

Lower Thames Crossing

9.211 Applicant's response to ExA ISH 12 AP23 on Suite of Energy National Policy Statements

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1 Executive summary

- 1.1.1 Following Issue Specific Hearing 12 (ISH12) on the 23 November 2023 the Examining Authority (ExA) issued Action Point 23 (AP23) requesting that the Applicant and any other Interested Party (IP) provide a commentary on the recently published suite of Energy National Policy Statements (NPSs) having regard, in particular to the transitional arrangements set out in the documents and the weight to be attached to the newly published NPSs compared to the current policy framework.
- 1.1.2 This submission provides that commentary and concludes that, while the newly published Energy NPSs are potentially capable of carrying some weight in the decision-making process, that degree of weight is less than that to be afforded the designated 2011 Energy NPSs for the reasons articulated in this submission.

2 Introduction

- 2.1.1 In its Action Note [\[EV-085a\]](#) published following Issue Specific Hearing 12 (ISH12) on 23 November 2023, the Examining Authority (ExA) requested responses to the following Action Point from the Applicant and any Interested Parties (IPs):

“23. Suite of Energy National Planning Policy Statements (NPSs)

Provide comments on the most recent suite of draft Energy National Planning Policy Statements in respect of any matters you consider important and relevant to this development. (D9)

If the suite of Energy NPSs are designated prior to the close of the Examination, provide any updated comments in respect of the designated versions of the NPSs. (D10)

In providing comments, at both deadlines, please have regard to the transitional arrangements in the NPSs and indicate what weight you consider should be given to the new NPSs compared to the current policy framework.”

- 2.1.2 The DCO Application for the Project was accepted for Examination on 31 October 2022 at which time, even though revised drafts had been published in 2021, the designated 2011 Energy NPSs had effect under the terms of s104(2)(a) of the 2008 Planning Act. The transitional arrangement set out in both the draft and revised draft Energy NPSs in 2021 and 2023 respectively set out that the 2011 Energy NPSs were the relevant NPSs against which decisions submitted for examination at that time should be made. However, the draft NPSs were capable, at the Secretary of State’s discretion under section 104(2)(d) of the 2008 Planning Act, of being potentially important and relevant matters in the decision-making process.
- 2.1.3 That same position is articulated in the recently published (but not yet designated) Energy NPSs as inferred in the final part of the ExA’s AP 23 set out above. In view of this context and the matters discussed below, it is the Applicant’s position that, while the newly published Energy NPSs are potentially capable of carrying some weight in the decision-making process, that degree of weight is less than that to be afforded the designated 2011 Energy NPSs. The Applicant has demonstrated accord with those designated NPSs in Tables B.1 to B.3 of Planning Statement Appendix B - National Policy Statements for Energy Infrastructure Accordance Tables [**Document Reference 7.2 Appendix B (2)**].

3 Planning Statement and Appendices

- 3.1.1 The Planning Statement Appendix B - National Policy Statements for Energy Infrastructure Accordance Tables [**Document Reference 7.2 Appendix B (2)**] explains that, in order to construct the Project, a number of utility assets need to be diverted. Four of these utility diversions meet the requirements to constitute Nationally Significant Infrastructure Projects (NSIPs) in their own right. These are as follows:
- a. Works No. G2 (Feeder 5 Phase 1) – a short (approximately 125m) gas pipeline diversion running through the south-east corner of Claylane Wood.
 - b. Works No. G4 (Feeder 5 Phase 2) – an approximately 2.7km gas pipeline diversion, running in a roughly south-west direction from Gravesend Road south of St Mary's Church, crossing Thong Lane and the A122 finishing west of Thong village and north of Claylane Wood.
 - c. Works No. G3 (Feeder 18) – an approximately 1.6km gas pipeline diversion running from north of Thong village, crossing Thong Lane and the A122 before diverting south-south-west and finishing in Claylane Wood.
 - d. Works No. OH7 (overhead line (OHL) diversion ZB Route OHL) – The diverted line runs laterally from approximately 1.0km east of Hornsby Lane before turning north for approximately 1.5km.
- 3.1.2 The Applicant considers these energy aspects of the Project to be subsidiary to the primary road element of the Project and, as such, constitute associated development; they would not be necessary were it not for the need to construct the A122 Lower Thames Crossing road itself. Accordingly, the main NPS which has effect for the Project as a whole is the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2014). An assessment of the Project against the relevant provisions of the NPSNN is presented in Planning Statement Appendix A NPSNN Accordance Table [**Document Reference 7.2 Appendix A (2)**].
- 3.1.3 Nonetheless, Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**] provides an assessment of these energy NSIP elements of the Project against the following Energy NPSs (Department of Energy & Climate Change, 2011) insofar as they are relevant to the four works listed above:
- a. NPS EN-1 – Overarching National Policy Statement for Energy
 - b. NPS EN-4 – National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines
 - c. NPS EN-5 – National Policy Statement for Electricity Networks Infrastructure

- 3.1.4 These Energy NPSs were designated in July 2011 and are the 'relevant NPSs' against which the Energy NSIP elements of the Project must be determined in accordance with the provisions of section 104(2)(a) of the 2008 Planning Act.
- 3.1.5 Tables B.1, B.2 and B.3 of Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**] demonstrate the Project's accordance with these Energy NPSs as relevant.

4 2021 Draft Energy NPSs

- 4.1.1 In September 2021 Government issued draft revisions to these Energy NPSs. Planning Statement Appendix B NPS for Energy Infrastructure Accordance Tables [**Document Reference 7.2 Appendix B (2)**] includes, in Tables B.4, B.5 and B.6 an assessment of the accordance of the energy NSIP elements of the Project against these draft Energy NPSs.

5 March 2023 revised Draft Energy NPSs

- 5.1.1 Government issued revised drafts of the Energy NPSs in March 2023. The Applicant reviewed these revised draft NPSs but considered that they raised no new significant matters relevant to the Project which had not already been addressed in Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**].
- 5.1.2 In March 2023 Government also issued a revised draft NPSNN (Department for Transport, 2023). At Deadline 4, and in response to ExA Q.1 Q16.1.1, the Applicant submitted 9.98 Policy accordance assessment of the Project against the Consultation draft NPSNN (published March 2023) [[REP4-209](#)]. This submission has also been updated at Deadline 9 [**Document Reference 9.98 (2)**].

6 November 2023 Published Energy NPSs

- 6.1.1 On 22 November 2023 Government issued the final versions of the Energy NPSs expected to come into force in early 2024. As above, of relevance to this Project are the following:
- a. Overarching NPS for Energy (EN-1) (Department for Energy Security & Net Zero, November 2023)
 - b. NPS for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) (Department for Energy Security & Net Zero, November 2023)
 - c. NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, November 2023)
- 6.1.2 The ExA has requested commentary on these published NPSs as noted under ISH12 AP23 described above.

7 Commentary on Process

- 7.1.1 While the suite of Energy NPSs have been published (on 22 November 2023), they have not yet been formally designated.
- 7.1.2 According to section 2.1 of the House of Commons Library Briefing Paper Number 06881, 17 July 2017 on Planning for Nationally Significant Infrastructure Projects
- “NPSs should be approved by Parliament before they are designated. Under section 5(4) and 5(4A) of the Planning Act 2008 (as amended by the Localism Act 2011), approval of an NPS can occur either by “deemed consent”, after a “consideration period” of 21 sitting days passing without a vote, or if the House of Commons votes to approve the NPS within the 21 day period.”*
- 7.1.3 As noted in section 2.1 of the above Briefing Paper: “...there is no statutory requirement for a vote to take place before a statement can be designated as an NPS”.
- 7.1.4 It is not clear at this stage what the Parliamentary procedure will be for the passage of the recently published suite of Energy NPSs through Parliament in terms of any debate or vote on a motion to designate. However, it is possible that they may be formally designated on 19 December 2023 before the close of the Examination, but that does not appear to be certain. In view of this lack of clarity this commentary has been produced on the basis that, if designated on 19 December, the NPSs are designated in the form published on 22 November 2023 with no further changes proposed.

8 Commentary on 'Weight'

- 8.1.1 Regardless of the precise formal / legal status of the newly published NPSs, it is to be noted that section 1.6 Transitional Provisions Following Review of the newly published NPS EN-1 makes it clear that the 2011 suite of NPSs should have effect in respect of applications accepted for examination prior to the designation of the November 2023 version of the NPS (paragraph 1.6.2). Thus, the 2011 NPSs are the NPSs against which the energy NSIP elements of the Project should be assessed. However, as with the draft and revised draft NPSs, NPSs which have been newly published (designated or not) but do not have effect (under the terms of section 104 of the 2008 Planning Act), are capable, at the Secretary of State's discretion of being important and relevant considerations in the decision-making process (paragraph 1.6.3).
- 8.1.2 Accordingly, regardless of precisely what happens in terms of the designation of the NPSs in the context of the timescale of the Examination into the Project, these new Energy NPSs have a legal status afforded to them under s104(2)(d) of the 2008 Act as '*other matters which are capable of being both important and relevant to the Secretary of State's decision on the DCO Application*'.

9 Overarching Commentary on Content

- 9.1.1 Having reviewed the newly published NPSs, it is the Applicant's view that, while they include a number of changes in approach, presentation and references to more up to date policy and guidance, none of these changes are so significant or substantial that they are not already addressed in Tables B.1 to B.6 of Planning Statement Appendix B NPS for Energy Infrastructure Accordance Tables [**Document Reference 7.2 Appendix B (2)**].
- 9.1.2 A brief commentary is provided in respect of these new matters below taking each of the three NPSs in turn.
- 9.1.3 It should be noted that, as in Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**], no Applicant commentary / response is provided in respect of the Introductory Chapters of the NPSs as these chapters address matters of introductory background and also Government's policy on, and considerations in respect of the need for, nationally significant energy infrastructure projects. The reason for that is, as explained above, that the energy NSIP elements of the Project are not energy projects in their own right for which a need arises to meet national policy or targets. Rather, they are associated/ancillary elements of what is primarily a new road Project which are only necessary as subsidiary aspects of that new road Project.
- 9.1.4 It should also be noted that, throughout the newly published NPSs previous references to the Secretary of State for Business, Energy and Industrial Strategy have been updated to refer to the Secretary of State for Energy Security. Where separate provisions apply in the devolved nations, these are identified in the newly designated NPSs.
- 9.1.5 In Chapter 2 of the newly published NPS EN-1, new text is added referring in paragraphs 2.1.1 and 2.1.2 to the following:
- a. Net Zero Strategy 2021 (and in paragraph 2.3.2)
 - b. British Energy Security Strategy April 2022 (and in paragraphs 2.4.4 and 2.5.6)
 - c. Growth Plan, September 2022
 - d. Powering Up Britain, March 2023
 - e. Government's commitment to produce a Strategic Spatial Energy Plan
 - f. The second National Infrastructure Assessment (paragraph 2.1.5)
- 9.1.6 Numerous detailed changes are made throughout the newly published NPSs to updated Government policy, strategy and guidance though, in most cases, this new policy, strategy and guidance does not raise any new matters over previous iterations.
- 9.1.7 However, common with changes to the draft NPSNN, the new Energy NPSs pick up on general policy themes related to climate change and the transition towards a low carbon economy and the achievement of net zero. They also

refer to other more recent (than 2011) initiatives and concepts such as the mitigation hierarchy, the circular economy and the 'dark skies' initiative, all of which are already addressed in other NPS accordance tables already submitted to the Examination (e.g. [APP-496], [APP-497] and [REP4-209] and updated at D9 in the form of [Document Reference 7.2 Appendix A (2)], [Document Reference 7.2 Appendix B (2)] and [Document Reference 9.98 (2)] respectively.

- 9.1.8 In terms of the new NPS EN-1, new paragraphs 3.2.4 and 3.2.5 are added to Chapter 3 regarding targets / limits on new energy infrastructure. Three new paragraphs are highlighted in bold (reproduced below) which are relevant to Energy Infrastructure Projects in their own right (and so are not directly relevant to the Project where the energy NSIP aspects are associated development). They nonetheless signal a relevant direction of travel in Government Energy policy:

“3.2.6 The Secretary of State should assess all applications for development consent for the types of infrastructure covered by this NPS on the basis that the government has demonstrated that there is a need for those types of infrastructure which is urgent, as described for each of them in this Part.

3.2.7 In addition, the Secretary of State has determined that substantial weight should be given to this need when considering applications for development consent under the Planning Act 2008.

3.2.8 The Secretary of State is not required to consider separately the specific contribution of any individual project to satisfying the need established in this NPS.”

- 9.1.9 The sections in Chapter 3 addressing 'The need for different types of electricity infrastructure', 'Delivering on affordable decarbonisation' and 'The need for new electricity networks' are reordered within the Chapter.
- 9.1.10 Consistent with the thrust of the NPS as a whole, paragraph 3.3.65 stresses the urgent need for new electricity network infrastructure to be brought forward at pace to meet the country's energy objectives and to increase resilience (paragraph 3.3.68) and improve the security and reliability of energy supply (paragraph 3.3.66).
- 9.1.11 The same security and resilience points are made in respect of gas supply and low carbon hydrogen infrastructure and other energy sources in section 3.4 and in respect of Carbon Capture & Storage (CCS) in section 3.5, oil in section 3.6, none of which are directly relevant to the Energy NSIP elements of the Project.
- 9.1.12 Sections of the NPS on matters which are not directly relevant to the Project (e.g. dealing with Combined Heat and Power and Carbon Capture or new text referring to powers conferred on the Secretary of State in Wales) are not addressed in the commentary that follows.
- 9.1.13 Overall however, the Applicant considers that the new Energy NPSs raise nothing significant that is a new requirement over and above matters addressed in Planning Statement Appendix B [Document Reference 7.2 Appendix B (2)]

and which would alter the Applicant's overall view that the Project accords with relevant policy and that consent for the Project (in the case of these Energy NPSs, the energy NSIP elements of the Project) should be granted.

10 Commentary on NPS EN-1

- 10.1.1 By way of introduction, it is to be noted that the only wholly new section in the newly designated NPS EN-1 is section 4.2 “*The critical national priority (CNP) for low carbon infrastructure*”. Subsequent sections in Chapter 4 of the NPS are the same as in the 2021 draft NPS other than in respect of section numbering (because of the introduction of a new section 4.2 in the newly designated NPS) and minor nomenclature differences. Thus:
- a. Section 4.3 is now Environmental Effects / Considerations (rather than section 4.2 Environmental Principles in the 2021 draft NPS)
 - b. Section 4.10 is titled Climate Change Adaptation and Resilience (section 4.9 of the draft omitted “and Resilience”)
 - c. Section 4.11 is titled Network Connection (rather than 4.10 in the draft being called Grid Connection).
- 10.1.2 Other than in respect of the new CNP section, the 15 Assessment Principles set out in Chapter 4 of NPS EN-1 remain as in the 2021 draft. Namely:
- a. General Policies and Considerations
 - b. Environmental Effects / Considerations
 - c. Health
 - d. Marine Considerations
 - e. Environmental and Biodiversity Net Gain
 - f. Criteria for Good Design of Energy Infrastructure
 - g. Consideration of Combined Heat and Power
 - h. Carbon Capture and Storage
 - i. Climate Change Adaptation and Resilience
 - j. Network Connection
 - k. Pollution Control and Other Environmental Regulatory Regimes
 - l. Safety
 - m. Hazardous Substances
 - n. Common Law Nuisance and Statutory Nuisance
 - o. Security Considerations

- 10.1.3 Chapter 5 of the NPS contains the same 15 Generic Impacts topics (albeit a handful have been re-titled) as contained in the draft. Namely:
- a. Air Quality and Emissions
 - b. Greenhouse Gas Emissions
 - c. Biodiversity and Geological Conservation
 - d. Civil and Military Aviation and Defence Interests
 - e. Coastal Change
 - f. Dust, Odour, Artificial Light, Smoke, Steam and Insect Infestation
 - g. Flood Risk
 - h. Historic Environment
 - i. Landscape and Visual
 - j. Land Use Including Open Space, Green Infrastructure and Green Belt
 - k. Noise and vibration
 - l. Socio-Economic Impacts
 - m. Traffic and Transport
 - n. Resource and Waste Management
 - o. Water Quality and Resources
- 10.1.4 Accordance with those aspects of NPS policy that are relevant to the Energy NSIP aspects of the Project and their impacts on the environment are set out in Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**].
- 10.1.5 In terms of the CNP for low carbon infrastructure, as noted in opening, the A122 Lower Thames Crossing is primarily a road-based project. The associated utility elements which are NSIPs in their own right and fall to be considered against the Energy NPSs are associated development, subsidiary to the main Project for which the need would not arise were it not for the need to deliver the road Project.
- 10.1.6 This section of the NPS is not considered to be aimed at the Energy aspects of the Project as they are not standalone energy projects in their own right seeking to help Government meet its carbon ambitions and net zero target.
- 10.1.7 In spite of this the Applicant demonstrates the low carbon credentials of the Project in the Carbon and Energy Management Plan [**Document Reference 7.19 (4)**] which sets out the Applicant's carbon ambitions for the Project and the mechanisms to be used to deliver them. The Plan explains that the Applicant has designated the Project as a 'pathfinder' for low carbon construction and that the Applicant will construct the Project for the lowest practicable carbon

emissions, will test low carbon innovation and leave a legacy that enables future projects to decarbonise in line with National Highways' ambition for net zero construction emissions by 2040.

- 10.1.8 Planning Statement Appendix I Carbon Strategy and Policy Alignment [[REP7-138](#)] *'...sets out the Applicant's approach to carbon within the DCO application. It explains how the Project represents a step change in approach for a road scheme of this scale, in terms of the scope and nature of the measures which the Applicant is committing to deliver to reduce emissions during the construction and operation of the new road. Together with the policies which the Government has set out in its Decarbonising Transport Plan (2021), these measures ensure that the Project is aligned with a trajectory to net zero and that the Project's emissions would not therefore be significant, in accordance with relevant guidance.'*
- 10.1.9 Carbon impacts have been considered in paragraphs 6.5.33 to 6.5.44 of the Planning Statement [**Document Reference 7.2 (2)**] weighed in the Planning Balance in Chapter 8 of the Planning Statement; and the Planning Statement and its appendices demonstrate the Project's accordance with NPS policy on carbon.
- 10.1.10 Other matters raised in this new section of the NPS regarding project impacts on Habitats Regulations Assessment matters, Marine Conservation Zone, landscape and ecological designations etc., are addressed in the relevant topic sections of the Planning Statement [**Document Reference 7.2 (2)**].

11 Commentary on NPS EN-4

- 11.1.1 There are no new sections or topics introduced on the newly published 2023 version of NPS EN-4 that were not in the 2021 draft which was assessed in Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**]. The presentation of the document has altered in terms of separating out responsibilities between the Applicant and the Secretary of State (SoS). The new NPS establishes the impacts, then the mitigations, then the factors should be considered by the SoS in decision making, whereas these were grouped under each topic/impact in the draft. Some sections have been moved around within individual chapters. The document reflects new legislative requirements regarding pipeline safety and reflects the general policy priorities set out in NPS EN-1 and other more recent Government Policy Papers regarding:
- a. the achievement of net zero
 - b. improving fuel security
 - c. increasing network resilience
 - d. the mitigation hierarchy

12 Commentary on NPS EN-5

- 12.1.1 As with EN-4 above, the structure of this document has altered with topics addressed in self-contained chapters in the draft (introduction, Applicant's assessment, mitigation and SoS decision-making all grouped under each individual topic or impact whereas in the new versions, the Applicant's assessment, mitigation and SoS decision-making have their own chapters grouping all of the individual impacts/topics).
- 12.1.2 The new NPS includes a new chapter 2.7 on 'Holistic Planning' and one on Strategic Network Planning (2.8). However, the bulk of this text was previously contained within chapter 2.4 'General assessment principles for electricity networks' of the 2021 draft.
- 12.1.3 The new NPS also contains new chapters 2.12 to 2.15 dealing with offshore-onshore transmission which comprise a much-expanded version of section 2.5 of the draft. However, it is not relevant to the Project.
- 12.1.4 The new NPS repeats the generic matters identified in respect of NPS EN-1 and EN-4 above in reiterating Government's high level policy objective of working towards net zero, decarbonisation, increasing the reliability and resilience of the energy networks and energy security and identifies that significant new electricity infrastructure will be required to meet Government's ambitions for a significant expansion in offshore wind. These are addressed in new introductory paragraphs 1.1.1 to 1.1.8.

13 Conclusion

- 13.1.1 The Applicant has undertaken a review of the three newly published Energy NPSs and considered their implications for the energy NSIP elements of the Project. It has undertaken this review against the background of the assessments against the 2011 designated NPSs and 2021 draft NPSs presented in Planning Statement Appendix B National Policy Statements for Energy Infrastructure Accordance Tables [**Document Reference 7.2 Appendix B (2)**].
- 13.1.2 It is the Applicant's position that, in view of the subsidiary nature of the Energy aspects of the Project and the fact that transitional arrangements exist which clearly give primacy to the designated NPSs, the degree of weight which should be afforded the newly published Energy NPSs is more than the two draft versions of the NPSs published in 2021 and March 2023 but less than that to be afforded the designated 2011 NPSs. Such a view is consistent with the provisions of sections 104(2)(a) and 104(2)(d) of the 2008 Planning Act.
- 13.1.3 Furthermore, the fact that accordance tables have already been produced in respect of both the designated and 2021 draft Energy NPSs in Planning Statement Appendix B [**Document Reference 7.2 Appendix B (2)**] and that the key changes between the 2021 drafts and 2023 revised drafts and the 2023 final published versions of the NPSs appear only marginally relevant to the Project, adds support to this position.

References

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Glossary

Term	Abbreviation	Explanation
A122		The new A122 trunk road to be constructed as part of the Lower Thames Crossing project, including links, as defined in Part 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1)
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
Application Document		In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Development Consent Order application	DCO application	The Project Application Documents, collectively known as the 'DCO application'.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
National Planning Policy Framework	NPPF	A framework published in March 2012 by the UK's Department of Communities and Local Government, consolidating previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.
National Policy Statement	NPS	Set out UK government policy on different types of national infrastructure development, including energy, transport, water and waste. There are 12 NPS, providing the framework within which Examining Authorities make their recommendations to the Secretary of State.
National Policy Statement for National Networks	NPSNN	Sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of NSIPs on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc that require a development consent under the Planning Act 2008.
Order Limits		The outermost extent of the Project, indicated on the Plans by a red line. This is the Limit of Land to be Acquired or Used (LLAU) by the Project. This is the area in which the DCO would apply.

Term	Abbreviation	Explanation
Planning Act 2008		The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
Project road		The new A122 trunk road, the improved A2 trunk road, and the improved M25 and M2 special roads, as defined in Parts 1 and 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1).
Project route		The horizontal and vertical alignment taken by the Project road.

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