

Net Zero Teesside Project

Planning Inspectorate Reference: EN010103

Land at and in the vicinity of the former Redcar Steel Works site, Redcar and in Stockton-on-Tees, Teesside

The Net Zero Teesside Order

Document Reference: 9.14 Assessment of the Proposed Development against North East Marine Plan Policies

The Planning Act 2008



Applicants: Net Zero Teesside Power Limited (NZN Power Ltd) & Net Zero North Sea Storage Limited (NZNS Storage Ltd)

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GLOSSARY

Abbreviation	Description
AGIs	Above Ground Installations
Applicants	Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited
BEIS	Business Energy and Industrial Strategy
CCGT	Combined Cycle Gas Turbine
CCUS	Carbon Capture, Usage and Storage
CO ₂	Carbon Dioxide
DCO	Development Consent Order
ES	Environmental Statement
ExA	Examining Authority
ExQ1	ExA's First Written Questions
HDD	Horizontal Directional Drilling
MW	Megawatts
MHWS	Mean High Water Springs
MWLS	Mean Low Water Springs
Mt	Million Tonnes
NZT Power	Net Zero Teesside Power Limited
NZNS Storage	Net Zero North Sea Storage Limited
NZT	Net Zero Teesside - the name of the Proposed Development.
PA 2008	The Planning Act 2008
SoS	Secretary of State
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
STDC	South Tees Development Corporation

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This document, 'Assessment of the Proposed Development against North East Marine Plan Policies' (Document Ref. 9.14) has been prepared on behalf of Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited (the 'Applicants'). It relates to the application (the 'Application') for a Development Consent Order (a 'DCO'), that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy ('BEIS'), under Section 37 of 'The Planning Act 2008' (the 'PA 2008') for the Net Zero Teesside Project (the 'Proposed Development').

1.1.2 The Application was submitted to the SoS on 19 July 2021 and was accepted for Examination on 16 August 2021. A change request made by the Applicants in respect of the Application was accepted into the Examination by the Examining Authority on 6 May 2022.

1.2 Description of the Proposed Development

1.2.1 The Proposed Development will work by capturing CO₂ from a new the gas-fired power station in addition to a cluster of local industries on Teesside and transporting it via a CO₂ transport pipeline to the Endurance saline aquifer under the North Sea. The Proposed Development will initially capture and transport up to 4Mt of CO₂ per annum, although the CO₂ transport pipeline has the capacity to accommodate up to 10Mt of CO₂ per annum thereby allowing for future expansion.

1.2.2 The Proposed Development comprises the following elements:

- **Work Number ('Work No.') 1** – a Combined Cycle Gas Turbine electricity generating station with an electrical output of up to 860 megawatts and post-combustion carbon capture plant (the '**Low Carbon Electricity Generating Station**');
- **Work No. 2** – a natural gas supply connection and Above Ground Installations ('AGIs') (the '**Gas Connection Corridor**');
- **Work No. 3** – an electricity grid connection (the '**Electrical Connection**');
- **Work No. 4** – water supply connections (the '**Water Supply Connection Corridor**');
- **Work No. 5** – waste water disposal connections (the '**Water Discharge Connection Corridor**');
- **Work No. 6** – a CO₂ gathering network (including connections under the tidal River Tees) to collect and transport the captured CO₂ from industrial emitters (the industrial emitters using the gathering network will be responsible for consenting their own carbon capture plant and connections to the gathering network) (the '**CO₂ Gathering Network Corridor**');
- **Work No. 7** – a high-pressure CO₂ compressor station to receive and compress the captured CO₂ from the Low Carbon Electricity Generating Station and the CO₂

Gathering Network before it is transported offshore (the '**HP Compressor Station**');

- **Work No. 8** – a dense phase CO₂ export pipeline for the onward transport of the captured and compressed CO₂ to the Endurance saline aquifer under the North Sea (the '**CO₂ Export Pipeline**');
- **Work No. 9** – temporary construction and laydown areas, including contractor compounds, construction staff welfare and vehicle parking for use during the construction phase of the Proposed Development (the '**Laydown Areas**'); and
- **Work No. 10** – access and highway improvement works (the '**Access and Highway Works**').

1.2.3 The electricity generating station, its post-combustion carbon capture plant and the CO₂ compressor station will be located on part of the South Tees Development Corporation ('STDC') Teesworks area (on part of the former Redcar Steel Works Site). The CO₂ export pipeline will also start in this location before heading offshore. The generating station connections and the CO₂ gathering network will require corridors of land within the administrative areas of both Redcar and Cleveland and Stockton-on-Tees Borough Councils, including crossings beneath the River Tees.

1.3 The Purpose and Structure of this document

1.3.1 This document contains the Applicants' assessment of the Proposed Development against relevant policies contained within the North East Inshore and North East Offshore Marine Plan (the 'Plan') (June 2021) and is provided in response Examining Authority's ('ExA') First Written Question (ExQ1) PPL.1.10, which requested that the Applicants' provide an assessment of the Proposed Development against the Plan.

1.3.2 The DCO Application covers the works down to Mean Low Water Springs ('MLWS') (other than the Tees crossing and Work No. 5), with the offshore CO₂ transport and storage works being the subject of separate consent applications. Deemed Marine Licences are sought as part of the DCO for the works within the Marine Area, including the area between Mean High Water Springs ('MHWS') and MLWS, and parts of Tees Bay and the tidal River Tees.

1.3.3 The DCO Application therefore proposes works within the 'North East Inshore Marine Area', which stretches from Flamborough Head in Yorkshire to the Scottish Border and out from the coast to 12 nautical miles. The Inshore Marine Area has three main tidal rivers, including the River Tees. The Application does not propose any works within the 'North East Offshore Marine Area'.

1.3.4 Section 4.5 of the updated Planning Statement [**REP1-033**] submitted at Deadline 1 considers the UK Marine Policy Statement (March 2011) and the North East Inshore and North East Offshore Marine Plan.

1.3.5 The updated Planning Statement notes that the Plan is intended to provide a strategic approach to decision-making, considering future use and providing a clear approach to managing resources, activities and interactions within the area. In

referring to Teesside, Tyneside and Wearside (paragraph 14), the Plan identifies that there are future opportunities for CCUS using existing oil and gas infrastructure.

- 1.3.6 The Plan contains a number of policies (Table 2: Policies of the North East Marine Plan, page 20 onwards). There are no specific policies on gas-fired generating stations, although there are a number relating to CCUS.
- 1.3.7 Section 2 provides an assessment of the Proposed Development against the objectives and policies of the Plan.

2.0 ASSESSMENT OF THE PROPOSED DEVELOPMENT AGAINST NORTH EAST MARINE PLAN POLICIES

2.1.1 This section provides an assessment of the Proposed Development against the objectives and policies of the North East Inshore and North East Offshore Marine Plan. The assessment is set out in **Table 2.1** below.

Table 2.1: Assessment of the Proposed Development against North East Marine Plan Objectives/Policies

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
Objective 1	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.		Part of the Proposed Development being assessed is to include a pipeline which will take CO ₂ from industries surrounding the Proposed Development, for treatment and capture. The pipeline will be operated to the relevant safety standards and will assist wider industry in their decarbonisation plans. The Proposed Development will also support the development of a new CCUS industry in the North Sea.
Objective 2	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.		The Proposed Development does not directly use marine resources, however, the assessments presented in the Environmental Statement ('ES') [APP-090 to APP-105] identify the environmental impacts and proposed mitigation, where necessary to reduce environmental effects and maximise sustainable activity. As confirmed above, the Proposed Development will support the development of a new CCUS industry in the North Sea, which will make use of existing marine resources (e.g. depleted oil and gas fields).
Objective 3	Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently.		The purpose of the Proposed Development is to capture and store power generation and industrial CO ₂ emissions in the UK. This is a long term process and the Proposed Development is expected to be operational for 60 years.
Objective 4	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the market place.		The Proposed Development does not directly use marine resources, however, the assessments presented in the ES [APP-090 to APP-105] identify the environmental impacts and proposed mitigation, where necessary to reduce environmental effects and maximise sustainable activity. The Proposed Development will respect environmental limits by assisting in decarbonising the power and industrial sectors in accordance with the Government's legally binding target of net zero greenhouse gas emissions by 2050.
Objective 5	People appreciate the diversity of the marine environment, its seascapes, its natural and cultural heritage and its resources and can act responsibly.		The Proposed Development has been subject to assessments which are within the public domain, including Chapter 14 Marine Ecology and Nature Conservation [APP-096] and Chapter 19 Marine Heritage [APP-101] of the ES, which provide context for the ecology and history of the marine area.
Objective 6	The use of the marine environment is benefiting society as a whole, contributing to resilient and		The Proposed Development has been subject to a Flood Risk Assessment [APP-250 to APP-252] and as a result, the Proposed

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
	cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.		Development level has been assessed to 13mAOD so the Proposed Development does not flood. The Proposed Development will not result in increased coastal erosion in the North East Inshore Marine Plan Area.
Objective 7	The coast, seas, oceans and their resources are safe to use.		<p>Chapter 22 Major Accidents and Natural Disasters [APP-104] of the Environmental Statement ('ES') presents an assessment of the risks of Major Accidents and Natural Disasters that have the potential to arise during the construction, operation and decommissioning of the Proposed Development.</p> <p>The assessment reports that with appropriate mitigation all risks are tolerable or tolerable if as low as reasonably practicable and not considered as significant, thereby identifying the coast, seas, oceans and their resources are safe to use, in parallel to the construction, operation and decommissioning of the Proposed Development.</p>
Objective 8	The marine environment plays an important role in mitigating climate change.		Part of the purpose of the Proposed Development is to capture and store CO ₂ , which is part of a wider strategy to mitigate climate change.
Objective 9	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.		The Proposed Development does not permanently adversely affect public rights of way. The assessment of the impact of the Proposed Development on public rights of way is presented in Chapter 20 Socio-economics of the ES [APP-102].
Objective 10	Use of the marine environment will recognise, and integrate with, defence priorities, including the strengthening of international peace and stability and the defence of the United Kingdom and its interests.		The Proposed Development will not adversely impact Ministry of Defence areas as in these areas the majority of Proposed Development infrastructure will be buried.
Objective 11	Biodiversity is protected, conserved and, where appropriate, recovered, and loss has been halted.		The ES confirms that having taken into account the design and good practice mitigation no significant adverse effects to marine biodiversity from construction, operation (including maintenance) or decommissioning of the Proposed Development are predicted. Furthermore, no significant adverse effects to the distribution of priority species and habitats are predicted.
Objective 12	Healthy marine and coastal habitats occur across their natural range and are able to support strong, biodiverse biological communities and the functioning of healthy, resilient and adaptable marine ecosystems.		The impacts on highly mobile species are assessed in Chapter 14 Marine Ecology and Nature Conservation of the ES [APP-096], along with proposed mitigation to minimise these impacts. No significant adverse effects are predicted.

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Objective 13	Our oceans support viable populations of representative, rare, vulnerable, and valued species.		The Proposed Development is adjacent to internationally designed wetland habitat (Teemouth and Cleveland Coast SPA, Ramsar Site and SSSI). The Proposed Development has been designed to avoid land take from the Teemouth and Cleveland Coast SPA, Ramsar Site and SSSI and where effects have been identified, mitigation has also been identified in Chapter 13 Aquatic Ecology and Nature Conservation [APP-095] and Chapter 14 Marine Ecology and Nature Conservation [APP-096] of the ES. No significant adverse effects are predicted.
NE-INF-1 Infrastructure	Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.	Many marine activities in the north east and adjacent marine plan areas are reliant on land-based infrastructure. Similarly, activities on land may also be reliant on marine infrastructure. Supporting infrastructure development, diversification and regeneration will provide socio-economic benefits and facilitate marine businesses, including those that are land-based. NE-INF-1 supports the integration of the marine and terrestrial systems. It does so by encouraging proposals (and other measures) that maintain or improve existing, or provide new, sustainable marine or land-based infrastructure that facilitates activity in the other system. 70. This policy applies to the north east inshore and offshore marine plan areas.	Policy NE-INF1 supports appropriate land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries (and vice versa) will be supported. The land-based infrastructure for the Proposed Development forms part of a full chain CCUS project, involving the offshore storage of CO ₂ emissions captured on Teesside. The Proposed Development will therefore support the diversification of the oil and gas industries in the North Sea.

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-INF-2 Infrastructure	<p>(1) Proposals for alternative development at existing safeguarded landing facilities will not be supported.</p> <p>(2) Proposals adjacent and opposite existing safeguarded landing facilities must demonstrate that they avoid significant adverse impacts on existing safeguarded landing facilities.</p> <p>(3) Proposals for alternative development at existing landing facilities (excluding safeguarded sites) should not be supported unless that facility is no longer viable or capable of being made viable for waterborne transport. Landing facilities in the north east inshore marine plan area are critical for enabling industries including shipping, tourism, recreation and leisure, construction, aggregates and waste. By protecting existing landing facilities, identifying the difference in safeguarding, NE-INF-2 mirrors similar provisions in terrestrial planning and supports the continued operation of vital existing landing facilities. 1 35</p> <p>(4) Proposals adjacent and opposite existing landing facilities (excluding safeguarded sites) that may have significant adverse impacts on the landing facilities should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant. 	<p>Landing facilities in the north east inshore marine plan area are critical for enabling industries including shipping, tourism, recreation and leisure, construction, aggregates and waste. By protecting existing landing facilities, identifying the difference in safeguarding, NE-INF-2 mirrors similar provisions in terrestrial planning and supports the continued operation of vital existing landing facilities.</p> <p>Policy NE-INF-2 applies to the north east inshore marine plan area.</p>	<p>The Proposed Development will use landing facilities in the North East Inshore Marine Plan Area, notably during the construction phase, but will not interfere with their operation.</p>
NE-CO-1 Co-existence	<p>Proposals that optimise the use of space and incorporate opportunities for co-existence and cooperation with existing activities will be supported. Proposals that may have significant adverse The north east marine plan areas, and in particular the inshore area, are likely to be busier in the future, and use of the space may become limited. To Co-existence NE-CO-1 impacts on, or displace, existing activities must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant. <p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>The north east marine plan areas, and in particular the inshore area, are likely to be busier in the future, and use of the space may become limited. To realise sustainable social, environmental and economic benefits it is therefore important to plan for and make efficient use of the space. NE-CO-1 encourages proposals to be spatially planned, take account of existing activities, and promote coexistence. The policy ensures that new proposals seek to avoid creating conflicts and to minimise their footprint or to optimise it where it may not be feasible to minimise.</p> <p>Policy NE-CO-1 applies to the inshore and offshore marine plan areas.</p>	<p>As part of the ongoing design refinements to the Proposed Development, proposed changes to the Proposed Development description already submitted have been accepted by the ExA, which facilitate co-existence of the Proposed Development with existing infrastructure and also the use of existing infrastructure.</p>

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-AGG-1 Aggregates	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the proposal is compatible with aggregate extraction.	NE-AGG-1 safeguards marine aggregate licence areas from other activities, unless it is demonstrated that the other activities are compatible with marine aggregate extraction. This enables continuity of supply of construction aggregate and supports local and national objectives and economies. Policy NE-AGG-1 applies to the inshore and offshore marine plan areas.	The Proposed Development does not interact with designated aggregate extraction areas.
NE-AGG-2 Aggregates	Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the proposal is compatible with aggregate extraction.	NE-AGG-2 safeguards marine aggregate Exploration and Option Agreement areas to enable the aggregate industry to explore defined areas in order to identify commercially viable aggregate resources. Proposals will only be supported if they are compatible with marine aggregate extraction. This enables future supply of construction aggregate and supports local and national objectives and economies. Policy NE-AGG-2 applies to the inshore and offshore marine plan areas.	The Proposed Development does not interact with designated aggregate extraction areas.
NE-AGG-3 Aggregates	Proposals in areas of high potential aggregate resource that may have significant adverse impacts on future aggregate extraction should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - significant adverse impacts on future aggregate extraction so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	NE-AGG-3 ensures that proposals consider areas of high potential aggregate resource, as defined by the British Geological Survey. It ensures that any impacts on access to commercially viable marine sand and gravel resources in the future are managed, enabling secure access to sufficient supply of aggregate resources. Policy NE-AGG-3 applies to the inshore and offshore marine plan areas.	The Proposed Development does not interact with designated aggregate extraction areas.
NE-AQ-1 Aquaculture	Proposals within existing or potential strategic areas of sustainable aquaculture production must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals that may have significant adverse impacts on sustainable aquaculture production must demonstrate that they will, in order of preference:	The policy recognises that aquaculture is an important industry with the potential to grow, contributing to food supply and security. NE-AQ-1 seeks to protect both existing aquaculture operations as well as potential future opportunities for aquaculture, within spatially defined strategic areas of sustainable aquaculture production. These strategic areas have been spatially defined for species of commercial importance by considering environmental factors, technical constraints, planning constraints and other users of the sea.	The Proposed Development does not interact with designated aquaculture areas.

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
	<p>a) avoid b) minimise c) mitigate - adverse impacts on sustainable aquaculture production so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>The policy does not prevent non-aquaculture developments or activities; it supports sustainable aquaculture production by spatially defining areas where all proposals are required to demonstrate consideration of and compatibility with sustainable aquaculture. If this cannot be achieved, the policy stipulates proposals that may have significant adverse impacts on sustainable aquaculture should follow the steps in the mitigation hierarchy through avoiding, minimising or mitigating these impacts, before being allowed to proceed if the regulator agrees with the proponent's overriding justification. While protecting opportunities for sustainable aquaculture production, the policy makes allowances for both non-significant adverse impacts on aquaculture, and significant adverse impacts that are outweighed by the benefits of the proposal.</p> <p>Policy NE-AQ-1 applies to the inshore and offshore marine plan areas.</p>	
NE-AQ-2 Aquaculture	Proposals enabling the provision of infrastructure for sustainable aquaculture and related industries will be supported.	<p>NE-AQ-2 aims to tackle barriers to aquaculture by encouraging the provision, maintenance and development of marine and land infrastructure to support sustainable aquaculture and related industries. This policy supports sustainable aquaculture projects by encouraging the direct development of infrastructure, as well as supporting connectivity between marine operations and land infrastructure, which will ensure that opportunities for aquaculture are realised. Due to the overlap between some shoreside aquaculture and fisheries infrastructure, NE-AQ-2 supports the integration of aquaculture with the fishing industry through the sharing of infrastructure and the diversification of fishers. This policy will also benefit employment and the development of skills in coastal communities.</p> <p>Policy NE-AQ-2 applies to the inshore and offshore marine plan areas.</p>	The Proposed Development will not interact with aquaculture industry in the Tees area.
NE-CAB-1 Cables	Preference should be given to proposals for cable installation where the method of protection is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.	<p>Subsea cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. NE-CAB-1 supports and encourages cable burial where possible, to meet the needs of the sector while enabling co-existence with other users of the north east marine plan areas.</p> <p>Policy NE-CAB-1 applies to the inshore and offshore marine plan areas.</p>	As part of the Proposed Development, the CO ₂ pipeline will be buried.

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-CAB-2 Cables	Proposals demonstrating compatibility with existing landfall sites and incorporating measures to enable development of future landfall opportunities should be supported. Where this is not possible proposals will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts on existing and potential future landfall sites so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	Subsea cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. Existing and potential future landfall sites for subsea cables are not currently protected from other proposals and uses, which may prevent these sites from being used as cable landfall locations. NE-CAB-2 seeks to avoid the loss of existing and potential future landfall sites, and supports all proposals that consider the requirement for future cable landfall opportunities, ensuring that socially and economically vital cable activities can continue. Policy NE-CAB-2 applies to the inshore marine plan area.	Paragraph 20.4.46 of Appendix 20B Navigational Risk Assessment Part 1 of the ES [APP-341] identifies the cables and pipelines which are within the vicinity of the Proposed Development. The Proposed Development will not impact the landfall of these cables or pipelines.
NE-CAB-3 Cables	Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable.	NE-CAB-3 protects the ongoing function, maintenance and decommissioning of subsea cables, up to the point of landfall. Policy NE-CAB-3 applies to the inshore and offshore marine plan areas.	Paragraph 20.4.46 of Appendix 20B Navigational Risk Assessment Part 1 of the ES [APP-341] identifies where the Proposed Development overlaps with the Teesside Wind Farm export cable which overlaps with the marine segment of the on-shore CO ₂ pipeline.
NE-DD-1 Dredging and disposal	In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.	Dredge areas, and the area surrounding these that are required for dredge activity to take place, may be adversely impacted by new proposals such as those that negatively impact the ability to access or egress from these sites. NE-DD-1 ensures continued safe access by vessels to ports and harbours over the lifetime of the North East Marine Plan. This policy discourages proposals that would cause significant adverse impacts on dredge activities, such as the need for related vessels to navigate to and from authorised dredge areas. Policy NE-DD-1 applies to the inshore and offshore marine plan areas.	The impact of the Proposed Development on dredging in Tees Bay has been assessed as part of Appendix 20B Navigational Risk Assessment Part 1 of the ES [APP-341] and where required, appropriate mitigation has been identified.
NE-DD-2 Dredging and disposal	Proposals that cause significant adverse impacts on licensed disposal sites should not be supported. Proposals that may have significant adverse impacts on licensed disposal sites must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate adverse impacts so they are no longer significant.	Disposal sites, and the surrounding areas that are required for the disposal activity to take place, may be adversely impacted by new proposals that negatively impact the ability to access or egress from these sites. NE-DD-2 ensures that disposal sites are not compromised, reducing the need to designate new disposal sites that are not intended for alternative use, and so reducing environmental impacts. This policy discourages proposals that would cause significant adverse impacts on disposal activities, such as the need for vessels to navigate safely to and from disposal sites. Preserving licensed disposal sites, including where sites are being used for alternative use, will enable and facilitate the growth of ports and harbours within the north east inshore marine plan area. Over the 20-year life span of the Plan this may become more prevalent in the developing economic climate.	The Proposed Development will not interact with licensed dredging disposal sites.

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
	<p>If it is not possible to mitigate the significant adverse impacts, proposals must state the case for proceeding.</p>	<p>Policy NE-DD-2 applies to the inshore and offshore marine plan areas.</p>	
<p>NE-DD-3 Dredging and disposal</p>	<p>Proposals for the disposal of dredged material must demonstrate that they have been assessed against the waste hierarchy. Where there is the need to identify new dredge disposal sites, including for alternative use sites, proposals should be supported if they conform to best practice and guidance.</p>	<p>As a result of dredging activity, disposal of dredge material is often required, whether this is direct disposal as a last resort in the waste hierarchy or deposit of material for alternative uses. This policy ensures that proposals have considered all steps within the waste hierarchy prior to the disposal of dredge material as a last resort. The establishment of new disposal sites which are for alternative use should be supported. The establishment of new dredge disposal sites as a last resort in the waste hierarchy should only be explored after previous levels within the waste hierarchy have been considered, and the potential to utilise open, disused or closed sites has been fully investigated and discounted. In some cases, designated disposal sites cannot be used, for example where sediment size does not match or there are particular constraints.</p> <p>NE-DD-3 then provides a source of best practice and guidance for the designation of new dredge disposal sites. This is required as the demand increases for new disposal sites, and encourages early consideration of impacts to avoid conflicts during the proposal process.</p>	<p>Schedules 10 and 11 (Deemed Marine Licence) of the draft DCO [AS-136] includes provision for the appropriate disposal of dredged material.</p>
<p>NE-OG-1 Oil and Gas</p>	<p>Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.</p>	<p>The potential to extract oil and gas is important to the UK's energy supply. However, oil and gas exploration and production (within existing licence areas) may require access to the same area of seabed as other sector proposals. This policy protects the supply of oil and gas by safeguarding areas where there are existing licences. However, this does not sterilise areas for other activities as proposals that demonstrate compatibility with oil and gas activities may be supported.</p> <p>The policy gives clarity on dealing with potential future conflicts with other users who may want to use the same space as oil and gas extraction activities, by supporting co-existence opportunities for different users of the north east marine plan areas. This supports the UK in meeting its energy and security objectives, as activities that may impact or sterilise areas that may be used for potential oil and gas extraction would hinder the fulfilment of the objectives of the UK Marine Policy Statement and the UK's energy objectives.</p> <p>NE-OG-1 applies to the inshore and offshore marine plan areas.</p>	<p>The Proposed Development does not interact with geological oil and gas resource extraction.</p>

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-OG-2 Oil and Gas	Proposals within areas of geological oil and gas extraction potential demonstrating compatibility with future extraction activity will be supported.	<p>Maximising the economic recovery of oil and gas resources may require access to discoveries of deposits that have not yet been developed. However, other proposals may require access to the same area of seabed as these resources and, therefore, to future potential oil and gas production. This policy safeguards areas identified as having geological potential for future oil and gas extraction by ensuring that proposals have regard to future oil and gas activity prior to gaining support.</p> <p>The policy gives clarity on dealing with potential future conflicts with other users who may want to use the same space as oil and gas extraction activities by supporting co-existence opportunities for different users of the north east marine plan areas. This supports the UK in meeting its energy and security objectives, as activities that may impact or sterilise areas that may be used for potential oil and gas extraction would hinder the fulfilment of the objectives of the UK Marine Policy Statement and the UK's energy objectives.</p> <p>Policy NE-OG-2 applies to the inshore and offshore marine plan areas.</p>	The Proposed Development does not interact with geological oil and gas resource extraction.
NE-PS-1 Ports, harbours and shipping	<p>In line with the National Policy Statement for Ports, sustainable port and harbour development should be supported. Only proposals demonstrating compatibility with current port and harbour activities will be supported.</p> <p>Proposals within statutory harbour authority areas or their approaches that detrimentally and materially affect safety of navigation, or the compliance by statutory harbour authorities with the Open Port Duty or the Port Marine Safety Code, will not be authorised unless there are exceptional circumstances.</p> <p>Proposals that may have a significant adverse impact upon future opportunity for sustainable expansion of port and harbour activities, must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant. 	<p>Ports and harbours are essential to realising economic and social benefits for the north east marine plan areas and the UK. NE-PS-1 makes sure that proposals do not restrict current port and harbour activity or future growth, enabling long-term strategic decisions, and supporting competitive and efficient port and shipping operations. NE-PS-1 provides clarity on how the economic interests and statutory duties of ports and harbours should be protected, and makes sure new development does not restrict current activities or future growth, or compliance with the Port Marine Safety Code. This policy protects the efficiency and resilience of continuing port operations, and further port development (UK Marine Policy Statement, Section 3.4.7). The sustainable development of ports (increase in shipping activity) is supported by the UK Marine Policy Statement (Section 3.4.10). This policy also complements and supports the National Policy Statement for Ports, setting provisions for port growth in the context of the management and development of other activities. Policy NE-PS-1 supports the government policy for ports (National Policy Statement for Ports). It is recognised that although not all ports are able, or wish, to grow physically, there will remain a need to be commercially viable through adaptation, change, and diversification. Also recognised is the need to ensure safe navigation both within and in the approaches to ports, at present and in the future. Harbour masters are recognised experts in navigational safety within their jurisdictional areas. Accordingly, the policy recognises that their</p>	Paragraph 20.7.4 of Appendix 20B Navigational Risk Assessment Part 1 of the ES [APP-341] identifies that the risks from the Proposed Development to navigation are low and can be suitably managed by risk controls to reduce them to an acceptable level.

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	<p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>views regarding how proposals affect safety of navigation, the Open Port Duty and compliance with the Port Marine Safety Code should be sought and given significant weight.</p> <p>NE-PS-1 confirms that proposals that compromise these important duties should not be authorised unless there are exceptional circumstances. Authorisation of proposals that impact upon compliance with these core duties are expected to be exceedingly rare. This policy supports continued port maintenance and repairs, diversification and other sustainable port development that contribute to long-term economic growth and prosperity.</p> <p>This policy applies to the inshore and offshore marine plan areas.</p>	
<p>NE-PS-2 Ports, harbours and shipping</p>	<p>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within or encroaching upon International Maritime Organization routeing systems unless there are exceptional circumstances.</p>	<p>International Maritime Organization routeing systems are essential for shipping activity, freedom of navigation and navigational safety. Within the north east marine plan areas there are currently no such routeing systems. However, International Maritime Organization routeing systems may or may not be introduced over the lifetime of the Plan. NE-PS-2 confirms that proposals that compromise these important navigation routes should not be authorised. NE-PS-2 enables and supports safe, profitable and efficient marine businesses.</p> <p>NE-PS-2 specifies that developments should not be authorised where the use of International Maritime Organization routeing systems may be compromised. Authorisation of proposals that impact upon the use of International Maritime Organization routeing systems are very rare.</p> <p>Policy NE-PS-2 applies to the inshore and offshore marine plan areas.</p>	<p>The Proposed Development does not involve any static sea surface infrastructure.</p>
<p>NE-PS-3 Ports, harbours and shipping</p>	<p>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances</p>	<p>The north east marine plan areas are very busy with respect to high-density navigation routes, strategically important navigation routes and passenger services. NE-PS-3 confirms that proposals that pose a risk to safe navigation or the viability of these routes and services should not be authorised. NE-PS-3 aims to protect these routes and services by enabling and promoting safe, profitable and efficient marine businesses.</p> <p>NE-PS-3 focuses on minimising negative impacts on shipping activity, protecting the economic interests of ports, harbours, shipping and the UK economy overall, and affording protection to the areas used by high intensities of traffic (UK Marine Policy Statement Section 3.4.2). It also gives effect to provisions in the</p>	<p>The Proposed Development does not involve any static sea surface infrastructure.</p>

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		<p>National Planning Policy Framework Section 37, which aims to encourage sustainable transport.</p> <p>Policy NE-PS-3 applies to the inshore and offshore marine plan areas.</p>	
<p>NE-PS-4 Ports, harbours and shipping</p>	<p>Policy NE-PS-4 Ports, harbours and shipping Proposals promoting or facilitating sustainable coastal and/or short sea shipping as an alternative to road, rail or air transport will be supported where appropriate.</p>	<p>Short sea shipping provides a sustainable alternative for the transport of goods. NEPS-4 aims to support sustainable coastal or short sea shipping where appropriate as an alternative to road, rail or air methods lowering carbon dioxide emissions and reducing road congestion. Bulk volumes are moved quickly with a reduction in administrative burden and increased efficiency through economies of scale. Short sea routes also allow the transshipment of cargo from large vessels landing into major European ports to the UK (and through direct movements of smaller bulk materials), reducing costs, improving reliability and allowing smaller ports to expand through the establishment of increased numbers of short sea shipping routes where suitable.</p> <p>Policy NE-PS-4 supports the government policy for ports (National Policy Statement for Ports, Section 3.1.4, Section 3.3.5 and Section 3.4.14). The short sea shipping market is expected to grow over the lifetime of the marine plan, providing a flexible and specialised service. There are, however, several factors to consider in what is a price-sensitive market. In particular, the relatively lower costs of road transport, time constraints on delivery of goods and the availability of government subsidies.</p> <p>The types of cargo currently carried by short sea shipping in the north east plan areas include, but are not limited to:</p> <ul style="list-style-type: none"> • marine aggregates and fisheries products • motor vehicles • steel exports • transport of cargo (including bulks such as ores and minerals, chemicals, wood products, containers and roll-on / roll-off units) and passengers <p>Policy NE-PS-4 applies to the inshore and offshore marine plan areas.</p>	<p>The Proposed Development forms part of a full chain CCUS project, involving the offshore storage of CO₂ emissions captured on Teesside. It does not involve any development to facilitate coastal/and or short sea shipping. The Proposed Development includes the possibility of using existing port infrastructure during the construction phase.</p>
<p>NE-REN-1 Renewables</p>	<p>Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.</p>	<p>Supply chains play an important role in developing technology, reducing the associated costs of infrastructure and realising the economic and social benefits of renewable energy to the UK economy. NE-REN-1 recognises the importance of the supply chain within the lifecycle of renewable energy projects. NE-REN-1 enables public authorities to support proposals that will reduce costs,</p>	<p>The Proposed Development forms part of a full chain CCUS project, involving the offshore storage on CO₂ emissions captured on Teesside, it does not have an element which would interact with the supply chain for renewable energy installations.</p>

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		<p>ensuring that businesses are operating competitively and with a long-term strategy. Developing a strong supply chain will not only support the domestic installation of offshore wind but could contribute to establishing a successful export market, particularly in relation to the emerging floating offshore wind industry.</p> <p>Policy NE-REN-1 applies to the inshore and offshore marine plan areas.</p>	
NE-REN-2 Renewables	Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation project.	Renewable energy technologies contribute to the diversification and decarbonisation of the electricity grid. NE-REN-2 protects areas identified for energy developments from other activities that could affect the sites ability to generate energy. It enables the development of safe, profitable and efficient marine businesses. Policy NE-REN-2 applies to the inshore and offshore marine plan areas.	Please refer to the Applicants' response to ExA1 GEN.1.2 submitted at Deadline 2 [REP2-016] .
NE-REN-3 Renewables	Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.	<p>Offshore wind is the current favoured offshore renewable energy generating technology in the UK. The "offshore wind high potential future development areas" layer highlights areas of least constraint for fixed foundation offshore wind energy generation and indicates potential future areas for leasing. This dataset reflects the latest understanding of areas with high potential, incorporating the original technical constraints analysis (see the "Resource and Constraints Assessment Methodology Report" available on the Marine Data Exchange). NE-REN-3 supports the identification of future leasing rounds and provides a level of certainty for other activities as to where future development may occur. Figure 14 identifies the portion of the plan area that has a high potential for the future development of offshore wind.</p> <p>NE-REN-3 is in place to facilitate the identification of sites for future offshore renewable energy development. Spatial areas for all technology types will be updated, as required, based on improved understanding of constraints and technical advancements in new technology. Proponents and decision-makers should refer to Explore Marine Plans for the most up-to-date data.</p> <p>NE-REN-3 applies to the inshore and offshore marine plan areas.</p>	The Proposed Development does not contain a renewable energy element, although it will facilitate a reduction in greenhouse gas emissions.
NE-HER-1 Heritage Assets	Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported. Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that they will, in order of preference:	This policy aims to conserve and enhance marine and coastal heritage assets by considering the potential for harm to their significance. This consideration will not be limited to designated assets and extends to those non-designated assets that are, or have the potential to become, significant. The policy will ensure that assets are considered in the decision-making process and will make	Chapter 19 Marine Heritage of the ES [APP-101] assesses the impacts on marine heritage of the Proposed Development and provides information on the mitigation proposed. Paragraph 19.10.1 states " <i>there would be no significant effects to marine heritage assets as a result of the construction, operation or</i>

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	<p>a) avoid b) minimise c) mitigate - any harm to the significance of heritage assets.</p> <p>If it is not possible to mitigate, then public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets</p>	<p>provisions for those assets that are discovered during developments.</p> <p>Policy NE-HER-1 applies to the inshore and offshore marine plan areas.</p>	<p><i>decommissioning of the Proposed Development, or in combination with other developments."</i></p>
<p>NE-SCP-1 Seascape and landscape</p>	<p>Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character and visual resource of the seascape and landscape of the area.</p> <p>The location, scale and design of proposals take account of the character, quality and distinctiveness of the seascape and landscape.</p> <p>Proposals that may have a significant adverse impact on the seascape and landscape of the area should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the significant adverse impacts, to the seascape and landscape of the area.</p> <p>Proposals within or relatively close to nationally designated areas should have regard to the specific statutory purposes of the designated area. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.</p>	<p>The aim of the policy is to manage significant adverse impacts on the seascape and landscape of the north east inshore and offshore marine plan areas. It will make sure that an area's value, quality and its capacity to accommodate change is considered and that the scale and design of a proposal is compatible with its surroundings. The policy's primary aim is to make provisions for those areas of seascape without statutory designation. The policy also supports those areas with existing statutory designation such as National Parks, Areas of Outstanding Natural Beauty and World Heritage Sites. Defined Heritage Coasts are also supported although they do not hold statutory designation.</p> <p>This policy applies to the inshore and offshore marine plan areas.</p>	<p>The landscape and visual effects of the Proposed Development have been assessed and where necessary, mitigation has been proposed. The details of the assessment and associated mitigation are presented in Chapter 17 Landscape and Visual Amenity of the ES [APP-099]. Significant landscape and visual effects are limited to a moderate adverse effect on users of the England Coast Path where it runs adjacent to the PCC Site.</p>
<p>NE-FISH-1 Fisheries</p>	<p>Proposals that support a sustainable fishing industry, including the industry's diversification, should be supported.</p>	<p>Commercial fisheries can be affected by changes to fish abundance, growth, distribution or behaviour. NE-FISH-1 supports long-term strategic proposals that enable the fishing industry to diversify or</p>	<p>The Proposed Development is part of a CCUS Project. It does not have any implications for the fishing industry. Please see the response to Policy NE-FISH-3 Fisheries below.</p>

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		<p>build in resilience to manage climate change risks and maximise opportunities for sustainable use of marine resources.</p> <p>Policy NE-FISH-1 applies to the inshore and offshore marine plan areas.</p>	
NE-FISH-2 Fisheries	<p>Proposals that enhance access for fishing activities should be supported. Proposals that may have significant adverse impacts on access for fishing activities must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>A sustainable fishing industry provides benefits to coastal communities and contributes to UK food security. Fisheries activities are restricted in where and when they can operate, making the access to these activities vulnerable. NE-FISH-2 supports enhanced access for sustainable fishing activities and seeks to limit significant adverse impacts from other marine activities on access for fishing activities, enabling continued sustainable marine resource use and generating prosperous, resilient and cohesive coastal communities. This policy covers not only fishing activity, but also the transit routes to and from sites and any berthing/beaching or landing/loading points.</p> <p>Policy NE-FISH-2 applies to the inshore and offshore marine plan areas</p>	<p>The Proposed Development will not impact upon fishing grounds. Please see the response to Policy NE-FISH-3 Fisheries below.</p>
NE-FISH-3 Fisheries	<p>Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, should be supported.</p> <p>Proposals that may have significant adverse impacts on essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>Sustainable fish populations rely upon specific habitats throughout their life. NEFISH-3 recognises that the protection of habitats and the services they provide can enhance fish populations, supporting the long-term existence of the fisheries and contributing to Good Environmental Status, as described in the Marine Strategy Part One: UK updated assessment and Good Environmental Status. NE-FISH-3 encourages and supports proposals that deliver biodiversity gain for essential fish habitats. NE-FISH-3 enables sustainable use of marine resources within environmental limits, alongside productive fisheries, by requiring proposals to avoid impacts on essential fish habitats or, if avoidance of impacts is not possible, to manage impacts on essential fish habitats.</p> <p>Policy NE-FISH-3 applies to the inshore and offshore marine plan areas.</p>	<p>Paragraph 14.10.16 of Chapter 14, Marine Ecology and Nature Conservation of the ES [APP-096] reports that though there are some direct losses of habitat and physical disturbance to fish and shellfish (excluding migratory fish) within the footprint of the CO₂ pipeline marine works, given the localised and temporary nature of the impact, there is unlikely to be any discernible effect to functional habitats or species populations.</p>
NE-EMP-1 Employment	<p>Proposals that result in a net increase in marine-related employment will be supported, particularly where they meet one or more of the following:</p> <p>1) are aligned with local skills strategies and support the skills available 2) create a diversity of opportunities</p>	<p>The creation and maintenance of quality jobs is a key component to delivering sustainable economic growth, and for ensuring that everyone is able to access its associated opportunities (Employment and Skills Strategies in England, United Kingdom).</p> <p>NE-EMP-1 supports existing national policies and strategies (e.g. UK Marine Policy Statement and the UK's Industrial Strategy: building a Britain fit for the future) by encouraging decision-makers and proponents to deliver additional employment benefits from</p>	<p>The Proposed Development is a first of its kind CCUS project and is ty, it is aligned to local skills providers and creates diverse opportunities both in the construction and operation of the Proposed Development but also through supply chain benefits. The draft DCO [AS-136] includes a requirement that will secure an Employment, Skills and Training Plan.</p>

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	3) create employment in locations identified as the most deprived 4) implement new technologies - in, and adjacent to, the north east marine plan areas.	proposals, particularly those benefits associated with the listed policy criteria. NE-EMP-1 seeks to maximise sustainable economic activity, prosperity and opportunities for all, both now and in to the future. NE-EMP-1 applies to the inshore and offshore marine plan areas.	
NE-CC-1 Climate change resilience and adaptation	Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported. Proposals that may have significant adverse impacts on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.	Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported. Habitats that provide flood defence and carbon sequestration contribute to natural resilience for coastal communities that are vulnerable to coastal erosion and change. NE-CC-1 requires proposals to manage impacts, enabling these important habitats to continue to provide this valuable service. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for significant adverse impacts, will not be supported. Policy NE-CC-1 applies to the inshore and offshore marine plan areas.	The Proposed Development is adjacent to internationally designed wetland habitat (Teessmouth and Cleveland Coast SPA, Ramsar Site and SSSI). The Proposed Development has been designed to avoid land take from the Teessmouth and Cleveland Coast SPA, Ramsar Site and SSSI and where effects have been identified, mitigation has also been identified in Chapter 13 Aquatic Ecology and Nature Conservation [APP-095] and Chapter 14 Marine Ecology and Nature Conservation of the ES [APP-096].
NE-CC-2 Climate change resilience and adaptation	Proposals in the north east marine plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change.	The effects of climate change are wide-ranging and can include sea level rise, coastal flooding and rising sea temperatures. NE-CC-2 adds provision to enable enhanced resilience of developments, activities and ecosystems within the north east marine plan areas to the effects of climate change and coastal change. This policy applies to the inshore and offshore marine plan areas.	The Proposed Development has been subject to a Flood Risk Assessment [APP-250 to APP-252] and as a result, the Proposed Development level has been assessed to 13mAOD so the Proposed Development does not flood. The Proposed Development will not result in coastal change.
NE-CC-3 Climate change resilience and adaptation	Proposals in the north east marine plan areas, and adjacent marine plan areas, that are likely to have significant adverse impacts on coastal change, or on climate change adaptation measures inside and outside of the proposed project areas, should only be supported if they can demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Large areas of the north east inshore marine plan area coastline are subject to or vulnerable to change. NE-CC-3 ensures proposals do not exacerbate coastal change, enabling communities to be more resilient and better able to adapt to coastal erosion and flood risk where identified. NE-CC-3 also supports proposals that do not compromise existing adaptation measures, which will enable an improvement in the resilience of coastal communities to coastal erosion and flood risk. Proposals that cannot avoid, minimise and mitigate significant adverse impacts will not be supported. This policy applies to the inshore and offshore marine plan areas.	The Proposed Development has been subject to a Flood Risk Assessment [APP-250 to APP-252] and as a result, the Proposed Development level has been assessed to 13mAOD so the Proposed Development does not flood. The Proposed Development will not result in increased coastal erosion in the North East Inshore Marine Plan Area.
Policy NE-CCUS-1 Carbon capture, usage and storage	Decommissioning programmes for oil and gas facilities should demonstrate that they have considered the potential for re-use of infrastructure.	The re-use of existing oil and gas infrastructure may bring cost savings for carbon capture, usage and storage projects. Re-using oil and gas infrastructure for carbon capture, usage and storage may also potentially benefit existing owners and operators of these oil	The Proposed Development is on the site of the former Redcar Steel Works in Teesside, as such, while the Proposed Development has included optionality to reuse some infrastructure on the site, it does

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		<p>and gas assets through maximising the economic life of their asset, as well as offering wider benefits supporting decarbonisation of the UK economy. This policy encourages the consideration of infrastructure re-use by oil and gas operators prior to decommissioning. The policy notes that re-use of infrastructure may not be a viable or realistic option, the aim is for the potential to be considered.</p> <p>Policy NE-CCUS-1 applies to the inshore and offshore marine plan areas.</p>	<p>not directly relate to oil and gas assets. However the Proposed Development will reuse some of the Steel Works infrastructure.</p>
<p>Policy NE-CCUS-2 Carbon capture, usage and storage</p>	<p>Carbon capture, usage and storage proposals incorporating the re-use of existing oil and gas infrastructure will be supported.</p>	<p>The re-use of oil and gas infrastructure can be economically beneficial for both oil and gas, and carbon capture, usage and storage operators, as well as offering wider economic and environmental benefits. This policy encourages re-use by supporting new carbon capture, usage and storage proposals that utilise still viable oil and gas infrastructure.</p> <p>This policy does not mean proposals that do not incorporate the re-use of existing oil and gas infrastructure will be disadvantaged or rejected in the proposal process. Although the re-use of infrastructure can be beneficial, there are many complicated considerations to have regard to, and the suitability of each piece of infrastructure for re-use must be considered on a case-by-case basis.</p> <p>Policy NE-CCUS-2 applies to the inshore and offshore marine plan areas.</p>	<p>Policy NE-CCUS-2 supports CCUS proposals incorporating the re-use of existing oil and gas infrastructure. However, the Policy is clear that this does not mean that proposals that do not incorporate the re-use of infrastructure will be disadvantaged or rejected and that the re-use of infrastructure may not be a viable or realistic option.</p>
<p>Policy NE-CCUS-3 Carbon capture, usage and storage</p>	<p>Proposals associated with the deployment of low carbon infrastructure for industrial clusters should be supported.</p>	<p>The government identified potential regional clusters which can be utilised for low carbon development in the Delivering clean growth: CCUS Cost Challenge Taskforce report and the subsequent plan, The UK carbon capture, usage and storage (CCUS) deployment pathway: an action plan. NE-CCUS-3 supports the development of low carbon industrial clusters where low carbon infrastructure, including carbon capture, usage and storage technologies could be deployed. Encouraging developments associated with industrial clusters aims to reduce the capital costs of deploying carbon capture, usage and storage, maximising the economies of scale.</p> <p>The Energy Technologies Institute Strategic UK CCS Appraisal provides a comprehensive review of likely carbon dioxide storage sites in the UK. Figure 1 Map of UK offshore infrastructure and potential carbon dioxide storage sites from the Department of Business Energy and Industrial Strategy consultation on Carbon capture, usage and storage (CCUS) projects: re-use of oil and gas</p>	<p>Policy NE-CCUS-3 supports proposals associated with the deployment of low carbon infrastructure for industrial clusters such as that being proposed on Teesside as part of the East Coast Cluster being advanced by the Northern Endurance Partnership. The policy states:</p> <p><i>“The government identified potential regional clusters which can be utilised for low carbon development in the Delivering clean growth: CCUS Cost Challenge Taskforce report and the subsequent plan, The UK carbon capture, usage and storage (CCUS) deployment pathway: an action plan. NE-CCUS-3 supports the development of low carbon industrial clusters where low carbon infrastructure, including carbon capture, usage and storage technologies could be deployed. Encouraging developments associated with industrial clusters aims to reduce the capital costs of deploying carbon capture, usage and storage, maximising the economies of scale.</i></p>

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		<p>assets shows the Teesside and Humberside (Easington / Dimlington) areas of existing industrial infrastructure, and potential storage sites which would support Industrial Clusters in the north east marine plan areas.</p> <p>Supporting development associated with industrial clusters also aims to enhance connectivity between marine operations and land infrastructure, which will ensure that opportunities for carbon capture, usage and storage are realised. This policy will also benefit employment in coastal communities near industrial clusters, supporting the NE-INF1 and NE-EMP-1 policies.</p> <p>As carbon capture, usage and storage are at the early stages of deployment in the UK, the government guidance may change over the lifetime of the North East Marine Plan. This policy should be considered alongside the most recent government guidance, reflecting the current approach to the deployment of carbon capture, usage and storage.</p> <p>Policy NE-CCUS-3 applies to the inshore and offshore marine plan areas.</p>	<p><i>The Energy Technologies Institute Strategic UK CCS Appraisal provides a comprehensive review of likely carbon dioxide storage sites in the UK. Figure 1 - Map of UK offshore infrastructure and potential carbon dioxide storage sites from the Department of Business Energy and Industrial Strategy consultation on Carbon capture, usage and storage (CCUS) projects: re-use of oil and gas assets shows the Teesside and Humberside (Easington / Dimlington) areas of existing industrial infrastructure, and potential storage sites which would support Industrial Clusters in the north east marine plan areas.</i></p> <p><i>Supporting development associated with industrial clusters also aims to enhance connectivity between marine operations and land infrastructure, which will ensure that opportunities for carbon capture, usage and storage are realised. This policy will also benefit employment in coastal communities near industrial clusters, supporting the NE -INF1 and NE -EMP -1 policies. As carbon capture, usage and storage are at the early stages of deployment in the UK, the government guidance may change over the lifetime of the North East Marine Plan. This policy should be considered alongside the most recent government guidance, reflecting the current approach to the deployment of carbon capture, usage and storage."</i></p> <p>The Applicants consider that the Proposed Development is consistent with policy contained within the North East Marine Plan, notably policies NE-CCUS-2 and NE-CCUS-3, both of which are supportive of the deployment of CCS/CCUS on Teesside and in the UK Marine Area. The Proposed Development also forms part of the wider East Coast Cluster.</p>
NE-AIR-1 Air quality and emissions	<p>Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases. Proposals that are likely to result in increased air pollution or increased emissions of greenhouse gases must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - air pollution and/or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements.</p>	<p>Clean air is essential for life, health, the environment and the economy. Air pollution and greenhouse gas emissions must be reduced to protect health, habitats and species and reduce the impacts of climate change. NE-AIR-1 ensures that proposals consider and address where they may cause direct or indirect air pollution or greenhouse gas emissions and manage these accordingly.</p> <p>Proposals that cannot avoid, minimise or mitigate air pollution and/or greenhouse gas emissions in line with current national or local air quality objectives and legal requirements must not be supported.</p> <p>Policy NE-AIR-1 applies to the inshore and offshore marine plan areas.</p>	<p>Chapter 8 Air Quality of the ES [APP-090] contains an assessment of the effects of the Proposed Development on air quality. The assessment identifies there will be no significant effect during operation, however, mitigation is proposed during construction to minimise effects of dust.</p> <p>Chapter 21, Climate Change of the ES [APP-103] includes an assessment of greenhouse gases and identifies the Proposed Development will have no adverse effect to the on greenhouse gas emissions, when assessed against National Carbon budgets.</p>

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-ML-1 Marine litter	<p>Public authorities must make adequate provision for the prevention, re-use, recycling and disposal of waste to reduce and prevent marine litter.</p> <p>Public authorities should aspire to undertake measures to remove marine litter within their jurisdiction.</p>	<p>Litter at sea often originates on land. Increase in development, access, recreation and tourism in the north east marine plan areas may result in increased litter, and an adverse impact on the environment on which these activities rely. Preventing marine litter through effective waste management is vital. Addressing marine litter along the coastline is also an important step towards dealing with this problem.</p> <p>Policy NE-ML-1 applies to the inshore and offshore marine plan areas</p>	<p>The Applicants are not a public authority and as such, this policy is not applicable.</p>
NE-ML-2 Marine litter	<p>Proposals that facilitate waste re-use or recycling to reduce or remove marine litter will be supported. Proposals that could potentially increase the amount of marine litter in the marine plan areas, must include measures to, in order of preference: a) avoid b) minimise c) mitigate - waste entering the marine environment</p>	<p>The natural landscapes, wildlife and recreational opportunities on offer in the marine plan areas attract visitors to the area. An increase in visitors and in coastal and marine development could lead to an increase in litter.</p> <p>NE-ML-2 makes sure proposals avoid, minimise or mitigate waste entering the marine environment and encourages support for improvements in waste management and removal of marine litter, during construction and over the lifetime of the development. Proposals that cannot avoid, minimise or mitigate waste entering the marine environment will not be supported.</p> <p>Policy NE-ML-2 applies to the inshore and offshore marine plan areas.</p>	<p>The Proposed Development does not contain facilities to generate marine waste, however, as part of the assessment presented in Chapter 10 Geology and Contaminated Land of the ES [APP-092], an assessment of site waste is presented and where appropriate mitigation is proposed.</p>
NE-WQ-1 Water Quality	<p>Proposals that protect, enhance and restore water quality will be supported. Proposals that cause deterioration of water quality must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - deterioration of water quality in the marine environment.</p>	<p>Much of the economic and cultural prosperity of the north east marine plan areas is reliant on water quality. Activities can place stress on water bodies such that, in parts of the north east marine plan areas, water quality requires improvement. NE-WQ-1 supports activities with a primary objective to protect, enhance and restore water quality.</p> <p>NE-WQ-1 also manages activities that may cause deterioration of water quality by ensuring that adverse impacts from proposals must be avoided, minimised and mitigated. With the exception of the derogations⁸⁸ identified in Section 17 and 19 of The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017⁸⁹ there should be no residual adverse impacts on inshore water bodies. From one nautical mile out to the outer limit of the UK Exclusive Economic Zone there should be no adverse impacts on water quality in line with The Marine Strategy Regulations 2010</p> <p>Policy NE-WQ-1 applies to the inshore and offshore marine plan areas.</p>	<p>Chapter 9, Surface Water, Flood Risk and Water Resources of the ES [APP-091] contains the assessment of the Proposed Development on water resources and Section 9.7 (Mitigation and Enhancement) identifies the mitigation proposed to minimise impacts.</p>

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
NE-ACC-1 Access	<p>Proposals demonstrating appropriate enhanced and inclusive public access to and within the marine area, including the provision of services for tourism and recreation activities, will be supported.</p> <p>Proposals that may have significant adverse impacts on public access should demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant</p>	<p>The provision of appropriate public access is essential for realising the economic, environmental, and social benefits associated with the growth of sustainable tourism and recreation within the north east marine plan areas. NE-ACC-1 supports proposals for appropriate enhanced and inclusive public access to, and within, the marine area, including those providing services for tourism and recreation activities.</p> <p>NE-ACC-1 also provides clarity on how public access should be protected, and ensures that proposals do not have a significant adverse impact on existing public access. Where proposals cannot avoid, minimise or mitigate significant adverse impacts to public access, they should not be supported.</p> <p>While NE-ACC-1 supports and protects public access to the marine area, in some circumstances, access restrictions may be required. Where they are incompatible with existing or proposed access restrictions, proposals for the provision of new public access should not be supported.</p> <p>Policy NE-ACC-1 applies to the inshore and offshore marine plan areas.</p>	<p>The Proposed Development does not permanently adversely affect public rights of way. The assessment of the impact of the Proposed Development on public rights of way is presented in Chapter 20 Socio-economics of the ES [APP-102].</p>
NE-TR-1 Tourism and Recreation	<p>Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported.</p> <p>Proposals that may have significant adverse impacts on tourism and recreation activities must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>Tourism and recreation are widely recognised as important sectors within the north east marine plan areas, providing numerous economic and social benefits to coastal communities and visitors to the region. NE-TR-1 supports these growth industries through promotion of sustainable tourism and recreation at appropriate locations. It also encourages diversification of activities, for example through the extension of operating seasons or development of alternative uses for facilities to create additional employment opportunities, while reducing adverse impacts on natural resources and heritage assets.</p> <p>To minimise stakeholder conflict, this policy also addresses the potential impact of proposals on existing tourism and recreation use, or future potential activities; those proposals that cannot avoid, minimise and mitigate significant adverse impacts on tourism and recreation activities are unlikely to be supported.</p> <p>Policy NE-TR-1 applies to the inshore and offshore marine plan areas.</p>	<p>The impact of the Proposed Development on tourism has been reported on in Chapter 20 Socio-economics of the ES [APP-102], the Proposed Development will not result in any significant adverse impacts to tourism.</p>
NE-SOC-1	<p>Those bringing forward proposals should consider and demonstrate how their development shall</p>	<p>NE-SOC-1 seeks to increase the general knowledge, understanding, appreciation and enjoyment by people of the many values provided</p>	<p>The Proposed Development has been subject to assessments which are within the public domain, including Chapter 14 Marine Ecology</p>

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Knowledge, understanding, appreciation and enjoyment	enhance public knowledge, understanding, appreciation and enjoyment of the marine environment as part of (the design of) the proposal.	by the marine environment through encouraging proposals that incorporate these factors. Policy NE-SOC-1 applies to the inshore and offshore marine plan areas.	and Nature Conservation [APP-096] and Chapter 19 Marine Heritage [APP-101], which provides context for the ecology and history of the marine area.
NE-DEF-1 Defence	Proposals in or affecting Ministry of Defence areas should only be authorised with agreement from the Ministry of Defence.	There are a high number of defence activities and estates in the north east marine plan areas. Marine infrastructure can affect their continuity or future use. NE-DEF-1 aims to avoid conflict between defence activities and new proposals within the north east marine plan areas. This policy will ensure defence interests are not hindered. Policy NE-DEF-1 applies to the inshore and offshore marine plan areas.	The Proposed Development will not adversely impact Ministry of Defence areas as in these areas the majority of Proposed Development infrastructure will be buried. The objections have been raised by the Ministry of Defence.
Policy NE-MPA-1 Marine protected areas	Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts, with due regard given to statutory advice on an ecologically coherent network.	Marine protected areas in the north east marine plan areas make a significant contribution towards the UK's network of ecologically coherent marine protected areas. NE-MPA-1 encourages and supports proposals for activities that further the conservation objectives of marine protected areas. NE-MPA-1 also ensures proposals take account of adverse impacts on individual sites and the overall network, protecting important habitats, species and geological features, and enabling the successful and continued management of these sites Proposals that cannot avoid, minimise or mitigate adverse impacts should not be supported. Policy NE-MPA-1 applies to the inshore and offshore marine plan areas.	The Applicants consider that the ES for the Proposed Development is consistent with the policy in that it considers potential adverse impacts for all relevant marine protected areas. A number of terrestrial sites have been screened into the Habitat Regulations Assessment (HRA) [AS-194]. However, the Proposed development will not impact any marine ecological designations.
Policy NE-MPA-2 Marine protected areas	Proposals that enhance a marine protected area's ability to adapt to climate change, enhancing the resilience of the marine protected area network, will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change, and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts	The effects of climate change on habitats and species poses a challenge to designated marine protected area sites in the north east marine plan areas. NEMPA-2 ensures proposals account for adverse impacts on each impacted individual marine protected area's ability to adapt to climate change, improving resilience and working towards a well-managed marine protected area network. Proposals that cannot avoid, minimise or mitigate adverse impacts should not be supported. Policy NE-MPA-2 applies to the inshore and offshore marine plan areas.	The HRA [AS-194] indicates no adverse impact, after amendments to the design, to any designated site are likely and thus no impact on the ability of those sites to adapt to climate change.

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Policy NE-MPA-3 Marine protected areas	Where statutory advice states that a marine protected area site condition is deteriorating or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.	<p>Anthropogenic activities such as the burning of fossil fuels, deforestation, farming and methane release from animal farming have serious adverse impacts on the climate. These impacts include, but are not limited to, increased ocean acidity, temperature shifts, and increased storm activity. Climate change may result in marine protected area feature migration and/or feature displacement due to shifts in ranges of habitats and species. NE-MPA-3 ensures flexibility by supporting boundary changes to improve the resilience of the marine protected area network. NE-MPA-3 enables adaptive management to help mitigate the loss of features within sites, and support adaptation to climate change.</p> <p>Policy NE-MPA-3 applies to the inshore and offshore marine plan areas.</p>	The Proposed Development does not influence the management of marine protected areas.
Policy NE-MPA-4 Marine protected areas	<p>Proposals that may have significant adverse impacts on designated geodiversity must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>Geodiversity in the north east marine plan areas has formed over billions of years. With natural change happening slowly over a long timescale, geodiversity is particularly vulnerable to human impacts. NE-MPA-4 makes sure proposals account for significant adverse impacts on designated geodiversity, protecting important geological and geomorphological features that underlie and determine the character of our landscape and seascape.</p> <p>Proposals that cannot avoid, minimise or mitigate significant adverse impacts should not be supported.</p> <p>Policy NE-MPA-4 applies to the inshore and offshore marine plan areas.</p>	An assessment of the Proposed Development on designated geodiversity has been presented in Chapter 10, Geology and Contaminated Land of the ES [APP-092]. The Proposed Development will not result in significant adverse impacts on designated geodiversity.
Policy NE-BIO-1 Biodiversity	<p>Proposals that enhance the distribution of priority habitats and priority species will be supported. Proposals that may have significant adverse impacts on the distribution of priority habitats and priority species must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.</p>	<p>Maintaining the distribution of priority habitats and priority species in the north east marine plan areas is important as it reduces habitat fragmentation, species isolation and supports strong, biodiverse communities which in turn provide ecosystem services. NE-BIO-1 encourages and supports proposals that enhance the distribution of priority habitats and priority species. NE-BIO-1 seeks to maintain the distribution of priority habitats and priority species through the management of significant adverse impacts. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for significant adverse impacts, will not be supported.</p> <p>Policy NE-BIO-1 applies to the inshore and offshore marine plan areas.</p>	The ES confirms that having taken into account the design and good practice mitigation no significant adverse effects to marine biodiversity from construction, operation (including maintenance) or decommissioning of the Proposed Development are predicted. Furthermore, no significant adverse effects to the distribution of priority species and habitats are predicted.
Policy NE-BIO-2 Biodiversity	Proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration, will be supported.	Competition for space, increased levels of development, and predicted effects of climate change can affect the connectivity, adaptive ability and migration of habitats and species in the north east marine plan areas. NE-BIO-2 supports and encourages	Please see the response to Policy NE-BIO-1 Biodiversity above.

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	<p>Proposals that may cause significant adverse impacts on native species or habitat adaptation or connectivity, or native species migration, must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.</p>	<p>proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration. NE-BIO-2 requires proposals to manage negative effects which may significantly adversely impact the functioning of healthy, resilient and adaptable marine ecosystems. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for significant adverse impacts, will not be supported.</p> <p>Policy NE-BIO-2 applies to the inshore and offshore marine plan areas.</p>	
<p>Policy NE-BIO-3 Biodiversity</p>	<p>Proposals that conserve, restore or enhance coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, will be supported. Proposals must take account of the space required for coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate d) compensate for - net habitat loss.</p>	<p>In the north east inshore marine plan area, there are numerous important coastal habitats. Increased competition for space in and around these coastal habitats in the north east inshore marine plan area has resulted in coastal squeeze, a process where habitats have decreasing space between rigid coastal structures and rising sea level or coastal erosion. NE-BIO-3 encourages and supports proposals that deliver biodiversity gain by conserving, enhancing or restoring coastal habitats. NEBIO-3 also requires proposals to manage net habitat loss as a result of coastal squeeze, to support the functioning of healthy and resilient coastal and intertidal ecosystems. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for net habitat loss, will not be supported.</p> <p>Policy NE-BIO-3 applies to intertidal habitats down to mean low water in the inshore marine plan area only.</p>	<p>The Proposed Development design minimises project activities in the intertidal zone, with construction methods including horizontal directional drilling ('HDD') designed to avoid impacts in the intertidal zone.</p>
<p>Policy NE-INNS-1 Invasive non-native species</p>	<p>Proposals that reduce the risk of introduction and/or spread of invasive non-native species should be supported.</p> <p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species, particularly when:</p> <p>1) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another 2) introducing structures suitable for settlement of invasive non-native species, or the spread of</p>	<p>The north east marine plan areas have a high risk of introducing or spreading invasive non-native species which may damage the marine area and harm populations of native flora and fauna. NE-INNS-1 aims to avoid or minimise damage to the marine area from the introduction or transport of invasive non-native species. Proposals that do not put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species will not be supported. NE-INNS-1 also aims to support those projects that attempt to reduce the risk and/or introduction of invasive non-native species, such as eradication projects.</p> <p>NE-INNS-1 applies to the inshore and offshore marine plan areas.</p>	<p>The Construction Environmental Management Plan (CEMP) for the Proposed Development (Appendix 5A of the ES) [APP-246] details that biosecurity measures will be put in place to reduce the spread of invasive non-native species. Chapter 14, Marine Ecology and Nature Conservation of the ES [APP-096], also assessed no significant adverse impacts as a result of invasive species because of the Proposed Development.</p>

POLICY NO.	OBJECTIVE/POLICY WORDING	POLICY AIM	APPLICANTS' ASSESSMENT
	invasive non-native species known to exist in the area.		
Policy NE-INNS-2 Invasive non-native species	Public authorities with functions to manage activities that could potentially introduce, transport or spread invasive non-native species should implement adequate biosecurity measures to avoid or minimise the risk of introducing, transporting or spreading invasive non-native species.	NE-INNS-2 aims to avoid or minimise the introduction and spread of marine invasive non-native species by encouraging public authorities with relevant functions throughout the north east to implement adequate biosecurity measures, increase awareness of invasive non-native species and provide suitable guidance to help reduce their adverse impacts on the marine environment, which could include the eradication of existing invasive species. NE-INNS-2 applies to the inshore and offshore marine plan areas.	The Construction Environmental Management Plan (CEMP) for the Proposed Development (Appendix 5A of the ES [APP-246], details that biosecurity measures will be put in place to reduce the spread of invasive non-native species. Chapter 14, Marine Ecology and Nature Conservation of the ES [APP-096], also assessed no significant adverse impacts as a result of invasive species because of the Proposed Development.
Policy NE-DIST-1 Disturbance	Proposals that may have significant adverse impacts on highly mobile species through disturbance or displacement must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Disturbance and displacement from activities, including those that do not require authorisation such as tourism and recreation, can cause declines in some highly mobile species. NE-DIST-1 reduces the effects of disturbance and displacement by requiring proposals to manage impacts, highlighting good practice and encouraging strategic management of unauthorised activities. NE-DIST-1 enables people to appreciate marine biodiversity and act responsibly to protect and recover populations of rare, vulnerable and valued species. Proposals that cannot avoid, minimise and mitigate significant adverse impacts will not be supported. Policy NE-DIST-1 applies to the inshore and offshore marine plan areas.	The impacts on highly mobile species are assessed in Chapter 14 Marine Ecology and Nature Conservation of the ES [APP-096], along with proposed mitigation to minimise these impacts.
Policy NE-UWN-1 Underwater noise	Proposals that result in the generation of impulsive sound must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the Marine Strategy Part One Descriptor 11.	Impulsive sounds can have an adverse effect on marine life and human enjoyment of marine areas. NE-UWN-1 supports the established noise registry to determine baselines, levels of impulsive sound and management options through the recording and assessment of the distribution and timing of impulsive sound sources in the marine environment. This will enable effective marine management and protection of biodiversity or viable populations of species. Policy NE-UWN-1 applies to the inshore and offshore marine plan areas.	As part of Paragraph 11.5.2 of Chapter 11, Noise and Vibration [APP-093], bullet 5, included imbedded mitigation as part of the Proposed Development to include the use of lower noise piling instead of driven piling techniques. Paragraph 11.7.5 of Chapter 11, Noise and Vibration of the ES [APP-093] states "that potential noise of a tonal, impulsive or intermittent nature will be designed out of the Proposed Development during detailed design phase by the selection of appropriate plant, building cladding, louvres and silencers/ attenuators as necessary". As a result is it not expected that construction or operation activities will take place that will require contributions to the UK Marine Noise Registry.
Policy NE-UWN-2 Underwater noise	Proposals that result in the generation of impulsive or non-impulsive noise must demonstrate that they will, in order of preference: a) avoid	Underwater noise levels have increased with marine space use. Noise can affect highly mobile species, including causing chronic stress and death at higher intensities. NE-UWN-2 supports management of underwater noise, requiring proposals to take appropriate noise reduction actions. NE-UWN-2 enables clear and	No potential for a significant adverse impact to marine species from underwater noise generated during the Proposed Development was identified in the ES. These results are reported on in Chapter 14 Marine Ecology and Nature Conservation [APP-096] of the Environmental Statement.

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	b) minimise c) mitigate - adverse impacts on highly mobile species so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.	proportionate regulation to make sure marine activity respects environmental limits and protects biodiversity. Policy NE-UWN-2 applies to the inshore and offshore marine plan areas.	
Policy NE-CE-1 Cumulative effects	Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse cumulative and/or in-combination effects so they are no longer significant.	While cumulative effects are considered in relevant assessments and decision making, the increasing use of the marine area reinforces the need to consider and address cumulative effects of both terrestrial and maritime projects, in line with the aims set out in the UK Marine Policy Statement. In conjunction with and in support of other relevant north east marine plan policies, this policy is intended to ensure relevant effects, including those that may seem less significant in their own right, are taken account of and addressed. In doing so, the policy will help to ensure that cumulative effects on the wider environment of the north east marine plan areas and other relevant receptors are effectively managed. NE-CE-1 applies to the inshore and offshore marine plan areas.	The cumulative effects of the Proposed Development have already been identified as part of Chapter 24 Cumulative Effects of the ES [APP-106] of the Environmental Statement. A further update of the Cumulative Effects assessment will be submitted at Deadline 4.
Policy NE-CBC-1 Cross-border co-operation	Proposals must consider cross-border impacts throughout the lifetime of the proposed activity.	Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.	The Proposed Development sits entirely in the Inshore North East Marine Plan.