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7.0 PLANNING AND ENERGY POLICY

7.1 Introduction

7.1.1 This chapter of the Preliminary Environmental Information (PEI) Report provides an overview of the planning and energy policies of relevance to the Proposed Development.

7.1.2 The DCO Application for the Proposed Development will include a Planning Statement that will detail the policies and supplementary planning guidance of relevance to the Proposed Development and include an assessment of how it complies with that policy and guidance.

7.1.3 Development consent is required for the Proposed Development as it falls within the definition and thresholds for a Nationally Significant Infrastructure Project (NSIP) under Sections 14(g) and 21 of the Planning Act (PA) 2008, associated development under Section 115(1)(b) and by direction under Sections 35(1) and 35ZA of the same Act. The following planning and energy policy is of relevance to the Proposed Development:

- National Policy Statements (NPSs) for Energy;
- Marine Policy Statements (MPSs) and Plans;
- Government Energy and Climate Change Policy;
- the National Planning Policy Framework (NPPF); and
- local planning policy.

7.1.4 These planning and energy policies are considered below. In addition, each technical chapter of the PEI Report refers to the policies that are relevant to the assessment of the environmental effects reported within that chapter and discusses how the Proposed Development interacts with those policies.

7.2 National Policy Statements for Energy

7.2.1 Under the PA 2008 regime, the policy framework for examining and determining applications for development consent is provided by NPSs. Section 5 of the PA 2008 allows the relevant Secretary of State (SoS) to designate NPSs setting out national policy in relation to the types of NSIPs listed at Section 14 of the Act. The NPSs are the primary policy used by the relevant SoS to examine and determine DCO applications for NSIPs.

7.2.2 Section 104 of the PA 2008 provides that where a NPS has effect, the SoS must determine the DCO application in accordance with the relevant NPSs and appropriate marine policy documents (if any) having regard to: any local impact report produced by the relevant Local Planning Authority (LPA); any matters prescribed in relation to development of the description to which the application relates; and any other matters which the SoS thinks are both '*important and relevant'* to their decision, unless this would:

- lead to the UK being in breach of its international obligations;

- be in breach of any statutory duty that applies to the SoS;
- be unlawful;
- result in the adverse impacts of the development outweighing the benefits; or
- be contrary to any condition prescribing how decisions regarding an NSIP application are to be taken.

7.2.3 Section 105 of the PA 2008 relates to the decision on applications where no NPS has effect, that is, where there is no NPS in place relating to the specific type of development. In such cases, Section 105 states that in deciding the application the SoS must have regard to any relevant local impact report produced by the relevant LPA; any matters prescribed in relation to development of the description to which the application relates; and any other matters which the SoS thinks are both important and relevant to their decision.

7.2.4 In light of recent case law[1], and until revised NPSs are designated which change the position (as they are anticipated to do given the clear text on this in the revised draft NPS), the Applicant recognises that those aspects of the Proposed Development which are automatically a NSIP will be determined under Section 104 and those aspects which are development for which consent is required pursuant to the Section 35 Direction will be determined under Section 105.

Current NPSs

7.2.5 Several NPSs have been designated in relation to energy infrastructure. The current energy NPSs were published in July 2011 by the SoS for the Department for Energy and Climate Change (DECC). DECC became part of the Department for Business, Energy & Industrial Strategy (BEIS) in July 2016, which existed until 2023 when BEIS was split to form the Department for Business and Trade (DBT), the Department for Energy Security and Net Zero (DESNZ) and the Department for Science, Innovation and Technology (DSIT).

7.2.6 The designated NPSs include an overarching NPS setting out general policies and assessment principles for energy infrastructure and a number of technology specific NPSs. The NPSs considered to be of relevance to the Proposed Development are:

- the Overarching NPS for Energy (EN-1) (DECC, 2011a);
- the NPS for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) (DECC, 2011b); and
- the NPS for Electricity Networks Infrastructure (EN-5) (DECC, 2011c).

7.2.7 Part 3 of EN-1 *"The need for new nationally significant energy infrastructure projects"* defines and sets out the need for nationally significant energy infrastructure. Paragraph 3.1.1 states that the UK needs all types of energy infrastructure covered by the NPS to achieve energy security at the same time as dramatically reducing greenhouse gas (GHG) emissions. Paragraph 3.1.2 goes on to state that it is for

[1] Including High Court judgement 'EFW Group Limited v Secretary of State for Business, Energy and Industrial Strategy [2021] EWHC 2697 (Admin)' (England and Wales High Court, 2021).

industry to propose the type of energy infrastructure and that the Government does not consider it appropriate for planning policy to set targets for, or limits on, different technologies.

7.2.8 While the current NPSs for energy infrastructure do not include policy specifically relating to hydrogen (H_2) infrastructure, they do include policy that is of relevance to the Proposed Development.

7.2.9 Part 4 of EN-1 sets out several 'assessment principles' that must be taken into account by applicants and the SoS in preparing and determining applications for nationally significant energy infrastructure. General points include (paragraph 4.1.2) the requirement for the SoS, given the level and urgency of need for the infrastructure covered by the energy NPSs, to start with a presumption in favour of granting consent for applications for energy NSIPs. This presumption applies unless any more specific and relevant policies set out in the relevant NPS clearly indicate that consent should be refused or any of the considerations referred to in Section 104 of the PA 2008 (noted above) apply.

7.2.10 Other assessment principles include the matters to be covered within any Environmental Statement (ES); the Habitats and Species Regulations; the consideration of alternatives; criteria for good design; grid connection; consideration of Carbon Capture and Storage (CCS); climate change adaptation; pollution control and environmental regulatory regimes; safety; hazardous substances; health; common law and statutory nuisance and security, amongst others.

7.2.11 Part 5 of EN-1 deals with the "*Generic Impacts*" of energy infrastructure. These include impacts that occur in relation to all or most types of energy infrastructure, in addition to others that may only be relevant to certain technologies. Paragraph 5.1.2 stresses that the list of impacts is not exhaustive and that applicants should identify the impacts of their projects in the ES in terms of both those covered by the NPSs and others that may be relevant. Generic impacts include land use; socio economics; air quality and emissions; noise and vibration; dust, odour, artificial light, steam and smoke; traffic and transport; civil and military aviation; biodiversity and geological conservation; historic environment; landscape and visual; water quality and resources; flood risk and waste, amongst others. In relation to each of the generic impacts listed within Part 5, guidance is provided on how an applicant should assess these within their application and the considerations that the SoS should consider in decision-making.

7.2.12 In addition to the assessment principles and generic impacts covered by EN-1, NPSs EN-4 and EN-5 set out the factors (e.g. those influencing site selection) and *'assessment and technology specific'* considerations to be considered in the preparation and assessment of applications for gas pipelines and electricity network infrastructure, including relevant environmental matters.

Draft Revised NPSs

7.2.13 In December 2020 the Government launched a review of the energy NPSs to ensure that they reflected the legally binding commitment (through the Climate Change Act 2008 (2050 Target Amendment) Order 2019) to achieve net zero in terms of GHG

emissions by 2050 and the Government's energy priorities as set out in the Ten-Point Plan and Energy White Paper. As part of the review, the Government consulted on draft revised NPSs for energy in September 2021.

7.2.14 Since the September 2021 consultation, the Government has published two further documents setting out relevant energy policy. These include the Net Zero Strategy: Build Back Greener (October 2021) and the British Energy Security Strategy (April; 2022), the latter setting out several commitments related to energy, planning reform and the energy NPSs. The Government has made some material updates to the draft revised energy NPSs following the British Energy Security Strategy and launched a further consultation in March 2023 on those material changes in policy. The consultation closed on 23rd June 2023.

7.2.15 No date has currently been set for the designation of the revised energy NPSs and it has been confirmed by the Government that for any application for development consent submitted before they are designated, the current 2011 suite of NPSs should have effect in accordance with the terms of those NPSs. While the current suite of NPSs for energy remain relevant policy and have effect for NSIP applications for the purposes of the PA 2008, the Government has also clarified that the draft revised NPSs are potentially capable of being important and relevant considerations in the decision-making process.

7.2.16 Paragraph 1.3.5 of draft revised EN-1 states that where the need for a particular type of energy infrastructure set out in paragraph 1.3.2 is established by the NPS, but that type of infrastructure is outside the scope of one of the technology specific NPSs, EN-1 alone will have effect and be the primary basis for SoS decision making. It goes onto state:

"This will be the case for, but is not limited to, unconventional hydrocarbon extraction sites, hydrogen pipeline and storage infrastructure, Carbon Capture Storage (CCS) pipeline infrastructure and other infrastructure not included in EN-2 or EN-3."

7.2.17 As outlined in Chapter 1: Introduction (PEI Report, Volume I), although works to construct the Proposed Development, including the Production Facility, do not fall under the definition of a NSIP, the Applicant sought a direction under Section 35 of the PA 2008 from the SoS to give a direction for all the elements of the Proposed Development to be treated as development for which development consent is required.

7.2.18 On the 22nd December 2022, the SoS issued a Direction under Sections 35(1) and 35ZA that the Proposed Development is to be treated as development for which consent is required, including the Production Facility and any aspect of the hydrogen pipelines that are not automatically a NSIP. Paragraph 1.3.10 of draft EN-1 states that EN-1, in conjunction with any relevant technology specific NPS, will be the primary policy for SoS decision making on projects in the field of energy for which a direction has been given under Section 35.

7.2.19 Paragraph 2.3.3 of draft EN-1 sets out the Government's objectives for the energy system. These are to ensure our supply of energy always remains secure, reliable, affordable and consistent with meeting the UK's target to cut GHG emissions to net

zero by 2050. Paragraph 2.3.4 goes onto state that meeting these objectives necessitates a significant amount of energy infrastructure, both large and small-scale. This includes the infrastructure needed to convert primary sources of energy (e.g. wind) into energy carriers (e.g. electricity or hydrogen), and to store and transport these energy carriers into and around the country. It also includes the infrastructure needed to capture, transport and store carbon dioxide (CO_2). The requirement for new energy infrastructure will present opportunities for the UK and contributes towards our ambition to support jobs in the UK's clean energy industry and local supply chains.

7.2.20 Part 3 of draft EN-1 deals with the need for new nationally significant energy infrastructure projects. It explains why the Government sees a need for significant amounts of new large-scale energy infrastructure to meet its energy objectives and why it considers the need for such infrastructure is urgent. However, it notes (paragraph 3.1.2) that it will not be possible to develop the necessary amounts of such infrastructure without some significant residual adverse impacts.

7.2.21 Paragraph 3.2.2 confirms that we need a range of different types of energy infrastructure and (paragraph 3.2.4) that it is for industry to propose new infrastructure within the strategic framework set by Government. It also states that it is not appropriate for planning policy to set limits on different technologies. Furthermore, paragraphs 3.2.5 to 3.2.7 state that the SoS should assess all applications for development consent for the types of infrastructure covered by EN-1 on the basis that the Government has demonstrated that there is a need for those types of infrastructure which is urgent; that substantial weight should be given to that need; and that the SoS is not required to consider separately the specific contribution of any individual project to satisfying that need.

7.2.22 Paragraphs 3.2.10 and 3.2.11 together state that where an energy infrastructure project is not covered by Sections 15 to 21 of the PA 2008, but is considered to be nationally significant and is subject to a direction under Section 35, then the application for development consent would need to be considered in accordance with EN-1:

"In particular: …

Where the application is for hydrogen infrastructure not covered by sections 15-21 of the Planning Act, the Secretary of State should give substantial weight to the need established at paragraphs 3.4.12 to 3.4.21 of this NPS …"

7.2.23 As confirmed above, the need for low carbon hydrogen infrastructure is set out at paragraphs 3.4.12 to 3.4.21 of draft EN-1. Paragraph 3.4.12 specifically states that there "*… is an urgent need for all types of low carbon hydrogen infrastructure to allow hydrogen to play its role in the transition to net zero*." Paragraph 3.4.13 goes onto state:

"… the government is committed to developing low carbon hydrogen, which will be critical for meeting the UK's legally binding commitment to achieve net zero by 2050, with the potential to help decarbonise vital UK industry sectors and provide flexible deployment across heat, power and transport."

7.2.24 Paragraph 3.4.21 states that in considering applications for low carbon hydrogen infrastructure, the SoS will expect applicants to consider foreseeable future demand when considering the size and route of their investments. Applicants may propose pipelines with a greater capacity than demand might suggest at the time of consenting.

7.2.25 Draft EN-1 in relation to CCS states at paragraph 3.5.1 that "*There is an urgent need for new carbon capture and storage (CCS) infrastructure to support the transition to a net zero economy.*" Paragraph 3.5.2 refers to the Committee on Climate Change's statement that CCS infrastructure will be needed to capture and store carbon dioxide from hydrogen production.

7.3 Marine Policy Statements & Plans

7.3.1 Section 104 of the PA 2008 requires the SoS to have regard to '*the appropriate marine policy documents'* relevant to NSIPs. It is considered that such documents would also be important and relevant considerations under Section 105. A number of elements of the Proposed Development involve works within the UK Marine Area, under the tidal River Tees. The marine policy documents that are relevant to the Proposed Development are the UK MPS (HM Government, 2011a) and the North East Inshore and North East Offshore Marine Plan (HM Government, 2011b) – these documents are considered in the following sections.

UK Marine Policy Statement (March 2011)

7.3.2 The UK MPS, adopted in March 2011, provides the policy framework for preparing marine plans and taking decisions affecting the marine environment. It has been prepared and adopted for the purposes of Section 44 of the Marine and Coastal Access Act 2009 and is intended to sit alongside terrestrial consenting regimes, including the PA 2008 regime. The MPS was subject to updates in September 2020 relating to how references to European Union (EU) law should be interpreted from 1 January 2021 following the UK's withdrawal from the EU.

7.3.3 Chapter 3 sets out the policy objectives for key activities that take place in the marine environment. Section 3.3 deals specifically with '*Energy production and infrastructure development*'. Paragraph 3.3.1 notes that a secure, sustainable and affordable supply of energy is of central importance to the economic and social well-being of the UK. Paragraph 3.3.4 sets out issues that decision makers should consider when examining and determining applications for energy infrastructure. Those of relevance to the Proposed Development, which will connect to a Carbon Capture, Usage and Storage (CCUS) cluster in Teesside, that should be taken into account include:

- the national level of need for new energy infrastructure, as set out in the Overarching NPS for Energy (EN-1);
- the positive wider environmental, societal and economic benefits of CCS as key technologies for reducing CO_2 emissions;

- that the physical resources and features that form oil and gas fields or suitable sites for CO_2 storage occur in relatively few locations and need first of all to be explored for and can then only be exploited where they are found;
- the UK's programme to support the development and deployment of CCS clusters and in particular the need for suitable locations that provide for the permanent storage of CO_2.

North East Inshore and North East Offshore Marine Plan (June 2021)

7.3.4 Marine plans are intended to set out detailed policy and spatial guidance for a particular area. The UK is divided into several marine planning regions with associated plan authorities that are responsible for preparing marine plans. In England the Marine Management Organisation (MMO) is the plan authority. Marine plans are a material consideration.

7.3.5 The Proposed Development Site lies within the 'North East Inshore Marine Area', which stretches from Flamborough Head in Yorkshire to the Scottish Border. The Plan Area has three main tidal rivers, including the River Tees.

7.3.6 The North East Marine 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.

7.3.7 Policy NE-CCUS-3 is of relevance to the Proposed Development as it 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 (NEP). The policy states:

"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."

7.4 Energy and Climate Change Policy

7.4.1 Other matters that the SoS may consider important and relevant include recent UK energy and climate change policy.

7.4.2 The Proposed Development will support the overarching objective of the Government to continue transitioning the UK to a low carbon economy and meeting the legally binding target of net zero GHG emissions by 2050. The important role that H_2, coupled with CCS/CCUS must play in achieving this transition is confirmed by recent Government energy and climate change policy, including:

- The Ten Point Plan for a Green Industrial Revolution (HM Government, 2020a);
- The Energy White Paper (HM Government, 2020b);

- Industrial Decarbonisation Strategy (HM Government, 2021a);
- North Sea Transition Deal (HM Government, 2021b);
- UK Hydrogen Strategy (HM Government, 2021c);
- Net Zero Strategy: Build Back Greener (HM Government, 2021d);
- British Energy Security Strategy (BESS) (HM Government, 2022); and
- Powering up Britain (HM Government, 2023a).

7.4.3 These policy documents are considered below.

<u>The Ten Point Plan for a Green Industrial Revolution (November 2020)</u>

7.4.4 '*The Ten Point Plan for a Green Industrial Revolution – Building back better, supporting green jobs, and accelerating our path to net zero*', was published on 18 November 2020 and is aimed at delivering a '*Green Industrial Revolution*' in the UK. The plan has a foreword by the Prime Minister stating that the plan will aim to mobilise £12 billion of Government investment and potentially three times as much from the private sector, to create and support up to 250,000 green jobs.

7.4.5 The Introduction to the Ten Point Plan (page 6) states:

"We will generate new clean power with offshore wind farms, nuclear plants and by investing up to half a billion pounds in new hydrogen technologies. We will use this energy to carry on living our lives, running our cars, buses, trucks and trains, ships and planes, and heating our homes while keeping bills low. And to the extent that we still emit carbon, we will pioneer a new British industry dedicated to its capture and return to under the North Sea. Together these measures will reinvigorate our industrial heartlands, creating jobs and growth, and pioneering world-leading SuperPlaces that unite clean industry with transport and power …

The cumulative effect of this plan will be to reduce the UK emissions by 180 million tonnes of carbon dioxide equivalent (Mt CO_2 e) between 2023 and 2032, equal to taking all of today's cars off the road for around two years…."

7.4.6 The 'Ten Points' of the plan are summarised at page 7. Point 2 '*Driving the Growth of Low Carbon Hydrogen'* is covered at pages 10 to 11 and states (page 10):

"Working with industry the UK is aiming for 5GW of low carbon hydrogen production capacity by 2030. Hubs where renewable energy, CCUS and hydrogen congregate will put our industrial 'SuperPlaces' at the forefront of technological development."

7.4.7 It highlights how 5 gigawatt (GW) of low carbon hydrogen production by 2030 could see the UK benefit from around 8,000 jobs across its industrial heartlands. This will be supported by a range of measures, including a £240 million Net Zero Hydrogen Fund. It goes on (page 10) to state:

"Producing low carbon hydrogen at scale will be made possible by carbon capture and storage infrastructure, and we plan to grow both of these new British industries side by side so our industrial 'SuperPlaces' are envied around the world."

7.4.8 Point 8 *'Investing in Carbon Capture, Usage and Storage'* (pages 22 and 23) identifies the ambition to capture 10 Mt of CO_2 a year by 2030 and the Government's commitment to invest up to £1 billion to support the establishment of CCUS in four industrial clusters in areas such as the North East. It goes onto state how CCUS will be developed alongside hydrogen production in these locations.

The Energy White Paper (December 2020)

7.4.9 The Energy White Paper '*Powering our Net Zero Future*' (EWP) was presented to Parliament in December 2020 and builds on the Ten Point Plan. At the core of the EWP is the commitment to tackle climate change and achieve net zero. The EWP seeks to put in place a strategy for the wider energy system that transforms energy, supports a green recovery, and creates a fair deal for consumers (page 4). As with the Ten Point Plan, the EWP confirms the Government's support for new hydrogen technologies and CCUS drawing upon the resources provided by the North Sea.

7.4.10 The Government estimates (page 15) that the measures in the EWP could reduce emissions across power, industry, and buildings by up to 230 Mt CO_2 in the period to 2032 and enable further savings in other sectors such as transport. In doing so, these measures could support up to 220,000 jobs per year by 2030. These figures include the energy measures from the Ten Point Plan as well as additional measures set out in the EWP. However, the EWP recognises that more will need to be done to meet key milestones on the journey to net zero.

7.4.11 The EWP (pages 16 to 17) provides an overview of the Government's key commitments to put the UK on a course to net zero. These are grouped under several headings and include:

"SUPPORT A GREEN RECOVERY FROM COVID-19 …

Increasing the ambition in our Industrial Clusters Mission four-fold, aiming to deliver four low-carbon clusters by 2030 and at least one fully net zero cluster by 2040.

Investing £1 billion up to 2025 to facilitate the deployment of CCUS in two industrial clusters by the mid-2020s, and a further two clusters by 2030, supporting our ambition to capture 10 Mt per year by the end of the decade.

Working with industry, aiming to develop 5GW of low-carbon hydrogen production capacity by 2030." Chapter 2 'Power' of the EWP sets out how it is proposed to decarbonise the power sector. This includes a commitment to consult on steps to ensure that new thermal plants can convert to low carbon technologies either through the retrofit of carbon capture plant or 'conversion to firing clean hydrogen' (page 48)."

7.4.12 Chapter 5 *'Industrial Energy'* sets out the goal for emissions from industry to fall by around 90% from today's levels by 2050. To achieve this (page 118) the Government:

"…will:

Create a sustainable future for UK manufacturing industry through improved energy efficiency and the adoption of clean energy technologies.

Establish the UK as a world leader in the deployment of CCUS and clean hydrogen, supporting up to 60,000 jobs by 2030." The EWP confirms that manufacturing and refineries, which form the bulk of industrial emissions, still account for around 1% of the UK's GHG emissions. About half of those emissions are concentrated in the UK's six major industrial clusters. This includes Teesside (Figure 8.1, page 121) which accounts for 3.9 Mt CO_{2e} of emissions (2018 figures)."

7.4.13 To transform industrial energy, the EWP (page 122) states that we cannot rely on energy efficiency alone to reduce emissions in line with the Government's 2050 goal. Manufacturing industry will also need to capture its carbon for onward transport and storage and switch from using fossil fuels to low-carbon alternatives, such as hydrogen.

7.4.14 To bring about change in industrial energy, the EWP includes a commitment (page 124) to increase the *'Industrial Clusters Mission'* to support the delivery of four low-carbon industrial clusters by 2030 and at least one fully net zero cluster by 2040. The EWP states that the Government will focus on the UK's industrial clusters:

"... centres where related industries have congregated and can benefit from utilising shared clean energy infrastructure, such as CCUS and low-carbon hydrogen production and distribution. Decarbonisation in clusters will enable economies of scale, reducing the unit cost for each tonne of carbon abated, while clusters provide high quality jobs which tend to pay above the UK average wage."

7.4.15 The EWP notes (page 124) that many clusters are in regions in need of economic revitalisation and that decarbonising those clusters can act as a driver of prosperity for the surrounding areas. Furthermore, that investments in key technologies like CCUS and hydrogen will be crucial to enhancing local economic growth and creating jobs together with prosperity.

7.4.16 Chapter 5 of the EWP includes a section on 'Clean Hydrogen' (pages 127 to 128). It identifies that hydrogen will be critical in reducing emissions from heavy industry, as well as in power, heat and transport. Clean hydrogen includes using natural gas and capturing the CO_2 by-product with CCUS or using renewable electricity to split water into hydrogen (H_2) and oxygen (O_2). It includes commitments to:

- work with industry to develop 5 GW of low-carbon hydrogen production capacity by 2030; and
- create a Net Zero Hydrogen Fund to support low-carbon hydrogen production, providing £240 million of capital co-investment out to 2024/25.

7.4.17 The EWP underlines (page 128) that a variety of hydrogen production technologies will be required to satisfy the level of anticipated demand for clean hydrogen by 2050, and that the Government hopes to see 1GW of hydrogen production capacity by 2025 on route to its 2030 goal.

<u>Industrial Decarbonisation Strategy (March 2021)</u>

7.4.18 The Industrial Decarbonisation Strategy is the first strategy published by a major economy, which sets out how industry can be decarbonised in line with net zero, while remaining competitive and without pushing emissions abroad. It builds on the

Ten Point Plan and sets out the Government's vision for a prosperous, low carbon UK industrial sector by 2050, and aims to provide industry with the long-term certainty it needs to invest in decarbonisation.

7.4.19 The Ministerial Foreword (page 6) emphasises that the 2020s will be crucial to industrial decarbonisation, with the UK needing to deploy key technologies such as CCUS while beginning the journey of switching from fossil fuel combustion to low carbon alternatives such as hydrogen.

7.4.20 Chapter 1 *'Why we need a strategy and our approach'* sets out the Government's ambition for decarbonising industry in line with net zero. The expectation is that emissions will need to reduce by at least two-thirds by 2035 and by at least 90% by 2050, with 3 Mt CO_2 per annum captured through CCUS and a significant switching to low carbon fuels such as hydrogen by 2030. Significantly, the strategy (page 18) recognises that government should play a key role in the delivery of large infrastructure projects for key technologies such as hydrogen networks where there is a sharing of benefits, and the risk or cost is too great for the private sector.

7.4.21 Chapter 2 *'Getting investors to choose low carbon'* confirms the Government's commitment (Action 2.2) to put in place funding mechanisms to support the deployment and use of CCUS and low carbon hydrogen infrastructure. It states that (pages 29-30):

"CCUS will be crucial to reaching net zero, and low carbon hydrogen has the potential to play a key role in enabling the economic transformation of the UK's industrial regions. With both technologies at early stages of development, government will need to play an active role in overcoming market failures; sharing the risk and costs of scaling up deployment of both CCUS and low carbon hydrogen.

…. We have already committed to a £1 billion CCS Infrastructure Fund to provide industry with certainty to deploy CCUS at pace and scale, alongside a £240 million Net Zero Hydrogen Fund. Later in 2021 will bring forward further details of the revenue mechanism to support business models for both industrial carbon capture and low carbon hydrogen projects."

7.4.22 With regard to fuel switching (Action 4.2, pages 51 and 52), Chapter 4 of the strategy confirms that the Government is committed to developing a low carbon hydrogen economy in the UK. The Government sees it as critical to demonstrate fuel switching to hydrogen in industrial sites in parallel to ramping up low carbon hydrogen production.

North Sea Transition Deal (March 2021)

7.4.23 The North Sea Deal is a transformational sector deal for the offshore oil and gas sector in recognition of the key role that it can play in helping the UK meet its net zero commitments. The document recognises (Foreword, page 6) that with declining output of hydrocarbons from the UK Continental Shelf (UKCS) and a projected decline in domestic demand, there is a clear need for determined action to be taken to build on the proven capabilities and skills within the existing sector to support the transition to net zero. It continues:

"The UK already has the capability and skills within the existing sector to lead in new and emerging energy technologies such as Carbon Capture, Usage and Storage (CCUS) and the hydrogen economy as well as to support the growth of new sectors such as offshore wind.

... Delivering large-scale decarbonisation solutions will strengthen the position of the existing UK energy sector supply chain in a net zero world, securing new high-value jobs in the UK, supporting the development of regional economies and competing in clean energy export markets."

7.4.24 The Executive Summary (page 8) states that the North Sea Deal is aimed at delivering on the commitments set out in the oil and gas chapter of the EWP and is closely aligned with the Prime Minister's Ten Point Plan. It seeks to do this through the implementation of several commitments and measures, including supporting up to 40,000 direct and indirect supply chain jobs in decarbonising UKCS production and the CCUS and hydrogen sectors.

7.4.25 The North Sea Deal is built on five key outcomes – supply decarbonisation; CCUS; hydrogen; supply chain transformation; and people and skills. These are seen as being closely interlinked, meaning that they must be delivered as an integrated whole for the Deal to achieve its full potential. With regard to hydrogen, the Deal notes that:

"Hydrogen is essential to meeting our net zero commitment in the UK. It could provide a clean source of energy across the economy, from industrial and domestic heat, to heavy transport, and flexible power and energy storage. The UK already has world-leading offshore wind potential and electrolyser capability, alongside unparalleled CCS sites that the UK can maximise to scale up low carbon hydrogen production.

The hydrogen commitment in the North Sea Transition Deal focuses on creating the economic environment in which low carbon hydrogen production can flourish. This will help unlock billions of pounds of investment from the sector. The oil and gas sector is positioned to enable the production of low-carbon hydrogen at scale as part of a long-term competitive market, supporting the UK's ambition to deliver 5 GW of low carbon hydrogen production capacity by 2030."

<u>UK Hydrogen Strategy (August 2021)</u>

7.4.26 The UK Hydrogen Strategy sets out the Government's approach to developing a thriving low carbon hydrogen sector in the UK to meet its ambition for up to 5 GW of low carbon hydrogen production capacity by 2030.

7.4.27 Chapter 1 '*The case for low carbon hydrogen'* confirms that low carbon hydrogen will be critical for meeting the UK's legally binding commitment to achieve net zero by 2050 and Carbon Budget Six in the mid-2030s. Hydrogen can support the deep decarbonisation of the UK economy, particularly in the "hard to electrify" UK industrial sectors, and can provide greener, flexible energy across power, heat and transport (page 7). It goes on (page 8) to state:

"Today most hydrogen produced and used in the UK and globally is high carbon, coming from fossil fuels with no carbon capture; only a small fraction can be called

low carbon. For hydrogen to play a part in our journey to net zero, all current and future production will need to be low carbon."

7.4.28 Section 1.3 of Chapter 1 *'The UK's hydrogen opportunity'* sets out the Government's *'twin track'* approach to hydrogen production, which seeks to capitalise on the UK's potential to produce large quantities of both electrolytic 'green' and CCUS enabled 'blue' hydrogen. It states that the UK has the technology, know-how and storage potential to scale up CCUS across the country, unlocking new routes to CCUS-enabled hydrogen production (page 10). It goes on (Page 10) to state:

"Early deployment of CCUS technology and infrastructure will likely be located in industrial clusters. Many of these are in coastal locations, with important links to CO_2 storage sites such as disused oil and gas fields. Government aims to establish CCUS in four industrial clusters by 2030 at the latest, supporting our ambition to capture 10 Mt/ CO_2 per annum.

In turn, industrial clusters and wider industry are significant potential demand centres for low carbon hydrogen. Today, numerous industrial sectors from chemicals to food and drink are exploring the role that hydrogen can play in their journey to net zero. UK Research and Innovation's (UKRI's) Industrial Decarbonisation Challenge provides up to £170 million – matched by £261 million from industry – to invest in developing industrial decarbonisation infrastructure including CCUS and low carbon hydrogen." Figure 1.3 at Chapter 1 of the strategy identifies Teesside as a location for both green and blue (CCUS-enabled) hydrogen production (page 11)."

7.4.29 The strategy (page 33) highlights the potential of CCUS-enabled blue hydrogen production, stating:

"Our Hydrogen Production Cost 2021 report suggests that, under central fuel price assumptions, CCUS-enabled methane reformation is currently the lowest cost low carbon hydrogen production technology. Given the potential production capacity of CCUS-enabled hydrogen plants, we would expect this route to be able to deliver a greater scale of hydrogen production as we look to establish a UK hydrogen economy during the 2020s."

7.4.30 The strategy considers the *'Use of hydrogen in industry'* (pages 52 and 53) stating:

"It is clear that UK industrial sectors will play a vital role in developing a hydrogen economy over the next decade. Industry produced 16 per cent of UK emissions in 2018, and hydrogen will be critical to decarbonise industrial processes that would be hard to abate with CCUS or electrification. The Industrial Decarbonisation Strategy published earlier this year sets out the policy and technology principles to decarbonise industry by 2050, including the installation of deep decarbonisation infrastructure such as hydrogen and CCUS networks in the 2020s.

Our industrial heartlands will likely lead the way for large scale low carbon hydrogen supply, and industrial users are expected to provide the most significant new demand for hydrogen by 2030 through industrial fuel switching. Today's hydrogen economy will need to scale up from its current base in the oil refining and chemical sectors, to enter other parts of industry and the wider energy system. We will develop policy to

support and deliver this change, and to drive the decarbonisation of existing industrial hydrogen use."

7.4.31 Since the UK Hydrogen Strategy was published, the British Energy Security Strategy (April 2022) has doubled the UK's hydrogen production ambition from 5 GW to 10 GW by 2030. This is reflected in the latest '*Hydrogen Strategy update to the market*' issued to BEIS in December 2022. The Hydrogen Strategy update to the market also includes the announcement on shortlisted hydrogen projects in the BEIS Phase 2 Cluster Sequencing Process (Cluster sequencing Phase-2: shortlisted projects (power CCUS, hydrogen and ICC), August 2022)), which identifies 'bpH2Teesside' as one of the shortlisted projects in the East Coast Cluster, to have moved to the due diligence stage of the process.

Net Zero Strategy: Build Back Greener (October 2021)

7.4.32 The '*Net Zero Strategy: Build Back Greener'* expands on key commitments in the Ten Point Plan. The EWP and sets out the next steps the Government proposes to take to cut emissions, seize green economic opportunities and leverage further private investment in net zero. The strategy sets an indicative delivery pathway for emission reductions to 2037 by sector. It is intended to put the UK on the path for Carbon Budget 6 and ultimately on course for net zero by 2050.

7.4.33 Regarding power, the strategy states that the UK will fully decarbonise its power system by 2035 subject to security of supply. It states that the power system will consist of abundant, cheap renewables, cutting edge new nuclear power stations, underpinned by flexibility including storage, gas with CCUS and hydrogen (page 19).

7.4.34 For industry, the Net Zero Strategy states (page 21) that it will deliver four CCUS clusters, capturing 20-30 Mt CO_2 across the economy, including 6 Mt CO_2 of industrial emissions, per year by 2030. This will be done by supporting industry to switch to cleaner fuels, such as low carbon hydrogen alongside renewable energy and CCUS. These clusters, including the East Coast Cluster, which includes Teesside, could have the opportunity to access support under the Government's CCUS programme (£1 billion). The strategy also states that the Government has set up the Industrial Decarbonisation and Hydrogen Revenue Support Scheme, providing up to £140 million to fund new hydrogen and industrial carbon capture business models. This is in addition to £240 million Net Zero Hydrogen Fund.

7.4.35 Whilst the Net Zero Strategy was the subject of a successful Judicial Review in 2022, the Court's decision did not quash the strategy, but instead ordered the Government to provide an update to that strategy by the end of March 2023 to add further explanation as to how the Government's aims set out in the strategy would be met.

British Energy Security Strategy (BESS) (April 2022)

7.4.36 The BESS was published largely in response to soaring energy prices as a result of a sudden surge in demand following the Coronavirus (COVID-19) pandemic, compounded by the Russian invasion of Ukraine. Much of the focus of the strategy is upon providing financial assistance to families and businesses struggling with higher energy bills. It also looks at improved energy efficiency, reducing the amount of

energy we need and addressing the underlying vulnerability to international oil and gas prices by reducing the UK's dependence on imported oil and gas.

7.4.37 Notably, the BESS identifies the importance of low carbon hydrogen, with an increased commitment to achieve up to 10 GW of hydrogen production by 2030, including CCUS-enabled blue hydrogen.

Powering Up Britain (March 2023)

7.4.38 On 30 March 2023 the Government published three documents comprising 'Powering Up Britain,' the 'Energy Security Plan' and 'Net Zero Growth Plan' following the judicial review of the Net Zero Strategy. All three documents provide details of the Government's measures to increase domestic energy production, resilience in the energy supply and achieve net zero.

7.4.39 Regarding hydrogen, the Energy Security Plan sets out the measures to support the development of business models and finance for hydrogen projects, including the launch of Strands 1 and 2 of the Net Zero Hydrogen Fund. It also the shortlisted projects for the first electrolytic hydrogen allocation round. In addition to this, the Government is entering into bilateral negotiations with two CCUS-enabled hydrogen projects.

7.4.40 The Energy Security Plan signals continued support towards the CCUS industry most notably the announcement of eight Track-1 projects across the hydrogen, power, industry, and waste sectors which are progressing towards negotiations. This includes H2Teesside as a hydrogen CCUS project in the East Coast Cluster. The Energy Security Plan also sets out the proposed reforms to the planning system, including publication of the revised draft NPS.

7.4.41 The Net Zero Growth Plan sets out the actions by the Government to support the delivery of the hydrogen sector, consolidating measures set out in previous strategy documents such as the ambition to deliver 2GW of low carbon hydrogen by 2025 and 10GW by 2030. The plan also reiterates the measures outlined in the Energy Security Plan.

7.5 National Planning Policy Framework (NPPF)

7.5.1 The NPPF (MHCLG, 2021) introduced in March 2012 (last updated July 2021) sets out the Government's planning policies for England. It is a material consideration in planning decisions. Although paragraph 5 of the NPPF confirms that NSIPs are to be determined in accordance with the decision-making framework of the PA 2008 and relevant NPSs, decisions on NSIPs should also take account of any other matters that are '*relevant'*, which may include the NPPF. The NPPF is supported by the Planning Practice Guidance (PPG), which provides more detailed guidance on various aspects of planning.

7.5.2 Section 2 *'Achieving sustainable development'* confirms (paragraph 7) that the purpose of the planning system is to contribute to the achievement of sustainable development, summarised as '*meeting the needs of the present without compromising the ability of future generations to meet their own needs'*. Paragraph 8 goes on to identify three overarching objectives to the achievement of sustainable

development, which are interdependent and need to be pursued in mutually supportive ways. These are:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

7.5.3 Central to the NPPF is '*The presumption in favour of sustainable development'*. This is set out at Paragraph 11. For decision-making, this means approving applications that accord with the development plan without delay.

7.5.4 The NPPF is supportive of infrastructure projects. One of the methods of fulfilling the objective of sustainable development listed at paragraph 8 under *'a) an economic objective'* is through the "*provision of infrastructure"*.

7.5.5 Paragraph 152 in Section 14 *'Meeting the challenge of climate change, flooding and coastal change*' states:

"The planning system should support the transition to a low carbon future in a changing climate … it should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure".

7.5.6 Paragraph 158 states that when determining an application for renewable and low carbon development, there should be no requirement for applicants to demonstrate the overall need for renewable or low carbon energy and that applications for renewable or low carbon development should be approved if their impacts are (or can be made) acceptable.

7.5.7 NPPF policies of particular relevance include:

- building a strong, competitive economy (Chapter 6);
- making effective use of land (Chapter 11);
- meeting the challenge of climate change, flooding and coastal change (Chapter 14); and

- conserving and enhancing the natural environment (Chapter 15).

7.5.8 A summary of these policies is provided in Table 7-1.

Table 7-1: Relevant National Planning Policy Framework Policies

POLICY	POLICY SUMMARY
Chapter 6 – Building a strong, competitive economy	Confirms that the Government is committed to securing economic growth and productivity and allowing each area to build on its strengths, counter any weaknesses and address the challenges of the future. Paragraphs 81 and 82 make it clear that the planning system should do all it can to support sustainable economic growth though, amongst other measures, planning proactively and removing barriers to investment such as a lack of infrastructure.
Chapter 11 – Making effective use of land	Aimed at promoting the effective use of land, including by (paragraph 120c) giving substantial weight to the use of suitable brownfield land.
Chapter 14 – Meeting the challenge of climate change, flooding and coastal change	Focuses upon adapting to and mitigating the effects of climate change. Paragraph 152 highlights that planning plays a key role in helping shape places to secure radical reductions in GHG emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy. Paragraph 159 warns that inappropriate development in areas at risk of flooding should be avoided but where it is necessary the development should be made safe for its lifetime without increasing flood risk elsewhere. If it is not possible for development to be in zones with a lower risk of flooding the exception test may have to be applied.
Chapter 15 – Conserving and enhancing the natural environment	Aimed at protecting and enhancing value landscapes, recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital, minimising impacts on and providing net gains for biodiversity and preventing new and existing development from contributing to, being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

7.5.9 The above NPPF policies will be considered in detail within the Planning Statement, which will be submitted with the DCO Application for the Proposed Development.

7.5.10 The Government consulted on proposed reforms to the NPPF between December 2022 and March 2023 and is now considering the responses to the consultation. The

Planning Statement will consider any policy changes within the revised NPPF of relevance to the Proposed Development, should it be published in advance of the DCO Application being submitted.

7.6 Local Planning Policy

Development Plan Documents

7.6.1 The Main Site is located within the administrative boundary of Redcar and Cleveland Borough Council (RCBC).

7.6.2 The hydrogen pipelines and other connections involve crossings of the River Tees and encompass land within the administrative boundaries of RCBC, Stockton on Tees Borough Council (STBC) and Hartlepool Borough Council (HBC).

7.6.3 The relevant Development Plan Documents (DPDs) for the Proposed Development are as follows:

- the Redcar and Cleveland Local Plan and Policies Map (adopted May 2018; RCBC, 2018a);
- Stockton-on-Tees Borough Council Local Plan (adopted January 2019; STBC, 2019);
- Hartlepool Local Plan (adopted May 2018; HBC, 2018); and
- The Tees Valley Joint Minerals and Waste DPDs (adopted September 2011; Darlington Borough Council *et al*., 2011).

7.6.4 The Tees Valley Joint Minerals and Waste DPDs comprise a Minerals and Waste Core Strategy DPD and a Minerals and Waste Policies and Sites DPD. The Joint Minerals and Waste DPDs were prepared together by RCBC, STBC, HBC and Darlington and Middlesbrough Councils. The Joint Minerals and Waste DPD is of limited relevance to the Proposed Development.

Supplementary Planning Documents

7.6.5 Parts of the Proposed Development Site lie within the boundary of the South Tees Development Corporation (STDC) area, which is now known as 'Teesworks'. STDC is a Mayoral Development Corporation, established to further the economic development of the South Tees Area through physical, social and environmental regeneration. However, RCBC retains planning powers for the area and continues to act as the LPA in respect of planning policy and development management and the processing and determination of planning applications.

7.6.6 STDC has produced a Master Plan (the '*South Tees Regeneration Master Plan*') to provide a flexible framework for the regeneration of the Teesworks/South Tees Area. The Master Plan was prepared throughout 2017 (later revised in 2019 as STDC (2019)) as a supporting vision and development strategy document to inform the preparation of a Supplementary Planning Document (SPD) by RCBC for the South Tees Area. Following consultation, the Master Plan was launched alongside the South Tees Area SPD, which was formally adopted by RCBC in May 2018 (RCBC, 2018b).

Planning Allocations/Designations

7.6.7 The key planning allocations/designation and related development plan policies (based upon the relevant policies maps) and relevant SPD designations and policies that apply to the Proposed Development Site within the administrative areas of RCBC, STBC and HBC are listed below.

7.6.8 The key planning allocations/designations and related development plan policies that apply to the Proposed Development Site within the RCBC area are:

- Development Limits – Policy SD3;
- Protected Employment Area – Policy ED6;
- South Tees Development Corporation Area – Policy LS4;
- 30 km wind farm safeguarding area for Durham Tees Valley Airport – Policy SD6;
- Sensitive Landscape Areas – Policy N1;
- Restoration Landscape Areas – Policy N1;
- Strategic Landscape Areas – Policy N2;
- Green Wedge – Policy N2;
- Primary Open Spaces – Policy N3;
- Special Protection Areas (SPAs) – Policy N4;
- Sites of Special Scientific Interest (SSSIs) – Policy N4;
- 6 km Special Protection Area (SPA) Buffer Zone – Policy N4;
- Local Wildlife Sites – Policy N4;
- Marine Dredged Sand and Gravel – Policies MWC4 and MWC5;
- General Location for Large Waste Management Facilities – Policy MWC8;
- South Tees Eco Park – Policies MWP8 and MWP10(b); and
- Safeguarded Wharves – Policy MWC11.

7.6.9 Figure 2 of the South Tees Area SPD shows indicative clusters for key industries and processes within the South Tees Area. The Main Site is identified primarily as part of clusters for 'manufacturing' and 'manufacturing and energy' and 'port-related uses' , while within its vicinity clusters are shown for 'port-related uses', 'Redcar Bulk Terminal', 'other processing, advanced manufacturing and training, testing and research'.

7.6.10 The SPD divides the South Tees Area into five main development zones (as shown by Figure 6 of the SPD). These are the North Industrial Zone; North East Industrial Zone; Central Industrial Zone; South Industrial Zone; and Coastal Community Zone. The North Industrial Zone, which encompasses the Main Site is identified for development proposals relating to port related industry, major space users/large

scale manufacturing, energy innovation, power generation and storage, bulk materials and mineral processing.

7.6.11 The SPD sets out several '*Development Principles*' to guide the development of the Teesworks/South Tees Area. Those of particular relevance to the Proposed Development include:

- Development Principle STDC6: Energy Innovation;
- Development Principle STCD7: Natural Environmental Protection and Enhancement;
- Development Principle STDC10: Utilities; and
- Development Principle STDC11: North Industrial Zone.

7.6.12 Development Principle STDC6 *'Energy Innovation'* (pages 33 to 34) supports new energy generation within the area, including the promotion of renewable energy and innovative energy projects. STDC11 *'North Industrial Zone'* states that STDC will encourage development proposals relating to port related industry, major space users/large scale manufacturing, energy innovation, power generation and storage and bulk materials and processing within this area.

7.6.13 Key planning allocations/designations and related development plan policies for the STBC administrative area are:

- Development Limits – Policies SD2, SD3, SD4 and SD5;
- General Employment Allocation/Locations – Policies SD4 and EG1;
- Employment Areas/Specialist Use Locations – Policies SD4 and EG4;
- Reserve Housing Land – Polices H1 and H2;
- Durham Tees Valley Airport Safeguarding Area – Policy EG5;
- Internationally Designated Sites (SPAs and Ramsar sites) – Polices SD5 and ENV5;
- Nationally Designated Sites (SSSIs) – Policies SD5 and ENV5;
- Locally Designated Sites (Local Nature Reserves) – Policies SD5 and ENV5;
- Locally Designated Sites (Local Wildlife Sites) – Policies SD5, ENV5; and
- Open Space – Policies SD5 and ENV5.

7.6.14 Key planning allocations/designations and related development plan policies for the HBC administrative area are:

- Development Limits – Policies LS1 and RUR2;
- Strategic Gaps – Policy LS1;
- Underground Storage – Policy EMP6;
- Safeguarded Land for Future Road Schemes – Policy INF2;
- Internationally Designated Sites – Policy NE1a; and

- Local Wildlife Sites – Policy NE1c.

7.6.15 The above policies and development principles, and how the Proposed Development complies with them, will be considered in detail within the Planning Statement that will form part of the DCO Application.

7.7 Summary

7.7.1 The current NPSs confirm the need that exists for new energy infrastructure and are the key bases for decision-making by the SoS on DCO applications.

7.7.2 Although the current NPSs do not contain policies that specifically relate to hydrogen infrastructure, they do contain policy that is relevant to the Proposed Development. The draft revised NPSs include new policy in relation to hydrogen infrastructure, which confirms (paragraphs 3.4.12 to 3.4.13):

"There is an urgent need for all types of low carbon hydrogen infrastructure to allow hydrogen to play its role in the transition to net zero' and that 'the government is committed to developing low carbon hydrogen, which will be critical for meeting the UK's legally binding commitment to achieve net zero by 2050, with the potential to help decarbonise vital UK industry sectors and provide flexible deployment across heat, power and transport."

7.7.3 While the NPSs are the key basis for decisions by the SoS on the DCO for the Proposed Development, the SoS can take account of any other matters that are both important and relevant to their decision. It is considered that such matters include recent Government energy and climate policy.

7.7.4 The energy and climate change policy considered in this chapter underlines the important role that hydrogen, coupled with CCUS, must play in achieving the UK's transition to a low carbon economy and the Government's legally binding target of net zero GHG emissions by 2050. In particular, hydrogen is identified as being critical to the decarbonisation of industries that are hard to electrify.

7.7.5 Other important and relevant matters that the SoS can take into account when examining and determining the DCO Application for the Proposed Development can include the NPPF and local planning policy and guidance.

7.7.6 The DCO Application for the Proposed Development will include a Planning Statement that will set out in detail the policy and guidance of relevance to the Proposed Development and include an assessment of how it complies with those documents.

7.8 References

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