national highways

Key Requirements for Third Party Nationally Significant Infrastructure Projects

Key Requirements and Guidance for Promoters

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1. Introduction

National Highways has a set of key requirements for Third Party Nationally Significant Infrastructure Projects (NSIPs), i.e., NSIPs promoted by an organisation other than National Highways.

These requirements are needed to enable National Highways to fulfil its responsibilities to provide a safe, serviceable and effective network. If these requirements are not fully satisfied, it will affect National Highways' ability to endorse the project, which in turn could impact our position at the Development Consent Order (DCO) Examination and lead to delays in the project.

National Highways will always seek to co-operate in a reasonable and collaborative manner with Promoters of third party projects as part of its responsibility to support economic growth but must balance this with its obligations to ensure the safe and efficient operation of the Strategic Road Network (SRN).

2. Purpose

This document should be read alongside *National Highways' Key Requirements for Third Party Nationally Significant Infrastructure Projects – Statement of Requirement*.

Section 3 sets out the specific requirement(s), with accompanying information regarding the significance of the requirement and the key outputs that will be needed to satisfy it.

Annex A provides indicative examples of how the requirements can be addressed at different project stages.

It is important to note that some of these requirements may require further interpretation to determine how they apply to the specific project in question. National Highways may need to provide additional consideration to ensure the requirement is fully understood and applied appropriately.

Additionally, certain requirements will need to be demonstrated throughout detailed design and subsequent stages. Ongoing engagement will be crucial to ensuring a smooth path to delivery.

3. Early and collaborative engagement

National Highways will work with Promoters of third party projects, to ensure the Key Requirements are understood from the earliest stages of the project. Similarly, Promoters are encouraged to reach out to National Highways at the early stages of the project, prior to formal consultation and the Environmental Impact Assessment (EIA) Scoping Stage. This will help ensure that the application takes the relevant

Key Requirements into account, avoiding costly rework, and allow National Highways to support the project through the development approval process.

4. Key Requirements

National Highways' Key Requirements for third party NSIPs are described below. Annex A contains further details of how a Promoter should seek to evidence that the Key Requirements have been fulfilled.

During the early engagement with the Promoter, National Highways will assess each third party project for its scale and potential impact on the SRN to determine which of the Key Requirements from the list below will be applicable to that project. For some projects, there may be a need to add additional specific requirements. National Highways will discuss and agree its Key Requirements for each project with the Promoter as part of the early engagement.

Please note that where specific reports are referenced below, these are intended to be indicative and the specific form will depend on the Assurance Framework used and/or the preferences of the Promoter. For example, references to an Options Report throughout this document are intended to denote a generalised report that sets out highways scheme options, with their advantages and disadvantages described.

OVERARCHING PRINCIPLES	
Safety	**Requirement** **Any changes to the SRN associated with the project must be designed to ensure that safety risk is managed 'so far as is reasonably practicable' (SFAIRP) in accordance with GG 104 of the DMRB and implemented safely for all populations.** Safety is National Highways' overriding imperative. Any works on the SRN (or that impact on the SRN) must be undertaken in a way that ensures safe operation, maintenance and construction at all times for staff and customers. Safety must be a central consideration in all elements of design. Promoters should be aware that, whilst adhering to agreed design standards is a key requirement (see Design section below), this is not sufficient alone for National Highways to support a third party project, should other safety issues not be mitigated appropriately. An example would be to ensure that drivers are not distracted by new infrastructure adjacent to the SRN.

	The Promoter must ensure that every element of project development, assessment, design, delivery and operation is considered in the context of safety and that this should be evidenced in all documentation that is produced for review by National Highways. Safety must be a criterion used in the assessment and selection of any options, for example, for SRN mitigation works and for construction methodology.
SRN crossings	**Requirement** **New crossings of the SRN should be minimised.** Crossings in this context refer to new infrastructure under, over or across (at-grade) the SRN. Promoters must demonstrate that they have sought to keep additional SRN crossings to a minimum and give clear rationale for any new crossing. Each new SRN crossing adds to the SRN construction impacts of the project, the project construction costs and long-term maintenance liabilities. Road user disruption costs to the Promoter must be considered in the sift criteria for all decisions on route options. National Highways will not support projects which do not minimise new crossings of the SRN and demonstrate why they are essential. The justification for any new crossing of the SRN should be evidenced in an Options Report for consideration by National Highways as early as possible in the development process.
SRN realignment	**Requirement** **Realignments of the SRN to facilitate construction will only be accepted where the necessity can be demonstrated and less disruptive alternatives have been demonstrated to be unfeasible.** National Highways will only agree to realignment proposals (temporary or permanent) if robust evidence demonstrates that no other reasonable options exist. Prior to considering realignment, it is essential to explore construction methods that could prevent the need for such changes, such as bored tunnels and jacked boxes. The necessity for realignments must take into account customer impact, including potential disruptions to traffic flow and access, as well as the economic cost of delays associated with alternatives. Additionally, considerations should include: 1. **Environmental impact**: Assess the potential effects on the surrounding environment, including all elements considered in an Environmental Impact Assessment. 2. **Safety**: Evaluate how realignment will affect road safety for all users, including vehicles, cyclists, and pedestrians.

	3. **Long-term viability**: Consider the long-term operational implications of realignment, including maintenance and future capacity needs. 4. **Stakeholder consultation**: Engage with relevant stakeholders, including local communities and authorities, to gather feedback and address concerns related to the proposed changes. By addressing these factors, National Highways can make informed decisions regarding realignment proposals, whilst minimising disruption and ensuring safety and compliance. The justification for any realignment of the SRN should be evidenced in an Options Report, supplemented by a Technical Note outlining the key points considered, for consideration by National Highways. **Requirement** **Any realignment of the SRN, whether permanent or temporary, must meet current standards and specifications, i.e., Design Manual for Roads and Bridges (DMRB) and Manual of Contract Documents for Highway Works (MCHW).** Where the need for an alignment is agreed with National Highways in line with the first requirement above, the alignment will only be accepted provided it meets current standards and specifications, including safely accommodating full design speeds, in order to maintain a safe and efficient network. This should be evidenced in the Options Report.
New connections	**Requirement** **Any new connection to the SRN will be considered only in exceptional circumstances and cannot be assumed to be acceptable prior to agreement with National Highways.** As set out in the Department for Transport (DfT) Circular 01/2022: *The strategic road network and the delivery of sustainable development,* DfT has a policy presumption against creating new connections to the SRN (e.g., new junctions or direct accesses, including temporary accesses and access via Motorway Service Areas) due to the associated increased risk to safety and reduction in journey reliability. Therefore, any application for new connections to the SRN (either temporary during construction or permanent), will not be permitted unless in exceptional circumstances. Proposals will only be considered where it can be demonstrated that; there are no viable alternatives, the introduction of the connection is essential to the viability of the proposals, it is demonstrated this can be operated safely, meets DMRB standards and provides a net benefit to SRN users.

	Any application to National Highways for a new connection must be made prior to DCO submission and be submitted with a clear demonstration that safety and capacity implications have been considered and that the connection is essential to project delivery or operation. The justification for any new connection to the SRN should be evidenced in an Options Report for consideration by National Highways.
Smart Motorways	**<u>Requirement</u>** **The level of service and safety outcomes of sections of the SRN with an existing Smart Motorway must be maintained so far as is reasonably practicable, including during construction (where applicable).** Any third party schemes on sections of the SRN, where the mainline is being operated as a Smart Motorway, must be designed so as not to reduce National Highways' level of service provided by the Smart Motorway (where applicable) as far as possible, and retain its safety features both during construction and post-completion of the works. Any changes made to the operational regime of the network must not reduce safety for both customers and workers. This must include, but not be limited to, the provision for technology assets (CCTV, gantries etc.), appropriately distanced ERAs (Emergency Refuge Area) and Stopped Vehicle Detection technology. Any proposed changes must be shown in all design drawings for the SRN mitigation works.
Future-proofing	**<u>Requirement</u>** **The Promoter must demonstrate consideration of future-proofing of the SRN as part of the design and delivery of the project and address where relevant.** Future-proofing is the requirement to ensure that the physical infrastructure associated with a third party project or plan, does not impose unreasonable constraints on National Highways' ability to maintain and operate a safe and efficient network in the foreseeable future. The DfT Circular 01/2022 and National Highways' operating licence require future-proofing to be considered on third party projects. Project Promoters should also have due regard to National Highways' strategy documents such as "Connecting the Country" and the Environmental Sustainability Strategy. Consideration should be given to all aspects of the highway including safe operation, asset management, additional capacity, change of use and technology.

	National Highways' Future-proofing Policy and associated Guidance for Third Parties provides further context and guidance on this matter. The Promoter should engage with National Highways at an early stage to discuss its future-proofing requirements. Consideration of future-proofing should then be evidenced in the Options Report.
Maintenance and renewals	**<u>Requirement</u>** **The Promoter must ensure that SRN infrastructure is designed in consideration of maintenance requirements (GD 304 in DMRB) and is responsible for the funding of maintenance and renewals through payment of a Commuted Lump Sum. New and modified assets must be compliant with National Highways Asset Management policies.** The future operation, maintenance and renewal of new or changed SRN assets should be maintainable in an efficient manner. Promoters must therefore design SRN mitigation schemes with a consideration of ease of maintenance, within the context of the full lifecycle of the asset. A Commuted Lump Sum is required to cover – over a 60-year design life - the costs of maintaining and renewing new or changed assets, which must be designed and constructed to the current DMRB and MCHW standards and National Highways Asset Management policies. This a major cost consideration for Promoters of third party projects and should therefore be considered and planned for from an early stage, to ensure that the proposed scheme design is viable in respect of its whole life cost. National Highways will require payment for the future operation maintenance and renewal of new or changed assets through an agreed Commuted Lump Sum (CLS) in line with our Policy. The Policy[1] and associated guidance[2] clarifies the obligations of the Promoter and sets out how an appropriate CLS is calculated and applied. Consideration of maintenance requirements should be included in the Options Report and in the "Approval in Principle" process.

[1] National Highways Commuted Lump Sum Policy for Third Party Projects
[2] National Highways Commuted Lump Sum Guidance for Promoters of Major Third Party Projects

Other SRN Projects	**<u>Requirement</u>** **The Promoter must actively manage any interdependencies between the project and planned maintenance, renewal works and enhancement schemes on the SRN, to ensure that all concurrent projects can coexist on the network and achieve their individual objectives and outcomes.** The Promoter and National Highways should have a collective understanding of any risks, impacts and opportunities arising from interaction between the project and National Highways' planned maintenance and renewals activities and the construction timetable of any relevant SRN enhancement schemes, to enable risks to be managed and work schedules to be optimised. The Promoter must also support National Highways in resolving interface / interdependency issues which may arise. Consideration of interdependencies with other SRN schemes' requirements should be included in the Options Report and Technical Note.
Governance and Assurance Framework	**<u>Requirement</u>** **The project should be developed in accordance with an agreed governance and Assurance Framework to ensure the delivery of agreed project outcomes, in line with National Highways' requirements.** To ensure that any highway works are subject to appropriate assurance and governance, the project must be developed in accordance with an agreed delivery assurance framework (E.g., National Highways' Project Control Framework). This should cover the development, detailed design and construction stages of the project. The framework should be agreed with National Highways prior to options identification.

IMPACTS ASSESSMENT

Operational impact	**<u>Requirement</u>** **The Promoter must demonstrate that the SRN can safely and effectively accommodate any changes in demand, as a result of the development and/or any associated mitigation measures.** In the case of projects with significant expected traffic generation on the SRN, traffic modelling will be required to demonstrate that the proposed project operates effectively and has no detrimental impact on the SRN once operational. If they do, then they will need to be mitigated for National Highways to be able to support the project. For major third-party projects, National Highways' modelling requirements will likely include a combination of strategic and micro-simulation modelling and junction modelling, to provide outputs which demonstrate that the SRN can safely and effectively accommodate the additional traffic associated with the proposed project and that any required mitigation is effective in ensuring satisfactory operational performance. Models will need to be re-run to test evolutions in project design. Traffic models must be compliant with the Department for Transport (DfT) Transport Analysis Guidance (TAG). Typical documents that National Highways would expect to be produced for the base model include: • Survey data report (could be an annex inside the model development report). • Model development report or local area model validation report (LMVR). • Calibration outputs comparing modelled flows against observed flows. • Validation outputs comparing a second flow data set and journey times. More specific documents may include: • GIS or map-based outputs • Video recordings of vehicle behaviour. • Specialised analysis, for example in areas where congestion meets a threshold. Typical documents that National Highways would expect to be produced for the future year models include: • A future year development and testing report. • GIS or map-based outputs. • Video recordings of vehicle behaviour.

	• Specialised analysis, for example areas where congestion is meeting a threshold. • Outputs comparing flows and journey times for the “with” and “without scheme” scenarios. The modelling will be key to identifying mitigation measures. The modelling will need to be refined and updated as the design progresses through the different stages.
Construction impact	**Requirement** **The SRN must remain operational with sufficient capacity to meet demand at all stages of construction.** Construction activities from the project may create additional traffic demand on sections of the SRN. If this demand is not managed, the impact may cause congestion and displace other traffic which would have a serious impact on National Highways’ customers, businesses and the operation of the SRN. Therefore, where there is expected to be a significant impact on the SRN during the construction phase, an assessment of the impacts will need to be informed by robust traffic modelling and should inform the Promoter arriving at the preferred option, rather than being considered once the preferred option is confirmed. National Highways will need to review the outputs from model runs as the project progresses through the design stages.

DESIGN	
Design standards & requirements	**Requirement** **All infrastructure works that involve or affect the SRN and its users must comply with the Design Manual for Roads and Bridges (DMRB) and any other current standards, as directed by National Highways.** It is fundamental to National Highways being able to support a proposed highways scheme that DMRB standards are followed and that any additional design standards to be used for any highway works are agreed from the earliest stages of engagement, to ensure a consistent level of quality and safety for assets affecting the SRN.

	The standards should be agreed with National Highways at an early stage, prior to options identification. Sufficient time should be allowed for National Highways review in the Design Management process. **<u>Requirement</u>** **The design should minimise Departures from standards. Any Departures from the agreed standards should be discussed at an early stage and must be approved by National Highways before incorporation in the design.** Departures from standards may be acceptable in circumstances where physical constraints mean that achieving the full DMRB standard is either not possible or prohibitively expensive. However, Promoters should not presume that they will be granted. There is an expectation that all works will comply with DMRB standards and that departures will only be considered in exceptional circumstances. Early engagement with National Highways on any proposed departures is strongly advised to avoid nugatory work and Programme delays. They should be set out in a report for National Highways' consideration, with an explanation of why they are required.
Technology	**<u>Requirement</u>** **The project must identify any impacts, on either a permanent or temporary basis, on National Highways' technology assets.** National Highways' technology assets are fundamental to the continued safe and effective operation of the SRN. This includes assets such as NRTS, message signs, Stopped Vehicle Detection (SVD), Motorway Incident Detection and Automatic Signalling (MIDAS), communications cable infrastructure and underground supporting power infrastructure. It is crucial that impacts on our technology assets are identified at an early stage. Replacement and/or relocation of these assets can be a significant cost, therefore, impacts on these assets should be identified early enough in the design development for it to be taken into consideration during the Options phase. The Promoter must include sufficient time for the identification and relocation of SRN technology assets within their enabling works Programme, to mitigate against abortive work and to ensure there is a clear understanding of asset relocation needs. The impacts should be set out in a Technology Assets Impacts Report.

	Requirement **Roadside technology and communications products shall be in accordance with all relevant Operational Technology Specifications library (OTSL) product specification documents.** **Requirement** **Roadside technology and communications products shall be procured through National Highways.** Technology assets must be procured by National Highways to ensure they are procured from our approved suppliers, are of approved standard and specifications and are subject to appropriate governance. Installation of inappropriate technology assets may compromise the safe and efficient operation of the SRN. Therefore, unapproved technology products are prohibited from use on the SRN. **Requirement** **All telecommunications services (i.e. National Roads Telecommunications Services (NRTS) for roadside technology and communications assets shall be procured through National Highways.** **Requirement** **All telecommunications services related works shall be undertaken in accordance with NRTS document *TLT/RGD/TSP/0420 'Working with The Service Provider – A Design Guide'*.** **Requirement** **The continuity of service for roadside technology and communications assets during construction shall be agreed with National Highways.** Continuity of service is fundamental to ensuring the safe and effective operation of the SRN through the construction phase. Where the project's construction affects National Highways' technology assets, we will work with the Promoter to identify the level of provision needed to maintain the network's operation through this period. The Technology Assets Impact Report must explain the Promoter's approach to ensuring continuity of service during construction of the project. **Requirement**

	All roadside technology and communications (excl. telecommunications services) construction and installation works shall be undertaken by highways technology skilled, knowledgeable and experienced contractors on behalf of the Promoter. All technology constructors, installations, testers and commissioners will need to be experienced of working on National Highways roadside technology. The reason telecommunications services are excluded here as these can only be undertaken by National Highways NRTS provider. **Requirement** **The design, construction, installation, testing and commissioning of roadside technology and communications assets shall be in accordance with all relevant DMRB, MCHW and OTSL requirements and advice documents.** These documents contain specific requirements regarding handover into operation and maintenance through MCH 1349, GG 182 and the Consent to Implement (CTI) process. Further details regarding required technology process and deliverables can be found in Annex A.

CONSTRUCTION PHASE (for works on the SRN)	
Methodology	**Requirement** **The Promoter must agree their construction approach with National Highways.** Promoters must demonstrate the rationale behind their proposed methodology for constructing mitigation works on, or interfaces with, the SRN, including the options and criteria considered and an indication of how they have considered the impact on the SRN and its customers in their decision making. They will also need to set out how they will interface and work with National Highways as part of their operating model. This should be set out in a Construction Methodology Report.

	Requirement **The project must comply with National Highways' Roadworks guidance.** Promoters must demonstrate how they have considered National Highways' Roadworks Guidance ('Implementing the highest safe speed within road works'), which seeks to minimise disruption and inconvenience to its customers. This includes designing to allow the highest safe speed through roadworks and will require consideration during the early stages of development to ensure this best practice is not precluded by early design decisions. Compliance should be evidenced in the Construction Methodology Report. **Requirement** **The Promoter must ensure that the design and delivery of any works on the SRN align with National Highways' Customer Service Plan.** The Promoter must ensure that the design and implementation of the project is compliant with the mandatory elements of the Customer Service Plan and seek to incorporate the guidance elements where possible. Compliance should be evidenced in the Construction Methodology Report. **Requirement** **A communications and engagement protocol must be agreed between NH and Promoter in advance of construction commencing, to establish and agree arrangements for delivering external communications in relation to any works on the SRN.** Promoters are expected to work collaboratively with National Highways to agree a communications and engagement protocol pertaining to elements of a project that impact the SRN. A National Highways Communications Business Partner will work with the Promoter to agree on a Memorandum of Understanding (MoU) to set out how the two parties will work together on communications. The Promoter and National Highways will work together to establish communications products that help with the planning and delivery of communication on the scheme, including an overarching communications approach, communications handling plans for key activities, a project Q&A, and a stakeholder tracker.

CONSTRUCTION AND DECOMMISSIONING (for project works, E.g., development of main site)	
Implementation and controls	**<u>Requirement</u>** **The Promoter must agree a Construction Traffic Management Plan (CTMP) with National Highways.** National Highways expects to agree the contents of an Outline Construction Traffic Management Plan (oCTMP), and, where appropriate, a Workforce Travel Plan and Access Management Plan, as part of the DCO documentation. The oCTMP should contain sufficient detail concerning the measures that could be invoked to ensure that agreed construction traffic levels are not exceeded, as well as control mechanisms for ensuring that the safe operation of the SRN is maintained. There should be a DCO Requirement that the finalised CTMP for any stage of construction is agreed with National Highways. **<u>Requirement</u>** **Where relevant, the Promoter must agree Abnormal Indivisible Loads routes in principle with National Highways, before the project is consented.** The construction and decommissioning phases can involve the transportation of Abnormal Indivisible Loads (AIL) (including unusually large vehicles) to and from the site. AIL routes must be agreed in principle with National Highways before the project is consented, to ensure that there are no route restrictions which could impact on the proposed construction approach. For example, structures could have an impact on the construction approach. Therefore, it is important to discuss the AIL strategy with National Highways as soon as it is practicable to do so to avoid abortive work. The measures for managing AILs should be included in the outline Construction Traffic Management Plan and Outline Decommissioning Traffic Management Plan.

	National Highways has an established process for managing AIL movements which the Promoter must adhere to prior to undertaking AIL movements.[3] **Requirement** **For assets which have an 'end of life', an outline Decommissioning Traffic Management Plan must be agreed with National Highways.** The decommissioning of an asset can have similar impacts on the SRN to the construction phase. Decommissioning plans should be demonstrated through an outline Decommissioning Traffic Management Plan (oDTMP) as part of their DCO application, to demonstrate how any potential disruptions and implications on the wider transport networks, as well as for the existing road users, will be minimised. There should be a DCO Requirement that the finalised DTMP is agreed with National Highways.

ENVIRONMENT	
Environmental impacts	**Requirement** **The project, including the provision of mitigation works, must not constrain National Highways' ability to comply with its environmental obligations.** To support a proposed project, National Highways will require evidence that the provision of new infrastructure (including mitigation) and additional traffic generated by the project will not hamper its ability to meet its environmental obligations, as set out in Part 5 of the Licence. Topics on which National Highways must be satisfied include, but are not limited to, those listed below. The Promoter must demonstrate environmental compliance in respect of works on – or impacting on – the SRN in the Preliminary Environmental

[3] Promoters should follow the ESDAL (Electronic Service Delivery for Abnormal Loads) system which provides further guidance on plotting abnormal load movements and notifying the relevant authorities prior to undertaking these https://www.gov.uk/esdal-abnormal-load-notification

	Information Report (PEIR) and Environmental Statement. The intention to report on these should be referenced in the Environmental Scoping Report. • Noise and vibration Construction and improvement projects on the SRN can lead to changes in noise and vibration levels in the surrounding environment. The Promoter will need to demonstrate that noise impacts on sensitive receptors are minimised as far as reasonably practicable. Specific mitigation will need to be provided for households within NIAs. • Biodiversity A reduction in biodiversity units on the SRN estate as a result of the project, will hinder National Highways' ability to meet its no net loss targets. National Highways will require the Promoter to demonstrate that there is no net loss on the SRN estate as a result of the project. • Air quality National Highways has an air quality KPI, agreed with the Department for Transport, and based on the Pollution Control Mapping model, to bring links into compliance with legal NO2 limits in the shortest possible time. National Highways will require the Promoter to demonstrate that the project will not exacerbate pollutant levels along any compliance links. • Climate The UK has made commitments to tackle the root cause of climate change by reducing emissions of greenhouse gases (GHG), as well as to increase the resilience of development and infrastructure to the changing climate. The impacts of the third party projects on the SRN in respect of carbon emissions must therefore be assessed and managed. The Promoter will need to consider National Highways' Net Zero Highways Strategy and ensure appropriate climate change resilience mitigation measures are included. • Cultural heritage assets The construction, improvement and maintenance of the SRN can result in environmental effects on cultural heritage. National Highways will need to understand clearly what the adverse impact or change is to the significance of any individual heritage assets, what the proposed mitigation is and what the residual effect will be from the project. The Promoter will therefore need

	to provide a clear heritage asset-by-asset impact assessment, so that the balancing of harm against public benefit can be assessed in areas that are relevant to the SRN. • Road drainage and the water environment The Promoter will need to demonstrate that there is no impact of surface water on the SRN as a result of the project, in order to not create a risk to the safe and efficient operation of the network. On this basis, National Highways will need to be satisfied as to the impacts, mitigation and effects associated with SRN receptors. It should be noted that no new permanent third-party drainage connections to the SRN will be permitted, in accordance with DfT Circular 01/22 and CG 501 Design of Highway Drainage Systems (Section 6). • Landscape and visual effects The construction, improvement and maintenance of the SRN can result in environmental effects on landscape and the visual amenity. Landscaping associated with third party projects can also create potential risks to the safe and efficient operation of the network. The Promoter will need to demonstrate that any planting within the highway boundary is in accordance with DMRB standards to meet our environmental, as well as operational and safety, requirements. The Promoter will also need to demonstrate that any planting in close proximity to the SRN estate will not have an adverse impact on the estate, for example, by obscuring signs. • Good Design The Promoter will need to demonstrate how the highways scheme supports delivery of National Highways' strategic design document "The Road to Good Design" or subsequent design policies.

LEGAL AND COMMERCIAL	
Funding	**Requirement** **All costs incurred by National Highways associated with a third party Development Consent Order (DCO) project which affects the SRN must be fully funded by the Promoter.** National Highways was granted new powers to recover costs incurred in responding to third party DCOs, effective from 1 April 2024. This is further to amendments to Section 54A of the Planning Act 2008 and regulation 12A of The Infrastructure Planning (Fees) Regulations 2010, brought in under the Levelling up and Regeneration Act 2023.The regulations and supporting guidance are published on the Ministry of Housing, Communities and Local Government website and further information on how we apply these powers can be found on the National Highways website -. https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/) The Promoter will consequently fund all National Highways' costs associated with the project. This includes, but is not limited to: - the costs of any works required to mitigate the impact of the scheme on the SRN, including future proofing; - costs for future operations maintenance and renewals of new or changed assets (as per Whole Life Costs requirement above); - National Highways' costs (including internal staff costs) during the pre-application and consents process, in accordance with Section 54A of the Planning Act 2008; - Costs during construction, including free recovery, maintenance, assessment of the suitability of new sections of road for adoption and National Highways staff and supply chain costs; - Full indemnity in line with National Highways' standard Protective Provisions.
Protective Provisions	**Requirement** **The project should comply with National Highways' standard Protective Provisions, which must be included on the face of the DCO. Any project-specific Protective Provisions required should be agreed by way of a side agreement.** National Highways requires suitable Protective Provisions, in the form of its standard Protective Provisions, to be agreed with the Promoter and included within the DCO. The Promoter should discuss any project specific areas of disagreement with National Highways at the earliest opportunity.

Land and Property	**<u>Requirement</u>** **No land or property in the ownership of National Highways should be subject to compulsory acquisition without National Highways' consent.** National Highways will not support the compulsory acquisition or temporary possession of any operational land under any circumstances. This applies to temporary possession and permanent acquisition. The Promoter should enter into early discussions with National Highways to agree alternatives to compulsory acquisition or temporary possession where necessary. Alternatives to compulsory acquisition or temporary possession of both operational and non-operational land should be agreed with National Highways. National Highways will always take a reasonable approach, on a case-by-case basis, to enable the third party project's objectives, but will need to ensure that safe and effective operation and maintenance of the SRN is protected, and that constraints are not placed upon the future development of the network.

ANNEX A – How Promoters should evidence the Key Requirements

OVERARCHING PRINCIPLES				
	Initial engagement: Understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highway solutions and consents**	**Post-consent, Detailed Design and Construction**
Safety	National Highways to establish its expectations in respect of safe design and construction. The Promoter to demonstrate its commitment to safety in all aspects of its work.	The Promoter to demonstrate how safety has been considered (in accordance with GG 104 of the DMRB) during the options assessment in an Options Report. This should draw on the safety outputs from traffic modelling. Road Safety Audit 1 to be completed before DCO application.	The Promoter to demonstrate how safety was considered (in accordance with GG 104 of the DMRB). as part of the Preliminary design in a Design report, which should draw on the safety outputs of the traffic modelling. The Promoter must demonstrate how the project is to be implemented safely through the CTMP and the modelling of construction options.	The Promoter must demonstrate its compliance with any safety related requirements in the DCO and the Protective Provisions in the detailed design, pre-construction and construction stages, through regular reporting with National Highways (to be agreed) The Promoter must apply and undertake RSAs in accordance with GG 119.

SRN crossings	Discussions regarding potential crossings must be held with National Highways at the earliest possible stage. The Promoter must describe the location(s) of the crossings and early thoughts about designs of structures, including the angles at which these are likely to cross the SRN. In addition, an explanation of the rationale/need for each crossing is required. Not doing this may result in nugatory work.	The principle for any new crossing should be agreed with National Highways. Promoter produces an Options Report and any crossings need to be considered in the options assessment. This must include consideration of: - Principle of crossing - Location of crossing - Nature of the crossing (overground/underground) - Design features, including future maintenance (E.g., pier positioning) - Alignment - Future-proofing considerations In considering any new crossing, National Highways must be satisfied that no viable alternative options exist. Insufficient work at this stage may result in nugatory work on a designed option that does not satisfy National Highways' requirements.	Any proposed crossings must be designed in such a way to cause the least amount of disruption on the SRN. National Highways would expect to see a Technical Note which demonstrates how the crossings are designed to: - Avoid the requirement for temporary closures of the carriageway to provide access for maintenance of the structure(s) - Minimise the number of maintenance/ renewals required - Minimise the risks associated with driver sightlines	Refer to Design section requirements.

SRN realignment (necessity of realignment)	Discussions regarding potential realignments must be held with National Highways at the earliest possible stage. The Promoter must describe the location(s) of the realignments and early thoughts about their scale and scope. In addition, an explanation of the rationale/need for any realignment is required. Not doing this may result in nugatory work.	Promoter produces an Options Report, and any realignments need to be considered in the options assessment. This must include consideration of: - Principle of realignment - Location/extent of realignment - Design features In considering any realignment, National Highways must be satisfied that no viable alternative options exist. Insufficient work at this stage may result in nugatory work on a designed option that does not satisfy National Highways' requirements.	Any proposed realignments must be designed in such a way to cause the least amount of disruption on the SRN. National Highways would expect to see a Technical Note which demonstrates how the realignment is designed to: - Meet permanent standards - Minimise the number of temporary closures required to provide access for maintenance. - Minimise the number of departures and maximise safety for road users	Refer to Design section requirements.
SRN realignment	Discussions regarding potential realignments must be held with	Options Report must demonstrate designing to permanent standards is feasible.	Preliminary design must be designed to current	Refer to Design section requirements.

(must meet current standards)	National Highways at the earliest possible stage. The Promoter must describe the location(s) of the realignments and early thoughts about their scale and scope to demonstrate that compliance with permanent standards is likely to be feasible. Not doing this may result in nugatory work.		permanent standards.	
New connections	Discussions regarding potential new connections must be held with National Highways at the earliest possible stage. The Promoter is required to: - Describe the location(s) of the connection(s) - Distinguish between Permanent and Temporary connection. Explain the rationale as to why the connection(s) are required Not doing this may result in nugatory work.	Promoter produces an Options Report and any new connections need to be considered in the options assessment. This must include consideration of: - Principle of the connection - Location of the connection - Design features An assessment framework with a RAG score against key criteria, would be helpful to National Highways. This would assess the options against a series of criteria, such as safety, environment, congestion impact. In considering any new connection, the Promoter must demonstrate to National Highways' satisfaction that no viable alternative options exist, and that the solution will not affect the SRN adversely.	Any proposed new connection must be designed in such a way as to avoid any safety and/or congestion impacts on the SRN. Business Case for submission to DfT due to seeking derogation from DfT Circular 01/22 policy.	Refer to Design section requirements.
Smart Motorways	The Promoter and National Highways must review the areas of	The Promoter must demonstrate through the option development process	The Promoter must demonstrate in the	The Promoter must demonstrate in the detailed design that the existing level

	the SRN which may be affected by the project and confirm any parts which are current or potential Smart Motorway.	that the existing level of service and safety performance provided by the Smart Motorway can be maintained throughout construction and post completion of the project.	preliminary design that the existing level of service and safety performance provided by the Smart Motorway can be maintained throughout. The Promoter must demonstrate in the CTMP that that the existing level of service and safety performance provided by the Smart Motorway can will be maintained throughout.	of service and safety performance provided by the Smart Motorway can will be maintained throughout.
Future-proofing	Promoter and National Highways to discuss potential future-proofing requirements for the sections of the SRN likely to be impact by the project. Promoter must identify any locations they are expected to impact on the SRN, including crossings, adjacencies and mitigation works. National Highways will need to assess and provide draft future-proofing requirements for these locations, accounting for growth	Promoter includes future-proofing in the options assessment, as agreed with National Highways.	Preliminary design to include agreed future-proofing measures.	Detailed design to include agreed future-proofing measures.

	(including that associated with the proposed development). Promoter must then demonstrate how this can be achieved / not precluded through the project design. Promoter to agree in principle to fund the costs associated with the future-proofing. Requirements must be kept under review until the development growth forecasts finalised and agreed.			
Maintenance and renewals	National Highways informs Promoter of Commuted Lump Sum (CLS) requirement for maintenance and renewals process (as laid out in National Highways CLS Policy and Guidance for Third Party Promoters documents).	National Highways reviews design options and prepares CLS Order of Magnitude estimates and assumptions for Promoter to understand scale of CLS and key costs drivers and enable them to optimise their design.	National Highways reviews preliminary design and prepares CLS Preliminary Estimate, including assumptions made.	National Highways reviews detailed design and prepares CLS Detailed Estimate, including assumptions made. Promoter provides as built information to National Highways. National Highways prepares final CLS and issues invoice to Promoter. Promoter pays final CLS to National Highways on receipt of invoice.
Other SRN projects	National Highways provides information relating to the scope and programme of maintenance, renewal and enhancement	In considering and assessing project and mitigation options, the Promoter should include SRN scheme	The Promoter must consider SRN scheme interdependencies and opportunities in	The Promoter must align the construction Programme with the programmes for interdependent schemes.

	schemes in the geographical area of the project. The Promoter and National Highways jointly consider potential interactions, interdependencies and opportunities, and agree how these should be investigated. This should be incorporated into the project Programme.	interdependencies and opportunities as a factor. The Promoter should consider SRN scheme interdependencies and opportunities in the early development of the project implementation Programme and construction methodology.	optimising the project design and construction Programme. This work should be undertaken in consultation with National Highways to minimise risks and maximise opportunities. National Highways will consider whether it is able to make adjustment to its schemes/ Programme to optimise outcomes. The Promoter must include requirements and protective provisions in the DCO for activities required before construction commences	Progress and risks/issues should be included in regular reporting to National Highways as agreed in advance.
Governance and Assurance Framework	The assurance framework (E.g., Project Control Framework (PCF)) should be agreed between the Promoter and National Highways at the earliest stages of engagement.	The scheme must be developed in accordance with the requirements of the agreed framework.	The project must be developed in accordance with the requirements of the agreed framework.	The project must be developed in accordance with the requirements of the agreed framework.

	National Highways will work with the Promoter to agree any products and/or processes from our assurance frameworks which may be non-applicable to the Promoter's scheme. Once the Assurance Framework is jointly agreed, the scheme must be developed in accordance with that framework.			

IMPACTS ASSESSMENT				
	Initial engagement - Understanding impacts and identification of options	**Options assessment - culminating in the preferred option**	**Development of highways solutions and consents**	**Post-consent and construction**
Operational impacts	National Highways and the Promoter to agree the extent of SRN to be assessed (i.e., junctions and sections which National Highways would expect to be assessed by the Promoter). The Promoter and National Highways will seek to agree the high-level modelling requirements at the earliest stages of engagement, prior to the Options stage, i.e. what models will be used.	The operational assessment needs to be agreed with National Highways before the preferred option is confirmed. Options should be tested in the agreed modelling. The preferred option should be informed by sensitivity testing, as agreed with National Highways. Promoter to set out scenarios to be tested in the modelling, for	Prior to DCO Examination, National Highways expects the following to be agreed, in order to give us confidence in the model: • Modelling assumptions • Base year model • Forecast year models • Sensitivity tests as appropriate This should include modelling of the Preliminary Design.	Updated modelling must be undertaken post-consent at detailed design, if the layout has changed since the preliminary design.

	National Highways will need to agree the base model before the Promoter develops their forecast model. The Promoter must provide the full rationale for the data underpinning the modelling (E.g., trip generation, trip distribution, mode share, parking provision, Uncertainty Log, etc.). This must be agreed with National Highways in order for us to have confidence in the robustness of the modelling. The results of the modelling should be presented in TAG compliant reports for National Highways' review. Further information may be requested.	agreement with National Highways.	Any design refinements should be modelled.	
Construction impacts	The Promoter and National Highways will seek to agree the high-level modelling requirements at the earliest stages of engagement, prior to the Options stage, i.e. what models will be used. National Highways will need to agree the base model before the Promoter develops their forecast model. The Promoter must provide the full rationale for the data underpinning the modelling (E.g., trip generation, trip distribution, mode share, parking	The Promoter should agree high level phasing and traffic management details with National Highways, in order to inform the preferred option. Options should be tested in the agreed modelling in regard to the construction phases. Promoter to set out scenarios to be tested in the modelling, for agreement with National Highways.	The Preliminary Design should include construction modelling, in order for National Highways to have confidence at the Examination phase that the proposals are acceptable. The Preliminary Design Model should include: - offsite construction worker parking - road closures - construction vehicle routing - abnormal loads	Construction phasing is likely to be more robust at this stage and more detailed construction modelling assessments should be undertaken to ensure that the proposed approach is safe and operationally acceptable to National Highways.

	provision, Uncertainty Log, etc.). This must be agreed with National Highways in order for us to have confidence in the robustness of the modelling. The results of the modelling should be presented in TAG compliant reports for National Highways' review. Further information may be requested. National Highways will expect to see each construction phase (or a subset of the phases, covering the significant phases) modelled and outputs provided for each phase.			

DESIGN				
	Initial engagement – Understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highways solutions and consents**	**Post-consent, detailed design, and Construction**
Design Standards	Agree which standards in addition to the DMRB the highways design will follow, and which version of the standard is relevant. NOTE: Until there is a design freeze at detailed design and the design has been agreed, any new or updated standards shall be incorporated. In the case of Structures, the default	During the options identification phase, the Promoter should provide an analysis of the options, considering a range of factors to be agreed with National Highways. These will include, but not be limited to: Safety, User Experience, Design,	The Preliminary Design is subject to a Stage 1 Road Safety Audit. This must be carried out before the DCO application submission. Whilst the contract cannot be finalised until after the	Detailed design drawings Specification as per the Manual of Contract Documents for Highways Works (MCHW) CDM Documents, i.e., Designer's Risk Assessment) All relevant documents for the assets to be affected, as agreed in advance with National Highways. E.g. geotechnical design and feedback

	position is that the standards should be current at the time of Technical Assurance Authority acceptance of the Approval in Principle. Early engagement with National Highways is key, whilst at this stage discussions may be high level, they play an important role in identifying potential risks, opportunities and issues that may affect the range of design options considered and may reduce abortive work at the later stages.	Environment, Future-proofing, Construction, Delivery, Technology and Operations and Maintenance. The preferred option must be supported by robust transport modelling (E.g., micro-simulation). The modelling methodology should be agreed with National Highways. Technical approval is required for all new or amended assets, including structures.	Development Consent Order (DCO) is obtained, it would be helpful for the Promoter to submit a Structures Options Report with a preferred option to National Highways, which can be submitted to the DCO Examining Authority during the Examination stage. This would detail (with strong caveats) that, to be best of National Highways' knowledge based on the current information, the design proposals are acceptable in principle.	reports, structural design agreements in principle, pavement design reports, technology commissioning plans. Statutory Undertakes information (if required) The Detailed Design must be subject to a Stage 2 Road Safety Audit as part of demonstrating compliance with DMRB. The Promoter and National Highways must sign the Approvement in Principle (AiP) contract for any new or modified structures before the project moves to the Detailed Design stage. Technical approval will be required to confirm that new structures were designed and constructed to agreed standards and specifications. A Stage 3 RSA must be completed at the end of construction. For particularly large and complex mitigation schemes, an interim RSA3 is recommended towards the end of construction, whilst the site is still active. This enables remedial works to be completed quickly and reduces the risk to road users.
Departures	The Promoter should set out the Designer's familiarity with the standards required by National Highways. National Highways to ensure that the Designer has access to the departures approval system (DAS).	The Promoter should identify any potential Departures and discuss with National Highways to understand their feasibility at the earliest opportunity during the options development.	Any Departures that are critical to scheme success should be raised and discussed with National Highways for provisional agreement.	All Departures from standards must be recorded and approved before start of detailed design.

Technology (identify impacts and design solution)	The Promoter should provide National Highways with information on the potentially affected areas of the SRN at the earliest opportunity, for us to be able to provide information to them regarding the technology assets in the relevant areas. The Promoter shall agree with National Highways during initial engagement the contents of both the Technology Asset Impact Report and Technology Design Information Pack. The Promoter shall establish and agree with National Highways all relevant technology stakeholders and propose an Engagement Plan.	The impact on technology assets should be considered during the Options phase, to minimise the risk of the preferred option being unviable, i.e., due to prohibitive costs of replacing/relocating the assets. This should be agreed with National Highways through the Technology Asset Impact Report.	Engagement with NRTS service provider required at Preliminary Design phase to agree commercial and procurement approach. Concept of Operation discussion needed prior to Preliminary Design, for National Highways to understand the impact on colleagues and road users. The temporary and/or permanent design solution for roadside technology and communications assets shall be agreed by stakeholder agreement of the Technology Design Information Pack throughout the preliminary and detailed design phases.	Commissioning and handover process in accordance with OTSL specification MCH 1349 (to be replaced by updates to DMRB GG 182 in the near future). All Contractors constructing, installing, testing and commissioning shall be accredited under the National Highways Sector Scheme (NHSS) 8 for 'The Overseeing and/or Installation and/or Maintenance of Highway Electrical Equipment and Supporting Works'. In particular, the Contractors need to be able to demonstrate the relevant roadside technology skills, knowledge and experience prior to undertaking any technology works.

			Process requirements in OTSL MCH 1349 (soon to be GG 182) followed from Preliminary Design phase onwards, to enable commissioning and eventual handover of roadside technology. The Promoter shall engage an experienced National Highways Site Data Designer to undertake any temporary or permanent site data design to ensure the network connectivity of impacted and/or new devices with the Regional and National Traffic Operations Centres (i.e. ROCs and NTOC).	
Technology (procurement of assets)	The Promoter should engage with National Highways to establish commercial and procurement arrangements for the procurement of roadside technology assets and services provided by NRTS for telecommunications services.	The Promoter should agree the roadside technology asset specifications through the agreed governance and Assurance Framework deliverable (e.g. Centralised Procurement of	Once Detailed Design is agreed, the technology assets that are confirmed as needing to be replaced/relocated/new must be procured by National Highways through our own	The Promoter shall work with National Highways to ensure all products and systems implemented have been manufactured, tested and commissioned in accordance with the relevant OTSL document. All products shall have achieved product acceptance in accordance with National Highways Product Acceptance Service in accordance with

		Roadside Infrastructure product).	approved product suppliers. Early discussion with National Highways is advised to ensure sufficient lead times.	OTSL MCH 1600 (soon to be replaced by PA 1160).
Technology (continuity of service)	The Promoter should establish which technology assets will be temporarily and permanently impacted through the Technology Asset Impact Report and determine with Operations Managers in both the Regional Operations Centre (ROC) and National Traffic Operations Centre (NTOC) which operational services are needed to be retained operationally throughout construction.	The Promoter must agree the minimum level of technology asset provision needed to operate the relevant section of the SRN during the construction phase.	The Promoter should establish the necessary temporary telecommunications and power by-pass works required to service any assets that are required to remain operational during construction.	The Promoter should provide all necessary testing and commissioning certification to National Highways for approval upon temporary asset and by-pass installations. The Promoter should decommission any temporary operational service as appropriate upon construction completion. No temporary technology assets shall remain upon the permanent design solution being implemented.

CONSTRUCTION PHASE				
	Initial engagement – Understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highways solutions and consents**	**Post-consent, detailed design and Construction**
Approach	National Highways and the Promoter should have an initial conversation regarding the principle construction approach considerations of importance in respect of the SRN.	The Promoter should consult National Highways as the construction approach matures (for example, opportunities for off-site versus in situ construction and potential road closures). The Promoter should consider construction impacts on the SRN as a factor in assessing options and determining the preferred solution. The assessment must be shared with National Highways.	The Promoter must undertake an assessment of the construction methodology options for the preferred solution. Key factors should be safety and customer impact. A Report or Technical Note should be provided to National Highways, which should include the proposed construction methodology, options and impact assessment, stakeholder consultation., the construction Programme and Risk Management Plan. It should be proportionate to the scale of the works.	National Highways will be consulted on the finalised CTMP(s) (and Access Management Plans and Workforce Travel Plans) when the Requirement is discharged. Format and timing of Progress Reporting should be agreed with National Highways in advance of the start of construction. The Promoter will need to use National Highways' Network Occupancy Management System (NOMS) to book road space and gain access to the network. Any full closures of the SRN must be agreed and will require suitable justification prior to being accepted by National Highways. Agreement will be dependent on the development of appropriate mitigation measures. National Highways will also require evidence as to alternative options should the closure not be possible following further development. The Promoter must demonstrate that that any proposed closures of the SRN do not coincide with any other relevant works taking place at a local level at either adjacent junctions or links, or on respective Emergency Diversion Routes. This requirement should be factored into project development and

			Traffic modelling should be used to evidence the preferred option. The modelling criteria and assumptions should be agreed with National Highways in advance (See Impact Assessment Requirement). An outline Construction Traffic Management Plan (oCTMP) should be produced and agreed with National Highways prior to the submission of the DCO application. The CTMP should include as a minimum: • Construction phasing; • Construction routing plans; • Vehicle Control Measures; • Vehicle types and associated weights; • Permitted construction	programming work even though any specific conflicting work programmes may not be known at this stage. Agree approach to Assurance with National Highways before start of construction and provide ongoing evidence. Promoter and National Highways agree the condition of the relevant sections of SRN and assets (E.g., through dilapidation/condition survey and video recordings) in order to ensure network is left in no worse state post-construction. Handover documentation agreed and completed before the asset can be handed back to National Highways for operation and maintenance.

			traffic arrival and departure times.	
Roadworks guidance	N/A	N/A	The Promoter should comply with National Highways' Roadworks Guidance and incorporate this approach into the oCTMP, which should be agreed with National Highways.	National Highways must be satisfied that the roadworks during construction comply with the agreed Traffic Management Plan.
Customer Service Plan and communications	Early discussion regarding National Highways' customer service expectations for the construction phase.	The Promoter must consider compliance with National Highways' Customer Service Plan as a factor in the assessment of options. This should be evidenced in the Options Assessment Report.	The Promoter should comply with National Highways' Customer Service Plan and incorporate this approach into the oCTMP, which should be agreed with National Highways.	National Highways must be satisfied that the roadworks during construction comply with the agreed approach to customer service. A Communications and Engagement Protocol for the construction stage should be produced and agreed with National Highways

CONSTRUCTION PHASE (for project works)				
	Initial engagement – Understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highways solutions and consents**	**Post-consent, detailed design, and Construction**
Construction Traffic Management Plan (CTMP)	N/A	N/A	The Promoter should produce an oCTMP as part of the DCO application, which sufficient detail concerning potential measures and control mechanism, and must be agreed with National Highways. The DCO should contain a Requirement to agree finalised CTMPs with National Highways before construction can commence. This also applies to an Access Management Plan and Workforce Travel Plan if they are produced.	National Highways will be consulted on finalised CTMP(s) (and Access Management Plans and Workforce Travel Plans) when the Requirement is discharged.
Abnormal Indivisible Loads (AILs)	N/A	N/A	The Promoter should include measures for managing abnormal loads in the oCTMP	The Promoter should include measures for managing abnormal loads in the full CTMP which should be agreed with National Highways.

			which should be agreed with National Highways. The Promoter should discuss its proposed AIL strategy with National Highways to ensure there are no obvious issues. National Highways will provide high-level advice on any known restrictions.	Promoters should follow the ESDAL (Electronic Service Delivery for Abnormal Loads)[4] system which provides further guidance on plotting abnormal load movements and notifying the relevant authorities prior to undertaking these.
Decommissioning	N/A	The Promoter should consider assets which will be decommissioned in the assessment of each option. This should be evidenced in the Options Assessment Report.	The Promoter should produce an outline Decommissioning Traffic Management Plan (oDTMP) as part of the DCO application which should be agreed with National Highways. The DCO should contain a Requirement to agree finalised DTMPs with National Highways before decommissioning can commence.	National Highways will be consulted on the full DTMP(s) when the Requirement is discharged.

[4] https://www.gov.uk/esdal-abnormal-load-notification

ENVIRONMENT				
	Initial engagement – Understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highways solutions and consents**	**Post-consent and Construction**
Environmental impacts	Agree which environmental impacts are in scope for the project and should therefore be assessed (and potentially mitigated) for the SRN. These should relate specifically to National Highways environmental obligations. Early engagement with National Highways is key, whilst at this stage discussions may be high level, they play an important role in identifying potential risks, opportunities and issues that may impact on the environmental assessment and need for mitigation and may reduce abortive work at the later stages. National Highways will establish the principles of Good Design with the Promoter.	During the options identification and assessment phase, the Promoter should provide a desk top analysis of the options from an SRN environmental impact assessment. This environmental assessment must be a factor in the selection of the preferred option and likely mitigation requirements should be identified.	The SRN should be referenced in the Environmental Scoping Request to PINS (if produced). The SRN, including the preliminary design for any mitigation works, should be included in the Environmental Assessment and the results should be presented in the Preliminary Environmental Impact Report and the Environmental Statement. The Promoter should agree the methodology and presentation of results with National Highways in advance. The Promoter should propose and agree with National Highways an appropriate approach to monitoring of environmental impacts during construction and post-opening as required. This should be included as a requirement in the DCO. Highways schemes should be developed in accordance with National Highways' principles of Good Design.	Detailed design drawings for any environmental mitigations. Specification for any Environmental mitigations as per the Manual of Contract Documents for Highways Works (MCHW). The Promoter must deliver their scheme in line with all relevant Environmental documents, E.g. Environmental Impact Assessment, Habitats Regulations Assessment, Record of Determination / Notice of Determination). (If appropriate), side agreement setting out the Promoter's environmental monitoring obligations, including any requirements included in the consent.

LEGAL AND COMMERCIAL				
	Initial engagement – understanding impacts and identification of options	**Options assessment - culminating in agreeing the preferred option**	**Development of highways solutions and consents**	**Post-consent and Construction**
Funding	Promoter and National Highways confirm principles for how relevant costs relating to any SRN works and future maintenance will be funded. Promoter and National Highways agree the process for how National Highways costs will be paid.	Promoter pays National Highways invoices for costs, in line with Section 54A of the Planning Act 2008.	Promoter pays National Highways invoices for costs, in line with Section 54A of the Planning Act 2008.	Promoter pays National Highways invoices for costs, in line with the agreed Protective Provisions and the cost recovery arrangement for the delivery assurance directorate (i.e. Major Projects or Operations). Promoter pays final CLS to National Highways on receipt of invoice.
Protective Provisions	National Highways can provide a copy of its standard Protective Provisions.	N/A	The Promoter must agree the standard Protective Provisions with National Highways and these must be included in the Draft DCO. Any project specific changes sought that deviate from the standard Protective Provisions should be agreed by way of a side agreement.	The Promoter must comply with the Protective Provisions, which will apply to the detailed design and construction of the project.

Land and property	Potential land requirements should be identified, and National Highways advised as early as possible.	Potential land requirements should be considered as part of the option assessment process and discussed with National Highways.	Land requirements (including clarity on the limits to development) should be discussed with National Highways before the DCO application is submitted, and approach to acquisition agreed. This should include agreement of National Highways' standard Protective Provisions which include protections against compulsory acquisition without National Highways' consent.	Access and acquisition should be undertaken in line with legally agreed approach.