

The Lighthouse Green Fuels Order

Application Reference: EN0110025

Applicant: LGF Projects Limited

Environmental Statement Volume I

Chapter 7: Planning and Energy Policy

Document Reference: 6.1.7

Revision: 00

APFP Reg. 5(2)(a) and EIA Reg. 14

Document information

Document Title	Chapter 7: Planning and Energy Policy
Document Ref	6.1.7
Author	DWD

Revision record

00	Purpose	DCO Application Submission
	Date	September 2026

Information classification

Information Classification	Date	Reason
Public	September 2026	Proprietary information which will have no impact on the company if disclosed publicly

Contents

Abbreviations	1
7 Planning and Energy Policy	3
7.1 Introduction.....	3
7.2 National Policy Statements for Energy.....	3
Overarching NPS for Energy (EN-1)	6
NPS for Renewable Energy Infrastructure (EN-3)	8
NPS for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4).....	9
NPS for Electrical Networks Infrastructure (EN-5)	11
7.3 Marine Policy Statements and Plans	11
UK Marine Policy Statements (March 2011)	11
Guidance to the MPS 2021 (January 2021)	12
North East Inshore and North East Offshore Marine Plan (June 2011)	12
7.4 SAF, Energy, and Climate Change Policy	14
Policy Support for SAF	14
The Clean Growth Strategy (October 2017)	14
The Ten Point Plan for an Industrial Revolution (November 2020)	15
Jet Zero Strategy (July 2022)	16
SAF Mandate (December 2024)	16
Sustainable Aviation Fuel Act 2026 (March 2026)	17
Other.....	17
Energy and Climate Change Policy.....	18
The Climate Change Act 2008 (2050 Target Amendment) Order	18
The Energy White Paper (December 2020)	18
Industrial Decarbonisation Strategy (March 2017).....	20
Net Zero Strategy: Build Back Greener (October 2021)	21
Biomass Policy Statement (November 2021)	21
British Energy Security Strategy (April 2022).....	21
Powering up Britain (March 2023).....	22
Carbon Capture, Usage and Storage Net Zero Investment Roadmap (April 2023)	22
Biomass Strategy (August 2023).....	22
The Second National Infrastructure Assessment (October 2023).....	23
Clean Power 2030 Action Plan (December 2024).....	23
7.5 National Planning Policy Framework (December 2024)	24
7.6 National Planning Policy for Waste (October 2014)	25

7.7	Local Planning Policy.....	26
	Development Plan Options.....	26
	Planning Allocations/Designations	27
	Neighbourhood Plans	27
	Local Plan Guidance	27
	Key Policies	28
	References	36

Tables

Table 1-1	Stockton-on-Tees Borough Council Local Plan 2019 – Key Policies Summary.....	28
Table 1-2	Redcar and Cleveland Borough Council Local Plan 2018: Key Policies Summary	31

Abbreviations

Acronym	In Full / Term
ASU	Air Separation Unit
BECCS	Bioenergy Carbon Capture and Storage
CCC	Climate Change Committee
CCUS	Carbon Capture Utilisation and Storage
CfD	Contract for Difference
CGS	Clean Growth Strategy
CHP	Combined Heat and Power
CNP	Critical National Priority
CO ₂	Carbon dioxide
DCO	Development Consent Order
DPDs	Development Plan Documents
ES	Environmental Statement
EU	European Union
EWP	Energy White Paper
GHG	Greenhouse Gas
km	Kilometre
LGF	Lighthouse Green Fuels
LGS	Local Geological Sites
MMO	Marine Management Organisation
MPS	Marine Policy Statement
MW	Megawatts
MWe	Megawatts electrical
NIA2	Second National Infrastructure Assessment
NIC	National Infrastructure Commission
NPPF	National Planning Policy Framework
NPPW	National Planning Policy for Waste
NPS	National Policy Statement
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
RCBC	Redcar and Cleveland Borough Council
RO	Renewables Obligation
RTFO	Renewable Transport Fuel Obligations
SAF	Sustainable Aviation Fuel
SoS	Secretary of State

SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Sites of Special Scientific Interest
STBC	Stockton-on-Tees Borough Council
SuDS	Sustainable Drainage Systems

7 Planning and Energy Policy

7.1 Introduction

- 7.1.1 This Chapter provides an overview of the main planning and energy policies of relevance to the Proposed Development, and how those policies support the need for the Proposed Development.
- 7.1.2 The following planning and energy policies are considered in this Chapter:
- a) National Policy Statements for Energy;
 - b) Marine Policy Statements and Plans;
 - c) SAF, Energy, and Climate Change Policy;
 - d) The National Planning Policy Framework;
 - e) National Planning Policy for Waste; and
 - f) Local Planning Policy.
- 7.1.3 This Chapter should be read alongside the assessments of each environmental aspect scope in the Environmental Statement (ES) **(Application Document Refs. 6.1 – 6.4)**.
- 7.1.4 The **Planning Statement (Application Document Ref. 5.2)** submitted as part of this application for a Development Consent Order (DCO) sets out in more detail the policy of relevance to the Proposed Development and the Policy Compliance Tables (as appended to the Planning Statement) include an assessment of how it complies with that policy.

7.2 National Policy Statements for Energy

- 7.2.1 Under the Planning Act 2008 (PA 2008) [Ref 1] regime, the policy framework for examining and determining applications for development consent is provided by National Policy Statements (NPSs). The NPSs are the primary policy used by the relevant Secretary of State (SoS) to determine applications for projects requiring a DCO.
- 7.2.2 The biomass and waste wood fuelled CHP Plant element of the Proposed Development will have an electrical output capacity of up to 200MWe, with additional steam production, which surpasses the 50MW threshold for generating stations defined in section 15 of the PA 2008. This element of the Proposed Development is an NSIP in its own right and was therefore not included in the Section 35 direction request. The Applicant received a Direction on 9 September 2025 from the SoS for Energy Security and Net Zero under Sections 35(1) and 35ZA of the PA 2008 ('the S35 Direction'), that the Specified elements of the Proposed Development, together with

any matters or development associated with them, should be treated as development for which development consent under the PA 2008 is required. The S35 Direction dated 8 September 2025 is appended to the **Planning Statement (Application Document Ref. 5.2)**). For the purposes of this chapter, they are referred to as the 'CHP element' and the 'Specified element' of the Proposed Development.

- 7.2.3 Section 104 of the PA 2008 provides that, in deciding an application for development in relation to which a national policy statement has effect, the SoS must have regard to:
- a) any relevant NPSs;
 - b) the appropriate marine policy documents;
 - c) any local impact report submitted to the SoS;
 - d) any matters prescribed in relation to development of the description to which the application relates; and
 - e) any other matters the SoS thinks are both important and relevant to their decision.
- 7.2.4 The same section also confirms that the SoS must decide the application in accordance with the relevant NPSs unless it would:
- a) lead to the UK being in breach of its international obligations;
 - b) be in breach of any statutory duty that applies to the SoS;
 - c) be unlawful;
 - d) result in the adverse impacts of the development outweighing the benefits; or
 - e) be contrary to any condition prescribing how decisions on the application are to be taken.
- 7.2.5 The full name and status of the NPSs relevant to the Proposed Development are as follows:
- a) NPS for Energy – Overarching National Policy Statement for Energy (EN-1) [Ref 2];
 - b) NPS for Renewable Energy Infrastructure (EN-3) [Ref 3];
 - c) NPS for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) [Ref 4]; and
 - d) NPS for Electricity Networks Infrastructure (EN-5) [Ref 5].

- 7.2.6 The versions of National Policy Statements EN-1, EN-3 and EN-5 in force at the time of this application came into force on 6 January 2026. The NPS EN-4 in force at the time of this application came into force on 17 January 2024.
- 7.2.7 The S35 Direction states amongst other things, *“the Proposed Development sits within one of qualifying infrastructure fields (...) (energy)”*, and that the Proposed Development, *“is nationally significant”*.
- Paragraph 1.3.10 of EN-1 states that:
- “EN-1, in conjunction with any relevant technology specific NPS, will be the primary policy for Secretary of State decision making on projects in the field of energy for which a direction has been given under section 35.”*
- 7.2.8 Furthermore, paragraph 3.2.14 of the PA 2008 states that where an energy infrastructure project is not covered by sections 15 – 21 of the PA 2008 but has received a direction under section 35 of the PA 2008 *“the Secretary of State should give substantial weight to the need established at paragraphs 3.3.4 to 3.3.7”* of EN-1.
- 7.2.9 It therefore follows that Section 104 of the PA 2008 is the decision-making framework for the entirety of the Proposed Development, and Section 105 does not apply. Furthermore, EN-1, and potentially other energy NPSs are important and relevant to the determination of the entirety of the Proposed Development.
- 7.2.10 EN-1 and EN-3, have direct effect upon the Proposed Development.
- 7.2.11 EN-4 and EN-5 are partially relevant given the gas pipeline and electrical connection elements, respectively, of the Proposed Development.
- 7.2.12 The above NPSs, so far as they are relevant to the Proposed Development, are considered further later within this chapter. A related document sets out in detail how the Applicant has complied with each relevant policy of the NPSs and generally accords with other policy is provided with this Application (**Policy Compliance and Accordance Tables, Application Document Reference 5.2.2**).
- 7.2.13 Under S104 of the PA 2008 the SoS must also have regard to any other matters the SoS thinks are both “important and relevant”. In the case of the Proposed Development, the Applicant considers that the NPPF and various UK Government aviation decarbonisation, energy and climate change policies fall within this category. They are discussed further below.

Overarching NPS for Energy (EN-1)

- 7.2.14 EN-1 is relevant to the Proposed Development due to the role of EN-1 as the overarching NPS for energy infrastructure development. This is confirmed in paragraph 1.3.10 which states:

“EN-1, in conjunction with any relevant technology specific NPS, will be the primary policy for Secretary of State decision making on projects in the field of energy for which a direction has been given under section 35.”

- 7.2.15 Some key sections of EN-1 are summarised in the following paragraphs:

- 7.2.16 Paragraph 2.1.2 of EN-1 states that:

“To produce the energy required for the UK and ensure it can be transported to where it is needed, a significant amount of infrastructure is needed at both local and national scale. High quality infrastructure is crucial for economic growth, boosting productivity and competitiveness.”

- 7.2.17 Part 2 of EN-1 goes on to confirm that achieving Clean Power by 2030 paves the way for decarbonising the wider economy by 2050 as they pursue net zero Greenhouse Gas (GHG) emissions by 2050. Transport is considered a key industry for reduction of emissions.

- 7.2.18 Part 3 of EN-1 explains why the government sees a need for significant amounts of new large-scale energy infrastructure to meet its energy objectives and why the government considers that the need for such infrastructure is urgent. It also acknowledges there will be some significant residual adverse impacts, which will be minimised by policy.

- 7.2.19 Notably, paragraph 3.2.8 stresses that the SoS should assess applications for DCOs for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure (with the scale and urgency of that need being described in the relevant part of EN-1). Paragraph 3.2.9 confirms that the SoS should give substantial weight to the contribution that all projects would make toward satisfying this need when considering applications under the PA 2008.

- 7.2.20 Paragraph 3.3.3 seeks to ensure that new electricity infrastructure will be built to replace retiring plants and meet increasing demand, while paragraph 3.3.58 emphasises the urgent need particularly for low carbon electricity as the economy decarbonises.

- 7.2.21 Paragraphs 3.3.36 to 3.3.41 cover energy from waste, acknowledging that it reduces the amount of residual waste going into landfill according to the waste hierarchy and is considered partially renewable. Paragraph 3.3.42 sets out that bioenergy could provide either baseload or dispatchable low carbon generation.
- 7.2.22 Part 3.5 sets out the urgent need for new carbon capture and storage infrastructure to support the transition to a net zero economy.
- 7.2.23 Chapter 4 of EN-1 sets out a number of ‘assessment principles’ that must be taken into account by applicants and the SoS in preparing and determining applications for nationally significant energy infrastructure. Key to this is the presumption in favour of granting consent to applications for energy NSIPs as set out in paragraph 4.1.3. This assumption applies unless any more specific and relevant policies in the relevant NPS clearly indicate that consent should be refused.
- 7.2.24 Section 4.5 of EN-1 sets out that the Government has committed to the Clean Power 2030 Mission, subject to security of supply, to underpin its 2050 net zero ambitions.
- 7.2.25 Paragraph 4.2.2 explains that:
- “The UK’s strategy to increase supply of low carbon energy is dependent on deployment of renewable and nuclear power generation, alongside hydrogen and CCUS. Our energy security and net zero ambitions will only be delivered if we can enable the development of new low carbon sources of energy at speed and scale.”*
- 7.2.26 Paragraph 4.2.3 adds that:
- “With smart and strategic planning, the UK can maintain high environmental standards and minimise impacts while increasing the levels of deployment at the scale and pace needed to meet our energy security and net zero ambitions.”*
- 7.2.27 Paragraph 4.2.4 clarifies that:
- “Low carbon infrastructure for the purposes of this policy means, for electricity generation, all onshore and offshore generation that does not involve fossil fuel combustion (that is, renewable generation, including anaerobic digestion plants provided they meet existing definitions of low carbon; and nuclear energy generation), as well as natural gas fired generation which is carbon capture ready.”*
- 7.2.28 Paragraph 4.2.16 explains that the:

“Government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure to meet the Clean Power 2030 Mission and net zero.”

7.2.29 Paragraph 4.2.28 confirms that where residual non-Habitat Regulation Assessment/Marine Conservation Zone impacts remain after the mitigation hierarchy has been applied, these residual impacts are unlikely to outweigh the urgent need for CNP infrastructure.

7.2.30 Paragraph 4.8.4 says of CHP specifically:

“Using less fuel to generate the same amount of heat and power, reduces emissions, particularly CO₂. The government has therefore committed to promoting Good Quality CHP, which denotes CHP that has been certified as highly efficient under the CHP Quality Assurance programme.”

[NPS for Renewable Energy Infrastructure \(EN-3\)](#)

7.2.31 EN-3 is relevant to the Proposed Development as it has a direct effect upon the CHP element of the Proposed Development, within Work No. 3, as the CHP will have a generating capacity above 50 MW and will use biomass and wood waste feedstock.

7.2.32 Section 2.7 of EN-3 covers energy from biomass and/or waste. Paragraph 2.7.1 states that:

“The combustion of biomass for electricity generation plays an important role in meeting the UK’s energy needs and supports the decarbonisation of the sector. It also has a potentially significant role in supporting delivery towards the UK’s net zero target when combined with carbon capture and storage.”

7.2.33 Paragraph 2.7.5 acknowledges that energy from waste developments are primarily waste management solutions, but sit below prevention, repair, reuse and recycling in the waste hierarchy. Paragraph 2.7.6 acknowledges that CNP policy does not apply for energy from waste projects.

7.2.34 Section 2.7 identifies the assessment principles specific to biomass combustion and energy from waste plants. Paragraph 2.7.11 states that:

“Government policy encourages multi-modal transport, and it is expected that applicants will transport materials (fuel and residues) by water or rail routes where possible, with road transport expected where this is not feasible, or for shorter journeys.”

7.2.35 Paragraph 2.7.30 states that:

“Applicants must provide details on the makeup of their proposed EfW/biomass combustion plant”.

7.2.36 In addition to the assessment principles and generic impacts covered by EN-1, Section 2.7 lists the impacts specific to biomass and energy from waste plants although notes that this is not an exhaustive list. It lists air quality and greenhouse gas emissions, landscape and visual, noise and vibration, odour, insect and vermin infestation, waste management, residue management and water quality and resources.

7.2.37 With regards to SoS decision making, paragraph 2.7.83 states that:

“Sustainability of the biomass or bioliquid fuel that a biomass or bioliquid-fuelled generating station will burn is a relevant and important consideration for the Secretary of State in deciding on any development consent applications.”

7.2.38 Paragraphs 2.7.29 states that energy from waste developments in England *“must demonstrate that they will help lower the amount of non-recyclable waste sent to landfill or help enable the replacement of older, less efficient facilities.”* Paragraphs 2.7.50 to 2.7.56 set out other information that must be provided in support of an application for energy from waste including setting out how recyclable material will be separated and sent for appropriate treatment, and recyclable material must not be combusted, and demonstrating conformity with the Waste Local Plan.

7.2.39 Paragraph 2.7.86 goes on to state that:

“The Secretary of State should not grant consent to a proposed biomass or bioliquid-fuelled generating station unless they are satisfied that the operator will (so far as it can reasonably be expected to do so) ensure that the biomass or bioliquid fuel it burns meets applicable Renewables Obligation (RO), Contract for Difference (CfD) or any successor incentive regime sustainability criteria, whether or not support is being claimed.”

[NPS for Natural Gas Supply Infrastructure and Gas and Oil Pipelines \(EN-4\)](#)

7.2.40 EN-4 is relevant to the Proposed Development due to the Specified element of the Proposed Development including gas pipelines within Work Nos. 6 and 9.

7.2.41 Paragraph 1.1.1 sets out that the transmission of gas remains crucial to meeting our energy needs during the transition to a net zero economy, enabling secure, reliable and affordable supplies of energy as we develop the means to address pollution, including the development of low carbon alternatives.

- 7.2.42 Part 2 of EN-4 covers the general assessment of proposals including factors influencing site selection and design, climate change adaptation, good design, hazardous substances and control of major accident hazards in Sections 2.2 to 2.6, as well as the technology-specific information for the applicant assessment, mitigation and SoS decision-making in Section 2.8 to 2.23.

NPS for Electrical Networks Infrastructure (EN-5)

7.2.43 EN-5 does not have direct effect to the Proposed Development has some relevance for the substation and electrical connection elements that are below NSIP thresholds.

7.2.44 Paragraph 1.1.1 of EN-5 recognises that:

“The security and reliability of the UK’s current and future energy supply is highly dependent on having an electricity network which will enable the new electricity generation, storage, and interconnection infrastructure that our country needs to meet the rapid increase in electricity demand required to transition to Clean Power by 2030 and net zero, while maintaining energy security.”

7.2.45 Paragraph 1.1.5 goes on to state that:

“As identified in EN-1, government has concluded that there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure.”

7.3 Marine Policy Statements and Plans

UK Marine Policy Statements (March 2011)

7.3.1 Section 104 of the PA 2008 requires the SoS to have regard to, “...*the appropriate marine policy documents...*”. These documents are also considered to be 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, namely the new Quay for import of construction materials, waste wood and biomass feedstock and pipeline and utility corridors under the River Tees.

7.3.2 The appropriate marine policy documents are defined at Section 59 of the Marine and Coastal Access Act 2009 [Ref 6]. This includes any Marine Policy Statement (MPS) which is in effect and to the extent that a decision relates to a marine plan area, any marine plan which is in effect for that area (Section 59(3) and (5)).

7.3.3 The UK MPS [Ref 7], 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.

- 7.3.4 Chapter 2 of the MPS outlines the vision for the UK marine area, the high-level approach to marine planning and general principles for decision making covering economic, social, and environmental considerations. It also covers detailed considerations relevant to developments such as marine ecology and biodiversity; air quality; noise; water quality and resources; seascape; historic environment; climate change adaptation and mitigation; and coastal change and flooding.
- 7.3.5 Chapter 3 of the MPS 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 take into account when *“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 take into account when examining and determining applications for energy infrastructure.

[Guidance to the MPS 2021 \(January 2021\)](#)

- 7.3.6 Guidance to the UK MPS from 1 January 2021 [Ref 8], which was updated in September 2020, is jointly agreed by the policy authorities and explains how references to EU law in the UK MPS should be interpreted from 1 January 2021 following the UK’s withdrawal from the EU.

- 7.3.7 The guidance states that the:

“European Union (Withdrawal) Act 2018 will convert many EU measures into UK law. Former EU measures converted into UK law are referred to as ‘retained EU law’ with statutory instruments amending the retained EU law to ensure it is operable.

References in the MPS to EC or EU legislation, EU legislative requirements, European legislation and EU requirements are to be read as references to retained EU law from 1 January 2021”.

[North East Inshore and North East Offshore Marine Plan \(June 2011\)](#)

- 7.3.8 Marine plans are intended to set out detailed policy and spatial guidance for a particular area. The UK is divided into a number of 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.

- 7.3.9 The Proposed Development 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.
- 7.3.10 The North East Inshore and North East Offshore Marine Plan [Ref 9] (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. With reference to Teesside, Tyneside and Wearside (paragraph 14), the North East Marine Plan identifies that these are industrial areas, with important manufacturing heritage. North Sea oil and gas reserves mean that oil and gas production and processing are important activities in the North East Marine Plan areas, with product being transferred to shore via pipelines, for example at Teesside.
- 7.3.11 Table 2 of the North East Marine Plan contains a number of policies. There are no specific policies on waste to fuel aviation fuel facilities.
- 7.3.12 Policy NE-INF-1 supports appropriate land-based infrastructure which facilitates marine activity and vice versa.
- 7.3.13 Policy NE-INF-2 supports the protection of landing facilities in the North East Inshore Marine area and confirms that these are critical for enabling industries. 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.
- 7.3.14 Policy NE-CO-1 supports proposals that optimise the use of space and incorporate opportunities for co-existence and cooperation with existing activities. It acknowledges that 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. The policy ensures that new proposals will avoid creating conflicts and to minimise their footprint where possible.
- 7.3.15 Policy REN-1 confirms that proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported. 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 Proposed Development's ability to generate energy. It enables the development of safe, profitable and efficient marine businesses.
- 7.3.16 Supporting development associated with industrial clusters also aims to enhance connectivity between marine operations and land infrastructure. This policy will also benefit employment in coastal communities near industrial clusters, supporting the NE -INF-1 and NE-EMP-1 policies.

- 7.3.17 It is considered that the Proposed Development is consistent with policy contained within the UK MPS and the North East Marine Plan.

7.4 SAF, Energy, and Climate Change Policy

- 7.4.1 As noted above, Section 104 of the PA 2008 set out the matters that the SoS must have regard to in determining applications for development consent, which can include any other matters which the SoS thinks are, “important and relevant”, to their decision. 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 manufacture and distribute second generation SAF to be used primarily to help the UK meet its carbon reduction targets for aviation and help fulfil the UK Government’s SAF Mandate of 10% of aviation fuel being SAF by 2030, formalised through the Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024.

Policy Support for SAF

- 7.4.3 The policies that are relevant to SAF include:
- a) Clean Growth Strategy (October 2017, updated April 2018)
 - b) The Ten Point Plan for a Green Industrial Revolution (November 2020);
 - c) Industrial Decarbonisation Strategy (March 2021);
 - d) Jet Zero Strategy (July 2022, updated August 2023);
 - e) Sustainable Aviation Fuel (SAF) Mandate (December 2024); and
 - f) Sustainable Aviation Fuel Act 2026 (March 2026).

The Clean Growth Strategy (October 2017)

- 7.4.4 The ‘Clean Growth Strategy - Leading the way to a low carbon future’, was published in October 2017 (and amended in April 2018) [Ref 10]. The Clean Growth Strategy (CGS) sets out the aims of the Government to deliver increased economic growth while reducing carbon emissions. It estimates that the low carbon economy could grow 11% per year between 2015 and 2030, four times faster than the projected growth of the economy as a whole.
- 7.4.5 The Executive Summary (page 9) confirms that for the UK to achieve its fourth and fifth carbon budgets (2023 - 2027 and 2028 - 2032) it will be necessary to drive a significant acceleration in the pace of decarbonisation. The Executive Summary sets out a number of key policies and proposals

(pages 12 - 16) relating to, “Improving Business and Industry Efficiency”, and “Accelerating the Shift to Low Carbon Transport”.

- 7.4.6 Page 85 sets out the Government’s ambitions for a low carbon transport sector and outlines its ambition to modernise the aviation sector through, “support for sustainable alternative fuels, improved efficiency and new technologies”. Later in this Chapter, the Government confirms that it, “will set targets to support development of advanced fuels suitable for Heavy Goods Vehicles and aviation”, and extend the Renewable Transport Fuel Obligations (RTFO) scheme.
- 7.4.7 Chapter 4 deals with different sectors of the UK economy. Page 64 sets out the various proposals to improve business and industry efficiency and states that the Government will require industry to make progress in switching to low carbon fuels such as sustainable biomass. The CGS subsequently recognises that biomass will play an important transitional role, alongside improvements in the efficiency of our economy (page 93).

[The Ten Point Plan for an Industrial Revolution \(November 2020\)](#)

- 7.4.8 ‘The Ten Point Plan for a Green Industrial Revolution – Building back better, supporting green jobs, and accelerating out path to net zero’, was published on 18 November 2020 [Ref 11] and is aimed at delivering a, “Green Industrial Revolution”, in the UK, with the foreword by the then 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”.
- 7.4.9 Point 6: Jet Zero and Green Ships sets out immediate steps to drive the uptake of sustainable aviation fuels. A Jet Zero Council has been established as a sector-wide partnership to accelerate the development and adoption of new technologies to help develop a strategy to reach net zero aviation. In addition, £15 million is being invested into FlyZero which is a 12-month study into the strategic, technical and commercial issues in designing and developing zero emission aircraft that could enter service in 2030. Furthermore, the £15 million Green Fuels, Green Skies competition was held in 2021 to support the production of SAF in the UK, of which the Proposed Development was awarded £2,417,500. A consultation also ran from 30 March 2023 to 22 June 2023 on a SAF mandate to blend greener fuels into kerosene, which will create a market-led demand for these alternative fuels.
- 7.4.10 Point 10: Green Finance and Innovation sets out the vision for the UK to be a global leader in the technologies needed to decarbonise our economies and transition to net zero. It states, *“To accelerate the commercialisation of*

innovative low-carbon technologies, systems and processes in the power, buildings, and industrial sectors, we will launch the £1 billion Net Zero Innovation Portfolio. The portfolio will focus on ten priority areas that correspond with this Ten Point Plan, including... energy storage and flexibility; bioenergy; industrial fuel switching...". Point 10 also highlights that there will be £100 million provided for Energy Storage and Flexibility innovation challenges.

[Jet Zero Strategy \(July 2022\)](#)

- 7.4.11 Jet Zero Strategy [Ref 12a] includes a 5-year delivery plan, setting out how the Government will achieve net zero aviation by 2050. The Jet Zero Strategy sets out the Government's vision for decarbonising aviation, focussing on the development of technologies in a way that maintains the benefits of air travel, especially post COVID 19, whilst maximising the opportunities that decarbonisation can bring for the UK.
- 7.4.12 The Strategy points out that SAF is currently commercially available, but not at the scale that is required to decarbonise the aviation sector. Therefore, the Government committed to having at least five UK SAF plants under construction by 2025 and a SAF mandate in place with a target of at least 10% SAF by 2030. It also emphasises the Government's proactivity in, *"looking at how to create the long-term conditions for investable projects in the UK, by continuing to engage stakeholders to gather key evidence and determine what further measures industry or government might be able to take"*.
- 7.4.13 The Jet Zero Strategy: One Year On [Ref 12b] was published in August 2023 to highlight the key successes across the three guiding principles and six core policy measures in the Jet Zero Strategy as well as the next steps. Among its successes within SAF, the report counted the publications of the second SAF Mandate consultation, outlining the proposed detailed design of a scheme that will seek to generate demand for SAF and further round of Advanced Fuels Fund, making a further £55.8m available to support UK SAF projects through to construction. The report's next steps set a target for 2025 to bring the SAF mandate into force and complete the funding period for projects supported by the Advanced Fuels Fund. The Jet Zero Strategy: One Year On confirms that the Jet Zero Strategy will continue to be reviewed every five years.

[SAF Mandate \(December 2024\)](#)

- 7.4.14 The SAF Mandate [Ref 13] emerged from the ambitions of the Jet Zero Strategy to increase the scale of SAF. It aims to secure demand for SAF by:

- a) obligating the supply of an increasing amount of SAF in the overall UK aviation fuel mix; and
 - b) b. incentivising SAF supply through the award of tradeable certificates with a cash value.
- 7.4.15 The SAF mandate could deliver up to 6.3 megatonnes of carbon savings per year by 2040.
- 7.4.16 The SAF Mandate began in 2025 at 2% of total UK jet fuel demand, increasing linearly to 10% in 2030 and then to 22% in 2040. From 2040, the obligation will remain at 22% of total UK jet fuel demand until there is greater certainty regarding SAF supply. These measures are formalised through the Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024.

[Sustainable Aviation Fuel Act 2026 \(March 2026\)](#)

- 7.4.17 The Sustainable Aviation Fuel Act 2026 [Ref 14] reached royal assent and came into force on 5 March 2026, save for Section 1, which came into force on 5 May 2026. It allows the Secretary of State to offer revenue certainty contracts to SAF producers and provides a framework to make regulations to require a levy on suppliers of aviation fuel, amongst other things.

[Other](#)

- 7.4.18 There are a number of other government schemes and equivalent that provide support for SAF or further establish it as an industry and market. These include:
- a) The Renewable Transport Fuel Obligation Scheme [Ref 15] – a scheme that requires suppliers of transport fuel in the UK to meet an annual obligation for the supply of sustainable low carbon fuel that applies to road vehicles, non-road transports and maritime.
 - b) the Advanced Fuels Fund [Ref 16] - a competition to provide grant funding to first of a kind commercial and demonstration scale projects, with all selected projects having demonstrated their potential to produce SAF capable of reducing emissions by more than 65% on a lifecycle basis when used in place of conventional fossil jet fuel; and
 - c) the UK Emissions Trading Scheme [Ref 17] - a market for carbon allowances, allowing those who decarbonise to trade allowances with those who continue to emit, including in the aviation sector.

Energy and Climate Change Policy

- 7.4.19 The Proposed Development will also 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 greenhouse gas emissions by 2050. The recent energy and climate change legislation and policy that are relevant include:
- a) The Climate Change Act 2008 (2050 Target Amendment) Order (June 2019);
 - b) The Energy White Paper (December 2020);
 - c) Industrial Decarbonisation Strategy (March 2021);
 - d) Net Zero Strategy: Build Back Greener (October 2021, updated April 2022);
 - e) Biomass Policy Statement (November 2021);
 - f) British Energy Security Strategy (April 2022);
 - g) Powering Up Britain (March 2023, updated April 2023);
 - h) Carbon Capture, Usage and Storage Net Zero Investment Roadmap (April 2023);
 - i) Biomass Strategy (August 2023);
 - j) The Second National Infrastructure Assessment (October 2023); and
 - k) Clean Power 2030 Action Plan (December 2024).

The Climate Change Act 2008 (2050 Target Amendment) Order

- 7.4.20 The Climate Change Act 2008 (2050 Target Amendment) Order 2019 (June 2019) [Ref 18] enshrines in law the Government's commitment to achieve 'net zero' in terms of greenhouse gas emissions by 2050. This is in line with the recommendations of the Climate Change Committee (CCC).

The Energy White Paper (December 2020)

- 7.4.21 The Energy White Paper 'Powering our Net Zero Future' (EWP) [Ref 19] 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 Carbon Capture Utilisation and Storage (CCUS) drawing upon the resources provided by the North Sea.

7.4.22 The Government estimates (Introduction, page 15) that the measures in the EWP could reduce emissions across power, industry and buildings by up to 230Mt carbon dioxide (CO₂) 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.

7.4.23 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 a number of headings and include:

"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 [Carbon Capture, Usage & Storage] 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."

7.4.24 Chapter 2 Power of the EWP sets out how it is proposed to decarbonise the power sector in terms of generation of electricity. This includes an expansion of other low-cost renewable technologies in addition to offshore wind. This proposal is aligned with the Ten Point Plan which suggests continuing to hold regular CfD auction rounds every two years to bring forward a range of low-cost renewable technologies. Subject to projects coming forward, the intention is to double the capacity awarded in the last round with the aim to deploy around 12GW of low-cost renewable generation.

7.4.25 Chapter 2 also sets out the how it is proposed to achieve net zero aviation, including establishing the Jet Zero Council to accelerate the development and adoption of new technologies, and investing £15 million into FlyZero as well as running a £15 million competition to support the production of SAFs in the UK, which is aligned with Point 6 set out in the Ten Point Plan.

7.4.26 Chapter 5 Industrial Energy sets out the goal for emissions from industry to fall by around 90% from today's levels by 2050. In order 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".

- 7.4.27 The EWP confirms that manufacturing and refineries, which form the bulk of industrial emissions, still account for around 1% of the UK's greenhouse gas 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 3.9Mt CO₂e of emissions (2018 figures).
- 7.4.28 To transform industrial energy, the EWP (page 122) states that we cannot rely on energy efficiency alone to reduce emission 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.
- 7.4.29 To bring about change in the industry, 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.

Industrial Decarbonisation Strategy (March 2017)

- 7.4.30 The Industrial Decarbonisation Strategy [Ref 20] 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.
- 7.4.31 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 electricity and bioenergy.
- 7.4.32 Chapter 4 Adopting low-regret technologies and building infrastructure states:
- "To be on track to deliver net zero, we expect that the minimum, in all future scenarios, is 20TWh per year of fossil fuel use replaced with low carbon alternatives in 2030". It goes onto state that "Current evidence strongly suggests that, given limited sustainable biomass supply, we may need to prioritise the use of biomass where it can be combined with carbon capture and storage (BECCS)¹, resulting in negative emissions".*

¹ Bioenergy Carbon Capture and Storage

Net Zero Strategy: Build Back Greener (October 2021)

- 7.4.33 The Net Zero Strategy: Build Back Greener [Ref 21] expanded on key commitments in the Ten Point Plan and the EWP and set out the next steps the Government proposes to take to cut emissions, seize green economic opportunities and leverage further private investment into net zero. While superseded by various more recent policy and legislation, it is notable for setting out an early vision for a SAF industry in the UK, stating:

“Aim to become a world-leader in zero emission flight and kick-starting the commercialisation of the UK sustainable aviation fuel (SAF) so people can fly, and connect without guilt. Our ambition is to enable delivery of 10% SAF by 2030 and will be supporting UK industry with £180 million funding for the development of SAF plants”.

Biomass Policy Statement (November 2021)

- 7.4.34 The Biomass Policy Statement [Ref 22] was published in November 2021 identifies the priority sectors and applications of biomass across the economy to deliver net zero by 2050. Section 2.4 sets out biomass’s role in a low carbon transport sector. This section states that SAF are one of the key levers available to government and industry to accelerate the transition to net zero aviation and can achieve lifecycle GHG emissions savings of over 70% compared with conventional jet fuel, when fully replacing kerosene. The Biomass Policy Statement states that the Government has

“introduced a world-leading, comprehensive programme of interventions aiming to commercialise the domestic SAF industry and deliver carbon savings. On top of competition funding, we have recently consulted on a UK SAF blending mandate.”

British Energy Security Strategy (April 2022)

- 7.4.35 The British Energy Security Strategy was published in April 2022 [Ref 23] largely in response to soaring energy prices of the sudden surge in demand following the COVID-19 pandemic, compounded by the Russian invasion of Ukraine. Much of the focus of the British Energy Strategy is upon providing financial assistance to families and businesses struggling with higher energy bills, but 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.
- 7.4.36 The British Energy Security Strategy aims to expand the UK’s renewable capacity by investing in the North Sea so that we are not wholly dependent on other countries for fuel, from industrial production to net zero aviation.

Powering up Britain (March 2023)

- 7.4.37 The Department for Energy Security and Net Zero (DESNZ) published Powering up Britain [Ref 24] and constituent documents in March 2023 which include Powering up Britain: Energy Security Plan and Powering Up Britain: Net Zero Growth Plan.
- 7.4.38 Powering up Britain sets out the Government's priority to be energy independent in light of the invasion in Ukraine. It highlights the Government's mission to replace fossil fuels with renewable energy. It also confirms that the Government is making positive progress towards zero emission flights.
- 7.4.39 Powering Up Britain: Net Zero Growth Plan further sets out the steps that DESNZ is taking to ensure that the UK is more energy independent, secure and resilient. It recognises the targeted public investment that the Government has delivered for SAFs, for example, through the Advanced Fuels Fund. The Powering Up Britain: Net Zero Plan sets out key commitments in the transport sector, which include welcoming the Independent Review of Net Zero's recognition of the important role for low carbon fuels in decarbonising sectors such as aviation and maritime. It states:

"We continue to make progress delivering on our ambitions for a thriving domestic sustainable aviation fuel (SAF) market, supported by a comprehensive policy package that includes a further consultation on our SAF mandate, responding to the Government-commissioned independent evaluation of developing a sustainable long-term UK SAF industry, and launching a second application window for the £165 million Advanced Fuels Fund".

Carbon Capture, Usage and Storage Net Zero Investment Roadmap (April 2023)

- 7.4.40 The Carbon Capture, Usage and Storage Net Zero Investment Roadmap [Ref 25] was published in April 2023 and outlined joint government and industry commitments to the deployment of CCUS in the UK and sets out the approach to delivering four CCUS low carbon industrial clusters, capturing 20-30 MtCO₂ per year across the economy by 2030 to help meet the UK's 2050 net zero target. This includes a Track 1 cluster in Teesside, sequenced for the mid-2020s.

Biomass Strategy (August 2023)

- 7.4.41 The purpose of the Biomass Strategy [Ref 26] is to set out the role biomass can play in reaching net zero, what government is doing to enable that

objective and where further action is needed. The document examines the sustainability, availability, priority uses as well as uses in different sectors of the economy.

- 7.4.42 Section 7.5 addresses the use of biomass within transport and recognises that currently biofuel is mainly incentivised by the UK RTFO. Page 171 reaffirms the Government's position that biomass in the transport sector will need to be increasingly focused in areas and transport modes with limited alternatives to the use of liquid and gaseous fuels. This includes aviation and maritime, which are likely to require low carbon fuels beyond 2050. To further reduce emissions, carbon capture and storage technologies will increasingly need to be applied to biofuel production processes, particularly in SAF production. Page 172 confirms that the UK Government is exploring opportunities to accelerate the commercialisation of UK SAF facilities such as through the Advanced Fuels Fund.

[The Second National Infrastructure Assessment \(October 2023\)](#)

- 7.4.43 The National Infrastructure Commission (NIC) was an executive agency of the HM Treasury established in 2017 which provides the government with impartial, expert advice on major long term infrastructure challenges. The NIC advises government on all sectors of economic infrastructure, defined as: energy, transport, water and wastewater (drainage and sewerage), waste, flood risk management and digital communications. One of the key outputs of the NIC is to produce a five-year analysis report of the UK's long-term economic infrastructure needs.
- 7.4.44 On 18 October 2023 the Second National Infrastructure Assessment (NIA2) was published [Ref 27] which provided recommendations for the Government in relation to national infrastructure.
- 7.4.45 A common thread of the recommendations under the energy and reaching net zero section of the report is for the UK to decarbonise by continuing to move away from fossil fuels and instead moving to technology that directly generates electricity.

[Clean Power 2030 Action Plan \(December 2024\)](#)

- 7.4.46 On 13 December 2024 the Government published the Clean Power Action Plan [Ref 28] to meet its clean power target. The Clean Power Action Plan recognises that a clean power system will include and require dispatchable technologies, with sustainably sourced biomass a low carbon fuel for renewable electricity generation and which, "could play an important role in Clean Power 2030 by providing flexible or firm generation". It also notes that large scale biomass plants:

“...have the potential to transition to power BECCS. This carbon capture technology can combine the conversion of sustainable biomass, biogas and biogenic wastes into electricity while capturing a high percentage of the CO₂ emissions contained in that biomass in long-term storage in geological sequestration. Large scale power BECCS has the potential to support low carbon electricity and deliver negative emissions, helping to balance residual emissions from hard-to-abate sectors.”

7.5 National Planning Policy Framework (December 2024)

7.5.1 The National Planning Policy Framework (NPPF) (dated December 2024 but most recently updated in February 2025) [Ref 29], sets out the Government’s planning policies for England. Although paragraph 5 of the NPPF confirms that NSIPs are to be determined in accordance with the decision-making framework of the 2008 Act and relevant NPSs, decisions under section 104 of the 2008 Act 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, which provides more detailed guidance on various aspects of planning.

7.5.2 NPPF policies of relevance include:

- a) Building a strong, competitive economy;
- b) Making effective use of land;
- c) Meeting the challenge of climate change, flooding and coastal change; and
- d) Conserving and enhancing the natural environment.

7.5.3 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:

- a. *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;*
- b. *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

- c. 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.*

7.5.4 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*”. Central to the NPPF is, “*a presumption in favour of sustainable development*”, which is set out in Paragraph 11.

7.5.5 Paragraph 161 in Section 14 Meeting the challenge of climate change, flooding and coastal change, states that:

“The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. 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 168 states:

“when determining applications for all forms of renewable and low carbon energy developments and their associated infrastructure, local planning authorities should not require applicants to demonstrate the overall need for renewable or low carbon energy, and give significant weight to the benefits associated with renewable and low carbon energy generation and the proposals contribution to a net zero future.”

7.6 National Planning Policy for Waste (October 2014)

7.6.1 The National Planning Policy for Waste (NPPW) [Ref 30] sets out specific waste planning policies for England. The document highlights how the Government’s waste ambitions can be achieved through, “helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment”.

7.6.2 Paragraphs 4 and 5 of the NPPW give regard to the suitability of sites. Paragraph 4 identifies that waste planning authorities should consider a broad range of locations including industrial sites, looking for opportunities to co-locate waste management facilities together and with complementary

activities; and give priority to the re-use of previously-developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages. Paragraph 5 identifies that sites should be assessed against policies in the NPPW, physical and environmental constraints, the capacity of existing and potential transport infrastructure and the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community.

- 7.6.3 *Paragraph 7 explains that waste planning authorities should, when determining applications consider the likely environmental impacts and locational implications of any advice on health from the relevant health bodies.*

7.7 Local Planning Policy

Development Plan Options

- 7.7.1 The SAF production facility, located in the Main Site, is located within the administrative boundary of Stockton-on-Tees Borough Council (STBC). The Proposed Development also includes land within the administrative boundary of Redcar and Cleveland Borough Council (RCBC).
- 7.7.2 *The relevant Development Plan Documents (DPDs) for the Proposed Development are:*
- a) Stockton-on-Tees Borough Council Local Plan (adopted January 2019) [Ref 31];
 - b) Stockton-on-Tees Borough Council Local Plan Policies Map (adopted 30 January 2019) [Ref 32];
 - c) Redcar and Cleveland Local Plan (adopted May 2018) [Ref 33];
 - d) Redcar and Cleveland Local Plan: Policies Map (adopted May 2018) [Ref 34]; and
 - e) The Tees Valley Joint Minerals and Waste DPDs (adopted September 2011) [Ref 35].
- 7.7.3 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 Darlington, Hartlepool, Middlesbrough, RCBC and STBC. The Joint Minerals and Waste DPD is of limited relevance to the Proposed Development.

Planning Allocations/Designations

- 7.7.4 The key planning allocations/designation and related policies based upon the relevant policies maps that apply to the Proposed Development are listed below:
- 7.7.5 The key planning allocations/ designations and associated policies contained in the Stockton-on-Tees Borough Council Local Plan that apply to the Proposed Development:
- a) Specialist Use Locations – Policies SD4 and EG4;
 - b) Specialist Employment Allocations – Policies SD4 and EG4; and
 - c) Limits to Development – Policies SD3, SD4 and SD5.
- 7.7.6 The key planning allocations/ designations and associated policies that apply to the RCBC extent of the Proposed Development from the Redcar and Cleveland Local Plan are as follows:
- a) Development limits – Policy SD3;
 - b) South Tees Development Corporation – Policies LS4 and ED6;
 - c) General location for Large Waste Management Facilities – Policy MWC8;
 - d) 30km wind farm safeguarding area for Durham Tees Valley Airport – Policy SD6; and
 - e) 6km Special Protection Area (SPA) Buffer Zone – Policy N4.
- 7.7.7 The key planning allocations/ designations and associated policies contained in the Tees Valley Joint Minerals and Waste DPDs (adopted September 2011) that apply to the Proposed Development:
- a) Safeguarding of Minerals Resources from sterilisation – Salt – Policy MWC4;
 - b) Safeguarding of Minerals Resources from sterilisation – Gypsum – Policy MWC4; and
 - c) Local Geological Sites (LGS) – Policy N4.

Neighbourhood Plans

- 7.7.8 There are no adopted and emerging neighbourhood plans within RCBC or STBC that apply to the Proposed Development.

Local Plan Guidance

- 7.7.9 RCBC has also produced The South Tees Area Supplementary Planning Document (SPD) (adopted May 2018). Although this is not a DPD, it is an

SPD and therefore is a material planning consideration to be taken into account in respect of development proposals being advanced within South Tees Area, with which the Proposed Development overlaps slightly.

Key Policies

- 7.7.10 Table 1-1 summarises key policies from the Stockton-on-Tees Borough Council Local Plan 2019 [Ref 31]; of relevance to the Proposed Development.

Table 1-1 Stockton-on-Tees Borough Council Local Plan 2019 – Key Policies Summary

Policy	Policy Summary
Policy EG4 – Seal Sands, North Tees and Billingham	Policy EG4 directs proposals for hazardous installations, uses related to the process industries, or emerging specialist sectors to three locations including North Tees and Seal Sands although proposals will recognise the cumulative importance for bird species associated with the Teesmouth and Cleveland Coast SPA and Ramsar site. Proposals for port and river-based uses will be directed to sites and premises at Billingham Riverside. This includes operational facilities, River based logistics, storage, marine maintenance and energy generation.
Policy ENV 1 – Energy Efficiency	STBC will encourage all development to minimise the effects of climate change. Measures include promoting zero carbon development, energy reduction efficiency, renewable or low carbon. All major developments will demonstrate how they have reduced greenhouse gas emissions.
Policy ENV 2 – Renewable and Low Carbon Energy Generation	Planning applications for energy generation from renewable and low carbon sources, other than wind energy generation, will be considered against the principles in Policy SD8. Proposals should be supported by a comprehensive assessment of the landscape, visual and any other impacts of the proposal. Developers should, where appropriate, provide a satisfactory scheme to restore a site.
Policy ENV 3 – Decentralised Energy Generation and Supply	STBC will promote and support decentralised energy such as District Heat and Power Networks through a number of methods. All major development should investigate their use as part of the feasibility assessment and energy statement.
Policy ENV4 – Reducing and Mitigating Flood Risk	All new development will be directed towards areas of the lowest flood risk to minimise the risk of flooding from all sources and will mitigate

Policy	Policy Summary
	any such risk through design and implementing sustainable drainage (SuDS) principles. Development on land in Flood Zones 2 or 3 will only be permitted following: a. The successful completion of the Sequential and Exception Tests (where required); and b. A site-specific flood risk assessment, demonstrating development will be safe over the lifetime of the development, including access and egress, without increasing flood risk elsewhere and where possible reducing flood risk overall. Site-specific flood risk assessments will be required in accordance with national policy.
Policy ENV5 – Preserve, Protect and Enhance Ecological Networks, Biodiversity and Geodiversity	STBC will protect and enhance the biodiversity and geological resources within the Borough. Development proposals will be supported where they enhance nature conservation and management, preserve the character of the natural environment, and maximise opportunities for biodiversity and geological conservation particularly in or adjacent to Biodiversity Opportunity Areas in the River Tees Corridor, Teesmouth and Central Farmland Landscape Areas. Ecological networks and wildlife corridors will be protected, enhanced, and extended. Development that is likely to have an adverse effect on a Nationally designated sites, including broader impacts on the national network of Sites of Special Scientific Interest (SSSI) and combined effects with other development, will not normally be allowed. Development proposals should seek to achieve net gains in biodiversity wherever possible.
Policy ENV6 – Green Infrastructure, Open Space, Green Wedges and Agricultural Land	STBC will protect and support the enhancement, creation and management of all green infrastructure. Proposals should illustrate how the Proposed Development will be satisfactorily integrated into the surrounding area in a manner appropriate to the surrounding townscape and landscape setting and enhances the wider green infrastructure network. The loss of open space will not be supported unless it is demonstrated to satisfy five criteria Development proposals will be expected to demonstrate that they avoid the, “best and most versatile”, agricultural land unless the benefits outweigh the need to protect such land for agricultural purposes.

Policy	Policy Summary
Policy ENV7 – Ground, Air, Water, Noise and Light Pollution	All development proposals that may cause groundwater, surface water, air (including odour), noise or light pollution either individually or cumulatively will be required to incorporate measures as appropriate to prevent or reduce their pollution so as not to cause unacceptable impacts. Potential significant pollution either individually or cumulatively should be accompanied by an assessment of the likely impacts. Residual effects on human health or the environment will not be permitted.
Policy HE1 – Conservation and Enjoyment of the Historic Environment	STBC will maintain and promote the use of Historic Environment Records and Review and regularly update the SPD4 Conservation and Historic Environment Folder or any successor.
Policy HE2 – Conserving and Enhancing Stockton's Heritage Assets	Development with the potential to affect heritage assets should be supported by an appropriate assessment and seek to conserve heritage assets and archaeological remains.
Policy HE3 – Stockton & Darlington Railway	Proposal for development on or adjacent to the line(s) should show how the proposal has regard to the preservation of any physical remains along the route(s) and their interpretation on the ground and otherwise respects and interprets the route(s) where those remains no longer exist.
Policy SD1 – Presumption in favour of Sustainable Development	STBC will work proactively with applicants jointly to find solutions which mean that proposals for sustainable development can be approved wherever possible.
Policy SD2 – Strategic Development Needs	This policy identifies strategic growth needs for the period 2017/18 to 2031/32, which will be met through new sustainable development and infrastructure provision.
Policy SD4 – Economic Growth Strategy; Specialist Uses	This policy directs economic development to appropriate locations to ensure sustainable growth. It also supports redevelopment of brownfield and derelict sites. Proposals for the redevelopment of previously developed land, in particular prominent sites which have been derelict for a significant period of time, will be supported. The policy also seeks to direct and safeguard specialist industrial uses to the Seal Sands, North Tees and Billingham Chemical Complex. Furthermore, port-related development and other suitable economic growth uses, will be encouraged at Billingham Riverside.

Policy	Policy Summary
Policy SD5 – Natural, Built and Historic Environment	To ensure the conservation and enhancement of the environment alongside meeting the challenge of climate change STBC will conserve and enhance the natural, built, and historic environment through a variety of methods (including the Teesmouth and Cleveland Coast SPA and Ramsar)
Policy SD6 – Transport and Infrastructure Strategy	This policy seeks to ensure the road network is safe and there are reliable journey times, STBC will prioritise and deliver targeted improvements at key points on the local road network and work in conjunction with Highways England to deliver improvements at priority strategic locations on the strategic road network.
Policy SD7 – Infrastructure Delivery and Viability	This policy seeks to deliver infrastructure to address service deficiencies and meet demand from growth through planning obligation or Community Infrastructure Levy. Viability evidence will be needed where this cannot be achieved.
Policy SD8 – Sustainable Design Principles	STBC will seek new development to be designed to the highest possible standard, taking into consideration the context of the surrounding area. All proposals will be designed for public safety and crime reduction, incorporating, where appropriate, advice from the Health and Safety Executive, Secured by Design, or other appropriate design standards.

7.7.11 In January 2024, STBC's Full Council meeting agreed that a new Local Plan be undertaken. STBC's website states that work on the Local Plan begun in September 2025, with formal commencement on the plan to follow in 2026, with adoption expected in March 2029. No further updates have been published on the STBC website since.

7.7.12 Table 1-2 below details the key policies from the Redcar and Cleveland Borough Council Local Plan 2018 [Ref 33] of relevance to the Proposed Development.

Table 1-2 Redcar and Cleveland Borough Council Local Plan 2018: Key Policies Summary

Policy	Policy Summary
Policy SD3 – Development Limits	Within development limits, development will be supported, subject to meeting other policies in the Local Plan.

Policy	Policy Summary
	Development beyond development limits, as defined on the Policies Map, will be restricted to thirteen categories.
Policy SD6 – Renewable and Low Carbon Energy	Renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable. Incorporation of renewable energy into a major application will also be supported. Renewable energy developments will not be allowed within, or where they are likely to have an adverse effect - alone, or in combination with other plans or projects - on designated ecological sites or on priority species, unless they meet the exceptions criteria set out in Policy N4. Development proposals for the generation of renewable energy will not be granted if there would be any adverse impacts on airport radar, unless mitigation is possible and a scheme for its provision is agreed with the airport affected.
Policy LS4 – South Tees Spatial Strategy	The South Tees Spatial Strategy includes Wilton International; Teesport; South Tees Development Corporation area, South Tees Industrial; and Estates and Business. This Spatial Strategy contains a number of aims categorised into Economy, Connectivity and Environment. Within Economy, the aims include to grow the environmental and recycling sector and encourage clean and more efficient industry in the South Tees area to help reduce CO₂ emissions and risk of environmental pollution.
Policy ED6 – Promoting Economic Growth	This policy identifies existing business locations in RCBC which will continue to be developed and safeguarded for employment uses including specialist industries. The policy requires applications to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites either alone or cumulatively and need to secure mitigation where necessary.
Policy MWC4 – Safeguarding of Minerals Resources from Sterilisation	Within the minerals safeguarding areas, non-minerals development will only be permitted where the future extraction of the mineral resource would not be sterilised or there is evidence that the mineral has been sufficiently

Policy	Policy Summary
	depleted; or the mineral will be extracted prior to development; or mineral resource preservation is outweighed by the benefits of the application.
Policy MWC8 – General Locations for Waste Management Sites	Sustainable waste management will be delivered through a combination of large sites, which include clusters of waste management and processing facilities, and small sites for individual waste facilities. Allocations and proposals for large waste management facilities should be located in the land located around Teesport, Smiths Dock Road and the eastern end of Dockside Road (Middlesbrough and Redcar and Cleveland); around the Graythorp and Haverton Hill Road areas (Hartlepool and Stockton-on-Tees); and around the Port Clarence, Cowpen Marsh and Seal Sands areas (Hartlepool and Stockton-on-Tees). In determining the suitability of a site within these areas, consideration will be given to the potential impact on the protected European species associated with the Teesmouth and Cleveland Coast SPA and Ramsar Site and any functional land required to support them. Where likely adverse impacts are identified, avoidance or appropriate mitigation measures may be required. Allocations and proposals will be directed away from areas at risk of flooding. In considering sites.
Policy N2 – Green Infrastructure	The policy aims to protect and enhance the green infrastructure network and incorporate green infrastructure into developments. The policy also requires Green Infrastructure to be designed to high standards. The policy identified strategic green infrastructure corridors and strategic gap which maintain the separate identity and character of individual settlements and to prevent their coalescence. Development will not be permitted where it conflicts with these stated aims.
Policy N4 – Biodiversity and Geological Conservation	This policy seeks to protect and enhance the borough's biodiversity and geological resources and will supports applications which enhance and preserve theses resources. The policy draws attention to the Biodiversity Opportunity Areas in the wider Tees Corridor, Teesmouth, East Cleveland and Middlesbrough Beck Valleys areas. RCBC will also protect and preserve local, national and

Policy	Policy Summary
	international priority species and habitats and promote their restoration, re-creation and recovery. Proposals will be considered in accordance with the status of biodiversity and geodiversity sites within the hierarchy.
Policy SD1 – Sustainable Development	This policy confirms RCBC will take a positive approach that reflects the presumption in favour of sustainable development and work proactively with applicants to secure developments that improve the economic, social and environmental conditions and to find solutions that enable proposals to be approved wherever possible.
Policy SD 2 – Locational Policy	Development will be directed to the most sustainable locations in the borough. The majority of development will be focused in the urban and coastal areas.
Policy SD4 – General Development principles	This policy sets out the general development principles used to assess an application including compliance with the local plan's policies, no significant adverse environmental or amenities and does not increase flood risk.
Policy SD7 – Flood and Water Management	This policy requires development to account for flood risk and avoid inappropriate development in areas at current or future risk. Development in areas at risk of flooding, will be granted where all of the following criteria are met: the proposal meets the sequential and exception tests (where required) in relation to the NPPF a site-specific flood risk assessment demonstrates that the development will be safe, including the access and egress, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall; and new site drainage systems are well designed, taking account of events that exceed the normal design standard (e.g. consideration of flood flow routing and utilising temporary storage areas).
Policy TA1 – Transport and New Development	RCBC and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts. Future transport provision should take into account traffic forecasts. This should reflect existing demand and take account of other developments as well as trip reductions

Policy	Policy Summary
	predicted as a result of the implementation of demand management measures identified in the Local Transport Plan.

References

- Ref 1 UK Government (2008) Planning Act 2008. Available online:
<https://www.legislation.gov.uk/ukpga/2008/29/contents> [Accessed September 2026]
- Ref 2 Department for Energy Security and Net Zero (2025) Overarching National Policy Statement (NPS) for Energy (EN-1). Available online:
<https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1-2025> [Accessed September 2026]
- Ref 3 Department for Energy Security and Net Zero (2025) Overarching National Policy Statement (NPS) for Renewable Energy Infrastructure (EN-3). Available online:
<https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3-2025> [Accessed September 2026]
- Ref 4 Department for Energy Security and Net Zero (2024) Overarching National Policy Statement (NPS) for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4). Available online: <https://www.gov.uk/government/publications/national-policy-statement-for-natural-gas-supply-infrastructure-and-gas-and-oil-pipelines-en-4> [Accessed September 2026]
- Ref 5 Department for Energy Security and Net Zero (2025) Overarching National Policy Statement (NPS) for Electricity Networks Infrastructure (EN-5). Available online:
<https://www.gov.uk/government/publications/national-policy-statement-for-electricity-networks-infrastructure-en-5-2025> [Accessed September 2026]
- Ref 6 HM Government (2009) Marine and Coastal Access Act 2009. Available online:
<https://www.legislation.gov.uk/ukpga/2009/23/contents> [Accessed September 2026]
- Ref 7 HM Government (2011) UK Marine Policy Statement. Available online:
<https://assets.publishing.service.gov.uk/media/5a795700ed915d042206795b/pb3654-marine-policy-statement-110316.pdf> [Accessed September 2026]
- Ref 8 Department for Environment, Food & Rural Affairs (2020) Guidance to the UK Marine Policy Statement from 1 January 2021. Available online:
<https://www.gov.uk/government/publications/uk-marine-policy-statement/guidance-to-the-uk-marine-policy-statement-from-1-january-2021> [Accessed September 2026]
- Ref 9 HM Government (2011) North East Inshore and North East Offshore Marine Plan. Available online:
https://assets.publishing.service.gov.uk/media/60f6f3df8fa8f50c7450ebf1/FINAL_North_East_Marine_Plan_1_.pdf [Accessed September 2026]
- Ref 10 HM Government (2018) The Clean Growth Strategy. Available online:
<https://www.gov.uk/government/publications/clean-growth-strategy> [Accessed September 2026]
- Ref 11 HM Government (2020) The Ten Point Plan for a Green Industrial Revolution – Building back better, supporting green jobs and accelerating our path to net zero.

Available online:

https://assets.publishing.service.gov.uk/media/5fb5513de90e0720978b1a6f/10_P_OINT_PLAN_BOOKLET.pdf [Accessed September 2026]

- Ref 12 Department for Transport (2022) Jet Zero Strategy – Delivering net zero aviation by 2050. Available online:
<https://assets.publishing.service.gov.uk/media/62e931d48fa8f5033896888a/jet-zero-strategy.pdf> [Accessed September 2026]
- Ref 12 Department for Transport (2023) Jet Zero strategy: one year on. Available online:
<https://www.gov.uk/government/publications/jet-zero-strategy-one-year-on> [Accessed September 2026]
- Ref 13 HM Government (2024) Sustainable Aviation Fuel (SAF) Mandate. Available online:
<https://www.gov.uk/government/collections/sustainable-aviation-fuel-saf-mandate> [Accessed September 2026]
- Ref 14 UK Government (2026) Sustainable Aviation Fuel Act 2026. Available online:
<https://www.legislation.gov.uk/ukpga/2026/9> [Accessed September 2026]
- Ref 15 Department for Transport (2026) Renewable Transport Fuel Obligation Scheme. Available online:
<https://www.gov.uk/government/collections/renewable-transport-fuel-obligation-rtfo-scheme> [Accessed September 2026]
- Ref 16 Department for Transport (2026) Advanced Fuels Fund. Available online:
<https://www.gov.uk/government/publications/advanced-fuels-fund-competition-winners/advanced-fuels-fund-aff-competition-winners> [Accessed September 2026]
- Ref 17 Department for Energy Security & Net Zero (2026) UK Emissions Trading Scheme. Available online:
<https://www.gov.uk/government/publications/uk-emissions-trading-scheme-uk-ets-policy-overview/uk-emissions-trading-scheme-uk-ets-a-policy-overview> [Accessed September 2026]
- Ref 18 HM Government (2019) The Climate Change Act 2008 (2050 Target Amendment) Order. Available online:
<https://www.legislation.gov.uk/ukdsi/2019/9780111187654> [Accessed September 2026]
- Ref 19 HM Government (2020) Energy White Paper – Powering our Net Zero Future. Available online:
https://assets.publishing.service.gov.uk/media/5fdc61e2d3bf7f3a3bdc8cbf/201216_BEIS_EWP_Command_Paper_Accessible.pdf [Accessed September 2026]
- Ref 20 HM Government (2021) Industrial Decarbonisation Strategy. Available online:
https://assets.publishing.service.gov.uk/media/6051cd04e90e07527f645f1e/Industrial_Decarbonisation_Strategy_March_2021.pdf [Accessed September 2026]
- Ref 21 HM Government (2021) Net Zero Strategy: Build Back Greener. Available online:
<https://assets.publishing.service.gov.uk/media/6194dfa4d3bf7f0555071b1b/net-zero-strategy-beis.pdf> [Accessed September 2026]
- Ref 22 Department for Business, Energy & Industrial Strategy (2021) Biomass Policy Statement. Available online:
<https://www.gov.uk/government/publications/biomass->

[policy-statement-a-strategic-view-on-the-role-of-sustainable-biomass-for-net-zero](#)
[Accessed September 2026]

- Ref 23 HM Government (2022) British Energy Security Strategy. Available online:
<https://www.gov.uk/government/publications/british-energy-security-strategy/british-energy-security-strategy> [Accessed September 2026]
- Ref 24 HM Government (2023) Powering Up Britain. Available online:
<https://assets.publishing.service.gov.uk/media/642468ff2fa8480013ec0f39/powering-up-britain-joint-overview.pdf> [Accessed September 2026]
- Ref 25 Carbon Capture, Usage and Storage Net Zero Investment Roadmap (2023)
- Ref 26 Department for Energy Security and Net Zero (2023) Biomass Strategy. Available online:
<https://assets.publishing.service.gov.uk/media/64dc8d3960d123000d32c602/biomass-strategy-2023.pdf> [Accessed September 2026]
- Ref 27 National Infrastructure Commission (2023) Second National Infrastructure Assessment. Available online: <https://nic.org.uk/studies-reports/national-infrastructure-assessment/second-nia/> [Accessed September 2026]
- Ref 28 HM Government (2024) Clean Power 2030 Action Plan: A new era of clean electricity. Available online:
<https://assets.publishing.service.gov.uk/media/677bc80399c93b7286a396d6/clean-power-2030-action-plan-main-report.pdf> [Accessed September 2026]
- Ref 29 Ministry of Housing, Communities & Local Government (2024) National Planning Policy Framework. Available online:
https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf [Accessed September 2026]
- Ref 30 Department for Communities & Local Government (2014) National Planning Policy for Waste. Available online:
https://assets.publishing.service.gov.uk/media/5a7ef594e5274a2e8ab4946c/141015_National_Planning_Policy_for_Waste.pdf [Accessed September 2026]
- Ref 31 Stockton-on-Tees Borough Council (2019) Local Plan. Available online:
https://www.stockton.gov.uk/media/2518/Local-Plan-2019/pdf/Local_Plan_2019.pdf?m=1645450086087 [Accessed September 2026]
- Ref 32 Stockton-on-Tees Borough Council (2019) Local Plan Policies Map. Available online:
https://www.stockton.gov.uk/media/2515/Local-plan-map-policies/pdf/Local_plan_-_map_policies.pdf?m=1645444903687 [Accessed September 2026]
- Ref 33 Redcar & Cleveland Borough Council (2018) Local Plan. Available online:
<https://www.redcar-cleveland.gov.uk/sites/default/files/2022-04/Local%20Plan%20Adopted%20May%202018.pdf> [Accessed September 2026]
- Ref 34 Redcar & Cleveland Borough Council (2018) Local Plan Policies Plan. Available online: <https://data->

rcbc.opendata.arcgis.com/maps/a440fb16218a472ab3f0f88083b6864a/about
[Accessed September 2026]

- Ref 35 Tees Valley (2011) The Tees Valley Joint Minerals and Waste DPDs. Available online: <https://www.middlesbrough.gov.uk/media/ec0bfmsm/planning-policy-minerals-waste-strategy-dpd.pdf> [Accessed September 2026]

