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)[1] 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.

[1] 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 other project specific Protective Provisions required 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)	Access and acquisition should be undertaken in line with legally agreed approach.

			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.	