



PINS NOTE 04/2015

To: All Examining Inspectors; all Major Applications & Plans; all salaried Inspectors

Relevancy: Primarily National Infrastructure, but can also apply to below threshold transport and planning casework.

Date of Issue: 10 February 2015

Currency: Review at 10 August 2015

DESIGNATION OF NATIONAL POLICY STATEMENT FOR NATIONAL NETWORKS

Action

1. Inspectors need to be aware that, having been laid before Parliament in accordance with sections 9(8) and 5(4) of the Planning Act 2008, the [National Policy Statement for National Networks \(NPS-NN\)](#) was designated by Parliament on 13 January 2015¹ and announced via a written Ministerial Statement². The NPS constitutes the primary policy for recommendations and decisions on development consent orders for national networks Nationally Significant Infrastructure Projects (NSIPs)³.
2. The NPS-NN sets out the need for, and the Government's policies to deliver NSIPs on the national road and rail networks in England⁴. This NPS may also be a material consideration in decision making on applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whether, and to what extent, this NPS is a material consideration, will be judged on a case by case basis. The NPS for Ports and other NPSs may also be relevant for consideration of some national networks NSIPs.

¹ [Hansard Vol 590 No. 90, Col 793](#).

² [WMS – Designation of National Networks NPS](#) - DfT, 14 Jan 2015.

³ See the [National Infrastructure Plan 2014](#), which was published as part of the Autumn Statement and the [Road Investment Strategy](#), announced on 1 December as they list specific projects that will be covered by the NPS.

⁴ For the purposes of this NPS these NSIPs are referred to as national road, rail and strategic rail freight interchange developments under s22, s25 & s26 of the 2008 Act, respectively – as amended by Articles 3 & 4 of the [Highway and Railway \(NSIP\) Order 2013/1883](#).

Background

3. Under the Planning Act 2008 a National Policy Statement may be formally designated (after the appropriate consultation procedures) for the purposes of section 104 of the Act.
4. A draft NPS-NN was published for consultation in November 2013. In response to the consultation, the Secretary of State laid before parliament a draft version of the NPS which was subject to a vote after 21 sitting days. The draft version was approved without amendment and so became a designated NPS.
5. The policy set out in the NPS-NN relating to strategic rail freight interchanges (SRFI) confirms the policy set out in the interim policy guidance published in 2011. Designation of this NPS-NN therefore cancels the 2011 guidance on SRFI.
6. This NPS does not cover High Speed Two (HS2), which for phase one will be delivered via Hybrid Bill, currently proceeding through Parliament⁵. It is envisaged that HS2 phase two will also be covered by a Hybrid Bill. The NPS-NN sets out the Government's policy for development of the road and rail networks and strategic rail freight interchanges, taking into account the capacity and connectivity that will be delivered through HS2.
7. Please contact XXXX if you have any queries on this Note.

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Acting Chief Planning Inspector

⁵ [High Speed Rail \(London – West Midlands\) Bill](#).