For office use only:

Ref. MN /

APPLICATION FOR: (tick as appropriate)

Section 38 Road Adoption Agreement

Section 278 Highways Works Agreement

Combined Agreement (S38/278 or S278/38)

**Please read the following before completing any part of this form:**

* THE DEVELOPER GUIDANCE NOTES ATTACHED; AND
* THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL SPECIFICATION FOR THE CONSTRUCTION OF ROADS FOR ADOPTION

One completed copy of this form, together with drawings, appropriate vetting fee and information as specified below should be submitted to:

SAB & Highways Development Control

The Quays

Baglan Energy Park

Baglan

SA11 2GG

Or emailed to: [hdc@npt.gov.uk](mailto:hdc@npt.gov.uk)

**EAST AREA**

**Team Leader:** Mrs Joanna Weeks (01639 686395)

**WEST AREA**

**Team Leader:** Mrs Delyth Thomas (01639) 686404

**SAB & Highway Development Control Manager:** Mr Justin W Griffiths (01639) 686397.

Sections A, B, C, D, E, F and G must be completed, the information listed in Section H and the certificate in Section I provided.

Failure so to do will result in the application being deemed invalid and held in abeyance until all required information has been received.

Please complete all information in BLOCK CAPITALS

## SECTION A

Site location address:

Site co-ordinates

Easting:

Northing:

## SECTION B

Local Planning Authority reference(s) of the planning permission(s) being implemented:

FULL:

OUTLINE & RESERVED MATTERS:

DISCHARGE OF CONDITIONS:

## SECTION C

Applicant: (The Developer) *(Including Contact Name)*

Name:

Address:

Telephone number:

Email:

Landowner: (If different from above)

See Developer’s Guidance Notes – **Note 2.**

Name:

Address:

Telephone number:

Email:

## SECTION D

Agent/Design Consultant (if any) to whom correspondence should be sent

See Developer’s Guidance Notes – **Note 3.**

Name:

Address:

Telephone number:

Email:

## SECTION E

CDM Coordinator/Site Supervisor for the purposes of the CDM Regulations 2007 (or subsequent revisions)

See Developer’s Guidance Notes – **Note 18.**

Name:

Address:

Telephone number:

Email:

## SECTION F

Developer’s Legal Representative:

Name:

Address:

Telephone number:

Email:

Landowners Legal Representative (if different from above):

Name:

Address:

Telephone number:

Email:

## SECTION G

Confirmation of who will be responsible for the payment of the fees associated with this application. (Mark as appropriate)

See Developer’s Guidance Notes – **Note 5-9**

Developer

Inspection

Vetting

Legal

Bond

Surety

Cash or Bond Name of Company?:

Agent/Consultant

Inspection

Vetting

Legal

Bond

Surety

Cash or Bond Name of Company?:

Other (supply details)

Inspection

Vetting

Legal

Bond

Surety

Cash or Bond Name of Company?:

## SECTION H

Enclosed with this application **must** be the following plans and documents listed on a drawing issue sheet/document schedule:

*(Please note, on completion of the agreement, two hard copies of each of the approved plans will be requested, a CD or DVD with all approved documents plus an email with all approved documents)*

| **INFORMATION REQUESTED** | **REFERENCE NUMER(S)** | **MARK**  (if included) |
| --- | --- | --- |
| A copy of the Full or Outline and Reserved Matters Planning Approval Decision Notice(s) including 1 copy of the detailed layout approved. |  |  |
| A copy of confirmation from the Local Planning Authority of the discharge of all pre-commencement conditions including a copy of any layout plans (see **Note 1)** |  |  |
| A copy of letter from DCWW confirming that S104 has been entered into/consent to connect/discharge into their system. |  |  |
| A copy of an independent Stage 2 Safety Audit of the scheme with designer’s response (see **Note 10**) – including copies of the plan(s) audited. |  |  |
| Acopy of a Ground Investigation of Soils Report to justify the Design CBR used (see **Note 11**). |  |  |
| A copy of a Pre-Condition Survey of the existing public highway in the vicinity of the site (see **Note 12**). |  |  |
| A copy of swept path analysis for the largest vehicle utilising the proposed road/junction. |  |  |
| A copy of a street lighting layout plan (see **Note 14**). This drawing must include the position of all existing street lighting columns in the vicinity of the site access and site boundaries. |  |  |
| Acopy of a ‘luminance level’ plan (see **Note 14**). |  |  |
| Acopy of the design report/equipment specification detailing the street lighting system proposed including all feeder pillars, control gear etc. |  |  |
| A copy of a site location/context plan preferably to 1:1250 scale (see **Note 17**). |  |  |
| Acopy of a site layout (see **Note 14**) showing the full extent of the developers land ownership outlined in red and the following (where relevant):   * All dwellings and garages * Slab levels * Vehicular Accesses (including levels) * Junction visibility splays * Forward visibility splays * Vehicle-to-pedestrian visibility splays * Street lighting column positions * Highway drainage layout (i.e. gullies and connections). * Surface water drainage layout * Chainages at 10m intervals * Road numbering to correspond with longitudinal section drawing(s). * Dimensions and kerb radii annotation.   The position of all street name plates being erected as part of the development. |  |  |
| A copy of each of the following (see **Note 14**) (where relevant):   * Longitudinal sections, including channel levels, chainages, ‘k’ values, gradients and vertical and horizontal alignments. |  |  |
| * Site specific construction details (see **Note 15**). |  |  |
| * Site specific service alignments, especially for permeably surfaced developments. |  |  |
| * All drainage details including **1** copy of Drainage Area Plan showing which areas drain into which drainage component i.e. gully, calculations, design documents/drainage strategies, drainage contour plan (contours at 20-25mm spacing’s). Including large scale extracts of junctions, turning heads, ramps etc. with contours at 10mm intervals (see **Note 16**). |  |  |
| * Specific design plans for roundabouts:   + Long sections along all master alignments including centre line of approaches, channels and crown lines as appropriate. |  |  |
| * + 25mm contours on the approaches and the circulatory carriageway. |  |  |
| * + A fully dimensioned geometric general arrangement drawing showing master alignment chainages, deflection, effective flare length, kerb radii, Inscribed Circle Diameter (ICD), circulatory carriageway width, visibility, cross falls, entry angle, entry width, exit width (at the exit and the rear of the splitter island) and carriageway half width. |  |  |
| * + Vehicle swept path analysis using the standard British design vehicle (unless otherwise advised by the LHA); details of the type of vehicle used should be included on the drawing for reference. |  |  |
| * All other supporting documents and drawings. |  |  |
| A copy of a coloured drawing entitled ‘Plan 2 – Extent of Works’ (See **Note 18**).  *NB. This drawing will form the basis of the agreement plan; therefore further copies will be required once technical approval is given. The number of copies required will depend on the number of parties to the agreement and the number of internal consultees.* |  |  |
| A copy of each of the following (where relevant):   * Details of structures, including the Agreement in Principle if available. |  |  |
| * Traffic signals information including all design information and phasing diagrams. |  |  |
| * Traffic signs and road marking including diagram numbers, sizes, illumination, power supplies etc. |  |  |
| * Any existing highway signage which requires amendment as a result of this development; for example, Advanced Directional Signage at junctions/roundabouts on the approaches to the site (details of the existing signage and location, and the proposed amendments). |  |  |
| * Details of any Traffic Regulation Orders which require amendment or introduction as a result of the works, including temporary speed limit changes, suspensions of restrictions, new speed limits, parking restrictions etc. |  |  |
| A copy of a preliminary construction method statement (Construction Management Plan or Construction Phase Plan) including proposals for temporary traffic management for the duration of the works and anticipated programme (see **Note 19**). |  |  |
| An electronic copy of the submission (see **Note 20**). This must include all the information provided as part of your ‘hard copy’ submission, i.e. plans, reports etc. |  |  |

| **For Section 278 or Combined Agreements Only:** | **REFERENCE NUMER(S)** | **MARK**  (if included) |
| --- | --- | --- |
| A copy of a preliminary estimate of the cost of the works |  |  |
| A copy of a statement giving details of all associated statutory undertakers’ works and the costs thereof. |  |  |
| A copy of Highway Assessment to enable tie-in to the existing highway (see Note 22). |  |  |
| A copy of the Proposed Constructor details |  |  |

## Section I

I have read and fully understood the Developer Guidance Notes current at the date of this application, a copy of which has been retained on file.

**Signature of developer or authorised agent/officer:**

**Name:**

**Company/Organisation:**

**Position in Organisation:**

**Date:**

Developer Guidance and Notes

# General Guidance

## **Planning Related Issues**

Planning permissions for developments that include new roads frequently incorporate ‘Conditions Precedent’ in respect of particular aspects of that development. Such conditions must be complied with before any development is commenced. If such a condition is breached, it may render the whole development unlawful; i.e. **without planning permission**.

Note that the submission of technical details direct to the Local Highway Authority (LHA) with a Road Adoption Agreement application **does not** constitute an application to the LPA to discharge a planning condition. Any such application to discharge a planning condition must be made formally and independently to the LPA.

## **Approval of Detailed Drawings**

Schemes vary in complexity and it is not possible to accurately predict a timescale for approval. The Council’s service response standard is to provide an initial technical response within 6 weeks of receipt of a fully documented and completed application; however, we endeavour to respond before this time where possible.

All drawings must have the following note clearly displayed: **“ALL WORKS MUST BE CONTRUCTED IN ACCORDANCE WITH THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL: SPECIFICATION FOR THE CONSTRUCTION OF ROADS FOR ADOPTION”**.

Once the drawings have been technically approved, an electronic submission of the approved drawings will also be required.

Completion of the agreement does not constitute permission / authority to commence works immediately thereafter.

Due to the risk of abortive work, the Council **will not** normally process an application for a S38 or S278 Agreement before Full or Reserved Matters Planning Approval has been issued and all relevant pre-commencement conditions discharged. Evidence of such approval/discharges must accompany the application.

## Notes

1. The Local Planning Authority (LPA) may attach conditions precedent which have the potential to alter the street layout of otherwise impact upon it, e.g. conditions specifying certain highway geometry dimensions, conditions relating to hard and/or soft landscaping schemes etc.
2. If the Developer / Applicant is not the landowner, full details for the Landowner(s) will be required as they must be party to the agreement for land dedication purposes. The earlier this information is provided, the less delay will occur during the Legal phase of the agreement.
3. Where a Developer uses an agent or consultant to act on its behalf, all correspondence from the Highway Development Control Team will go direct to the agent and will be copied to the Developer unless requested otherwise by the Developer in writing.
4. The design, construction and management of highways constructed under a Road Adoption or Highway Works Agreement fall within the scope of the CDM Regulations 2007. The Agreement requires formal identification of the individual nominated by the developer as the CDM Coordinator/Site Supervisor, and places an obligation upon the developer to inform the Council in the event that the named individual is replaced. (See application form Sections E & H).
5. The following Fees are required:
   1. A fee of £1,200 is charged to approve a set of drawings for sites, where the bond value is greater than £15,000.
   2. A fee of £600 is charged to approve a set of drawings for sites, where the value of the bond figure is up to a value of £15,000.
   3. A fee of £300 is charged to approve a set of drawings for sites, where the value of the bond figure is up to a value of £7,000
   4. £1,000 be requested to allow the connection of the surface water runoff from roof and yard to an existing highway drainage system for:
      1. each individual property
      2. per 100m2 of roof and yard from commercial/industrial sites.
6. The following fees for a S38 Agreement:
   1. A vetting fee of £300 for works valued <£7000, £600 <£15000 and £1200 for > £15000 for all drawings is charged and failure to pay this amount with the submissions of the drawings would delay technical approval from being attained.
   2. A minimum fee of £1,125 is charged for inspecting works with a value of up to £15,000.
   3. Where works have a value greater than £15,000 a fee of 7.5% is requested for any Section 38or 228 agreement under the Highways Act 1980 or any other agreement for the adoption of a road.
   4. An Inspection Fee is charged by the Council in respect of all Section 38 Agreements, and is set at 7.5% of the Bond figure. This fee is required prior to the Agreement being signed. The rate to be used will be the most current unit cost, so delay in entering an agreement could result in an increase in the Bond figure.
   5. No work shall commence on site until an Agreement has been signed, any works undertaken prior to this will be at the risk of the developer, as any works might require amendments.

Where works commence on the construction of the road prior to an agreement being entered into the Agreement fee will be 10% of the Bond figure.

1. The following fees for a S278 Agreement:
   1. A vetting fee of £300 for works valued <£7000, £600 <£15000 and £1200 for > £15000 for all drawings is charged and failure to pay this amount with the submissions of the drawings would delay technical approval from being attained.
   2. A minimum fee of £1,125 is charged for inspecting works with a value of up to £15,000.
   3. Where works have a value greater than £15,000 a fee of 10% is requested for any Section 38/278 or 278 agreement under the Highways Act 1980.
   4. An Inspection Fee is charged by the Council in respect of all Section 278 Agreements, and is set at 10% of the Bond figure plus legal fees which are at cost. This fee is required prior to the Agreement being signed. The rate to be used will be the most current unit cost, so delay in entering an agreement could result in an increase in the Bond figure.
   5. No work shall commence on site until an Agreement has been signed.
2. A Bond (or Security Deposit) is required as part of the Agreement and the Bond Sum is equivalent to **the council’s estimate** of the value of the works **plus** the value of any Commuted Maintenance Sum (see **Note 9**).
   1. To attain the Bond value of works for a S38 Agreement, the Council’s estimate will be used and is calculated on a linear metre cost basis. The unit costs are reviewed each year, and the current figure can be obtained from the SAB & Highway Development Control Section on 01639 686850 or email [hdc@npt.gov.uk](mailto:hdc@npt.gov.uk).

The bond will be reduced by the following percentage for Part 1 Certificate and Part 2 Certificate:

**S38**

Part 1 – 50% Part 2 – 30% Final Certification – 20%

* 1. To attain the Bond value of works for a S278 Agreement, the Council’s estimate will be used and is calculated on a linear metre cost basis. The unit costs are reviewed each year, and the current figure can be obtained from the Highway Development Control Section.

The bond will be reduced by the following percentage for the issuing of the Completion Certificate:

**S278**

Completion Certificate – 80% Final Certificate – 20%

1. Commuted sums are required to cover the maintenance of such items as highway structures, traffic signals, signalised pedestrian crossings and drainage assets. Other items included, such as enlarged areas of highway at road junctions or a shared surface area, for materials used outside the usual Specification, for heritage lighting systems, for any sustainable drainage systems to be adopted by the Highway Authority and flood risk management measures. These will be calculated using the CSS formula for commuted sums.

Examples of the commuted maintenance sums are set out in Table CS1 overleaf.

**Table CS1: Examples of infrastructure that generate the need for Commuted Maintenance Sum Payments**

| Street Furniture | A sum equal to the replacement cost of the equipment and the periodic maintenance over a 15 year period. | All infrastructure installed as a direct result of the need to accommodate the needs of the development, including for instance bollards, acoustic barriers, guard railings, bus shelters, tree grills etc. |
| --- | --- | --- |
| Non-standard Street Lighting Equipment | A sum equal to the extra cost per column for both purchase and maintenance. Plus the cost of repainting every five years over a 15 year period (if painted). | All developers proposing to install columns that do not conform to our latest lighting specification are required to make this contribution towards the long term increased maintenance costs. |
| Traffic Signals | A sum equal to the replacement cost of the equipment and the periodic maintenance over a 15 year period. | Refers to any form of traffic signals that are installed to mitigate the effects of the development. |
| Illuminated Traffic Signage | Energy consumption and maintenance over a 15 year period. | All traffic signage installed to mitigate the effects of the development. |
| Highway Drainage & SuDS | A sum applicable, as required on a case by case basis. | Approval will need to be sought and consideration of the maintenance costs made by the case officer and / or the SAB (SuDS Approval Body). |
| High Friction Surfacing, Anti-Skid | A sum applicable, as required on a case by case basis to cover the replacement cost and other associated maintenance. | Refer to the Neath Port Talbot **Highway Design Guide** |
| Highway Structures | A sum equal to 25% of the construction cost of the structure. | Highway Structures have to be technically approved (AIP) prior to construction and periodically inspected and maintained. Including but not limited to bridges, culverts, retaining walls. |

*Please note: the list of items in the table is not exhaustive and final calculations will be made on a site specific basis.*

1. Please refer to the Design Manual for Roads and Bridges Volume 5 to determine whether a Safety Audit is required to support your application. If you require further clarification, please contact the Highways Development Control Team Manager on (01639) 686850.

**If the developer opts to employ its own safety audit team, it is essential that true independence from the design team be demonstrated. In addition, the council will require details of the makeup of the team with their CVs in order to verify technical competence.**

1. Where the designer has **not** opted for a design CBR of <2% it is essential that an appropriate Ground Investigation Report, conducted in accordance with the Neath Port Talbot Specification for the Construction of Roads for Adoption is submitted.

Irrespective of the finding of the Ground Investigation Report, wherever a construction access route and / or haul road will follow or cross the line of a partly construction adoptable highway, the subbase thickness of the adoptable highway shall be that appropriate for a design CBR of <2%.

1. The scope of the pre-commencement condition survey is such as to record all aspects of the condition of the surface of the existing highway comprising carriageway, footways, footpaths, cycle ways and verges together with the positions of highway boundaries over any lengths of the existing public highway that may be affected by the implementation of the development. The report needs to include a location plan showing where the photos were taken for the pre-commencement condition survey.

The purpose of the survey is to provide reliable evidence to resolve any disputes in respect of damage to or encroachment upon the public highway. The limits and extents will need to be agreed with SAB & Highways Development Control.

1. This will be a HGV on industrial / distributor roads or a refuse collection vehicle (10.5m length) for residential developments. Full details of the vehicle used in the swept path analysis are also required.

If the scheme includes a bus route, a bus should also be shown.

1. The submitted plans should generally be at 1:200 scale; however it is recognised that for some larger schemes plans at 1:500 scale may be more practical.

All drawings must have the following note clearly displayed: **“ALL WORKS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL SPECIFICATION FOR THE CONSTRUCTION OF ROADS FOR ADOPTION”**.

1. The construction detail drawings **must** be site specific and particular. They must include details of all street furniture including bollards, street nameplates etc. The use of generic or typical details is not acceptable, neither is the offer of options.
2. Highway drainage shall be sited as far as possible within the adoptable highway or a combination of the adoptable highway and existing public highway. If soakaways are to be provided, they must be located within adoptable highway verge and testing to conform to BRE 365 must be submitted.

Where a new highway drain is unavoidably routed through private land, an easement will be required of a width determined by the Council. An initial draft of the easement should be prepared by the developer’s solicitor and submitted to the Council for consideration. Where such easements are necessary, the completion of the Agreement will not take place before that of the easement.

1. The site location must be of an appropriate scale and extent to both clearly identify the site of the highway works and enable the proposed works to be viewed in the context of the existing highway network. It is recommended that the scale of choice be 1:1250 although it is recognised that for some more rural areas, 1:2500 may be all that is readily available.

This plan must include the ‘red outline’ of the site boundary as per the approved planning drawing. This plan should be titled ‘Plan 1 – Location Plan’ and will be engrossed into the Road Adoption of Highways Works Agreement.

1. This plan will be based on site layout plans and must include the red and/or purple outline(s) required to delineate the extent of works included within the agreement, and the works will need to be coloured in accordance with the Standard Colours Schedule.

Standard Colours Schedule (Section 38 Agreements)

| Footways (blacktop) | **Grey** |
| --- | --- |
| Blocked Paved Areas Including Carriageway and 0.5 Highway margins | **Brown** |
| Blockwork Footways | **Brown** |
| Blacktop Carriageway | **Brown** |
| Verged Areas | **Green** |
| Gulley Connections and any Highway Drainage | **Blue** |
| Highway Surface Water Drainage System  (Blue broken line for the run and a clear circle for each manhole) | **- - - - - O** |
| Pedestrian crossing points to be marked by | **PC** |
| Street Lighting to be numbered and located clearly within Highway Boundary  **LC 4, Column location shown in half red & half white circle**  **Where hinged columns are used to be clearly noted on drawing** |  |
| Section 38 Works – the extent of works shall be outlined with a: | Thin Red Line |
| Kerb Line | Thin Black Line |
| Easements | **Yellow** |

Standard Colours Schedule (Section 278 and S278/38 Hybrid Agreements)

| Works on Existing Highways | **Hatched Brown** |
| --- | --- |
| Works on Land that is to Become Highways | **Green** |
| Drainage | **Blue** |
| Street Lighting to be numbered and located clearly within Highway Boundary  **LC 4, Column location shown in half red & half white circle**  **Where hinged columns are used to be clearly noted on drawing** |  |
| Easements | **Yellow** |

**Vehicle to Vehicle Visibility splays** to be shown as broken black line, identifying the agreed dimensions, i.e. 2.4m x 33m

**Pedestrian to vehicle Visibility splays** to be down where applicable at each driveway/access, i.e. 2.0m x 2.0m

**All roads to be clearly named, i.e. Road 1, Road 2 etc.…**

Details to be kept to a minimum on the Coloured Section 38 drawing, all underlying existing details to be removed from the drawing

**Street Name Plate** position to be clearly shown

All drawings must have the following note clearly displayed: **“ALL WORKS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE NEATH PORT TALBOT COUNTY BOROUGH COUNCIL: SEPCIFICATION FOR THE CONSTRUCTION OF ROADS FOR ADOPTION”**.

In relation to the colour scheme for **Section 278** **works**, a red line must be drawn around the extent of the Section 278 works.

However on particular developments where areas that fall within both S38 and S278 are shown and are therefore unclear, the S278 works shall be coloured in accordance with the schedule above and be cross-hatched in black.

1. If there is a planning condition requiring the submission and approval of a Construction Management Plan, a copy of the approved document must be submitted.

In the absence of above details of all construction access and haul routes within the site together with the location(s) and specification of vehicle wheel and chassis cleansing installations must be included as part of the submission.

1. An electronic copy of the submission is required please send to:

[hdc@npt.gov.uk](mailto:hdc@npt.gov.uk)

N.B. The application will not be validated until a paper copy of the submission has also been received.

**Section 278 Highways Works Agreement of Combined Agreement specific notes:**

1. In accordance with Neath Port Talbot County Borough Council specification for highway adoption; for all works within the existing Public Highway a Highway Assessment will be submitted including details of the full depth of a carriageway make up from the subgrade level (achieved through the taking of core samples and appropriate laboratory testing). This report will allow the Designer in consultation with the Case Officer to evaluate the existing carriageway to determine if it is appropriate to accommodate the proposed development. For instance if a new junction is formed, the existing carriageway may require improvement to withstand the additional loading and stresses that will be transferred through turning movements, additional volume of commercial vehicles, and the introduction of new breaking and acceleration zones.

All of site highway works must be designed to accommodate the additional traffic generated, considering both the construction phases and the design life of the carriageway. All associated utility connections and other disruptions to the carriageway must be considered as these will have an adverse effect on the integrity of the carriageway. The case officer will require all of the above to be determined prior to issuing technical approval of any scheme.

1. The developer must allow for the formal 28-day Notice of Intended Commencement. The Notice cannot be served before the S278 Agreement is completed and dated.
2. **All** pre-conditions contained in the agreement relating to the start of works are to be satisfied. The developer must allow sufficient time in the overall development scheme for:

**Approval of any contractor / subcontractor if not already on the Council’s list for comparable works.**

**If a contractor is not on the council’s list, technical reference from three other local highway authorities in respect of comparable work are required. A minimum period of 28 working days must be allowed for such references to be followed up by the council.**

* 1. **Approval of Temporary Traffic Management.**

A minimum of **28** working days must be allowed for approval. The Developer/contractor should not assume that the contractors’ initial Temporary Traffic Management proposals will be approved without revision.

* 1. **Approval of highway works programme.**

A minimum of **28** working days must be allowed for approval of the programme and within that time, the developer must make arrangements to book road-space with the Council’s Street Works Coordinator (Contact 01639 686327).

## SAB Requirements:

From January 7th 2019, all new developments of more than 1 house or where the construction area is of 100m2 or more will require sustainable drainage to manage on-site surface water. It is a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018.

The required SAB permission is separate from any planning permission that might be granted and any works commenced without SAB approval will be deemed a breach of approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018, which could mean removing any work that has commenced. As such under this legislation you are not permitted to start work on site until SAB approval has been granted for your proposed development.

You can search the Authority’s web site for further information using the link <https://www.npt.gov.uk/sab> or contact the SAB & Highway Development Control Section using [hdc@npt.gov.uk](mailto:hdc@npt.gov.uk) or 01639 686850.