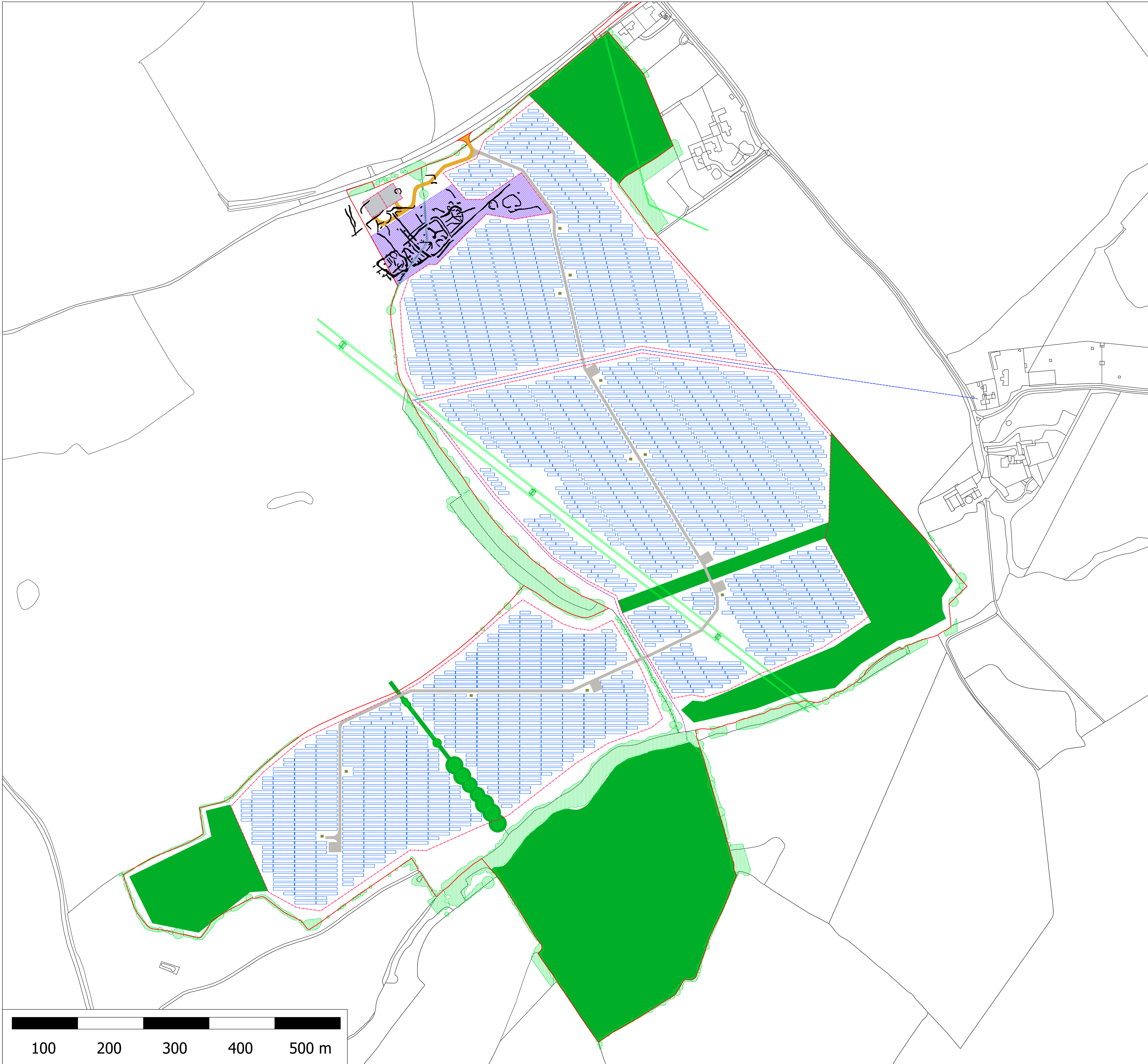
PEGASUS GROUP

Construction Phase - Vehicular Swept Path Analysis
Scale: 1:200

Operational Phase - Vehicular Swept Path
Scale: 1:200



Appendix D



European Energy UK Limited
 Floor 1/1
 39 St Vincent Place
 Glasgow
 G1 2ER

- Proposed Site
- - - Perimeter Fenceline
- PV Panels
- Transformer Stations
- DNO Access
- Construction and Maintenance Access
- Archaeological Mitigation Area
- Existing Vegetation
- Existing Overhead Line
- Skylark Mitigation Area
- Green Spaces
- ⋯ Existing Public Footpath
- - - Proposed Permissive Footpath

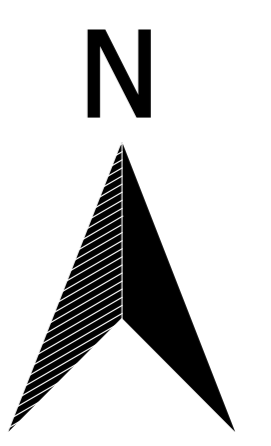
Paper Size: A0

Drawn: MW

Approved: AS

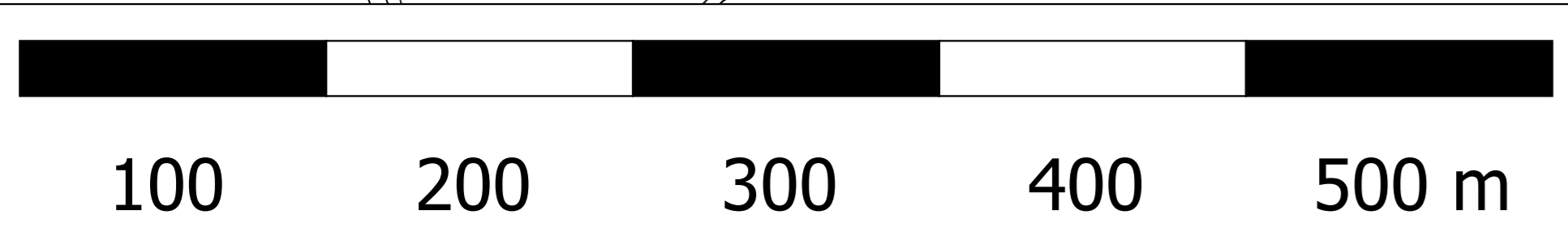
Date: 09/03/26

Revision 1



Scale

1:2000



Snakes Meadow Solar Farm
Archaeological Mitigation Plan



Appendix E

**NEW ROADS AND STREETWORKS ACT 1991
NOTICE OF WORKS**



BEDFORD
BOROUGH COUNCIL

NOTICE OF WORKS

TO

From *
 Email Address * Tel No *
 Contact Name * Mobile
 Fax No

REFERENCE

WORKS REFERENCE

PURPOSE * (please tick one box)

INITIAL NOTICE CONFIRMATION NOTICE CANCELLATION
 START NOTICE STOP NOTICE REVISED DURATION

TIMING *

DATE OF ISSUE TIME OF ISSUE (Emergency only)
 EXPECTED START DATE EXPECTED COMPLETION DATE
 ACTUAL START DATE REVISED COMPLETION DATE
 ACTUAL STOP DATE

WORKS CATEGORY *

Emergency Works Minor (up to 3 days) Standard (up to 10 days) Major (over 10 days)
 Remedial Reinstatement

SPECIAL ENGINEERING DIFFICULTY (SED)

IS SED INVOLVED? (Y/N) IF YES HAS THE RELEVANT AUTHORITY APPROVED THE WORKS? (Y/N)

LOCATION DETAILS *

DESCRIPTION OR *
 HOUSE NAME/NUMBER
 STREET NAME *
 LOCALITY, TOWN *

CO-ORDINATES * Easting: Northing:

DESCRIPTION OF WORKS *

TRAFFIC MANAGEMENT TYPE *

DIMENSIONS OF EXCAVATION * VERGE (V) / CARRIAGEWAY (C) / FOOTWAY (F)

Bedford Borough Council advice no. 01234 718040

Email to Streetworks@bedford.gov.uk

* indicates a mandatory field to be completed

Symology Ref:
(council use only)



BEDFORD
BOROUGH COUNCIL

STREET WORKS LICENCE 2021 APPLICATION PACK

**SECTION 50 OF THE NEW ROADS AND STREET WORKS ACT 1991
AND SECTION 171 OF THE HIGHWAYS ACT 1980.**

**GRANTED TO PERSONS WISHING TO PLACE, MAINTAIN OR RETAIN
APPARATUS AND APPLICANT'S WISHING TO MAKE AN
EXCAVATION IN THE PUBLIC HIGHWAY.**

NOTE:

**ALL WORKS TO BE CARRIED OUT BY ACCREDITED PERSONNEL AND SUPERVISED
BY AN ACCREDITED SUPERVISOR.**

**NOTICE PROCEDURES MUST BE STRICTLY ADHERED TO, IN ACCORDANCE WITH
THE NEW ROADS AND STREET WORKS ACT 1991.**

**NO WORKS ARE TO BE UNDERTAKEN IN THE HIGHWAY BEFORE A LICENCE HAS
BEEN GRANTED. A CRIMINAL OFFENCE IS COMMITTED IF SECTION 51(1) OF THE
NRSWA 1991 IS BREACHED.**

GUIDANCE NOTES FOR PERSONS WISHING TO CARRY OUT STREETWORKS

The person granted a Street Works Licence, is considered to be an undertaker for the purpose of Part III of the New Road and Street Works Act 1991 ("NRSWA"), and is therefore subject to the duties and responsibilities imposed by the Act, associated secondary Legislation and Codes of Practice.

Those applicants not familiar with the requirements of this legislation are strongly advised to appoint a contractor with appropriate knowledge and accreditation to help with the application and conduct the works on their behalf. The Licensee may be subject to financial penalties for non compliance with the relevant statutory duties or Licence Conditions.

Anyone other than a Statutory Undertaker wishing to carry out street works, which includes the breaking open of, boring or tunnelling under, any street to place, adjust, repair, alter or renew any apparatus **MUST BE IN POSSESSION OF A STREET WORKS LICENCE.**

The licence will allow the placing and/or the retention of the apparatus in the street and thereafter the right to adjust, repair, alter or renew it, provided that the conditions as laid down by the Act and its associated Codes of Practice are complied with. This also applies to excavations in the Highway.

Any such apparatus must be kept in good condition and must also comply with any condition with regard to safety; inconvenience to persons, in particular the disabled, using that street.

The Licensee will be the person responsible for every aspect of the Licence including:

- 1) Proof of Public Liability Insurance – minimum cover of £5million.
- 2) Proof of any Section 106 agreement (if applicable)
- 3) Charges – including administration, all inspection fees, and possible Bond fees.
- 4) Reinstatements as per the Code of Practice.
- 5) Notice procedures as per the Code of Practice.
- 6) Removal of waste as in accordance with the Environmental Protection Act 1990, the regulations made under that Act and all other relevant legislation.
- 7) The Licensee shall regulate the works so as to minimise obstruction to vehicular and pedestrian traffic and shall guard the works in accordance with Chapter 8 of the Traffic Signs Manual 2006, published by TSO, and the Safety at Street Works and Road Works Code of Practice 2001.

The NRSWA and associated codes of practice are available from H.M.S.O.

The Licensee will also have the following obligations:

- Safety, signing, lighting and guarding of the works;
- Verifying the qualifications of operatives and supervisors;
- Keeping disruption to highway users to a minimum;
- Notification of Utilities whose apparatus may be affected;
- Reinstatement of the highway;
- To supply a plan of the completed apparatus to the Street Works Authority for recording purposes;
- Accommodating the needs of disabled persons whilst the works are in progress.

OBTAINING THE LICENCE

To obtain a Street Works Licence, complete the attached application form and submit by email to: Streetworks@bedford.gov.uk (Tel: 01234 718040)

Please allow a minimum of 10 working days for this application to be processed. Failure to supply all the required information will result in the application being returned.

Fees

FEES FOR REGISTERING PRIVATE APPARATUS IN THE PUBLIC HIGHWAY (S50 NEW ROADS STREETWORKS ACT 1991)

The fee for excavating the highway and registering any private apparatus placed in the highway (**Section 50 Licence or Road Opening Permit**) is currently **£461.85**.

If any apparatus is over 200 metres in length, a further **£150** per 200 metre length is payable.

Any works necessary by the Street Authority as a result of failure of the Licensee to comply with the conditions of the Licence shall be chargeable to the Licensee. The applicant shall also be liable for further inspections that may be necessary in the same manner as provided under Section 72 (2) of the NRSWA.

Payment will be by invoice once the application has been approved. The invoice must be paid before works commence. In the event of the works being cancelled after the application form has been submitted, an administration fee may be charged to the applicant to cover administrative costs.

Bond

There may be times when a Bond is required, which is payable before work commences, and is held by this Authority until the maintenance period has been successfully completed. Deep excavations, i.e. sewer connections, may attract a Bond. This will be discussed at the site meeting and are at the discretion of the Council.

The bond is returnable (2 years) from registration or (3 years) if the excavation is more than 1.5m deep, less inspection fees of £50.00 per visit. The return of the bond is subject to satisfactory reinstatement that complies with the NRSWA Specification for the Reinstatements of Openings in Highways.

FEES FOR EXCAVATION ONLY (S171 OF THE HIGHWAYS ACT 1980)

The cost of an **Excavation only licence (Section 171 Licence)** is **£231.00** which covers inspection fees and administration fees incurred with the processing of the Licence. If any excavation or trench is over 200 metres in length, a further **£150** per 200 metre length is payable.

INSURANCE

The Licensee will indemnify the Street Authority against any claim in respect of injury, damage or loss arising out of the placing or presence in the street of apparatus to which the Licence relates, and the Contractor will indemnify the Street Authority against any claim arising from the execution by any person of any works authorised under the Licence. Current Public Liability Insurance is required for these works to a minimum of £5million of cover.

IMPORTANT NOTICE THE STREET WORKS REGULATIONS 2001

(CHARGES FOR UNREASONABLY PROLONGED OCCUPATION OF THE HIGHWAY)

Section 74 of the NRSWA has been implemented in Bedford Borough, which means charges for unreasonably prolonged occupation of the Highway can be made.

If a Street Works Licence holder does not give proper notice of commencing and completing their works, or if they take longer to complete the works they have given notice for, they will be subject to the following charges:

Table 10.2 Maximum daily charges

| | Amount (£) each of the first three days | Amount (£) each subsequent day |
|---|--|---------------------------------------|
| Traffic Sensitive or protected street not in road categories 2, 3 or 4 | £5,000 | £10,000 |
| Other Street not in road categories 2, 3 or 4 | £2,500 | £2,500 |
| Traffic Sensitive or protected street in road category 2 | £3,000 | £8,000 |
| Other street in road category 2 | £2,000 | £2,000 |
| Traffic sensitive or protected street in road category 3 or 4 | £750 | £750 |
| Other street in road category 3 or 4 | £250 | £250 |

* **Note** any overrun on Remedial Works will be charged at the rate appropriate to the category of the new works.

DEFINITIONS

Licensee means the person, partnership or limited company to which a Street Works Licence is granted, together with their successors in title or assignees of the Licence.

Contractor means the company or organisation responsible for the excavation and reinstatement of the opening in the highway.

Street Authority means Bedford Borough Council as the Highway Authority for streets maintainable at public expense.

LICENCE CONDITIONS

A Licence shall be granted to the Licensee to place and leave apparatus in the street in the position shown by a red line on the enclosed plan (hereinafter referred to as 'the apparatus'), and to maintain, repair and reinstate the apparatus and break open and have access to the street for those purposes upon the terms and subject to the conditions hereinafter specified and subject also to the relevant conditions contained in the said Section 50 and Schedule 3 of the NRSWA.

Once the Licence is granted the Licensee becomes an Undertaker for the purposes of Part III of the NRSWA.

This Licence does not confer any right on the Licensee against the owners of the land in which the street is situated to use that land. The Licensee must make his own arrangements with such owners in cases where their consent is needed.

Where the Licensee (including a Licensee to whom a Licence has previously been assigned) proposes to part with his interest in the apparatus, the Licensee shall, before doing so, give at least 6 weeks written notice to the Street Authority of the intention to abandon the apparatus or transfer the Licence stating to whom the benefit of the Licence is to be transferred.

The Licensee shall keep the apparatus in a good state of repair and condition.

In the event of the Contractor's failure to comply with the relevant statutory duties or Licence conditions, the Contractor may be liable to the financial penalties applying under the Street Works Regulations 2001. Applicants should note that the liability cannot be delegated to any other person or organisation.

One copy of a plan (scale 1:1250 or greater) of the apparatus must be provided with the application, on which the proposed position of the apparatus must be marked by a red line.

Evidence must be provided that the Contractor has obtained all necessary plant information for the site/s from the relevant utilities and statutory undertakers.

WORKS

The installation of the apparatus and/or excavations within the highway shall be executed in accordance with the following requirements:

It is the duty of the Contractor by whom street works are executed to reinstate the street in accordance to the Specification for the Reinstatement of Openings in Highways Code of Practice, April 2010 revision.

The signing, lighting and guarding are to be in accordance with the Safety at Street Works and Road Works Code of Practice, and any failure to comply with those provisions shall be subject to the defect procedure for excavation and reinstatement in paragraph E.

The Licensee shall ensure that any maintenance, repair or other works carried out to or in connection with the apparatus shall, except in the case of emergency, be done with minimum disturbance to the highway.

The Contractor shall take all proper precautions to ensure the safety and protection of apparatus of Statutory Undertakers, Sewerage Authority and Highway Authority.

Applicants should note that special conditions may be imposed by the Council:

- a) In the interests of safety;

- b) To minimise the inconvenience to persons using the street (having regard in particular to people with a disability);
- c) To protect the structure of the street and the integrity of apparatus in it.

The Contractor **MUST** permit the Street Authority to monitor his performance throughout all stages of the works as set out below:

- 1) During works as required by Section 65 of the New Road and Street Works Act 1991.
- 2) Immediately after Permanent Reinstatement.
- 3) Between 6 and 9 months after reinstatement and during the one month preceding the end of the guarantee period. (This period will begin from the date the Council is notified of the permanent reinstatement, and will be under guarantee for 2 years for excavations up to 1.5m deep or 3 years for excavations over 1.5m deep.)

The Contractor shall ensure that all disposable materials are disposed of at authorised tips and shall make its employees fully aware that dumping or fly tipping in any form is strictly prohibited and that offenders will be prosecuted.

For information on how to safely dispose of waste please use these links:

<http://www.environmentagency.gov.uk/business/topics/waste/default.aspx>
<http://www.defra.gov.uk/environment/waste/about/index.htm>

All apparatus should be laid wherever possible in conformity with NJUG publication no.10, obtainable from the National Joint Utilities Group, 30 Millbank, London, SW1P 4RD. For more guidance regarding excavation around trees please use the following link:
<http://www.njug.org.uk>

REINSTATEMENT

The reinstatement of any excavation shall be in accordance with the Specification for the Reinstatement of Openings in Highways Code of Practice.

The Contractor shall maintain the reinstatement for a period of two years, or three years for any deep excavation greater than 1.5m, following satisfactory completion of work.

Defective reinstatements will be dealt with under the procedure described in the Code of Practice for Inspections; Defect inspections fees will be charged at the current rate.

All temporary reinstatements must perform to the same standards as a permanent reinstatement and must not remain temporary for longer than six months without special dispensation.

The Street Authority reserves the right, if it chooses, to conduct any remedial works as are deemed necessary on site in an emergency and to correct any defect to the reinstatement of the excavation (or in relation to signing, lighting and guarding as the case may be) within two years of any defect not being promptly rectified by the Contractor. The Contractor shall be responsible for any claims arising from the work or any necessary maintenance works and associated costs.

WITHDRAWAL OF LICENCE

The Licence hereby granted shall remain in force until withdrawn by the Street Authority under Schedule 3 of the NRSWA or surrendered to the Street Authority by the Licensee.

The Street Authority may withdraw this Licence by serving notice at any time if:

- (1) the Licensee fails to comply with any condition of the Licence; or
- (2) the Street Authority becomes aware that the Licensee -
 - (a) has ceased to use or has abandoned the apparatus, or intends to do so, or
 - (b) has parted with or intends to part with his interest in the apparatus in a case where assignment of the Licence is prohibited; or
- (3) the Street Authority considers the withdrawal of the Licence is necessary for the purpose of the exercise of their functions as Street Authority.

The period of the notice shall be not less than seven (7) working days in the case of a withdrawal under paragraphs (1) or (2), or not less than 3 months in the case of a withdrawal under paragraph (3).

ACCREDITATION OF PERSONNEL

Section 67 of the NRSWA requires an accredited supervisor to be available at all times to supervise the works. Section 67 of the NRSWA also requires an accredited operative to carry out the works, and be on site at all times, while the works are in progress.

The Street Works (Qualifications of Supervisors and Operatives) Regulations 2009 (SWRQ) prescribe the appropriate qualifications.

Copies of both sides of the Supervisor & Operatives SWQR cards must be submitted with the application as evidence of accreditation.

SERVING NOTICE UNDER SECTIONS 54, 55, 70 and 74 OF THE NRSWA

All notices for the works shall comply with the Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (third edition 2009), and shall give the appropriate period of notice specified in the Street Works (Registers, Notices, Directions & Designations) Regulations 2007 ("the notice Regulations").

An 'Initial' proposed works notice (**the 'Notice of Works' form**) must be completed and submitted with the application, giving the minimum notice period.

| <u>Type of Works</u> | <u>Notice Period</u> |
|---|---|
| Major Works (works lasting more than 10 days) | 10 working days before works commence*; |
| Standard Works (works lasting 4 to 10 days) | 10 working days before works commence; |
| Minor Works (works not exceeding 3 days) | 3 working days before works commence; |

*For major works a 3 month advance notice should also be given to the Street Authority.

Where it is intended to execute **emergency** works in any street, notice shall be given as soon as reasonably practicable and in any event within 2 hours of commencing those works.

NB: For full details of the notice periods and the types of works to which they apply, the Licensee should consult the notice Regulations. If the correct notice is not given then the Licensee is guilty of an offence and could be fined up to £2,500.00 if convicted. Fixed Penalty Notices may also be issued for failure to comply with the notice requirements.

A works 'Start' notice must be sent by the end of the working day on which works have started.

A works 'Stop' notice must be sent by the end of the next working day after works have completed.

REGISTRATION OF WORKS

The Contractor must complete and submit the appropriate form within 10 days of the works being completed (the works 'Stop' notice can be used for this purpose). For a Section 50 Licence a detailed drawing to a scale of 1:1250 should be submitted with the form showing the location of the apparatus together with the depth at which the apparatus is placed.

IMMEDIATE WORKS

Where emergency works or urgent works (as defined in the notice Regulations) are carried out, this application must still be filled in **retrospectively**.

NOTICE OF WORKS FORM

All applications must have a completed Notice of Works Form attached, as outlined above.

STATUTORY UNDERTAKERS

In order to comply with Section 69 of the NRSWA 1991 **you**, the applicant, must inform the following Statutory Undertakers to allow them to identify whether the proposed works will affect their apparatus. Use the Notice on the next page, and their contact details are given on the following page.

Notice to be given to Statutory Undertakers

**Utility 1,
Address Line 1,
Address Line 2,
Address Line 3,
Post Code.**

NEW ROADS AND STREET WORKS ACT 1991

SECTION 50 - STREET WORKS LICENCE

I / we have applied to Bedford Borough Council (the Street Authority) for a Street Works Licence to place / maintain apparatus at the following location: -

Address.....
.....

(please see attached location plan)

Location (e.g. carriageway, footway or verge)..... and, in order to comply with S69 of the Act, would ask you to indicate below whether you have any apparatus at the location which may be affected by these works.

SignedDate.....

Address (if different from above).....
.....

STATUTORY UNDERTAKER'S RESPONSE

Apparatus Affected

| | |
|-----|----|
| YES | NO |
|-----|----|

| | |
|----------------------|------|
| Special Requirements | |
| Company Stamp | Date |

LIST OF STATUTORY UNDERTAKERS:

In order to comply with Section 69 of the NRSWA 1991 **YOU** must inform the following Statutory Undertakers to allow them to identify whether the proposed works will affect their apparatus.

| | |
|---|--|
| Anglian Water Services Ltd., Dig dat Osprey House, 1 Percy Road, Huntingdon, PE29 6SZ 03457 145 145 info@digdat.co.uk | Cadent Gas, Block 1, Floor 2, Brick Kiln Street Hinckley LE10 0NA plantprotection@uk.ngrid.com |
| Bedford Borough Council – Streetworks Borough Hall Cauldwell Street Bedford MK42 9AP 01234 718040 Streetworks@bedford.gov.uk | Vodafone, (was Cable & Wireless Communications, also incorporating Energis Communications Ltd.) Atkins OSM, NRSWA Operations Team, Box 290, 220 Aztec West, Almondsbury, Bristol, BS32 4WE. osm.enquiries@atkinsglobal.com |
| Bedford Group of Internal Drainage Boards, Vale House Broadmead Road Stewartby Bedford MK43 9ND 01234 767995 Trevor.skelding@idbs.org.uk | UK Power Networks Plan Provision Fore Hamlet, Ipswich, IP3 8AQ plans@ukpowernetworks.co.uk |
| B.T., BT National Notice Handling Centre, P/P 404B, Telecom House, Trinity Street, Hanley, Stoke-on-Trent, Staffs. ST1 5ND. nnhc@openreach.co.uk | Finaline, [Total Pipelines] Lands Manager, Pipeline Operations, Hertfordshire Oil Storage Ltd, Buncefield Terminal, Green Lane, Hemel Hempstead, Herts., HP2 7HZ. |
| Virgin Media, [formerly ntl & Telewest] National Plant Enquiries Unit 1A Scimitar Park Courtauld Road Basildon SS13 1ND Plant.enquiries.team@virginmedia.co.uk | Linesearch handles enquiries for: Esso, Mainline, BPA , GPSS, Total UK, ConocoPhillips (UK) Ltd, Jetline, Shell UK Ltd, Sabic UK Petrochemicals, BP TSEP, BT GEO Network E-on UK Plc, BP Exploration PSP, Conoco Phillips Ltd Humber Refinery and Scottish Power Generation Ltd. National Grid Gas Transmission. www.linesearch.org LinesearchbeforeUdig (LSBUD) |
| For electrical supply Sharnbrook area Western Power Distribution Toll End Road, Tipton, DY4 0HH WPDMapResponse@westernpower.co.uk 0121 623 9780 | Kingston Communications (Kcom) KCOM Group PLC 5th Floor Prospect House Prospect Street Hull HU2 8PU highwaysadmin@kcom.com |
| Fulcrum Pipelines 2 Europa View Sheffield Business Park Sheffield S9 1XH FPLplantprotection@fulcrum.co.uk | GTC Energy House Woolpit Business Park Woolpit Bury St Edmunds IP30 9UP nrswa@gtc-uk.co.uk |

TRAFFIC MANAGEMENT

Please give details of your traffic management here and attach a traffic management plan with your application

APPLICATION FOR A SECTION 50 STREET WORKS LICENCE

Owner of Apparatus / Property

Name: _____

Address: _____

Company Registration Number (where applicable): _____

Postcode: _____ Work Tel: _____ Home Tel: _____

Email Address: _____ Mobile: _____

APPLICATION FOR A SECTION 50 / SECTION 171 HIGHWAYS ACT (ROAD OPENING PERMIT)

Precise Location of Proposed Work (Detailed plan must be submitted with form)

Property Name / Number: _____ Road / Street: _____

City / Town / Village: _____ Postcode: _____

Details of Company Conducting Works (Contractor)

Name of Contractor: _____

Address: _____

_____ Postcode: _____

Tel: _____

Email Address: _____ Mobile: _____

Insurance Details (Photocopy of insurance certificate is required)

Insurance Company Name: _____

Tel No: _____ Policy No: _____ Expiry Date: _____

Address: _____

Emergency Contact Details (24 hour contact number)

Name: _____

Tel: _____

Name of Accredited Operative: _____ SWQR No. _____

Name of Accredited Supervisor: _____ SWQR No. _____

(Photocopies of Street Works accreditation are required)

Details of Excavation and Traffic Management (Tick boxes where necessary)

Placing New Apparatus Working on Existing Excavation only

Work Lies Within: Verge Footway Carriageway

Average Depth of Excavation Up to 1.5m Over 1.5m

Description of works:

Length:

Width:

Proposed Hours of Working: Day Time Night Time Restricted

Proposed Traffic Control: Road Closure* Temp. Traffic Signals* Stop/Go Boards

Priority Flow None

***Please note a Road Closure will take 10 weeks to approve at an additional cost of £1351.30. A three month notice will apply to these works if a closure is required, and there is a separate TTRO application form to complete, which can be found on Bedford Borough Council's website.**

DECLARATION:

I confirm the details on the application are correct and acknowledge that the works referred to in the application must be conducted in accordance with the requirements of the New Road and Street Works Act 1991 and the associated legislation and Codes of Practice.

I acknowledge the need for me to pay the prescribed inspection fees which will be imposed by the Street Authority (Bedford Borough Council), including any defect inspection fees and the cost of any necessary remedial works conducted by the Street Authority should I fail to comply with the conditions of the Licence.

I also acknowledge that the Licence is granted on the condition that I will indemnify the Council against any claim in respect of injury, damage or loss arising out of:

- 1) The placing or presence in the street of apparatus to which this Licence refers.
- 2) The execution by any person of any works authorised by this Licence.

I have read and understood the conditions of the Licence contained in this application.

SIGNATURE OF THE APPARATUS OWNER:

.....

PRINT NAME HERE: DATE:

POSITION IN COMPANY (where applicable):

CONTRACTOR'S SIGNATURE (authorised to act on behalf of the company):

.....

PRINT NAME HERE: DATE:

POSITION IN COMPANY (where applicable):

CHECKLIST THE FOLLOWING ITEMS **MUST** BE ATTACHED TO YOUR APPLICATION:

- 1) One copy of a plan clearly marking the **exact** location of your works, and if applicable, location of the apparatus.
- 2) Proof of a minimum of £5million Public Liability Insurance (copy of your valid certificate of insurance).
- 3) You will be invoiced for the payment, either **£231.00** (for excavation only) or **£461.85** (for Section 50 including apparatus).
- 4) A copy of your Traffic Management plan.
- 5) The relevant Water Authority approval (Section 106 agreement) allowing connection on to their main (if applicable).
- 6) Proof of request to the undertakers for approved plant information.
- 7) Completed Notice of Works form.
- 8) Proof of Street Works Accreditation of the supervisor and the operative (please attach a copy of the front and back of the card).

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

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