

Appendix A

REVIEW OF PLANS, POLICIES AND PROGRAMMES

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APPENDIX A-1

AIRPORTS EXPANSION - OVERARCHING

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
International		
The European Spatial Development Perspective (ESDP) (European Commission, 1999)		
<p>The ESDP is a policy framework for the sectoral policies of the Community and the Member States that have spatial impacts, as well as for regional and local authorities, aimed at achieving a balanced and sustainable development. The document sets out a series of guidelines when considering initiatives for the spatial development of Europe:</p> <ul style="list-style-type: none"> → Policies and decisions, especially economic ones, with implications for spatial development, concerning mainly human settlements, agriculture, transport, energy, tourism and industry must not have negative impacts on sustainable development and its objectives. → To achieve this, and before making such decisions with spatial implications, it will be necessary to undertake SEAs on long term ecological effects and to monitor ecological changes with appropriate indicators. → As land-use may have detrimental effects on the climate, spatial planning should be used as an effective tool for combating local and global climate change. → Ecological equilibrium of the landscape implies taking into account the interactions and the balance between complex natural and man-made systems, avoiding one-sided approaches. 	<p>The policy framework identifies air travel as a key issue in the economic and social integration of Europe, indicating that member states should address airport capacity, suggested the following policy option:</p> <p>25. Promotion of a spatially more balanced access to inter-continental transport of the EU by an adequate distribution of seaports and airports (global gateways), an increase of their service level and the improvement of links with their hinterland.</p>	<p>The AoS should ensure that the principle topics identified in the ESDP are considered. This would include the topics of: ecology, flooding, land erosion, soil, water and air contamination, geomorphology, landscape, cultural heritage and the interactions between all of these topics and indirect effects on climate change.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
UK		
The Planning Act 2008		
<p>This legislation sets out how the planning system should deal with nationally significant infrastructure projects (NSIP). The legislation created a regime of National Policy Statements (NPS). These NPS give reasons for the policy set out in the statement, and must include an explanation of how the policy takes account of Government policy relating to the mitigation of, and adaptation to, climate change. They include the Government's objectives for the development of nationally significant infrastructure in a particular sector and state:</p> <ul style="list-style-type: none"> → How this will contribute to sustainable development. → How these objectives have been integrated with other Government policies. → How actual and projected capacity and demand have been taken into account. → Consider relevant issues in relation to safety or technology. → Circumstances where it would be particularly important to address the adverse impacts of development. → Specific locations, where appropriate, in order to provide a clear framework for investment and planning decisions. <p>Each NPS sets out Government policy for the infrastructure it covers and the reasons for that policy. This includes the need for new infrastructure; the relative</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should involve an assessment of the sustainability issues which are associated with an NPS, as described within the Planning Act. This Scoping Report forms the first stage of an AoS.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>weight to be given to specified criteria such as the benefits of new infrastructure and the adverse impacts that it might have; and, when action should be taken to mitigate adverse impacts. NPSs can set out criteria to be used in deciding whether a location is suitable for a type of infrastructure. They can also identify specific locations that are or might be suitable or unsuitable for a type of infrastructure¹.</p> <p>Setting out a clear Government policy in this way establishes clear Ministerial accountability for the policy choices that underlie planning decisions on nationally significant infrastructure schemes. It also:</p> <ul style="list-style-type: none"> → provides the primary basis for decisions by the Infrastructure Planning Commission on the applications it receives; → reduces the need for discussion at public inquiries about what is or should be Government policy – avoiding a situation in which an attempt is made to determine what the national need is on a case by case basis; and → gives prospective infrastructure providers clarity as to what proposals are or are not in line with Government policy. <p>The Act sets out the scale of development, including Airport development which should would be considered a Nationally Significant Infrastructure Project, and therefore have to be determined through the Development Consent Order process.</p>		

¹ See Section [5(5) and (6)] of the Planning Act 2008 for the exact specification as to what an NPS may or should contain

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>This legislation introduced the independent Infrastructure Planning Commission (IPC), to take decisions on major infrastructure projects (transport, energy, water and waste). The Localism Act 2011 has, however, since abolished the Infrastructure Planning Commission and returned the powers for taking decisions on Airports infrastructure projects to the Secretary of State for Transport. This change means that NPSs which will be used to guide decisions by ministers, and can be voted on by the Parliament.</p>		
UK Government Sustainable Development Strategy: Securing the Future (HM Government, 2005)		
<p>The strategy for sustainable development aims to enable all people to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.</p> <p>As a result of the 2004 consultation to develop a new UK sustainable development strategy, the following issues have been highlighted as the main priority areas for immediate action:</p> <ul style="list-style-type: none"> → Sustainable consumption and production - working towards achieving more with less; → Climate change and energy - confronting the greatest threat → Natural resource protection and environmental enhancement -protecting the natural resources on which we depend 	<p>Although there are no specific targets within this Strategy, it makes reference to targets set in related Public Service Agreements (PSA) and other relevant policy statements. It also lists high level UK government strategy indicators, which will be used to measure the success with which the above objectives are being met. The most relevant to this study are:</p> <ul style="list-style-type: none"> → Greenhouse gas emissions: Kyoto target and CO 2 emissions 	<p>The AoS should consider the priorities and principles of this Strategy. It should be ensured that the key principles of the Strategy are considered throughout the preparation of the policy. The process of developing the AoS and a policy that expands aviation capacity needs to consider avoiding or reducing likely adverse effects on natural and environmental resources. Airport policy needs to be considered in the context of sustainable development, as there</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>From local to global - building sustainable communities - creating places where people want to live and work, now and in the future.</p> <p>In addition to these four priorities, changing behaviour also forms a large part of the Government's thinking on sustainable development.</p> <p>The following principles will be used to achieve the sustainable development purpose, and have been agreed by the UK Government, Scottish Executive, Welsh Assembly Government WAG, and the Northern Ireland Administration:</p> <ul style="list-style-type: none"> → Living within environmental limits → Ensuring a strong, healthy, and just society → Achieving a sustainable economy → Promoting good governance → Using sound science responsibly 	<ul style="list-style-type: none"> → CO 2 emissions by end user: industry, domestic, transport (excluding international aviation), other → Energy supply: UK primary energy supply and gross inland energy consumption → Water resource use: total abstractions from non-tidal surface and ground water sources → Waste: arisings by (a) sector (b) method of disposal → Bird populations: bird population indices (a) farmland birds (b) woodland birds (c) birds of coasts and estuaries (d) wintering wetland birds → Biodiversity conservation: (a) priority species status (b) priority habitat status 	<p>is a potential to affect issues including greenhouse gas emissions, adapting to climate change (e.g. flood risk), building sustainable communities (e.g. local jobs and environment) and natural resources (e.g. land take and biodiversity loss).</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	<ul style="list-style-type: none"> → River quality: rivers of good (a) biological (b) chemical quality → Air quality and health: (a) annual levels of particles and ozone (b) days when air pollution is moderate or higher. → Ecological impacts of air pollution*: area of UK habitat sensitive to acidification and eutrophication with critical load exceedence → Emissions of air pollutants: SO₂, NO_x, NH₃ and PM₁₀ emissions and GDP → River quality*: rivers of good (a) biological (b) chemical quality 	

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)		
<p>These Regulations set out the required pre- and post-application publicity procedures for a proposed application for development consent for certain types of nationally significant transport, energy, water, waste and waste-water infrastructure projects (including with regard who must be consulted in addition to the persons and bodies specified in the Planning Act 2008); provide for the making of the application itself; and set out the application form to be used in Schedule 2.</p>	<p>No specific targets or indicators.</p>	<p>The Regulations are of key relevance to the planning process for Airports; however, its objectives will be primarily applicable to subsequent application for development consent rather than the AoS which is being undertaken at policy level.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (2009)		
<p>This document sets out the UK's low carbon transition plan to 2020 aiming to deliver emission cuts of 18% on 2008 levels by 2020 (and over a one third reduction on 1990 levels). To deliver these goals the Government will:</p> <ul style="list-style-type: none"> → Drive decarbonisation, by providing a carbon price, supporting the new technologies and infrastructure we need and helping households and businesses overcome barriers to low carbon choices. → Secure energy supplies by ensuring a supportive climate for the substantial new investment needed to bring forward low carbon infrastructure, and maximise the economic production of oil and gas from the North Sea to help secure the continued fossil fuel supplies needed during the transition. → Help UK low carbon and energy businesses to grow. → Protect consumers, in particular the most vulnerable. → Help businesses manage the costs of tackling climate change and help everyone adapt to climate impacts. → Protect the environment by making the most of measures which bring wider environmental benefits and minimizing impacts where they are unavoidable. <p>All major UK Government departments have been allocated their own carbon budget and must produce their own plan.</p>	<p>The plan to 2020 will cut emissions from transport by 14% on 2008 levels. The plan makes a commitment to source 10% of UK transport energy from sustainable renewable sources by 2020. Other relevant measures include:</p> <ul style="list-style-type: none"> → Putting a cap on emissions from all flights arriving at or leaving from European airports by including them in the EU Emissions Trading System from 2012; → Introducing a target to limit UK aviation emissions to below 2005 levels by 2050, despite forecast growth in passenger demand, which is likely to be met through more efficient engines and other new technologies, and supported 	<p>The AoS should include objectives which reduce greenhouse gas emissions.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	by government policies such as changes to airport passenger duty.	

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Energy Act 2013		
<p>The Energy Act 2013 establishes a legislative framework for delivering secure, affordable and low carbon energy and includes provisions on:</p> <p>Decarbonisation: These provisions enable the Secretary of State to set a 2030 decarbonisation target range for the electricity sector in secondary legislation</p> <p>Electricity Market Reform (EMR) - measures to attract the £110 billion investment which is needed to replace current generating capacity and upgrade the grid by 2020, and to cope with a rising demand for electricity</p> <p>Nuclear regulation: The Act places the interim Office for Nuclear Regulation (ONR) on a statutory footing as the body to regulate the safety and security of the next generation of nuclear power plants.</p> <p>Government pipe-line and storage system: The Act includes provisions to enable the sale of the Government Pipe-line and Storage System (GPSS)</p> <p>The Act also sets in motion the government's intention to close a number of coal power stations over the next two decades, to reduce dependence on fossil fuels and has financial incentives to reduce energy demand. The construction of a new generation of nuclear power stations will be facilitated, helped by the establishment of a new Office for Nuclear Regulation. Government climate change targets are to produce 30% of electricity from renewable sources by 2020, to cut greenhouse gas emissions by 50% on 1990 levels by 2025 and by 80% on 1990 levels by 2050.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should support the minimisation of greenhouse gas emissions.</p>

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Local Development Framework Documents & Local Plans		
<p>Local Development Frameworks (LDF) are local development documents prepared by district councils, unitary authorities or national park authorities that outline the spatial planning strategy for the local area.</p>	<p>LDF documents do include targets, which are reported upon in an Annual Monitoring Report, which will include a range of local and standard (Core Output) indicators. The Annual Monitoring Report should highlight if any adjustments to the Local Development Scheme are required. These targets and indicators are relevant at a local level and not at the policy scale in question.</p>	<p>The AoS should :</p> <ul style="list-style-type: none"> → Provide a framework for compliance with Local Plans at the project level. → Consider Local Development Framework targets in the monitoring framework.
Natural Environment and Rural Communities Act 2006 (As amended)		
<p>The Act is primarily intended to implement key aspects of the Government's Rural Strategy published in July 2004; it also addresses a wider range of issues relating broadly to the natural environment.</p> <p>The Act established an independent body – Natural England – responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations.</p> <p>The Act makes provision in respect of biodiversity, pesticides harmful to wildlife and the protection of birds, and in respect of invasive non-native species. It alters</p>	<p>There are no specific targets or indicators of relevance</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider incorporating an objective which seeks to protect the natural environment. → Consider incorporating objectives which seek to protect and enhance species and habitats which are

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<p>enforcement powers in connection with wildlife protection, and extends time limits for prosecuting certain wildlife offences.</p> <p>The Act places a duty on the Secretary of State to publish, review and revise lists of living organisms and types of habitat in England that are of principal importance for the purpose of conserving English biodiversity, and to consult Natural England before doing so. These lists are known as Biodiversity Action Plan priority habitats, and species.</p>		<p>identified for protection as a requirement of this Act.</p>
The National Planning Policy Framework (2012) and Sustainable Development		
<p>At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:</p> <ul style="list-style-type: none"> → local planning authorities should positively seek opportunities to meet the development needs of their area; → Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: <ul style="list-style-type: none"> ■ any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or ■ specific policies in this Framework indicate development should be restricted. For decision-taking this means: 	<p>There are no specific targets or indicators of relevance.</p>	<p>Objectives within AoS Framework are aligned to sustainable development as set out in the NPPF.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<ul style="list-style-type: none"> → approving development proposals that accord with the development plan without delay; and → where the development plan is absent, silent or relevant policies are out of date, granting permission unless: → any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted. <p>The Core Principles of the NPPF include (paragraph 17): taking account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.</p> <p>Paragraph 28 states that Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development</p>		
England		
Sustainable Communities Act 2007		
<p>The principal aim of this Act is to promote the sustainability of local communities. In this Act references to promoting the sustainability of local communities, in</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS framework includes protection of the environment and</p>

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relation to a local authority, are references to encouraging the improvement of the economic, social or environmental well-being of the authority's area, or part of its area. Social well-being includes participation in civic and political activity.		encourages the development of the local economy.
London Plan 2011 (Including Further Alterations, most recently in 2015)		
<p>The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2036. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.</p> <p>This high level, over-arching vision set out in the Plan is supported by six detailed objectives, which seek to ensuring London is:</p> <p>A city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life and sufficient high quality homes and neighbourhoods for all Londoners and help tackle the huge issue of deprivation and inequality among Londoners, including inequality in health outcomes.</p> <p>An internationally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefit all Londoners and all parts of London; a city which is at the leading edge of innovation and research and which</p>	<p>The London Plan does include targets, which are reported upon in an Annual Monitoring Report, which will include a range (Core Output) indicators.</p>	<p>The AoS should :</p> <p>→ Consider Plan targets and objectives in the monitoring framework.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>is comfortable with – and makes the most of – its rich heritage and cultural resources.</p> <p>A city of diverse, strong, secure and accessible neighbourhoods to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive.</p> <p>A city that delights the senses and takes care over its buildings and streets, having the best of modern architecture while also making the most of London’s built heritage, and which makes the most of and extends its wealth of open and green spaces, natural environments and waterways, realising their potential for improving Londoners’ health, welfare and development.</p> <p>A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.</p> <p>A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan.</p>		

APPENDIX A-2

AIRPORTS POLICY - ENVIRONMENTAL

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
International		
Environmental Liability Directive 2004/35/EC		
<p>The Directive focuses upon the prevention and remedying of environmental damage – specifically damage to habitats and species protected by EC law, damage to water resources and land contamination which presents a threat to human health.</p> <p>The Directive is based on the polluter pays principle. Polluters would, therefore, be responsible for remediating the damage they cause to the environment or for measures to prevent imminent threat of damage. Local authorities would be responsible for enforcing the regime in the public interest. The Directive provides specific criteria to determine when damage is significant.</p>	<p>Annex I of the Directive includes criteria for determining whether effects are significant. This could be used to inform the AoS process.</p>	<p>The principles of environmental protection are of direct relevance to the AoS.</p> <p>The AoS framework considers the prevention of environmental damage.</p>
Ambient Air Quality Directives (2008/50/EC)		
<p>The Directive establishes a framework under which the EC agree air quality limit values for specified pollutants.</p> <p>This Directive consolidates existing air quality legislation except for Directive 2004/107/EC, which will be brought within the new Directive at a later date; provides a new regulatory framework for PM2.5; and makes provision under Article 22 for Member States to postpone attainment deadlines and allow an exemption from the obligation to limit values for certain pollutants, subject to strict conditions and assessment by the European Commission.</p>	<p>Thresholds for pollutants are included in the directive.</p>	<p>Airports policy has the potential to greatly affect air emissions.</p> <p>The AoS objectives should seek to avoid air quality impacts.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Air Quality Directive (2004/107/EC)		
<p>This Directive establishes a target value for the concentration of arsenic, cadmium, nickel and benzo(a)pyrene in ambient air so as to avoid, prevent or reduce harmful effects of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons on human health and the environment as a whole.</p>	<p>Thresholds for pollutants are included in the directive.</p>	<p>Airports policy has the potential to affect emissions affecting air quality.</p> <p>The AoS should aim to consider the protection of air quality with regard to the pollutants specified in the act.</p>
EU Thematic Strategy on Air Quality (2005)		
<p>The CAFE Programme forms the basis of the Thematic Strategy for Air Pollution for the EU. The Strategy sets health and environmental objectives and emissions reduction targets for the main pollutants.</p> <p>The aim of the CAFE Programme is to establish a long-term, integrated strategy to tackle air pollution and to protect against its effects on human health and the environment.</p> <p>The thematic strategy on air quality identifies that despite significant improvements in air quality across the EU, a number of serious air quality issues still persist. The strategy promotes an approach, which focuses upon the most serious pollutants, and that more is done to integrate environmental concerns into other policies and programmes.</p> <p>The objective of the strategy is to attain levels of air quality that do not give rise to significant negative impacts on and risks to human health and the environment. The</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Airports policy has the potential to affect emissions affecting air quality.</p> <p>The AoS should consider the protection of air quality.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
strategy emphasises the need for a shift towards less polluting modes of transport and the better use of natural resources to help reduce harmful emissions.		

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EU National Emissions Ceiling Directive (2001/81/EC)		
<p>This Directive sets upper limits for the total emissions of the pollutants that each Member State is responsible for (sulphur dioxide, nitrogen oxides, volatile organic compounds (VOCs) and ammonia). These ceiling levels must be met by 2010.</p> <p>All Member States are required to draw up national programmes in order to demonstrate how they propose to meet the national emissions ceilings by 2010.</p> <p>The Directive leaves it up to each individual Member State to decide upon which measures to take in order to comply. The first national programme was required in 2002 and the second in 2006</p>	<p>The Directive sets out the national emissions ceilings for listed pollutants.</p>	<p>The AoS should consider environmental protection including reduction of greenhouse gas emissions.</p>
Action Plan on Biodiversity (2006-2010)		
<p>The Action Plan is aimed at conserving biodiversity and preventing biodiversity loss within the European Union (EU) and internationally. The Action Plan includes objectives to halt the decline of biodiversity and measures enabling these objectives to be achieved by 2010 and beyond. The Action Plan is based on an assessment of biodiversity loss in the EU and globally and the measures taken by the EU to deal with the problem to date.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should include objectives which seek to protect biodiversity.</p>
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)		
<p>The UK ratified the Bern Convention in 1982. The main objectives of the Convention are to conserve wild flora and fauna and their natural habitats, especially those species and habitats whose conservation requires the co-operation of several States, and therefore the</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Airports policy has the potential to adversely affect wildlife and habitats both directly and indirectly.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>Convention promotes such co-operation. Particular emphasis is given to endangered and vulnerable species, including migratory species.</p> <p>The Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species. Each Contracting Party is obliged to:</p> <ul style="list-style-type: none"> → Promote national policies for the conservation of wild flora, wild fauna and natural habitats, with particular attention to endangered and vulnerable species, especially endemic ones, and endangered habitats, in accordance with the provisions of the Convention. → Undertake, in its planning and development policies and in its measures against pollution, to have regard to the conservation of wild flora and fauna. → Promote education and disseminate general information on the need to conserve species of wild flora and fauna and their habitats. 		<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of wild flora, wild fauna and natural habitats, especially endangered and vulnerable species → Consider provision for the preservation and protection of the environment.
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)		
<p>The Convention on the Conservation of Migratory Species of Wild Animals came into force in 1985. It is an intergovernmental treaty under the United Nation's Environment Programme. The aim is for contracting parties to work together to conserve terrestrial, marine and avian migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species. The overarching objectives are:</p> <ul style="list-style-type: none"> → Promote, co-operate in and support research relating to migratory species 	<p>There are no specific targets or indicators of relevance.</p>	<p>Airports policy has the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should:</p>

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<ul style="list-style-type: none"> → Endeavour to provide immediate protection for migratory species included in Appendix I → Endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II 		<ul style="list-style-type: none"> → Consider the protection of biodiversity and protected species.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Council Directive on the Conservation of European Wild Birds (79/409/EEC) (The Birds Directive)		
<p>This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies, including the designation of certain habitats as Special Protection Areas (SPA). It covers the protection, management and control of these species and lays down rules for their exploitation, and also the prevention of pollution / deterioration of habitats or any disturbances affecting the birds. The main provisions are the maintenance of Favourable Conservation Status (FCS) of all wild bird species, the identification and classification of Special Protection Areas for rare/vulnerable species and the establishment of schemes for the protection of wild birds.</p> <p>Special Protected Areas (SPAs) are classified by the UK Government under Article 4 of the EC Wild Birds Directive and are areas of the most important habitat for rare (listed on Annex I to the Directive) and migratory birds within the European Union. SPAs in terrestrial areas and territorial marine waters out to 12 nautical miles are classified under the Wildlife and Countryside Act 1981. Protection of SPAs is underpinned by SSSI designation. The overarching objectives are:</p> <ul style="list-style-type: none"> → To conserve all birds naturally occurring in the European territory; applies to birds, eggs, nests and habitats → Preserve, maintain or re-establish a sufficient diversity and area of habitats → Maintain populations of species taking into account ecological, scientific, economic and cultural requirements 	<p>Member States are required to define SPAs for rare or vulnerable species listed in the Directive.</p> <p>The Directive includes targets to achieve Favourable Conservation Status of protected sites and species. The Water Framework Directive requires that, for water dependent interests, FCS is achieved by 2015.</p>	<p>Airports policy has the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of biodiversity and protected species.

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→ Pay particular attention to wetlands, especially those of international importance.		

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (The EC Habitats Directive)		
<p>The objective of the Directive is to contribute towards ensuring the conservation of natural habitats and of wild fauna and flora within the European Community.</p> <p>The target for Member States is to take measures to maintain or restore at Favourable Conservation Status, natural habitats and species of Community importance. This includes Special Areas of Conservation, Special Protection Areas and it is usually accepted as also including Ramsar sites. These are known as European Sites. In undertaking these measures, Member States are required to take account of economic, social and cultural requirements and regional and local characteristics. Plans that may adversely affect the integrity of European Sites may be required to be subject to Appropriate Assessment under the Directive.</p>	<p>The Habitats Directive introduces for the first time for protected areas, the precautionary principle; that is that projects can only be permitted having ascertained no adverse effect on the integrity of the site. Projects may still be permitted if there are no alternatives, and there are imperative reasons of overriding public interest.</p>	<p>The AoS should:</p> <p>→ Consider the protection of natural habitats, wild fauna and flora which are identified in the Directive.</p>
Espoo Convention on Environmental Impact Assessment in a Transboundary Context (1991)		
<p>The Convention was adopted in 1991 and entered into force in September 2007. The UK is party to the Convention. The Convention sets out the obligations of Parties to assess the environmental impact of certain activities at an early stage of planning. It also lays down the general obligations of Parties to consult each other on all major projects under consideration that are likely to have significant transboundary effects. A revision to the Convention in 2004 indicated that affected Parties should be allowed to participate in scoping as appropriate.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Address any environmental impacts which may have transboundary effects. These include impacts on ecology, flooding, land erosion, soil, water and air contamination, geomorphology, landscape, culture and the interactions</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
The Protocol on SEA (Kiev, 2003) augments the Espoo Convention and requires Parties to assess the environmental effects of their plans and programmes. The protocol also proposes extensive public participation in Government decision-making.		between all of these topics and indirect effects on climate change
Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (EC, 2011)		
<p>The European Commission has adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted.</p> <p>The six targets cover:</p> <ul style="list-style-type: none"> → Full implementation of EU nature legislation to protect biodiversity → Better protection for ecosystems, and more use of green infrastructure → More sustainable agriculture and forestry → Better management of fish stocks → Tighter controls on invasive alien species → A bigger EU contribution to averting global biodiversity loss <p>The strategy is in line with two commitments made by EU leaders in March 2010. The first is the 2020 headline target: "Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss"; the second is the</p>	There are no specific targets or indicators of relevance.	The AoS should include objectives which seek to protect biodiversity and protected species.

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2050 vision: “By 2050, European Union biodiversity and the ecosystem services it provides – its natural capital – are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.”		

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Living well, within the limits of our planet: the 7th EAP (2014-20)		
<p>The 7th Environment Action Programme (EAP) will guide European environment policy until 2020. The new Plan identifies nine priority objectives and sets out a long-term vision of where it wants the EU to be by 2050. It identifies three key objectives:</p> <ul style="list-style-type: none"> → to protect, conserve and enhance the Union's natural capital → to turn the Union into a resource-efficient, green, and competitive low-carbon economy → to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing <p>Four so called "enablers" will help Europe deliver on these goals:</p> <ul style="list-style-type: none"> → better implementation of legislation → better information by improving the knowledge base → more and wiser investment for environment and climate policy → full integration of environmental requirements and considerations into other policies <p>Two additional horizontal priority objectives complete the programme:</p> <ul style="list-style-type: none"> → to make the Union's cities more sustainable → to help the Union address international environmental and climate challenges more effectively. 	<p>This includes the following objectives: “substantially reducing the number of people regularly affected by long-term average levels of noise, in particular from traffic which, according to scientific studies, cause detrimental effects on human health” and “identifying and undertaking specific actions to reduce greenhouse gas emissions from aviation if no such action is agreed within the International Civil Aviation Organisation by 2002”.</p>	<p>The identification and enhancement of Airports has the potential to adversely affect biodiversity resources both directly and indirectly developed.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that address the protection of biodiversity, seek to reduce greenhouse gas emissions, enable adaptation to climate change, encourage the sustainable use of resources and seek to limit impacts on human health.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat (1971)		
<p>The Convention on Wetlands of International Importance is an inter-governmental treaty for the conservation and sustainable utilisation of wetlands.</p> <p>The original emphasis was on the conservation and wise use of wetlands primarily to provide habitat for waterbirds. However, over the years the Convention has broadened its scope to incorporate all aspects of wetland conservation and wise use, recognising wetlands as ecosystems that are extremely important for biodiversity conservation and for the well being of human communities.</p> <p>The priority concerns of the Ramsar Strategic Plan 2016-2024 are:</p> <p><u>Addressing degradation and loss of wetlands</u></p> <ul style="list-style-type: none"> → Preventing, stopping and reversing the loss and degradation of wetlands: Addressing and engaging the drivers behind pressures on wetlands to limit, adapt to, and mitigate impacts. → Climate change and wetlands: Understanding the critical importance of wetlands for mitigating the effects of climate change and adaptation to climate change → Enhancing Cooperation: Coordinating / participating in cooperation platforms to promote mainstreaming of wetland values within water and biodiversity management and public and private investments. <p><u>A robust Ramsar Site network</u></p> <ul style="list-style-type: none"> → Implementing the Convention: Improving compliance with Ramsar provisions 	<p>There are no specific targets and indicators in the document.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of biodiversity resources and protected species and habitats. → Consider the other environmental, social or economic benefits of any affected habitats.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<ul style="list-style-type: none"> → Identifying and designating the most important wetlands as Ramsar Sites. → Wise use of Wetlands: ensure that the ecological functions are maintained within Ramsar Sites → Synergies: Enhancing efforts to streamline procedures and processes and to facilitate data sharing amongst parties <p>Wetland values</p> <ul style="list-style-type: none"> → Information on wetlands' services and benefits: improve understanding of wetlands services and benefits amongst the public. → Analysing wetland services and benefits: Analysing and expressing wetland services and benefits at river basin level, taking into account the connection between wetlands and upstream and downstream parts of the basin, considering all environment, economic and social aspects of these services, as well as considerations linked to infrastructure and culture. → Communicating wetland services and benefits. Mainstreaming wetland values and enhancing the visibility of the Convention through reaching out with effective communications to decision makers and the wider public for enhanced understanding of the contribution of wetland values (goods, services and benefits) to livelihoods, jobs and economic development. 		

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
UN Convention on Biological Diversity (1992)		
<p>This was one of the main outcomes of the 1992 Rio Earth Summit.</p> <p>The key objectives of the Convention are:</p> <ul style="list-style-type: none"> → The conservation of biological diversity → The sustainable use of its components → The fair and equitable sharing of the benefits arising from the use of genetic resources <p>The achievement of the objectives in the Convention relies heavily upon the implementation of action at the national level.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Airports policy has the potential to adversely affect biodiversity resources.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of biodiversity.
<p>Directive 85/337/EEC on the Assessment of the Effects of Certain Public and Private Projects on the Environment (Environmental Impact Assessment - EIA Directive)</p> <p>as amended by Directive 97/11/EC, and by Directive 2011/92/EU. The amendments made by EIA Directive 2014/52/EU must be transposed into UK legislation by 16 May 2017</p>		
<p>The European Union requires an environmental impact assessment to be carried out before approval can be granted for certain public and private projects. The Directive lists the projects concerned, the information to be provided and the third parties to be consulted in connection with approving such a project.</p> <p>It is anticipated that the UK Government will issue amended EIA Regulations in the next 12 -18 months. However, there may be the gradual adoption of these changes in the intervening period. These include:</p>	<p>An assessment is obligatory for transport infrastructure such as railways, airports, motorways, and ports when the infrastructure exceeds certain specific thresholds.</p>	<p>The AoS should act as a tool to identify aspects included in the Policy which may require an Environmental Impact Assessment, if they were to proceed.</p>

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<ul style="list-style-type: none"> → considering how climate change, human health and resource efficiency can be assessed more effectively within EIA; → enhancing the approach taken by developers to pre-assess proposals to enable a screening decision to be made; → improving, potentially, the quality of the writing and review of environmental statements, by ensuring those who undertake the work have competent expertise to do so; → considering how efficient and effective monitoring strategies can be created to track the delivery and success of design elements and mitigation that aims to avoid, prevent or reduce significant adverse effects on the environment; and → introducing penalties for infringements. 		

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Renewable Energy Directive (RED) 2009/28/EC and Fuel Quality Directive (FQD) 2009/30/EC		
<p>The RED centres around a legally-binding European target for 20% of all energy types - electricity, heat and transport fuels - to come from renewable sources from 2020.</p> <p>The Directive includes a target of 10% renewable energy sources in each Member State's transport energy consumption by 2020.</p> <p>The FQD will require member states to ensure a 6% GHG reduction from Transport Sector by 2020</p>	<p>The Directive includes a target of 10% renewable energy sources in each Member State's transport energy consumption by 2020.</p>	<p>The AoS should:</p> <p>→ Consider including objectives which support the need to deliver the 10% renewables transport target, and a reduction in greenhouse gas emissions.</p>
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)		
<p>The aim of the directive is to promote the use of biofuels in order to reduce greenhouse gas emissions and the environmental impact of transport, and to increase security of supply.</p> <p>The Directive aims for reductions in emissions of carbon dioxide (CO₂), carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs) and other particles toxic to human health and the environment.</p>	<p>The Directive sets a minimum percentage of biofuels to replace diesel or petrol for transport purposes in each Member State.</p>	<p>The AoS should:</p> <p>→ Consider including objectives which reduce CO₂ emissions, which would include through use of biofuels.</p>

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EU Emissions Trading Scheme (2008)		
<p>The EU emissions trading system (EU ETS) is a cornerstone of the European Union's policy to combat climate change and its key tool for reducing industrial greenhouse gas emissions cost-effectively. The first - and still by far the biggest - international system for trading greenhouse gas emission allowances, the EU ETS covers more than 11,000 power stations and industrial plants in 31 countries, as well as airlines. The ETS Operates in the 28 EU countries and the three EEA-EFTA states (Iceland, Liechtenstein and Norway), and covers around 45% of the EU's greenhouse gas emissions.</p> <p>The ETS Limits emissions from more than 11,000 heavy energy-using installations in power generation and the manufacturing industry.</p> <p>It also applies to aircraft operators performing aviation activities in the EU and EFTA states</p> <p>Since the start of 2012 emissions from all flights from, to and within the European Economic Area (EEA) - the 28 EU Member States, plus Iceland, Liechtenstein and Norway - are included in the EU Emissions Trading System (EU ETS). The legislation, adopted in 2008, applies to EU and non-EU airlines alike.</p> <p>To allow time for negotiations on a global market-based measure applying to aviation emissions, the EU ETS requirements were suspended for flights in 2012 to and from non-European countries.</p>	<p>The Legislation aims to ensure that in 2020, emissions from sectors covered by the EU ETS will be 21% lower than in 2005. By 2030, the Commission proposes, they would be 43% lower.</p> <p>The UK is committed to building on the EU ETS as its main way of pricing carbon in the economy, to ensure emissions are effectively limited. The key areas that need to be addressed to ensure EU ETS meets its potential are as follows:</p> <ul style="list-style-type: none"> → setting safe, stable and affordable emissions limits → building a global carbon market → expanding the scheme → Improving efficiency 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the reduction of greenhouse gas emissions.

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For the period 2013-2016 the legislation has also been amended so that only emissions from flights within the EEA fall under the EU ETS. Exemptions for operators with low emissions have also been introduced.		

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Kyoto Protocol to the UN Framework Convention on Climate Change (agreed in 1997, ratified in 2005)		
<p>The Kyoto Protocol agreed in 1997 was designed to address the fact that greater cuts in emissions were needed to prevent serious interference with the climate. It has been ratified by over 166 countries. It sets legally binding emissions reductions targets on the developed countries that have ratified it (including the UK).</p>	<p>The UK target is to reduce emissions to 12.5% below 1990 levels by 2012 (note that the UK has imposed further targets upon itself through the Climate Change Act 2008 since then). Countries can achieve their Kyoto targets by:</p> <ul style="list-style-type: none"> → Reducing greenhouse gas emissions in their own country → Implementing projects to reduce emissions in other countries → Trading in carbon. Countries that have achieved their Kyoto targets will be able to sell their excess carbon allowances to countries finding it more difficult or too expensive to meet their targets. 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the reduction of greenhouse gas emissions.

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Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (EC, 2007)		
<p>This assesses the costs and benefits of combating climate change and recommends a package of measures to limit global warming to 2°C. Some of the measures apply to the EU, such as the binding target to reduce greenhouse gas emissions and measures on energy, and others have a broader international scope, such as negotiating an international agreement.</p>	<p>The Strategy calls for the EU to set the target in international negotiations of reducing greenhouse gas emissions in developed countries by 30% (compared to 1990 levels) by 2020. Until an international agreement is made, the EU should immediately make the resolute and independent commitment to reduce its own emissions by at least 20% by 2020. The Commission recommends taking the following measures on energy:</p> <ul style="list-style-type: none"> → improving the EU's energy efficiency by 20% by 2020 → increasing the share of renewable energy to 20% by 2020 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider tackling climate change.

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	→ developing an environmentally safe carbon capture and geological storage policy	

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The UN Millennium Declaration and Millennium Development Goals (2002)		
<p>At the 2000 Millennium Summit, the international community adopted the Millennium Declaration, committing itself to a global project designed to definitively reduce the many aspects of extreme poverty. There are eight Millennium Development Goals (MDG) with specific targets related to the Millennium Declaration:</p> <ul style="list-style-type: none"> → eradicating extreme poverty and hunger → achieving universal primary education → strengthening gender equality → reducing child mortality → improving maternal health → combating HIV/AIDS, malaria and other diseases → ensuring environmental sustainability → developing a global partnership for development 	<p>The European Union (EU) made specific commitments to achieve these goals by 2015.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider incorporating objectives which address social issues, such as health inequality and poverty in addition to environmental sustainability issues.

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EC Green Paper on Adaptation to Climate Change in Europe (2007)		
<p>On 29 June 2007, the European Commission adopted its first policy document on adapting to the impacts of climate change. This Green Paper builds upon the work and findings of the European Climate Change Programme.</p> <p>A four pronged approach is proposed, focussing on the following priority areas:</p> <ol style="list-style-type: none"> 1. Early action in the EU <p>Integrating EU actions into EU external action</p> <p>Reducing uncertainty by expanding the knowledge base through integrated climate research</p> <p>Involving European society, business and public sector in the preparation of coordinated and comprehensive adaptation strategies</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which seek to encourage adaptation to climate change.
UN Framework Convention on Climate Change (1994)		
<p>The Convention sets an overall framework for intergovernmental efforts to tackle climate change. It acknowledges that the climatic system is affected by many factors and is a shared system. Under the Convention governments have to:</p> <ul style="list-style-type: none"> → Gather and share information on greenhouse gas emissions → Launch national strategies for climate change → Co-operate in preparing for adaptation to the impacts of climate change. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider climate change, flooding and the need to reduce greenhouse gas emissions.

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Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (Strategic Environmental Assessment - SEA Directive)		
<p>The purpose of the SEA Directive is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption. The public and environmental authorities can give their opinion and all results are integrated and taken into account in the course of the planning procedure. After the adoption of the plan or programme the public is informed about the decision and the way in which it was made. In the case of likely transboundary significant effects the affected Member State and its public are informed and have the possibility to make comments which are also integrated into the national decision making process. SEA will contribute to more transparent planning by involving the public and by integrating environmental considerations. This will help to achieve the goal of sustainable development.</p>	<p>There are no specific targets or indicators of relevance</p>	<p>The AoS must be undertaken in accordance with the requirements of the SEA Directive. The approach to the AoS will be set out in the Scoping Report.</p>

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European Landscape Convention (Council of Europe, 2000)		
<p>The aims of the European Landscape Convention are to promote European landscape protection, management and planning, and to organise European co-operation on landscape issues. The Convention is part of the Council of Europe's work on natural and cultural heritage, spatial planning, environment and local self-government, and establishes the general legal principles, which should serve as a basis for adopting national landscape policies and establishing international co-operation in such matters.</p> <p>The UK is a signatory to this Convention and the Convention came into force in the UK on 1 March 2007.</p> <p>Natural England is leading the implementation of the ELC in England and has worked with Defra and English Heritage to produce European Landscape Convention: A Framework for Implementation in England: published in October 2007.</p> <p>Natural England's first ELC Action Plan: (695kb) was published in 2008/09 and focussed on three broad categories: existing work in progress; newly established work and scoping new work. The Plan will enable Natural England to monitor cumulative progress, map achievements and bank the results of our national and regional landscape work, showing the impact and success of the ELC activity.</p> <p>The Action Plan was subsequently revised for 2009/10. European Landscape Convention: Natural England's 2009/10 Action Plan.</p>	<p>There are no specific indicators and targets of relevance.</p>	<p>The AoS should:</p> <p>→ Consider landscape protection.</p>

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English Heritage and the National Forest Company have also produced action plans highlighting actions that show how implementing the ELC is being integrated into their work.		

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EU Thematic Strategy for Soil Protection (EC, 2004)		
<p>Eight main threats to soil are identified which are:</p> <ul style="list-style-type: none"> → Erosion → Organic matter decline → Contamination → Salinisation → Compaction → Soil biodiversity loss → Sealing → Landslides and flooding <p>The thematic strategy calls for a framework directive and hence advocates higher levels of protection to the soil resource.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Airports policy has the potential to lead to soil contamination and appropriate consideration should be given to potential impacts on soils and how they can be addressed.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of soil resources. → Consider effects on land quality.
Directive on the Landfill of Waste (99/31/EC)		
<p>The Directive is intended, by way of stringent operational and technical requirements on the waste and landfills, to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.</p>	<p>The Directive establishes guidelines and targets for the quantities of biodegradable waste being sent to landfill. These are not directly relevant to this study.</p>	<p>Airports policy may ultimately lead to the generation of construction waste that will need appropriate management.</p> <p>The AoS should:</p>

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		→ Consider how waste could be created during construction or operation will be reduced and managed.
Waste Framework Directive (2008/98/EC)		
<p>The Directive sets the basic concepts and definitions related to waste management. These include the definitions of waste, recycling, recovery. It explains when waste ceases to be waste and becomes a secondary raw material (so called end-of-waste criteria), and how to distinguish between waste and by-products. The Directive lays down some basic waste management principles: it requires that waste be managed without endangering human health and harming the environment, and in particular without risk to water, air, soil, plants or animals, without causing a nuisance through noise or odours, and without adversely affecting the countryside or places of special interest</p> <p>The Directive introduces the "polluter pays principle" and the "extended producer responsibility". It incorporates provisions on hazardous waste and waste oils (old Directives on hazardous waste and waste oils being repealed with the effect from 12 December 2010), and includes two new recycling and recovery targets to be achieved by 2020: 50% preparing for re-use and recycling of certain waste materials from households and other origins similar to households, and 70% preparing for re-use, recycling and other recovery of construction and demolition waste.</p>	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <p>→ Consider including objectives which seek to incorporate climate change adaptation.</p> <p>→ Consider the potential impacts of hazardous waste.</p>

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Integrated Pollution Prevention and Control: IPPC Directive 2008/1/EC		
The system of Integrated Pollution Prevention and Control (IPPC) set out in the IPPC Directive applies an integrated environmental approach to the regulation of certain industrial activities. This means that emissions to air, water (including discharges to sewer) and land, plus a range of other environmental effects, must be considered together. It also means that regulators must set permit conditions so as to achieve a high level of protection for the environment as a whole.	There are no specific targets or indicators of relevance.	It is considered unlikely that this is an issue that would need to be considered within the scope of the policy or AoS.

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EU Directive 2002/49/EC Relating to the Assessment and Management of Environmental Noise - The Environmental Noise Directive (EU, 2002)		
The aim of the Directive is to define a common approach intended to avoid, prevent or reduce the harmful effects including annoyance due to exposure to environmental noise. Each Member State is expected to determine exposure to environmental noise through noise mapping, ensure that information on environmental noise and its effects is made available to the public and to adopt action plans based upon noise mapping results with a view to preventing and reducing environmental noise where necessary, and particularly where exposure effects could induce harmful effects on human health.	There are no specific targets or indicators of relevance.	Airports policy could result in noise disturbance to local populations. Noise and vibration can affect human health and disturb wildlife. The AoS should: → Consider including objectives which seek to limit noise and vibration impacts.
EU Report: Review of the Implementation of Directive 2002/49/EC on environmental noise (May 2010)		
The strategy outlines six main targets and 20 actions to help Europe reach its goal of halting the loss of biodiversity and ecosystem services in the EU by 2020. The targets include: → Full implementation of EU nature legislation to protect biodiversity → Better protection for ecosystems, and more use of green infrastructure → More sustainable agriculture and forestry → Better management of fish stocks → Tighter controls on invasive alien species	No specific indicators or targets.	The AoS should: → Consider including objectives that promote the protection of the natural environment and biodiversity.

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→ A bigger EU contribution to averting global biodiversity loss		

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Guidelines for Community Noise (WHO, 2000)		
This provides recommendations for guideline levels to prevent critical health effects including LAeq levels for outdoor living areas, dwelling indoors, inside bedrooms and sound pressure levels for impulse sounds e.g. toys, firearms, fireworks.	This sets specific standards to prevent health impacts from noise.	The AoS should: → Consider community noise and the prevention of critical health effects.
Directive Concerning the Management of Bathing Water Quality and Repealing Council Directive 76/160/EEC (2006/7/EC)		
The Directive sets standards for the monitoring and classification of bathing water quality, the management of bathing water quality and the provision of information to the public on bathing water quality.	Classifications in accordance with the new Directive must be carried out by 2015.	The AoS should: → Consider water resources and quality.
Directive on the Assessment and Management of Flood Risks (2007/60/EC)		
This Directive aims to establish a framework for the assessment and management of flood risks, aiming at the reduction of adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the community. It requires Member States to assess whether all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas, and to take adequate and coordinated measures to reduce this flood risk. It also reinforces the rights of the public to access this information and to have a say in the planning process. The Directive shall be carried out in coordination with the Water Framework Directive, most notably through flood risk management plans and river basin	The Directive establishes a timetable for the preparation and review of preliminary flood risk assessments (by 12/2011), flood hazard maps and flood risk maps (by 12/2013) and flood risk management plans (by 12/2015). These are then reviewed by 12/2018, 12/2019 and 12/2021	The AoS should: → Consider the reduction and management of flood risk → Consider the ability to adapt to the impacts of climate change.

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management plans, and also through coordination of the public participation procedures in the preparation of these plans.	respectively and then every 6 years after that.	

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Drinking Water Directive (98/83/EC)		
The Directive sets standards for a range of drinking water quality parameters.	The Directive includes standards that constitute legal limits.	The AoS should: → Consider the protection of water resources and water quality.
Fish Directive (2006/44/EC)		
<p>The objective of this Directive relates to the protection of fresh waters needing protection or improvement to support fish life. Member States are required to designate freshwaters needing protection or improvement to support fish life and have a duty to produce action plans to ensure compliance with standards.</p> <p>Waters previously protected under the Freshwater Fish Directive (78/659/EEC) are now protected by the Water Framework Directive.</p>	The Directive sets out physical and chemical parameters, which are used by Member states as guideline standards for salmonid and cyprinid waters.	<p>Whilst the particular focus of this Directive is not directly relevant to this study, the principle of protecting water quality is important.</p> <p>The AoS should: → Consider the protection of water quality.</p>

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“New” Groundwater Directive (GWD) (2006/118/EC)		
<p>The Directive sets objectives for groundwater quality, including an objective to meet "good chemical status" by 2015, an objective on pollution trends, and an objective to prevent or limit the input of pollutants to groundwater. Clarification of the objectives, however, is left to the daughter directive.</p> <p>The Directive is designed to prevent and combat groundwater pollution. Its provisions include:</p> <ul style="list-style-type: none"> → criteria for assessing the chemical status of groundwater → criteria for identifying significant and sustained upward trends → in groundwater pollution levels, and for defining starting points for reversing these trends → preventing and limiting indirect discharges (after percolation through soil or subsoil) of pollutants into groundwater 	<p>Threshold values are established by Member States, the first of which must be complete by 22 December 2008. The Directive sets out physical and chemical parameters which are used by Member states as guideline standards</p>	<p>Whilst the particular focus of this Directive is not directly relevant to this study, the principle of protecting water quality is important.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of water quality.
Urban Waste Water Treatment (91/271/EEC)		
<p>Due to their volume, discharges of urban waste water are the second most serious cause of the pollution of waters by eutrophication. This Directive seeks to harmonise measures relating to the treatment of such waters at Community level. It concerns the collection, treatment and discharge of urban waste water and the treatment and discharge of waste water from certain industrial sectors. Its aim is to protect the environment from any adverse effects due to discharge of such waters.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider impacts upon water quality, including potential release of wastewater.

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Annex II requires Member States to draw up lists of sensitive and less sensitive areas which receive the treated waters. These lists must be updated regularly.		

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Water Framework Directive (2000/60/EC)		
<p>The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <ul style="list-style-type: none"> → Prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems → Promotes sustainable water use based on a long-term protection of available water resources → Aims to enhance protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances → Ensures the progressive reduction of pollution of groundwater and prevents its further pollution → Contributes to mitigating the effects of floods and droughts 	<p>Objectives for surface waters:</p> <ul style="list-style-type: none"> → Achieve good ecological status and good surface water chemical status by 2015 → Achieve good ecological potential and good surface water chemical status for heavily modified and artificial water bodies → Prevent deterioration from one status class to another → Achieve water-related objectives and standards for protected areas <p>Objectives for groundwater:</p> <ul style="list-style-type: none"> → Achieve good groundwater quantitative and chemical status by 2015 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which address the protection and enhancement of the water environment.

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	<ul style="list-style-type: none"> → Prevent deterioration from one status class to another → Reverse any significant and sustained upward trends in pollutant concentrations and prevent or limit input of pollutants to groundwater → Achieve water related objectives and standards for protected areas <p>A deadline of 2015 for achieving Favourable Conservation Status for Protected Areas, such as Natura 2000 sites</p>	
Environmental Quality Standards Directive 2008/105/EEC		
<p>This Directive lays down environmental quality standards (EQS) for priority substances and certain other pollutants as provided for in Article 16 of Directive 2000/60/EC, with the aim of achieving good surface water chemical status.</p> <p>Member States shall:</p> <ul style="list-style-type: none"> → apply the EQS for bodies of surface water 	<p>Sets out annual average and maximum allowable concentrations for inland surface waters and other surface waters for priority substances and certain other pollutants.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider potential impacts of pollutants on surface water quality.

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→ arrange for the long-term trend analysis of concentrations establish an inventory, including maps, if available, of emissions, discharges and losses of all priority substances and pollutants for each river basin district or part of a river basin district lying within their territory.		
European Convention on the Protection of the Archaeological Heritage (Valetta, 16.I.1992)		
The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.	There are no specific targets or indicators of relevance.	The AoS should: → Consider the protection of archaeological heritage and include objectives if appropriate.
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)		
The Convention requires that cultural and natural heritage is identified, protected, conserved, presented and transmitted to future generations. It also requires that effective and active measures are taken to protect and conserve cultural and natural heritage.	There are no specific targets or indicators of relevance.	The AoS should: → Consider the protection of both cultural and natural heritage and include objectives if appropriate.
Directive on Pollution Caused by Certain Dangerous Substances Discharged into the Aquatic Environment of the Community (2006/11/EEC)		
The aim of the directive is to eliminate, or to reduce, the pollution of water by certain dangerous substances listed in the directive. This directive lays down rules for protection against, and prevention of, pollution resulting from the discharge of certain substances into	There are no specific targets or indicators of relevance.	The AoS should:

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<p>the aquatic environment. It applies to inland surface water, territorial waters and internal coastal waters. To combat the pollution of these waters, two lists have been set out containing dangerous substances that need to be controlled:</p> <ul style="list-style-type: none"> → pollution from substances in list I, which must be eliminated; → pollution from the products in list II, which must be restricted. The directive sets quality objectives and emission limit values for list I substances based on the best available techniques. These limit values are mandatory unless the Member States can ascertain that the quality objectives are being met and continuously maintained. 		<ul style="list-style-type: none"> → Consider the protection of water quality and include objectives if appropriate.

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UK		
Air Quality (England) Regulations 2000 as amended by the Air Quality (Amendment) Regulations 2002		
<p>The Air Quality Regulations (2000 and 2002) set out the air quality objectives for the UK for the following Group A pollutants:</p> <ul style="list-style-type: none"> → Benzene, → 1,3 Butadiene → Carbon Monoxide → Lead → Nitrogen Dioxide → Particulates (PM10) → Sulphur Dioxide 	<p>The Regulations sets objectives for each air quality pollutant. The Regulations are the standards against which Local Authorities must assess Air Quality.</p>	<p>Airports policy has the potential to affect air emissions. The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of air quality and include objectives to limit emissions.

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Air Quality Standards Regulation 2010		
<p>The new regulation transposes the new Air Quality Directive 2008/50/EC and its 4th daughter air quality directive 2004/107/EC.</p> <p>The regulation transposes standards and requirements for a variety of pollutants that are considered harmful to human health and the environment. These standards include limit values, which are legally binding and must not be exceeded. These limit values comprise a concentration value for the pollutant, an averaging period over which it is measured, the date by which the limit values are to be achieved and in some cases an allowable number of exceedances of the value per year. The regulation also includes target values, which are set out in the same manner as limit values, but which are to be attained where possible by taking all measures that do not entail disproportionate costs and therefore are not legally binding.</p> <p>The following pollutants are covered by the regulation:</p> <ul style="list-style-type: none"> → Arsenic → Benzene → Cadmium → Carbon Monoxide → Lead → Nickel → Nitrogen Dioxide (NO₂) → Ozone → Particulate Matter (PM₁₀ and PM_{2.5}) → Polycyclic Aromatic Hydrocarbons (PAH) → Sulphur Dioxide 	<p>Limit and target values have been set for Arsenic, Benzene, Cadmium, Carbon Monoxide, Lead, Nickel, Nitrogen Dioxide (NO₂), Ozone, Particulate Matter (PM₁₀ and PM_{2.5}), Polycyclic Aromatic Hydrocarbons (PAH) and Sulphur Dioxide.</p>	<p>Airports policy has the potential to affect air quality. The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of air quality and include objectives to limit emissions.

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The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, 2007)		
<p>This updated strategy provides a long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. It sets out a way forward for work and planning on air quality issues, details objectives to be achieved, and proposes measures to be considered further to help reach the objectives. This review of the previous Air Quality Strategy (2003) proposes potential new policy measures to improve air quality, and examines their costs and benefits, the impact on exceedances of the strategy's air quality objectives, the effect on ecosystems and also the qualitative impacts.</p> <p>This strategy sets out an agenda for the longer term, in particular the need to find out more about how air pollution impacts on people's health and the environment, to help inform options and future policy decisions. It sets out a framework to achieve cleaner air that will bring health and social benefits. In October 2009, the draft Greater London Authority Air Quality Strategy "Clearing the Air" was published. It outlines the key sources of London's airborne pollutants and proposes an action plan to reduce emissions. The pollutants of particular concern are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀) - road transport is the main source of emissions.</p>	<p>The Strategy sets objectives and targets for each air quality pollutant.</p>	<p>Airports policy has the potential to affect air emissions. The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of air quality and include objectives if appropriate.

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Air Pollution: Action in a Changing Climate (Defra, 2010)		
<p>The key messages from this document are:</p> <ul style="list-style-type: none"> → There is a link between air pollution and climate change as these originate from similar activities, for example transport and electricity generation. These links should be considered when managing policy; → The UK's commitment to build a low carbon economy by 2050 will reduce air pollution but choices made to achieve this will impact upon the extent of air quality improvements; → Air quality/climate change co-benefits could be achieved by promoting actions such as low-carbon vehicles. → However, benefits for climate change may have negative impacts on air pollution and vice versa which need to be taken into consideration; and → Action will be required at international, national, regional and local levels to ensure that policies regarding air pollution and climate change are aligned to maximise co-benefits 	<p>No specific indicators or targets are included within Air Pollution: Action in a Changing Climate, however it sets out the need to meet air quality objectives.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which seek to limit air pollution and reduce the impacts of air pollution on climate change.
Local Air Quality Action Area (Various)		
<p>Local authorities are responsible for reviewing and assessing air quality, to check they meet national air quality objectives. If they are falling short, they must declare an Air Quality Management Area and produce an action plan showing what they are going to do to meet the standards set out in the Air Quality Standards Regulations (as Amended).</p>	<p>The Targets and Indicators which will be required within an Air Quality Action Area will be defined within the individual plan.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which seek to limit air pollution

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The requirements of the Air Quality Standards Regulations are described above.		
National Parks and Access to the Countryside Act 1949		
<p>The National Parks and Access to the Countryside Act 1949 is an Act of the Parliament of the United Kingdom which created the National Parks Commission which after various reorganisations became English Nature in 2006. The Act provided the framework for the creation of National Parks and Areas of Outstanding Natural Beauty in England and Wales, and also addressed public rights of way and access to open land.</p> <p>The South Downs, the last of the 12 areas chosen in the 1947 Hobhouse Report, was designated as South Downs National Park by the Secretary of State Hilary Benn in March 2009.</p> <p>Section 11A(2) indicates that <i>“In exercising or performing any functions in relation to, or so as to affect, land in a National Park, any relevant authority shall have regard to the purposes specified in subsection (1) of section five of this Act and, if it appears that there is a conflict between those purposes, shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park.”</i></p>	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <p>→ Consider including objectives which seek to conserve and enhance the natural beauty, wildlife and cultural heritage of the area comprised in the National Park.</p>

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Wildlife and Countryside Act (England and Wales) 1981 as amended by Wildlife and Countryside (Amendment) Act 1991		
<p>Protection of wildlife (birds, animals and plants), countryside, national parks, public rights of way and the designation of protected areas such as Sites of Special Scientific Interest or limestone pavement orders.</p> <p>The Wildlife and Countryside also prohibits the release of non-native species into the wild (Section 14). This is to prevent the release of exotic species that could threaten our native wildlife. The legislation does not prohibit capturing and keeping these animals but it makes re-releasing them an offence.</p>	<p>No measurable targets and indicators.</p>	<p>Airports policy has the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that address issues such as protection of biodiversity and habitats; → Consider including objectives which address the legal requirement for reducing the potential spread of invasive non-native species.

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UK Post-2010 Biodiversity Framework (July 2012)		
<p>The Framework succeeds the earlier UK Biodiversity Action Plan set out in 'Conserving Biodiversity – the UK Approach' (Defra, 1994) and Conserving Biodiversity – The UK Approach (Defra on behalf of the UK Biodiversity Partnership 2007).</p> <p>The Framework covers the period from 2011 to 2020, and was developed in response to two main drivers: the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and its 5 strategic goals and 20 'Aichi Biodiversity Targets', published in October 2010; and the EU Biodiversity Strategy (EUBS), released in May 2011.</p> <p>The Strategic Goals of the BAP remain similar to previous iterations:</p> <ul style="list-style-type: none"> → Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society → Reduce the direct pressures on biodiversity and promote sustainable use. → To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. → Enhance the benefits to all from biodiversity and ecosystems. → Enhance implementation through participatory planning, knowledge management and capacity building. 	<p>The UK BAP has 1,150 Priority Species, 65 Habitat Action Plans and also Local Biodiversity Action Plans with targeted actions.</p> <p>This includes indicators that can be used to monitor biodiversity progress across the UK. They will be used as part of a wider evidence base to determine whether the target to halt biodiversity loss is being achieved.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of biodiversity and include objectives which support the conservation of biodiversity.

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Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport (DfT, 2008)		
<p>This paper takes forward the analysis originally promised in TaSTS.</p> <p>It updates projections of transport CO₂ emissions, clarifying the scale of the challenge facing transport. It considers the drivers of transport demand which should help in the identification of options for CO₂ reduction.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Consider including objectives relating to the reduction of greenhouse gas emissions.</p>
The Commons Act 2006		
<p>The Act protects common land for current and future generations, and delivers real benefits in terms of sustainable farming, public access and biodiversity. It states that a person may not, except with the consent of the appropriate national authority (the Secretary of State, in relation to England; and the National Assembly for Wales, in relation to Wales), carry out any restricted works on any land registered as common land.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Consider the protection of common lands and include objectives if appropriate.</p>
UK Climate Change Risk Assessment: Government Report (2012)		
<p>This report outlines the UK Government's views on the main issues raised in the Climate Change Risk Assessment (CCRA) Evidence Report (an independent analysis funded by UK Government and Devolved Governments), to highlight actions already in place to manage the risks identified in the CCRA, and to outline UK Government plans for the future.</p> <p>This report sets out the main priorities for adaptation in the UK under five key themes identified in the CCRA Evidence Report: Natural Environment; Buildings & Infrastructure;</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Consider including objectives that would promote an improved resilience to climate change of Airport policy options.</p>

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Health & Wellbeing; Business & Services; and Agriculture & Forestry and describes the policy context in each area.		

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Climate Change – The UK Programme 2006: Tomorrow’s Climate Today’s Challenge (House of Commons Environmental Audit Committee, 2006)		
Aims to improve business use of energy, use renewable sources of electricity, cut emissions from the transport sector, continue cutting emissions from agriculture, improve energy efficiency and to ensure the public sector takes a leading role, for example by developing green travel plans.	<p>This programme contains further commitments to help achieve our national goal of reducing carbon dioxide by 20% below 1990 levels by 2010 and, in the long-term, reduce emissions by 60% by 2050.</p> <p>The Government target is now to reduce the UK’s Greenhouse Gas emissions by at least 80% (compared to 1990 levels) by 2050 (Climate Change Act 2008).</p>	<p>The AoS should:</p> <p>→ Consider including objectives relating to the reduction of greenhouse gas emissions.</p>
Climate Change Act 2008		
The UK Government is committed to addressing both the causes and consequences of climate change. The Act creates a new approach to managing and responding to climate change in the UK through: setting ambitious targets, taking powers to help achieve them, strengthening the institutional framework, enhancing the UK’s ability to adapt to the impact of climate change and establishing clear and regular accountability to the UK, Parliament and devolved legislatures.	The Government has a target to reduce the UK’s Greenhouse Gas emissions by at least 80% (compared to 1990 levels) by 2050.	<p>The AoS should:</p> <p>→ Consider the reduction of greenhouse gas emissions and include objectives if appropriate.</p>

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Building a Low-Carbon Economy – The UK's Contribution to Tackling Climate Change (Committee on Climate Change, 2008) and the Fourth Carbon Budget: Reducing Emissions Through the 2020s (CCC, 2010)		
<p>This report explains why the UK should aim for an 80% reduction in CO₂ emissions by 2050 and how that is attainable, and recommends the first three budgets that will define the path to 2022. In addition, the Fourth Carbon Budget outlines the emission targets for the 2023-2027 time period. Both of the reports make recommendations how these targets could be reached while cutting carbon emissions across a range of sectors.</p> <p>Both of the reports indicate that the necessary carbon emission reductions in the transport sector could be achieved through technology innovation, i.e. through the use of battery electric and plug-in hybrid electric cars and vans and potentially the electrification of rail.</p>	To cut emissions by at least 80% below 1990 levels by 2050.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that address climate change and the reduction of carbon emissions; → Consider including objectives that promote the transformation to a low carbon economy.
UK Renewable Energy Road Map 2013		
The Renewable Energy Roadmap (the Roadmap) shows both strong growth in renewable electricity deployment over the last year and that the UK is on track to meet the first interim target on the way to the ambitious target of 15% renewable energy consumption by 2020. The 2012 update sets out the progress and changes delivered in the sector over the past year, and set out the challenges and actions for the year ahead. In 2011, renewable energy accounted for 3.8% of energy consumption, up from 3.2% in 2010. The Road Map expects it to increase to over 4% in line with the first interim target on the way to 2020.	Interim transport target as defined by the Renewable Transport Fuel Obligation, of around 5% by 2013/2014.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Include an objective relating to the use of renewable energy.

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The 2013 update provides analysis on further achievements and changes that have taken place in 2013.		

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Environment Act 1995		
The main purpose of the Act is to protect and preserve the environment and guard against pollution to air, land or water. The Act adopts an integrated approach to environmental protection and outlines where authorisation is required from relevant authorities to carry out certain procedures as well as outlining the responsibilities of the relevant authorities.	No measurable targets and indicators.	The AoS should: → Consider the issue of environmental protection and include objectives which support this.
Draft River Basin Management Plans (Environment Agency)		
<p>The main functions of the plans are:</p> <ul style="list-style-type: none"> → To act as an inventory and documentation mechanism for the information gathered including: environmental objectives for surface and ground waters, quality and quantity of waters, and the impact of human activity on water bodies → To co-ordinate programmes of measures and other relevant programmes within the river basin district → To form the main progress reporting mechanism to the EC as required by the Water Framework Directive Article 15. 	There are no specific targets or indicators of relevance.	The AoS should: → Consider the protection of the water quality environment, including protecting aquatic ecosystems and associated wetlands, promoting the sustainable consumption of water, reducing pollution and reducing the effects of floods and droughts.
The Pitt Review: Learning Lessons from the 2007 Floods (Pitt, 2008)		
The review looks at the lessons to be learnt from the floods and highlights a long list of failings. It states that planning or flooding should have the same priority as terrorism or flu	There are no specific targets or indicators of relevance.	The AoS should:

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prevention. The review stresses that flooding is only likely to get worse and society needs to adapt. It goes on to make 87 recommendations and argues that the public have to be better prepared.		→ Consider the reduction and management of flood risk and include objectives if appropriate.
Enterprise and Regulatory Reform Act 2013		
Given Royal Assent in April 2013, this legislation includes four heritage protection reforms aimed at improving efficiency without affecting protection. Some of them were promoted in the draft Heritage Protection Bill (2) in 2008 that failed to enter Parliament through lack of time. They were also recommendations of the Penfold Review of non-planning consents.	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <p>→ Consider including objectives relating to the protection of the historic environment;</p> <p>→ Assess how airport expansion would avoid adverse impacts on cultural heritage features and resources.</p>
Ancient Monuments and Archaeological Areas Act 1979		
This is the main legislation concerning archaeology in the UK. It builds on legislation dating back to 1882, providing for nationally important archaeological sites to be statutorily protected as Scheduled Ancient Monuments. Section 61(12) defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments or "any other monument which in the opinion of the	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <p>→ Consider the protection of the historic environment and include objectives if appropriate.</p>

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Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it". The Act also provides for taking monuments into the care of the Secretary of State - the concept of 'guardianship' where a monument remains in private ownership but the monument is cared for and (usually) opened to the public by the relevant national		

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Town and Country Planning Act 1990 (As Amended)		
This Act was passed to better regulate the way in which large and small scale developments were approved by local authorities in England and Wales. It provides local planning authorities the power to take steps requiring land to be cleaned up when conditions adversely affect the amenity of an area.	There are no specific targets or indicators of relevance.	The AoS should: → Consider the reduction of negative impacts on the local environment and include objectives if appropriate.
Clean Neighbourhoods and Environment Act 2005		
This Act is related to problems associated with local environmental quality.	There are no specific targets or indicators of relevance.	The AoS should: → Consider the reduction of negative impacts on the local environment and include objectives if appropriate.
Environmental Protection Act 1990		
This makes provision for the improved control of pollution arising from certain industrial and other processes.	There are no specific targets or indicators of relevance.	The AoS should: → Consider the protection of the environment and include objectives if appropriate.

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Control of Pollution Act 1974		
This makes further provision with respect to waste disposal, water pollution, noise, atmospheric pollution and public health.	There are no specific targets or indicators of relevance	The AoS should: → Consider the potential sources of pollution and include objectives if appropriate.
Environmental Permitting (England and Wales) Regulations 2010		
<p>The legislation provides regulatory framework for those operating, regulating or interested in facilities that are covered by the Environmental Permitting (England and Wales) Regulations 2010 SI 2010/675 (as amended ('the Regulations')).</p> <p>This covers facilities previously regulated under the Pollution Prevention and Control Regulations 2007, and Waste Management Licensing and exemptions scheme (as superseded by the Environmental Permitting (England and Wales) Regulations 2007), some parts of the Water Resources Act 1991, the Radioactive Substances Act 1993 and the Groundwater Regulations 2009.</p> <p>Activities previously regulated under the PPC Regime will remain as Part A1, Part A2 or Part B, and will continue to be regulated by the Environment Agency (for Part A1 activities) or the local authority (for Part A2 and Part B activities).</p> <p>The aim of the regime is to:</p>	There are no specific targets or indicators of relevance.	The AoS should: → Consider the protection of the environment and include objectives if appropriate.

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<ul style="list-style-type: none"> → protect the environment so that statutory and Government policy environmental targets and outcomes are achieved → deliver permitting and compliance with permits and certain environmental targets → effectively and efficiently in a way that provides increased clarity and minimises the administrative burden on both the regulator and the operators → encourage regulators to promote best practice in the operation of facilities → continue to fully implement European legislation. 		

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Noise Emission in the Environment by Equipment for Use Outdoor Regulations 2001 (SI 1701) (as amended by Noise Emission in the Environment by Equipment for Use Outdoors(Amendment) Regulations 2001 SI 3958)		
Establishes maximum noise levels for equipment used outdoors, mainly in construction and land maintenance, such as generators, lawn mowers, compaction machines and concrete breakers.	Permissible sound levels are given for different types of equipment.	<p>The Appraisal of Sustainability should:</p> <p>→ Consider the potential noise effects associated with noise from machinery involved in construction or operational activities.</p>
Environmental Protection (2009) The Flood Risk Regulations 2009		
<p>The Flood Risk Regulations implement the requirements of the European Floods Directive which aims to provide a consistent approach to managing flood risk across Europe. The approach is based on a 6 year cycle of planning which require Lead Local Flood Authorities to publish:</p> <p>→ Preliminary Flood Risk Assessments (PFRAs) by 22 December 2011</p> <p>→ Hazard and risk maps by 22 December 2013</p> <p>→ Flood risk management plans (FRMP) by 22 December 2015</p> <p>Risk Management Authorities developing FRMPs would address the same issues used to arrive at the conclusions from the flood hazard and risk maps published under the Flood Risk Regulations, plus any potential to:</p>	No specific indicators or targets.	<p>The AoS should:</p> <p>→ Consider including objectives for managing flood risk from all sources through location and where possible, layout and design of the Airports.</p> <p>→ Consider the objectives and relevance of nearby local Flood Risk Management Strategies which are</p>

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<ul style="list-style-type: none"> → improve environmental quality, for example by contributing to the objectives of the Water Framework Directive (especially, re-naturalising water bodies, reducing diffuse pollution and eradicating invasive species); → improve biodiversity, particularly the extent and quality of wetlands; → improve how flood and coastal erosion risk management works with natural process, in particular through attenuation of flows (for example through tree planting) and reducing wave energy (for example through salt marsh creation); → support objectives from other policies, plans and programmes (the SEA will help identify those that relate to people and the environment). 		prepared under these regulations.
Catchment Flood Management Plans		
There are 68 Catchment Flood Management Plans that cover England. These high level strategic flood risk management plans identify sustainable flood risk management policies for inland flooding for the next 100 years. They include economic, social and environmental assessments of current and future flood risk.	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <ul style="list-style-type: none"> → consider risks associated with all forms of flooding and include objectives if appropriate.
Flood and Water Management Act 2010		
<p>The Flood and Water Management Act will:</p> <ul style="list-style-type: none"> → deliver improved security, service and sustainability for people and their communities; → make clear who is responsible for managing all sources of flood risk; 	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which limit the impacts of airports policy on flood risk.

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<ul style="list-style-type: none"> → protect essential water supplies by enabling water companies to control more non-essential uses of water during droughts; → modernise the law for managing the safety of reservoirs; → encourage more sustainable forms of drainage in new developments; and → make it easier to resolve misconnections to sewers. <p>The overall effect will be a healthier environment, better service and greater protection for people, their communities and businesses.</p>		
Water Resources Management Plan Regulations		
<p>This Regulations sets out the steps that a statutory water undertaker must follow with respect to publication and consultation of a draft water resources management plan, and the publication of its final water resources management plan.</p> <p>The Regulations specifies further details about how water companies will be required to prepare and publish water resources management plans once water companies are under a statutory duty to prepare and maintain such plans under section 37A of the 1991 Act.</p> <p>The main benefits of water resources management plan regulations are: better water company water resources planning, taking into consideration wider public interests; improved water resources plan consistency and transparency; less threat to the environment through use of unnecessary abstraction licence applications; and helping to meet the requirements of the SEA Directive (where this applies).</p>	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which limit the impacts of airports policy on water resources. → Consider the objectives and relevance of local Water Resource Management Plans.

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Carbon Plan (DECC, 2011)		
<p>The Carbon Plan is a Government-wide plan of action on climate change, including domestic and international activity. It sets out department by department actions and deadlines for the next five years. The plan represents on-going and planned cross-Government action on climate change with specific deadlines providing for both internal accountability and public transparency.</p> <p>The three most critical objectives however, have been identified as:</p> <ul style="list-style-type: none"> → Transforming the generation of energy by moving towards low carbon alternatives → Changing the way how buildings are heated by better insulation the use of low carbon energy alternatives → Changing the transportation sector by means of better public transport, reducing emissions from petrol and diesel engines and moving towards alternative technologies such as electric vehicles. <p>The specific aims directly related to National Networks include:</p> <ul style="list-style-type: none"> → Consolidating existing support mechanisms for low and ultra-low emission vehicle research and development 	<p>No specific indicators or targets.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that would promote the reduction of emissions from Airports and transformation to a low carbon economy; → Consider including objectives for reducing the generation of waste; → Consider including objectives for protecting the natural environment.

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Natural Environment White Paper (Defra, 2011)		
<p>This White Paper outlines the Government's vision for the protection of the natural environment over the next 50 years by:</p> <ul style="list-style-type: none"> → Facilitating greater local action to protect and improve nature by establishing Local Nature Partnerships, Nature Improvement Areas and through reforms of the planning system that would guide development to the best locations, encourage greener design and enable development to enhance natural networks. → Creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature; → Strengthening the connections between people and nature to the benefit of both; and → Showing leadership in the European Union and internationally, to protect and enhance natural assets globally. 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the protection of the natural environment.

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BIS Climate Change Adaptation Plan 2011		
<p>BIS's Climate Change Adaptation Plan sets out how BIS will begin to address the challenges of the impacts of climate change. The report outlines five aims:</p> <ul style="list-style-type: none"> → Engaging with stakeholders in order to ensure the research on risks and opportunities of climate change is communicated as it becomes available. → Addressing initial priority actions to sectors such as retail and construction and resilience and promote adaptation to climate change along with low carbon technology and reducing emissions → Encouraging green innovation → Increasing the supply of Science, Technology, Engineering and Mathematics (STEM) skills at all levels and developing mechanisms for transferring them to new industrial contexts to ensure there are more people with the necessary environmental expertise 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that would promote an improved resilience of Airports to climate change; → Consider including objectives that would promote transformation to a low carbon economy.
National Planning Policy Framework (2012) and the historic environment		
<p>Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:</p>	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the protection and preservation of cultural heritage sites.

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<ul style="list-style-type: none"> → the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; → the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; → the desirability of new development making a positive contribution to local character and distinctiveness; and → opportunities to draw on the contribution made by the historic environment to the character of a place. 		
Overarching National Policy Statement for Energy (EN-1) (DECC, 2011) Fossil Fuel Electricity Generating Infrastructure NPS (EN-2) Renewable Energy Infrastructure NPS (EN-3) Gas Supply Infrastructure and Gas and Oil Pipelines NPS (EN-4) Electricity Networks Infrastructure NPS (EN-5) Nuclear Power Generation NPS volume I Nuclear Power Generation NPS volume II (EN-6)		
<p>EN-1 sets out national policy for the energy infrastructure. It has effect, in combination with the relevant technology-specific NPS (EN-2, EN-3, EN-4, EN-5, EN-6), on the decisions by the Infrastructure Planning Commission (IPC) on applications for energy developments that fall within the scope of the NPSs. For such applications this NPS, when combined with the relevant technology-specific energy NPS, provides the primary basis for decisions by the IPC.</p> <p>The National Networks NPS sets out how the government will make decisions on development consent orders for Nationally Significant Infrastructure Projects.</p>	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that would promote resource efficiency, including energy efficiency; → Consider including objectives that would promote the reduction of emissions;

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		→ Consider including objectives that would promote transformation to a low carbon economy.
DECC Action Plan: National Renewable Energy Action Plan for the United Kingdom – Article 4 of the Renewable Energy Directive 2009/28/EC		
Action Plan, from the Department of Energy and Climate Change (DECC), which demonstrates how the UK will radically increase its use of renewable energy in order to meet its 2020 target (of 15% of energy consumption to be from renewable sources), as required under the EU Renewable Energy Directive 2009 (2009/28/EC).	Lead scenario predicts that 10% of transport energy could come from renewable sources by 2020.	The AoS should: → Consider including objectives to promote a transformation to a low carbon economy.
The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (SI 2011/1824)		
These Regulations implement the requirements of the EU Environmental Impact Assessment (EIA) Directive 85/337/EEC, as amended, into the English planning system, consolidating with amendments the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) with subsequent amending instruments.	No specific targets or indicators.	The AoS should: → Consider including objectives to promote environmental impact reduction.
The Conservation of Habitats and Species (Amendment) Regulations 2011 (SI 2011/625)		
These Regulations amend the Conservation of Habitats and Species Regulations 2010 (SI 2010/490) to ensure that certain plans or projects are subject to the requirements of the EU Habitats Directive 92/43/EEC, and to make technical changes to reflect the new marine licensing regime.	No specific targets or indicators.	The AoS should: → Consider including objectives to promote the preservation

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		<p>of habitats and protection of biodiversity.</p> <p>Screening under the Habitats Regulations will also be undertaken and the AoS will cross reference this work and take the conclusions and recommendations into account.</p>
The Conservation of Habitats and Species (Amendment) Regulations 2011 (SI 2012/1927)		
<p>These Regulations amend the Conservation of Habitats and Species Regulations 2010 (S.I. 2010/490) (the “Habitats Regulations”). They place new duties on public bodies to take measures to preserve, maintain and re-establish habitat for wild birds.</p> <p>The Regulations also make a number of further amendments to the Habitats Regulations to ensure certain provisions of Directive 92/43/EEC (“the Habitats Directive”) and Directive 2009/147/EC (“the Wild Birds Directive”) are transposed clearly.</p> <p>The Regulations also amend section 15 of the National Parks and Access to the Countryside Act 1949 to make clear Local Nature Reserves may be designated for the purposes of re-establishing bird habitat.</p> <p>The regulations set a requirement that new project proposals and/or planning applications submitted are properly assessed for their affects on wild birds and their habitats, with reviews properly conducted by public bodies before any consent is given. The regulations</p>	No specific targets or indicators	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives to preserve, maintain and re-establish habitat for wild birds. → Screening under the Habitats Regulations will also be undertaken and the AoS will cross reference this work and take the conclusions and recommendations into account.

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have been amended to ensure that wild bird habitats and species are properly considered and protected.		

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England		
The Air Quality (England) Regulations 2000 and The Air Quality (England) (Amendment) Regulations 2002		
<p>The Regulations state the air quality objectives for the following substances: Benzene; 1,3 –Butadiene; Carbon monoxide; Lead, Nitrogen dioxide; PM 10 ; Sulphur dioxide.</p> <p>There are air quality objectives for each substance listed in the table of the Schedule, determined by reference to the quality of air at locations:</p> <p>a) which are situated outside of buildings or other natural or man-made structures above or below ground; and</p> <p>b) where members of the public are regularly present.</p>	Air quality objective levels are included in these regulations.	<p>The AoS should:</p> <p>→ Consider including objectives for promoting the reduction of air pollution, which would substances regulated by the Regulations.</p>
The Contaminated Land (England) Regulations 2006 (HMSO, 2006) as amended by the Contaminated Land (England) (Amendment) Regulations 2012		
<p>These Regulations, which apply to England only, set out provisions relating to the identification and remediation of contaminated land under Part 2A of the Environmental Protection Act 1990.</p>	No measures/indicators identified.	<p>Airports policy has the potential to lead to land contamination and appropriate consideration should be given to potential impacts and how they can be addressed.</p> <p>The AoS should:</p> <p>→ Consider the potential for land contamination to arise as a result of development.</p>

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Future Water, the Government's Water Strategy for England (Defra, 2008)		
<p>This strategy sets out the Government's plans for water in the future and the practical steps that we will take to ensure that good clean water is available for people, businesses and nature.</p> <p>The document also sets out various goals for 2030 which combines high environmental standards and protection of consumer interests, with a proportionate and effective approach to regulation. Main goals will be to manage surface water more sustainably, by allowing for the increased capture and reuse of water, slow absorption through the ground, and more above-ground storage and routing of surface water separate from the foul sewer, where appropriate. Water will be increasingly managed on the surface, rather than relying on wholesale upgrade of the sewer system to higher design standards, which will be costly and a lengthy process.</p>	No measures/indicators identified.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider protection and enhancement of the water environment, and management of surface water sustainably.
Delivery Plan 2008-2012 England's Trees, Woods and Forests (Forestry Commission 2008)		
<p>This Delivery Plan translates the Strategy for England's Trees, Woodlands and Forests Strategy into action and results on the ground. It is a national plan that overarches the nine Regional Forestry Frameworks.</p> <p>The Strategy identified five aims and the Delivery Plan is structured around these. For each aim the document sets out an assessment of the situation now and the outcomes being sought to achieve by 2020. It sets objectives for the plan period and some of the key activities to be undertaken.</p>	There are no relevant targets or indicators in this strategy.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of important trees, woods and forests when proposing airport development.

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Government Forestry and Woodlands Policy Statement (2013)		
<p>The Policy Statement is designed to enable the forestry sector to protect, improve and expand forestry assets so that these benefits can be maximised now and maintained for the future.</p> <p>The policy aims to ensure a forestry sector and woodland resource that keeps growing and providing benefits, despite threats such as pests and diseases and climate change, without requiring more government intervention.</p> <p>To achieve this the Policy Statement sites key objectives (in priority order):</p> <ul style="list-style-type: none"> → protecting the nation's trees, woodlands and forests from increasing threats such as pests, diseases and climate change → improving their resilience to these threats and their contribution to economic growth, people's lives and nature → expanding them to further increase their value 	<p>There are no relevant targets or indicators in this strategy.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of important trees, woods and forests.
The National Planning Policy Framework (2012) and Green Belts		
<p>Paragraph 79 states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Green Belt serves five purposes:</p> <ul style="list-style-type: none"> → to check the unrestricted sprawl of large built-up areas; → to prevent neighbouring towns merging into one another; 	<p>There are no relevant targets or indicators included in this document.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider effects upon the Green Belt.

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<ul style="list-style-type: none"> → to assist in safeguarding the countryside from encroachment; → to preserve the setting and special character of historic towns; and → to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. 		
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System (ODPM, 2005)		
This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the expression of national planning policy in Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9) and the accompanying Planning for Biodiversity and Geological Conservation: A Guide to Good Practice.	There are no relevant targets or indicators in this document.	Not directly relevant to the AoS as the Circular is a guidance document on the application of the law.
The National Planning Policy Framework (2012) and Biodiversity		
<p>The planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> → recognising the wider benefits of ecosystem services; → minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. 	There are no relevant targets or indicators in this document.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider potential land use conflicts with key biodiversity sites when developments are being proposed; → encourage protection and enhancement of natural habitats for wildlife and ecosystems.

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Countryside and Rights of Way Act (CRoW) (ODPM, 2000)		
<p>The purpose of the Act is to create a statutory right of access on foot to certain types of open land, to modernise the public rights of way system, to strengthen nature conservation legislation, and to facilitate better management of Areas of Outstanding Natural Beauty. It is divided into separate subsections which include their own objectives:</p> <ul style="list-style-type: none"> → Access to the countryside - The Act provides for a new right of access on foot to areas of open land comprising: <ul style="list-style-type: none"> ■ Mountain (land over 600 metres) ■ Moorland ■ Heath ■ Downland ■ Registered common land → Public rights of way and road traffic – authorities must take into account the needs of less able people when authorising stiles and gates to allow easier access → Nature conservation – strengthens legal protection for threatened species and brings up to date the Wildlife and Countryside Act 1981 → Areas of Outstanding Natural Beauty – requires local authorities in whose areas AONBs are located to prepare and publish a management plan for the area. The Act specifies a requirement in Section 85(1): <i>“In exercising or performing any functions in</i> 	<p>Schedule 9 of the Act places a duty on all public bodies to further conservation and enhancement of SSSIs, to reduce effects of pollution on SSSIs and to protect non-statutory nature conservation sites.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the protection of threatened species of wildlife, Areas of Outstanding Natural Beauty, SSSIs and access to the countryside, before implementing plans for development.

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<i>relation to, or so as to affect, land' in National Parks and Areas of Outstanding Natural Beauty, relevant authorities 'shall have regard' to their purposes."</i>		

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Environmental Noise (England) Regulations 2006 SI 2238 as amended by Environmental Noise (England) (Amendment) Regulations 2009 and 2010		
<p>These Regulations amend the Environmental Noise (England) Regulations 2006 (SI 2006/2238, as amended by SI 2008/375 and SI 2009/1610) so that the incorporation of subsequent amendments to the EU Environmental Noise Directive 2002 (2002/49/EC) in any references to EU Directive 2002/49/EC in SI 2006/2238 is limited to certain technical aspects (relating to Annexes I and VI, and Annex IV, paragraph 7, of EU Directive 2002/49/EC).</p> <p>2002/49/EC of the European Parliament and of the Council of 25 June 2002 (often known as the Environmental Noise Directive (END)). The END requires:</p> <ul style="list-style-type: none"> → The use of harmonised noise indicators and computational measures so that data can be collected and compared in a standardised way → Common protocols for noise mapping → The drawing up of noise maps → Making information available to the public → The drawing up of local action plans → Collection of data by the Commission to inform future Community policy. <p>The Regulations will help identify:</p> <ul style="list-style-type: none"> → The extent to which people are exposed to high levels of noise → What areas of relative quiet we might or could have to enable the development of measures to protect them and not have the noise environment inadvertently eroded. 	<p>There are no relevant targets or indicators included in the regulations.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider adverse noise impacts and include objectives if appropriate.

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The National Planning Policy Framework (2012) and Noise		
<p>Paragraph 109 The planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.</p> <p>Paragraph 123 states that planning policies and decisions should identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.</p>	There are no relevant targets or indicators in the document.	<p>The AoS should:</p> <p>→ Consider including objectives to assess adverse noise impacts.</p>
Noise Policy Statement for England (DEFRA, 2010)		
<p>The Noise Policy Statement aims to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. The statement outlines the following three objectives for noise policy:</p> <p>→ avoid significant adverse impacts on health and quality of life;</p> <p>→ mitigate and minimise adverse impacts on health and quality of life; and</p> <p>→ where possible, contribute to the improvement of health and quality of life.</p>	There are no relevant targets or indicators in the document.	<p>The AoS should:</p> <p>→ Consider including objectives for reduction of noise from Airports, reducing their effects on health and quality of life.</p>

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The National Planning Policy Framework (2012) and Planning and Pollution Control		
<p>The NPPF states at paragraph 123 that ‘To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.’</p> <p>The NPPF states at paragraph 125 that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.</p>	There are no relevant targets or indicators in this document.	<p>The AoS should:</p> <p>→ Consider including objectives that incorporate the prevention of pollution, including light pollution.</p>
National Planning Policy for Waste (2014)		
<p>This document sets out detailed waste planning policies. It should be read in conjunction with the National Planning Policy Framework (2012) and National Policy Statements for Waste Water and Hazardous Waste.</p> <p>The policy provides guidance to local planning authorities in planning for future facilities and determining planning applications.</p>	No specific indicators or targets.	<p>The AoS should:</p> <p>→ Consider including objectives to recommend that waste generated following any airport improvement is dealt with in a sustainable manner, consistent with the waste hierarchy.</p>

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Waste (England and Wales) Regulations 2011		
<p>The new Waste (England and Wales) Regulations 2011 came into force on 29 March 2011 and update some aspects of waste controls.</p> <p>In summary, the regulations implement the revised Waste Framework Directive and;</p> <ul style="list-style-type: none"> → require businesses to confirm that they have applied the waste management hierarchy when transferring waste and to include a declaration on their waste transfer note or consignment note; → require a new permit waste hierarchy permit condition and where appropriate a condition relating to mixing of hazardous waste; → introduce a two-tier system for waste carrier and broker registration, which includes those who carry their own waste, and introduces a new concept of a waste dealer; → make amendments to hazardous waste controls and definition; → exclude some categories of waste from waste controls, notably animal by-products whilst include a small number of radioactive waste materials. <p>The waste hierarchy aims to ensure that waste is dealt with in the priority order of:</p> <ul style="list-style-type: none"> → prevention; → preparing for re-use; → recycling; → other recovery (for example, energy recovery); 	<p>No specific indicators or targets.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the reduction of waste sent for disposal and encourage re- use, recycling and recovery of waste..

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→ disposal		

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Government Review of Waste Policy in England 2011		
<p>This report reviews all aspects of waste policy and delivery in England and includes a series of actions for the future, including the following commitments:</p> <ul style="list-style-type: none"> → Work with businesses on a range of measures to prevent waste occurring wherever possible, ahead of developing a full Waste Prevention Programme by December 2013; → Explore the potential for new voluntary responsibility deals to drive waste prevention and recycling, including in the hospitality sector and with the waste management industry and for direct mail, textiles, and construction waste; → Launch a grant funding scheme for innovative reward and recognition schemes which could incentivise people to do the right thing; → Encourage councils to sign new Recycling and Waste Services Commitments, setting out the principles they will follow in delivering waste services to households and businesses. → Provide technical support to councils and businesses who want to see recycling-on-the-go schemes grow, → Consult on the case for increased recovery targets for packaging waste, in time for a final decision in the 2012 Budget; 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the reduction, recycling and recovery of waste.

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→ Consult on introducing a restriction on the landfilling of wood waste and review the case for introducing landfill		

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Waste Management Plan for England (2013)		
<p>The Waste Strategy for England (2007) was superseded by the Waste Management Plan for England in December 2013. It did not introduce any new policies or change the landscape of how waste is managed in England. Its core aim was to bring current waste management policies under the umbrella of one national plan.</p> <p>The Government's key objectives are:</p> <ul style="list-style-type: none"> → To decouple waste growth from economic growth and put more emphasis upon waste prevention and re-use → Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020 → Increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste → Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste → Get the most environmental benefit from investment through increased recycling of resources and recovery of energy from residual waste using a mix of technologies. <p>The strategy addresses hazardous waste and states that policies will be pursued to reduce hazardous waste arisings. The Government is seeking to identify ways to recover material and energy resources from hazardous waste.</p>	<p>There is a target to reduce commercial and industrial waste going to landfill by at least 20% by 2010 compared to 2004 levels.</p> <p>A number of indicators are used in the strategy to characterise current waste management in England.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider sustainable waste management as a means to reducing waste generated, and sent to landfill.

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The National Planning Policy Framework (2012) and Climate Change		
Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.	There are no relevant targets or indicators in this document.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the objectives of the NPPF to help reduce the impacts of climate change; → Consider including objectives to minimise the negative impacts of climate change on communities.
The National Adaptation Programme – Making the country resilient to a changing climate (2013)		
<p>The National Adaptation Programme (NAP) contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.</p> <p>The NAP is divided into chapters looking at the following:</p> <ul style="list-style-type: none"> → Built environment, → Infrastructure, → Healthy and resilient communities, → Agriculture and forestry, 	<p>The HA is using its Climate Change Adaptation Strategy and Framework to incorporate climate change into its business through 6 major activities:</p> <ul style="list-style-type: none"> → maintaining a safe and serviceable network; → monitoring the rate of climate change and subsequent effects on particular assets; 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that would promote an improved resilience of Airports; → Consider including objectives that address climate change.

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<ul style="list-style-type: none"> → Natural environment, → Business and local government. <p>The National Adaptation Programme (NAP) illustrates how the adaptation challenge is being addressed and highlights good practice from transport organisations. The NAP sets actions for the next 5 years for both the Department for Transport (DfT) and the transport sector as a whole.</p>	<ul style="list-style-type: none"> → updating operating procedures; → developing future proof designs; → undertaking contingency planning; → applying retro fit solutions. 	
The National Planning Policy Framework (2012) and Renewable Energy		
<p>To help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.</p> <p>Local authorities should:</p> <ul style="list-style-type: none"> → have a positive strategy to promote energy from renewable and low carbon sources; → design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts; → consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources. 	<p>There are no relevant targets or indicators in this document.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the objectives which encourage the use of renewable energy; → Consider including objectives to promote the use of renewable energy (where appropriate).

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The National Planning Policy Framework (2012) and Land Quality		
<p>Paragraph 109 of the document states that the planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> → protecting and enhancing valued landscapes, geological conservation interests and soils; → preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and → remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. 	<p>There are no relevant targets or indicators included in this document.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives relating to land quality.
The National Planning Policy Framework (2012) and Coastal Areas		
<p>In coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that address coastal issues such as water quality, biodiversity, landscape and heritage

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Biodiversity 2020: a Strategy for England's Wildlife and Ecosystem Services (Defra, 2011)		
<p>This biodiversity strategy for England builds on the Natural Environment White Paper and outlines how international and EU commitments are being implemented. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.</p> <p>The Strategy includes the following priorities:</p> <ul style="list-style-type: none"> → Creating 200,000 hectares of new wildlife habitats by 2020. → Securing 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition. → Trialling new approaches to setting fishing quotas to reduce discards. → Encouraging more people to get involved in conservation by supporting wildlife gardening and outdoor learning programmes. → Introducing a new designation for local green spaces to enable communities to protect places that are important to them. 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the protection and preservation of biodiversity. → Consider including objectives that protect access to green space for local communities.
The National Flood and Coastal Erosion Risk Management Strategy for England (FCERM) (Environment Agency, 2011)		
<p>The strategy was developed by the Environment Agency due to the legislative requirement set by the Flood and Water Management Act 2010.</p> <p>The strategy sets out a statutory framework that will help communities, the public sector and other organisations to work together to manage flood and coastal erosion risk. It aims</p>	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the impacts of network improvements on flood risk and the vulnerability of the network to flood risk.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
to support local decision-making and engagement in FCERM, making sure that risks are managed in a co-ordinated way across catchments and along each stretch of coast.		
National Planning Policy Framework (2012) and Flood Risk		
Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.	There are no specific targets or indicators of relevance. Note: The Environment Agency monitors planning decisions regarding flood risk and produces the results in Agency's High Level Target 5 Report.	The AoS should: → Consider including objectives for managing flood risk from all sources through location, layout and design of the Airports.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Planning (Listed Buildings and Conservation Areas) Act 1990 as amended		
<p>The Act altered the laws on granting of planning permission for building works, notably including those of the listed building system and within Conservation Areas in England and Wales.</p> <p>The Planning (Listed Buildings and Conservation Areas) (Amendment No. 2) (England) Regulations 2009 were made on 6 October 2009 and came into force on 2 November 2009. They amend The Planning (Listed Buildings and Conservation Areas) (England) Regulations 1990 as amended ('the 1990 Regulations'), by substituting Schedule 4 of the 1990 Regulations (notices that a building has become listed or that a building has ceased to be listed), to reflect the fact that English Heritage now compiles lists of buildings of special architectural or historic interest and the Secretary of State (SoS) is responsible for approving them.</p> <p>The Act is divided in two distinct parts:</p> <ul style="list-style-type: none"> → Listed Buildings – it set out regulations on the following: <ul style="list-style-type: none"> ■ compiling lists of special buildings; ■ authorization of works affecting Listed Buildings; ■ rights of owners; ■ Listed Building enforcement notice and ■ prevention of deterioration and damage of Listed Buildings. → Conservation Areas – includes rules and regulations on: 	<p>The target is to preserve Listed Buildings and Conservation Areas around England and Wales.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the preservation and protection of Listed Buildings and Conservation Areas and Consider including objectives if appropriate.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<ul style="list-style-type: none"> ■ designations of Conservation Areas; 		

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Night flying restrictions at Heathrow, Gatwick and Stansted (Department for Transport, March 2012)		
Under Section 78 of the Civil Aviation Act 1982, the government sets noise controls at Heathrow, Gatwick and Stansted Airports. With regard to night noise, these measures include a restriction on the number of movements and a quota count system. A movement is either a take off or landing. The quota count system works by allocating points according to how noisy an aircraft is. Aircraft are certified by the International Civil Aviation Organisation (ICAO) according to the noise they produce. The current night noise regime for these airports was announced in June 2006 and came into force in October 2006. The Government is currently considering the approach to renewing this regime.	It is uncertain whether this legislation will be renewed in the future. However, it is considered that the requirements which relate to night flying are likely to apply to any airport expansion option located in close proximity to London.	The AoS should: → Include objectives which are consistent with the requirements of the legislation.
London Ultra-Low Emissions Zone		
The ULEZ will operate 24 hours a day, 7 days a week in the same area as the current Congestion Charging zone (CCZ). All cars, motorcycles, vans, minibuses and Heavy Goods Vehicles (HGVs) will need to meet exhaust emission standards (ULEZ standards) or pay an additional daily charge to travel within the zone. The Zone will affect fleet composition in London, and in particular will require zero emission capable taxis from 2018	No specific indicators or targets.	The AoS should: → Consider include objectives which support the objectives of the legislation.
Non Road Mobile Machinery (NRMM) Low Emission Zone Exemption Policy		
The Greater London Authority (GLA) is introducing new requirements for Non Road Mobile Machinery (NRMM) being used on construction sites from 1 September 2015.	No specific indicators or targets.	The AoS should:

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
The Low Emissions Zone aims to reduce emissions from construction.		Consider include objectives which support the objectives of the legislation.

APPENDIX A-3

AIRPORTS AOS - ECONOMIC

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
International		
Europe 2020: a strategy for European Union growth		
<p>The Commission presents the strategy which should enable the European Union (EU) to achieve growth that is:</p> <ul style="list-style-type: none"> → smart, through the development of knowledge and innovation; → sustainable, based on a greener, more resource efficient and more competitive economy; → inclusive, aimed at strengthening employment, and social and territorial cohesion. <p>In addition, the Commission proposes a series of targets to be achieved by 2020:</p> <ul style="list-style-type: none"> → increasing the employment rate of the population aged 20-64 to 75 %; → investing 3 % of gross domestic product (GDP) in research and development; → reducing carbon emissions by 20 % (and by 30 % if conditions permit), increasing the share of renewable energies by 20 % and increasing energy efficiency by 20 %; → reducing the school drop out rate to less than 10 % and increasing the proportion of tertiary degrees to 40 %; → reducing the number of people threatened by poverty by 20 million. 	<p>There are no specific indicators or targets of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider impacts on economic performance, employment and include objectives which encourage sustainable economic growth; → Consider including objectives which reduce greenhouse gas emissions; → Consider impacts on social cohesion and poverty.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
UK		
Stern Review of the Economics of Climate Change (Stern, 2007)		
<p>The review examines the evidence on the economic impacts of climate change and explores the economics of stabilising greenhouse gases in the atmosphere.</p> <p>The second part of the review considers the complex policy challenges involved in managing the transition to a low-carbon economy and in ensuring that societies are able to adapt to the consequences of climate change. The document clearly identifies that adaptation is the only available response for impacts that will occur over the next few decades. It also makes it clear that catastrophic climate change would have a huge economic cost, as well as damaging people's lives and the planet.</p> <p>Stern says developed countries must cut CO2 emissions by at least 60 per cent by 2050, but that this can be achieved at a material, but manageable, global cost of 1 per cent of GDP, provided the right policies are put in place, although for developed countries like the UK this cost could be higher. This cost is significant, but is far lower than the costs of inaction. Similarly, the costs of failing to adapt to a hanging climate would exceed those of taking early action.</p> <p>Stern identified three essential elements of policy for minimising the costs of moving to a low carbon economy and reducing emissions in a way which is achievable, affordable and consistent with high and sustained economic growth. These elements are: establishing a carbon price associated with the emissions of greenhouse gases; encouraging innovation in low carbon technologies; and removing barriers to action.</p>	Impact on Climate Change should be assessed.	<p>The AoS should:</p> <p>→ Consider the minimisation of greenhouse gas emissions and climate change adaptation and include objectives if appropriate.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Treasury Green Book (HM Treasury, 2003)		
<p>All new policies, programmes and projects, whether revenue, capital or regulatory, should be subject to comprehensive but proportionate assessment, wherever it is practicable, so as best to promote the public interest. The Green Book presents the techniques and issues that should be considered when carrying out assessments.</p> <p>The purpose of the Green Book is to ensure that no policy, programme or project is adopted without first having the answer to these questions:</p> <ul style="list-style-type: none"> → Are there better ways to achieve this objective? → Are there better uses for these resources? 	<p>The Green Book is a best practice guide for all central departments and executive agencies, and covers projects of all types and size. It aims to make the appraisal process throughout government more consistent and transparent.</p> <p>All appraisals must follow the following stages:</p> <ul style="list-style-type: none"> → Justify the Action → Setting Objectives → Option Appraisal → Developing and → implementing a solution Evaluation 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Reflect the principles in the Green Book.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
National Planning Policy Framework (2012) and Economic Development		
The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.	No specific indicators or targets.	The AoS should: → Consider including objectives that relate to promoting sustainable development; reducing social exclusion; and promoting economic competitiveness.
Spending Round 2013		
The Spending Review 2013 sets out the spending policies and priorities for the Government for the next four years. Objectives of the 2013 Spending Round include an overall reduction in public spending, prioritising growth, and investment in infrastructure to support economic growth. There is also a commitment to the protection of spending on health, schools and overseas development.	No specific indicators or targets.	The AoS should: → Consider including objectives on economic performance.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Enabling the Transition to a Green Economy: Government and business working together (HM Government, 2011)		
<p>This report outlines the Government's vision for the future green economy where value and growth are maximized across the whole economy and natural assets are exploited sustainably. Moreover, the report sets out a range of commitments for developing the green economy, the main objectives of which include:</p> <ul style="list-style-type: none"> → Developing a green policy framework → Promote the UK as a global leader in green exports and encourage green inward investment. → Provide accessible advice and support for businesses → Ensure the skills system responds to the demand for skills → Support the development of greener products, services, and technologies → Encourage investment in infrastructure and ensure that infrastructure supports the green economy → Build UK-based supply chains. → Procure products that meet cost-effective sustainability standards. → Help businesses understand the value of and their impact on the natural environment. 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that promote the transformation to low carbon, green economy; → Consider including objectives that promote the development of resource efficiency; → Consider including objectives that promote the reduction of carbon emissions from the construction and operations of Airports; → Consider including objectives that encourage the consideration of the natural environment.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
National Infrastructure Plan (HM Treasury, 2014)		
<p>The National Infrastructure Plan sets out the challenges facing UK infrastructure and the government's strategy for meeting the infrastructure needs of the UK economy. The plan contains major commitments for investment in important infrastructure projects and explains how it will attract new private sector investment.</p> <p>This National Infrastructure Plan sets out a new strategy for meeting the infrastructure needs of the UK economy. The plan outlines:</p> <ul style="list-style-type: none"> → A plan for the UK's infrastructure → A new strategy for coordinating public and private investment → New investment in critical infrastructure projects → A new focus on delivery <p>In addition, the Government has identified a set of ambitions for improving infrastructure performance which include detailed commitments in the following areas:</p> <ul style="list-style-type: none"> → improving the performance, capacity, connectivity and environmental impacts of the UK's transport networks including maintaining the status of the UK as an international hub for aviation; → achieving a secure, diverse and reliable energy supply for the UK while reducing the carbon intensity of electricity generation at least cost to consumers; → increasing superfast broadband and mobile coverage, and ensuring adequate spectrum availability to support a thriving communications industry; 	<p>No specific indicators or targets.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which take into consideration access to rural areas, employment areas and regeneration areas; → Consider the environmental performance of any changes to Airports; → Consider the impacts of Airports on flood risk; → Consider including objectives for the encouragement of waste recycling from the construction and operation of the Airports.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<ul style="list-style-type: none"> → maintaining the security and performance of the water and sewerage system while reducing its environmental impacts; → mitigating the impacts of flooding and coastal erosion as part of a well-managed, coordinated and affordable risk management system; and → reducing waste sent to landfill, increasing recycling rates and moving towards a zero-waste economy <p>The National Infrastructure Plan was updated in December 2014.</p> <p>The relevance of this Plan to aviation is discussed in Chapter 6 of the Scoping Report.</p>		<ul style="list-style-type: none"> → Consider including objectives which seek to maintain the status of the UK as an international hub for aviation.
Localism Act 2011		
<p>The Act aims to shift power from central government to the hands of individuals, communities and councils.</p> <p>Moreover, the Act aims to push power downwards and outwards to the lowest possible level, including individuals, neighbourhoods, professionals and communities as well as local councils and other local institutions.</p> <p>The Localism Act includes five key measures that underpin the Government's approach to decentralisation:</p> <ul style="list-style-type: none"> → Community rights: which ensure that community organisations have a fair chance to bid to take over land and buildings that are important to them; → Neighbourhood planning: new rights will allow local communities to shape new development by coming together to prepare neighbourhood plans; 	No specific indicators or targets.	The Act is of relevance to the planning process for airport development, however, its objectives are not applicable to the AoS.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>→ Housing: councils will get a higher flexibility to manage their housing stock for meeting local demand.</p> <p>→ General power of competence: local authorities will have the legal capacity to do anything an individual could do that isn't specifically prohibited</p> <p>→ Empowering cities and other local areas: public functions will be transferred to local authorities in order to improve local accountability or to promote economic growth</p> <p>Furthermore, the Act is of key relevance to Airports as the Act abolishes the Infrastructure Planning Commission and restores its responsibility for taking decisions on Airports infrastructure projects to the Secretary of State for Transport. It also ensures the national policy statements, which will be used to guide decisions by ministers, can be voted on by the Parliament.</p>		
England		
National Planning Policy Framework (2012) and Tourism		
As part of a prosperous rural economy the NPPF states that planning policies should (para 28): support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <p>→ Consider the extent to which Airports development would enable sustainable tourism.</p>

APPENDIX A-4

AIRPORTS AOS - SOCIAL

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
International		
Children's Environment and Health Action Plan for Europe (CEHAPE, 2004)		
<p>The CEHAPE aims to ensure that EU Member States put children's environmental health at the top of the political agenda and proposes specific actions to address the main environmental risk factors that children are exposed to in their daily lives. It recognises that children are particularly vulnerable to environmental pollutants because of their immature metabolism, greater exposure to pollutants relative to their body weight, and longer time to develop chronic diseases that take several decades to appear.</p> <p>The CEHAPE addresses the particular needs of individual Member States by providing tools for priority- setting, institutional development, building partnerships, and information, education and communication (IEC) that will allow them to adapt the Plan according to their own circumstances. It also proposes a set of children's environmental health indicatorsok for monitoring the implementation of the Plan.</p>	<p>The proposed child-specific actions address fourteen different environmental risk factors: indoor/outdoor air pollution, poor water supply and inadequate sanitation, inadequate dietary intake, food contamination, inadequate building standards and materials, hazardous chemicals, radiation and electromagnetic fields (EMF), ultraviolet radiation (UV), noise, mobility and transport, environmental emergencies, occupational risks and specific adverse social environments, such as child labour (including its most hazardous forms) and out of family children.</p> <p>The CEHAPE proposes actions which include:</p> <p>→ enactment and enforcement of legislation</p>	<p>The AoS should:</p> <p>→ Consider the environmental health impacts which children may face from airports policy and include objectives if appropriate.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	<ul style="list-style-type: none"> → improvement of service delivery and infrastructure → promotion of the active involvement of children, care givers and professionals in policy-making for children's environment and health (CEH) → monitoring of environmental exposures, increasing the knowledge base by promotion of research to ensure evidence-based policy-making → promotion of health and educational programmes <p>It also includes criteria to address the environmental risks of children in Member States:</p> <ul style="list-style-type: none"> → the number of children at risk → the nature and severity of the health effect arising from the environmental exposure particularly when these effects are irreversible 	

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	<ul style="list-style-type: none"> → evidence of increases in the prevalence of disorders deriving from the environment → the affordability of the solution in terms of financial and human resources → the cost of action versus inaction → the technical feasibility of the action required or the possibility of applying methods such as health impact assessments, cost benefit analysis and risk assessments → the relevance of the issue of environmental justice or injustice (i.e. who pays and benefits from the suggested actions) 	
Aarhus Convention (Convention on Access to Information, Public Participation in Decision Making and Access to Justice in Environmental Matters) (1998)		
The Aarhus Convention grants the public rights regarding access to information, public participation and access to justice, in governmental decision-making processes on matters concerning the local, national and transboundary environment. It links environmental rights and human rights. Furthermore, it establishes that sustainable development can be achieved only through the involvement of all stakeholders. The	<ul style="list-style-type: none"> → The Convention contains three broad themes or 'pillars': → access to information → public participation 	Where appropriate, the AoS and policy should be consulted upon.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Convention is not only an environmental agreement, it is also a Convention about government accountability, transparency and responsiveness.	→ access to justice Its overarching objective is to include the public in all significant aspects of governmental decision-making.	

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Health Effects of Transport-Related Air Pollution (WHO, 2005)		
This WHO report highlights the dangers which transport-related air pollution poses to people and society. Based on a substantial amount of evidence, it notes that an increase in car use across the world disproportionately affects the most vulnerable social groups, such as children and the elderly. The effects highlighted in the report mainly relate to those presented by air pollutants such as particulate matter (PM) and volatile organic compounds (VOCs). However, it also highlights the increased risk of road accidents and fatalities with increased car use.	<p>Transport-related air pollution must be reduced before its effects on health can be prevented, and this requires:</p> <ul style="list-style-type: none"> → combining the development of cleaner transport technologies with the implementation of effective policies to manage the demand for transport → selecting modes of transport that are safer for health and the environment. 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the minimisation of air pollution and include objectives if appropriate.
Transport, Environment and Health (WHO, 2000)		
This report primarily focuses on increasing road transport, noting that road users generate excessive costs to themselves, other individuals and society - through noise, pollution and accidents - in the form of illness, injuries, deaths and damage to mental health and social relationships. The challenge is to promote healthy and sustainable transport alternatives to prevent the negative effects of transport systems on human health. Meeting this challenge requires commitment and action from governments. It summarises the latest scientific evidence on the impact of transport-generated air pollution, noise and accidents on behaviour and physical and mental health. The report	<p>The report highlights the need for policy-makers to address the following issues:</p> <ul style="list-style-type: none"> → transport-related noise pollution → transport-related air pollution → the effects of transport of mental health and wellbeing → identifying key groups affected by transport health risks 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives related to protecting the health of those living close to Airports

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
also highlights the potential health benefits from non-motorised forms of transport, such as cycling and walking.	→ improving provisions for cycling and walking	
Council Directive 2000/43/EC: Implementing the Principle of Equal Treatment Between Persons Irrespective of Racial or Ethnic Origin – EU Directive for a Race Quality Framework		
<p>The directive presents a framework to tackle discrimination based on racial or ethnic identity within the EU by putting into effect the principle of equal treatment. Reasserting racial and ethnic equality as fundamental values of the EU, it confirms that this legislation applies in all areas of employment, education, provision of healthcare and access to all other provision of goods or services. It also outlines social dialogue and dialogue with non-governmental organisations to encourage the use of equal treatment in these areas. The key principles of the directive include:</p> <ul style="list-style-type: none"> → Defining discrimination based on racial or ethnic identity → Establishing a legal framework to tackle such discrimination → Methods to foster the use of equal treatment in the scope areas 	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the equal consideration and treatment of people from all racial and ethnic backgrounds and include objectives if appropriate.
Collaboration between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)		
This report presents collection of practical examples aimed at supporting EU Member States in promoting physical activity as part of sustainable transport policies. The examples emphasise collaboration between various sectors that promote physical activity, especially health and transport. The aim is to encourage policy-makers to implement measures to increase sustainable modes of travel in their own states.	The overarching target for the report is to increase the provision for sustainable travel to improve the health and wellbeing of European citizens.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the improvement of health of people living near and using airports and

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
		include objectives if appropriate.
Joint Report on Social Protection and Social Inclusion (Council of European Union, 2010)		
<p>This report outlines that Europe's policies on social protection and social inclusion. The 2010 report describes how the EU has been directing funding in response to the economic issues. The report describes four main approaches to mobilise ESF resources to counter the effects of the recession, which can be described as follows:</p> <ul style="list-style-type: none"> → Support for the unemployed → Preventing the risk of unemployment → Social inclusion of vulnerable groups → Simplifying ESF implementation arrangements. 	There are no specific targets or indicators of relevance.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives relating to equality and inclusion.
Together for Health: A Strategic Approach for the EU 2008 – 2013 (European Union, 2007)		
<p>The document aims to provide an overarching strategic framework addressing health issues across the EU and health in all policies. The strategy is based around the following principles:</p> <ul style="list-style-type: none"> → A strategy based on shared health values → Health is the greatest wealth → Health in all policies → Strengthening the EU's voice in global health 	There are no specific targets or indicators of relevance	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the promotion of health and include objectives if appropriate.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>The document acknowledges that health policy at the community level should foster good health, protect citizens from threats and support sustainability. To meet these challenges the strategy identifies three objectives as key areas for the future years.</p> <ul style="list-style-type: none"> → Objective 1 - Fostering good health in an ageing Europe → Objective 2 - Protecting citizens from health threats → Objective 3 - Supporting dynamic health systems and new technologies 		
Closing the Gap: Social Determinants of Health (World Health Organisation, 2008)		
<p>This report aims to:</p> <ul style="list-style-type: none"> → Improve daily living conditions → Tackle inequitable distribution of power, money and resources → Measure and understand the problem and assess the impact on action <p>Recommendations are made to tackle inequalities. A review is currently being undertaken to see how the report relates to England and what practical steps can be taken, to be published in late 2009.</p>	There are no relevant targets or indicators in this document.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the improvement of health equity and include objectives if appropriate.
Transport, Health and the Environment, Pan-European Programme (The PEP, UNECE)		
<p>The Transport, Health and Environment Pan European Programme (The PEP) was set up to address the key challenges to achieve more sustainable transport patterns and a closer integration of environmental and health concerns into transport policies.</p>	<p>The PEP priority goals are:</p> <ul style="list-style-type: none"> → To contribute to sustainable economic development and stimulate job creation 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider sustainable economic development, the reduction of

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	<p>through investment in environment- and health-friendly transport</p> <ul style="list-style-type: none"> → To manage sustainable mobility and promote a more efficient transport system → To reduce emissions of transport-related greenhouse gases, air pollutants and noise → To promote policies and actions conducive to healthy and safe modes of transport 	<p>greenhouse gases, air pollutants and noise and the promotion of healthy and safe modes of transport and include objectives which pursue this.</p>

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
UK		
The Human Rights Act 1998		
<p>The Human Rights Act 1998 came into full force on 2 October 2000. The aim of the Act is to ensure that a set of basic human rights, which are listed in the Act, are fully respected and enforced in the UK. The Act fundamentally changes the way the UK system of justice works, and makes public authorities more accountable for their decisions. The effect of the Act is to put human rights at the centre of the UK legal system, for the first time. Under the Human Rights Act, everyone is entitled to expect that the government, and all public agencies and organisations should have respect for their basic human rights. If they consider that their rights have been ignored, they can bring a case in the UK courts to challenge an action or a decision by any public authority on the grounds that it interferes with their rights – for example their right to express their views freely, or their right to privacy, or their right to a fair trial in court.</p> <p>The rights that are brought into effect by the Human Rights Act are the rights laid down in an international treaty, the European Convention on Human Rights (the Convention), which was signed by the UK in 1951. That treaty permits individuals who believe that their human rights have been violated to bring a case before an international court in Strasbourg, the European Court of Human Rights. This court is part of an international organisation, the Council of Europe, which is a distinct organisation, separate from the European Union.</p>	<p>The Act sets out the fundamental rights and freedoms that individuals in the UK have access to. They include:</p> <ul style="list-style-type: none"> → Right to life → Freedom from torture and inhuman or degrading treatment → Right to liberty and security → Freedom from slavery and forced labour → Right to a fair trial → No punishment without law → Respect for your private and family life, home and correspondence → Freedom of thought, belief and religion → Freedom of expression → Freedom of assembly and association → Right to marry and start a family 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider how Airport expansion should take into account the Human Rights which are set out in the Act. The rights which are enshrined in the Act are legal rights of an individual, and will not be affected by the AoS. However, the impacts upon private property through noise, light pollution or air quality effects will be considered within the AoS.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	<ul style="list-style-type: none"> → Protection from discrimination in respect of these rights and freedoms → Right to peaceful enjoyment of your property → Right to education → Right to participate in free elections 	
Transport Solutions For Older People Information Resource For Local Authorities (Dft, 2012)		
<p>The Government's Equality Strategy sets out a vision for a strong, modern and fair Britain. It is built on two principles of equality – equal treatment and equal opportunity.</p> <p>The Equality Act 2010¹ which underpins the Strategy, contains provisions to implement a ban on age discrimination in the provision of services and the exercise of public functions. In addition, the Public Sector Equality Duty (S.149 Equality Act 2010), which came into force on 5 April 2011 requires public bodies to consider all individuals when carrying out their day to day work in shaping policy and in delivering services.</p> <p>The growing ageing population means that there is a continued need to help older people to age well and attain a better quality of life through local services.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the equality effects of airport development, including the particular needs and requirements of the older population.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Working for a Healthier Tomorrow – (Dame Carol Black’s Review of the Health of Britain’s Working Age Population, 2008) and the Government’s Response: Improving Health and Work: Changing Lives 2008		
<p>This review looks at the health of working age people and “a concern to remedy the human, social and economic costs of impaired health and well-being in relation to working life in Britain”. The report states that around 175 million working days were lost to illness in 2006 and it is estimated that the overall costs of sickness absence and health-related worklessness among those of working age is in excess of £100 billion per year.</p> <p>The report has 3 principal objectives:</p> <ul style="list-style-type: none"> → Prevention of illness and promotion of health and well-being → Early intervention for those who develop a health condition → An improvement in the health of those out of work <p>– so that everyone with the potential to work has the support they need to do so it looks at wide ranging challenges for change and makes key recommendations in the following areas:</p> <ul style="list-style-type: none"> → the role of the workplace in health and well-being → changing perceptions of fitness for work → developing a new model for early intervention → helping workless people → developing professional expertise for working age health 	<p>Although there are no relevant targets within the Review, it presents a number of indicators of working age health (Life expectancy, Mortality during working age, Percentage of the working age population being in good, fairly good or poor health etc).</p>	<p>Airports have the potential to impact upon human health in a number of different ways.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that seek to protect human health.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
The Review recognises the human, social and economic costs of impaired health and well-being in relation to working life in Britain. The aim of the Review is not to offer a utopian solution for improved health in working life, but more to identify the factors that stand in the way of good health and to elicit interventions		
Health is Global: An Outcomes Framework for Global Health 2011-2015 (Department for International Development, March 2011).		
The framework will focus the UK Government's efforts to drive forward the global health agenda by 2015. It defines twelve global health outcomes in three overarching areas for action: global health security, international development and trade.	There are no specific targets or indicators of relevance.	<p>The airport environment has the potential to impact upon human health in a number of different ways.</p> <p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that seek to protect human health.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Health is global: a UK global strategy 2008-13 (Department of Health, 2008)		
<p>The strategy sets out ten principles that underpin global health:</p> <ul style="list-style-type: none"> → promoting health equity; → promoting outcomes on global health that support the Millennium Development Goals; → Protect the Health of the UK proactively; → Learn from other countries' policies; → Base policies and practice on sound evidence; → Set out to do no harm; → Work for strong and effective leadership on health through international institutions; → Work in partnership with other governments; → Ensure that effects of foreign and domestic policy on global health are more explicit; → Use health as an agent for good in foreign policy. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the issue of protecting human health and include objectives if appropriate.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Health, work and well-being (2013)		
<p>Health, Work and Well-being is a cross-government initiative to protect and improve the health and well-being of working age people. Founded on a growing evidence base that working is good for health, it brings together employers, unions, healthcare professionals and other stakeholders to promote the positive links between health and work and help more people with health conditions to find and stay in employment. The three key aspirations of the initiative are as follows:</p> <ul style="list-style-type: none"> → Creating new perspectives on health and work → Improving work and workplaces → Supporting people to work. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the issue of protecting human health and include objectives if appropriate.

APPENDIX A-5

AIRPORTS AOS - TRANSPORT

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
International		
Internalisation of External Costs Strategy (EC, 2008)		
In 2006, the European Parliament asked the Commission to present by June 2008 "a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges". Furthermore, "this model shall be accompanied by an impact analysis of the internalisation of external costs for all modes of transport and a strategy for a stepwise implementation of the model for all modes of transport". The Commission services prepared a Handbook, which was adopted in June 2008, and updated in January 2014 which provides a general framework of reference for the internalisation of external costs in the transport sector.	There are no specific indicators or targets of relevance.	Not directly relevant as this document will provide a general framework of reference for the internalisation of external costs in the transport sector.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
European Transport Policy for 2010: A Time to Decide (EC, 2001)		
<p>The policy outlines the need to improve the quality and effectiveness of transport in Europe. A strategy has been proposed which is designed to gradually break the link between transport growth and economic growth to reduce environmental impacts and congestion. The policy advocates measures that promote an environmentally friendly mix of transport services.</p> <ul style="list-style-type: none"> → Part 1.C of the Policy describes European Policy regarding controlling the growth in air transport. This policy contains three strands, including means to: <ul style="list-style-type: none"> → Tackle saturation of the skies; → Rethinking airport capacity and use; → Striking a balance between growth in air transport and the environment; and → Maintaining safety standards. <p>Regarding airport capacity and use, the policy provides a range of measures regarding the efficient operation of airports, which are not relevant to the AoS. However, regarding the Environment the Policy States:</p> <ul style="list-style-type: none"> → Environmental rules must encourage efforts to find alternative measures before restricting operators at an airport. → Intermodality with rail must produce significant capacity gains by transforming competition between rail and air into complementary between the two modes 	<p>There are no specific indicators or targets of relevance.</p>	<p>The AoS framework should:</p> <ul style="list-style-type: none"> → promote the competitiveness of the air transport system.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Regarding the environment, the document describes the current status of international discussions over standards for noise and air quality. However, the report makes recommendations about abolishing tax exemption for kerosene fuel.		

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White Paper 2011 Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system (EC, 2011)		
<p>This White Paper adopts a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.</p>	<p>By 2050, key goals will include:</p> <ul style="list-style-type: none"> → No more conventionally-fuelled cars in cities. → 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. → A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century.</p> <ul style="list-style-type: none"> → 'Deployment of the modernised air traffic management infrastructure (SESAR12) in Europe by 2020 and completion of the European Common Aviation Area. 	<p>The AoS should consider include objectives:</p> <ul style="list-style-type: none"> → to promote the transformation to low carbon economy; → reduction of emissions from the construction and operations of Airports; → promote the competitiveness of the transport system.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
	→ (6) By 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.	
Greening transport package (EC, 2008)		
<p>This three-pronged proposed Commission package seeks to steer the European transport sector towards enhanced sustainability. It includes a strategy to ensure that the prices of transport better reflect their real cost to society in terms of environmental damage and congestion; a proposal to enable Member States to help make this happen through more efficient and greener road tolls for lorries; and a proposal for reducing noise pollution from rail freight.</p> <p>The package has five parts:</p> <ul style="list-style-type: none"> → Greening Transport Communication: summarises the whole package and sets out what new initiatives the Commission will take in this field until the end of 2009 → Greening Transport Inventory: describes the large amount of EU action already taken to green transport and on which this package builds → Strategy to Internalise the External Costs of Transport: focuses on making transport prices better reflect their real cost to society so that environmental damage and 	No specific indicators or targets.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives to promote the transformation to low carbon economy; → Consider including objectives for the reduction of emissions; → Consider including objectives that promote the reduction of noise pollution from Airports

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>congestion can be reduced while boosting the efficiency of transport and ultimately the economy as a whole.</p> <p>→ Proposal for a Directive on road tolls for lorries: would enable Member States to reduce environmental damage and congestion through more efficient and greener road tolls for lorries. Revenue from the tolls would be used to reduce environmental impacts and cut congestion.</p> <p>→ • Rail Transport and Interoperability communication: sets out how to reduce the perceived noise from existing rail freight trains by 50% and the measures the Commission and other stakeholders will need to take in the future to achieve this.</p>		

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EU Directive 2011/76/EU: Amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures		
This EU Directive amends the EU Road Charging ('Eurovignette') Directive 1999/62/EC, which charges heavy goods vehicles to use roads on the trans-European network, so as to give Member States the option to calculate tolls based not only on infrastructure costs but also the cost of traffic-based air pollution and noise.	No specific targets or indicators.	The AoS should: <ul style="list-style-type: none"> → Consider including objectives for the reduction of emissions → Consider including objectives for the reduction of noise
EU Regulation 510/2011/EU: Setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO2 emissions from light-duty vehicles		
This EU Regulation establishes carbon dioxide (CO2) emissions performance requirements for new light commercial vehicles (such as vans) with a target of 175 grammes per kilometre (g/km) average CO2 emissions between 2014 and 2017, reducing to an average of 147 g/km from 2020.	Standards for light commercial vehicle CO2 emissions.	The AoS should: <ul style="list-style-type: none"> → Consider including objectives for transformation to low carbon economy. → Consider including objectives for the reduction of carbon emissions.

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
UK		
The Eddington Transport Study (Eddington, 2006)		
<p>Presents a wide range of evidence, information and recommendations on transport's long-term impact on the UK's economic growth, productivity and stability, within a sustainable development context.</p> <p>The study identified significant potential costs of poor road and rail infrastructure provision:</p> <ul style="list-style-type: none"> → a conservative estimate of the increase in the cost of congestion to businesses amounts to £10 billion per annum in 2025 on England's roads alone, with an increase in the value of lost time to other travellers of £12 billion; → forecast increases in the demand for rail travel could amplify and exacerbate the estimated £400 million-£1 billion business costs of poor punctuality and unreliability on the rail networks, as well creating substantial overcrowding pressures. <p>The report argues for a targeted approach to the most seriously congested parts of our urban, national and international networks.</p> <p>And it stresses that an innovative approach, which makes the most of existing networks through good regulation, and which sends the right price signals to users and transport providers, is likely to be just as important as further investment in new infrastructure.</p> <p>The Eddington Study's three strategic economic priorities:</p> <ul style="list-style-type: none"> → The UK's congested and growing urban areas and their catchments 	<p>Decision-making principles:</p> <ol style="list-style-type: none"> 1. Start with a clear articulation of the policy objectives, and the transport outcomes required to deliver these objectives, focusing where relevant on the whole journey, rather than particular stages or modes in a journey 2. Consider the full range of policy options for meeting the policy objectives 3. Prioritise limited public resources on those policies that most cost-effectively deliver Government's objectives 4. Ensure the evidence base can support this process 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider the issues of economic growth, productivity and include objectives if appropriate. → Consider the impacts on the transport system

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<p>→ The UK's international gateways and supporting surface infrastructure: in particular, the major international passenger routes and principal international freight routes, where delays, including on surface access routes, and current and future capacity constraints, look likely to damage the competitiveness of the UK's imports and exports, and its leading role in the global airfreight logistics sector</p> <p>→ A limited number of inter-urban corridors connecting urban areas and international gateways: where the unreliability of the transport network is adding costs to business, threatening productivity and innovation in the freight and logistics industries and both inter-regional and international trade. From a passenger perspective these corridors connect urban areas with each other and with international airports, and from a freight perspective they connect ports with distribution hubs and distribution hubs with their eventual markets.</p> <p>Key international gateways:</p> <p>→ Private sector investment in additional capacity at ports and airports, where capacity constraints threaten rising costs to the UK economy and environmental effects are accounted for, would make a significant contribution to GDP and welfare</p> <p>→ Additional capacity on targeted surface access links offers among the highest returns, even after accounting for environmental impacts.</p>	<p>Strategic Indicators:</p> <ul style="list-style-type: none"> → Impact on GDP → Impact on productivity → Contribution to economic welfare → Reliability of the transport system <p>This study takes the view that the conventional BCR as generated from the NATA process is the most certain measure, but that it is incomplete. The value for money assessment is the most complete 'single measure' of transport's impact on the UK, as it incorporates the fullest possible estimate of a proposal's economic and environmental impacts. However, those estimates are more uncertain than the conventional BCR because the evidence base is</p>	

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	<p>relatively new, and some of the effects are inherently hard to monetise.</p> <p>The metrics are:</p> <p>→ Conventional benefit:cost ratio (NATA BCR): the benefit:cost ratio set out in DfT's appraisal guidance (New Approach to Appraisal). The main effects that are monetised in this BCR are: changes to the overall costs of travel, the value of changes to travel times, safety benefits, and the financial costs (including optimism bias) of doing the project, including impacts on taxation revenues.</p> <p>This does not yet include a number of GDP impacts, and in this analysis does not put a monetary valuation on environmental benefits.</p>	

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	<p>Instead, the BCR sits within a broader assessment framework that uses qualitative estimates of environmental and social impacts.</p> <p>→ GDP per pound: the contribution to GDP that can be achieved per pound of government money spent on the intervention. It is a narrower metric than welfare because it only focuses on the impacts on the economy. It does not therefore include benefits for non-work/leisure travel, for example. In addition to the GDP impacts already captured in appraisals – such as changes in the costs of travel to business and freight – this assessment also includes impacts on the wider economy</p>	

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	<p>that are not currently estimated as part of conventional appraisals, such as agglomeration, labour market impacts, competition effects and reliability. Such effects have been indicatively estimated for this study based on the developing 'state of the art' guidance on how to assess these impacts from DfT.</p> <p>→ Wider benefit:cost ratio (BCR): this adds the 'missing' GDP effects into the conventional BCR.</p> <p>→ Value for money (VfM) BCR: the most complete metric used in this analysis.</p>	

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
Local Transport Act (2008)		
<p>The Government is committed to ensuring that we are well equipped to meet not only today's transport challenges, but also those of ten or twenty years' time. The Local Transport Act is a key part of the Government's strategy for sustainable development. This Act empowers local authorities to take appropriate steps to meet local transport needs in the light of local circumstances.</p>	<p>The Bill includes provisions on the frequency and timing of services as well as maximum fares. This is not directly relevant to this study.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider local transport needs and include objectives if appropriate.
Towards a Sustainable Transport System (TaSTS): Supporting Economic Growth in a Low Carbon World (DfT, 2007)		
<p>This document has three aims.</p> <ul style="list-style-type: none"> → It describes how the Government is responding to the recommendations made in the Eddington study to improve transport's contribution to economic growth and productivity, and how it is ensuring that transport will play its part in delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change → It sets out the Department for Transport's ambitious policy and investment plans for the period to 2013-14 → It proposes a new approach to longer term transport strategy, building on the model recommended by Sir Rod Eddington, and explains how we will engage with passengers, users, the transport industry and other stakeholders as we develop and implement that process. <p>For transport, the Stern Report means:</p>	<p>The report identifies “five very broadly defined goals, which capture the full range of Government objectives that could be furthered by transport ”:</p> <ol style="list-style-type: none"> 1. Maximising the overall competitiveness and productivity of the national economy, so as to achieve a sustained high level of GDP growth 2. Reducing transport’s emissions of CO2 and other greenhouse gases, with the desired 	<p>The AoS should consider including objectives which seek to:</p> <ul style="list-style-type: none"> → reduce greenhouse gas emissions. → maximise the competitiveness and productivity of the national economy. → contribute to healthier longer lives → improve quality of life → promote equality

KEY OBJECTIVE/ REQUIREMENTS OF THE PLAN, POLICY OR PROGRAMME	KEY TARGETS AND/ OR INDICATORS RELEVANT TO THE POLICY	HOW PPP MIGHT BE TAKEN ON BOARD IN AN AOS
<p>→ Putting a price on carbon. This can be achieved through tax or through trading mechanisms and will ensure that people are faced with the full social cost of their actions, leading individuals and businesses to prioritise and make informed choices on goods and services. This is particularly important for aviation, where we forecast significant growth, but want to ensure that any increase in CO2 from air travel is matched tonne-for-tonne by reductions elsewhere in the economy. Emissions trading can achieve that.</p> <p>→ The development and use of a wide range of low-carbon technologies is essential and urgent. The private sector plays a major role in R&D and technology diffusion, but closer collaboration between Government and industry would provide a further stimulus. Regulation will be necessary to force the pace of change.</p> <p>Barriers which prevent people from making informed decisions must be removed. Greener alternatives must be provided and their use actively encouraged. As well as good public transport and better urban design, there needs to be reliable information, labelling and sharing best practice to help people and businesses make sound decisions and stimulate markets for low carbon and high efficiency goods and services.</p>	<p>outcome of avoiding dangerous climate change</p> <p>3. Contributing to better health and longer life- expectancy through reducing the risk of death, injury or illness arising from transport, and promoting travel modes that are beneficial to health</p> <p>4. Improving quality of life for transport users and non-transport users, including through a healthy natural environment, with the desired outcome of improved well-being for all</p> <p>5. Promoting greater equality of transport opportunity for all citizens, with the desired outcome of achieving a fairer society.</p>	

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	<p>The Government is satisfied that the scheme appraisal methodologies - used in the Government's New Approach to Appraisal (NATA) - is a useful tool, though it will continue to work to increase the range of impacts that it captures. Eddington endorsed this assessment, and argued for greater weight to be given to the BCR, not least because it helps to ensure that small or incremental improvements (such as multi-modal freight facilities or new trains), which often have a very high BCR, are not 'crowded out' by high-profile mega- projects.</p>	
Creating Growth, Cutting Carbon (DfT, 2011)		
<p>The report focused on improving local transport choices. The government estimates that excess delay is costing urban economies £11 billion per annum, and carbon emissions impose a cost to society equivalent to up to £4 billion per annum.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Consider including objectives that would promote the</p>

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<p>People are travelling for a broad spectrum of reasons on predominantly short trips (under 10 miles). Around 40% of all transport carbon emissions is generated by these trips but, for all but the shortest, the private car remains the mode of choice.</p> <p>The Government wants to encourage and enable more sustainable transport choices. This would be delivered by enabling the “nudge” concept, which works with human behavioural tendencies to encourage “good” choices. This will be achieved by:</p> <ul style="list-style-type: none"> → Decentralising Power, and enabling local delivery → Enabling sustainable transport choices → Encouraging Active Travel → Making public transport more attractive → Managing traffic to reduce carbon emissions and tackle congestion 		<p>reduction of emissions from Airports;</p> <ul style="list-style-type: none"> → Consider including objectives for improving the accessibility of Airports to the public in terms of ease of access and affordability; → Consider including objectives that would encourage more sustainable patterns of transport.

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The Gallagher Review of the Indirect Effects of Biofuels Production (Renewable Fuels Agency, 2008)		
This review has been prepared for the UK Government in response to the concerns about the role of biofuels in rising food prices, accelerating deforestation and doubts about the climate benefits. The aim was to examine the scale of the indirect effects of current biofuels production, and to propose solutions.	Proposes targets for renewable transport fuels of between 5% and 8% (by energy) for the EU for 2020 (including 1-2% from advanced technologies)	The AoS should: → Consider incorporating objectives which encourage use of biofuel.
2007 No. Transport Energy Sustainable and Renewable Fuels: The Renewable Transport Fuel Obligations Order 2007		
The renewable transport fuel obligation is imposed on every transport fuel supplier who in a specified period— a) owns relevant hydrocarbon oil at the time when the requirement to pay the duty of excise with which the oil is chargeable takes effect, and b) supplies that oil at or for delivery to places in the United Kingdom.	There are no specific targets or indicators of relevance.	The AoS should: → Consider incorporating objectives which encourage use of renewable transport fuel.
UK Aviation Carbon Reduction Futures 2009		
The objective of this study, commissioned by the Department for Transport, is to determine the scope for, and cost of actions that can be taken by, the UK domestic aviation sector to reduce its emissions of CO2. This involves estimating the cost of achieving CO2 abatement to help ensure that the most cost effective measures can be identified. For the purposes of this project UK domestic aviation refers to internal passenger flights within the UK only. The timeframe considered is the period 2007 to 2050. Key findings are as follows:	There are no specific targets or indicators of relevance.	The AoS should take account of the findings of this study regarding the need to reduce greenhouse gas emissions.

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<p>A range of interventions could, when considered individually, enable the UK aviation sector to abate up to 14% of its CO2 emissions at negative or zero cost by 2012, up to 17% if fuel prices rise to 'very high' levels. After this point, MAC appear to rise steeply, with limited opportunity at central oil price forecasts to achieve abatement at costs below £20/ t CO2, the benchmark provided by the current price of CO2 ETS permits (and the prevailing social cost of carbon).</p> <p>By 2020, assuming no major technological breakthrough in airframe or engine performance, the potential for abatement at or below zero cost, with intervention abatement calculated individually, appears to be about 24% of the annual sector total at central fuel prices, with improvements in ATM providing a large share of these benefits.</p> <p>These estimates of reductions in emissions consider interventions individually. Emissions savings will necessarily decrease when additivity and overlapping effects between abatement options are taken into account.</p> <p>The most cost effective intervention measures in the short to medium term appear to be those associated with: increasing the use of capacity (through for example increased occupancy and consolidation of flights), reducing take-off weight, adopting in flight fuel-saving practices, matching airplanes to the short hauls of the UK sector (through for example increasing use of turbo-prop planes), employing in-situ engine wash maintenance technologies and, by 2020, introducing European-scale ATM improvements that reduce travel distance.</p>		

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High fuel prices are likely to encourage early retirement and replacement of airplanes with those that incorporate improved airframe and engine design for fuel efficiency.		

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Meeting the UK Aviation Target – Options for Reducing Emissions to 2050 (Committee on Climate Change December 2009)		
<p>In January 2009, the Government decided both to expand Heathrow airport, and to set a target that UK aviation emissions of CO2 in 2050 should not exceed 2005 levels. The Committee was asked to advise on options for reducing emissions below business as usual to meet the target and on the implications for aviation expansion in the 2020s.</p> <p>The Committee's clear conclusion, presented in this report, is however that the combination of future aviation policies (combining tax, capacity expansion and slot allocation decisions) should be designed to be compatible with a maximum increase in Aircraft Traffic Movements (ATMs) of about 55% between now and 2050, and that this should continue to be the policy approach until and unless technological developments suggest that any higher figure would be compatible with the emission target. The report assumes that reductions in CO2 emissions would be achieved primarily via likely improvements in fleet fuel efficiency and use of biofuels.</p>	<p>Total ATMs should not increase by more than about 55% between 2005 and 2050, i.e. from today's level of 2.2 million to no more than around 3.4 million in 2050.</p>	<p>The AoS should take account of the recommendations of the Committee for Climate Change regarding the need to reduce greenhouse gas emissions.</p>
Webtag Guidance (DfT, 2003) and updates February 2013		
<p>WebTag is the guidance provided by the Government on undertaking the appraisal of transport projects and proposals. The guidance should be seen as a requirement for all projects/studies that require government approval. For projects/studies that do not require government approval TAG should serve as a best practice guide.</p> <p>Webtag includes objectives and sub-objectives covering:</p> <p>Noise, Air Quality, the environment, the economy, safety, accessibility and integration.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ Ensure the WebTag sub objectives are reflected in the AoS objectives.</p>

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Civil Aviation Act 2012		
<p>This Act contains measures which modernise the regulatory framework for civil aviation in the United Kingdom through reforms to the legislative framework for the economic regulation of airports and the legislative framework of the Civil Aviation Authority (CAA), and by conferring certain aviation security functions on the CAA. It also contains measures to reform the Secretary of State's powers to regulate the provision of flight accommodation.</p> <p>Regulation of Operators of Dominant Airports</p> <p>The economic regulation measures contained in this Act are intended to provide the CAA with a clear primary duty to further the interests of passengers and owners of cargo in the provision of airport operation services and, where appropriate, promote competition in those services; to provide a more flexible and targeted set of regulatory tools (including a licensing regime); to make the CAA's decisions more accountable through a system of appeals; and to reduce unnecessary regulatory and central government involvement.</p> <p>Competition</p> <p>The Act also grants the CAA powers to enforce competition law by enabling the CAA to exercise powers concurrently held with the Office of Fair Trading (OFT). These powers include the enforcement of competition law in relation to the provision of airport operation services sector and the ability to make market investigation references to the Competition Commission in relation to the provision of airport operation services. A number of economic regulators (including the CAA for air traffic services only) have concurrent powers with the</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should reflect the objectives of the Act, insofar as they seek to ensure airport operators take reasonable measures to address and report on environmental effects.</p>

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<p>OFT in respect of sectors which fall within their responsibility. These sectors include telecommunications, gas, electricity, water and sewerage, and railway services.</p> <p>Other aviation matters, as described below:</p> <ul style="list-style-type: none"> • Aviation security; • Reform of the Legislative Framework of the CAA; <ul style="list-style-type: none"> ○ Rules governing remuneration of CAA Membership ○ CAA can make use of civil sanctions as an enforcement tool ○ CAA can undertake criminal proceedings ○ Rules on publishing information regarding airport operations, functions and environmental effects; ○ Disclosure of medical information of staff, including flight crews; ○ Regulation of the provision of flight accommodation. 		
National Planning Policy Framework (2012) (4. Promoting Sustainable Transport)		
<p>Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should:</p> <p>→ include objectives which facilitate sustainable transport.</p>

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Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.		
Aviation Policy Framework (March 2013)		
<p>This is the sustainable framework for UK aviation.</p> <p>This Aviation Policy Framework focuses on the benefits of aviation and its environmental impacts.</p> <p>In the short term, to around 2020, a key priority is to continue to work with the aviation industry and other stakeholders to make better use of existing runways at all UK airports.</p> <p>Aviation's environmental impacts are both global (climate change) and local (primarily noise, as well as air pollution and congestion). Chapter 3 covers aviation's climate change impacts.</p> <p>The objective is to ensure that the aviation sector makes a significant and cost effective contribution towards reducing global emissions.</p>	No specific targets or indicators.	<p>The AoS should:</p> <p>→ Consider including objectives which promote sustainable growth of aviation capacity.</p>

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Business Plan -2015 (DfT, 2010) and update May 2012		
<p>This plan sets out the Department's vision for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. It details the Department's core priorities with key actions, including start and end dates and milestones, in these priority areas. It provides details of the Department's financial situation and commitment to transparency, setting out an information strategy and detailing specific indicators that the Department will publish and regularly update.</p> <p>The Business Plan also outlines the Coalition priorities for transport, which include the following:</p> <ul style="list-style-type: none"> → Deliver the Coalition's commitments on high speed rail → Secure railways for the future by securing the sustainability of the railway and creating capacity for improvement of services while addressing the high cost of the UK railway → Encourage sustainable local travel by making public transport (including light rail) and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion → Tackle carbon and congestion on roads by supporting the early market for electric and other ultra-low emission vehicles, promoting the more effective use of strategic roads → Promote sustainable aviation 	No specific targets or indicators.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives to promote the transformation to a low carbon economy; → Consider including objectives to improve the accessibility of Airports; → Consider including objectives to encourage sustainable travel; → Consider including objectives for the reduction of congestion and emissions from Airports

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Future Airspace Strategy (Civil Aviation Authority)		
<p>The Future Airspace Strategy aims to achieve sustainable growth in aviation by improving the way air traffic is managed and moves around the airspace. Advancements in ‘Air Traffic Management’ (ATM) can generate significant commercial, environmental and safety benefits including:</p> <ul style="list-style-type: none"> → Fuel savings from more direct routeing and greater flight efficiency are expected to generate direct financial benefits to operators. → Time savings from more direct routeing and the provision of additional capacity when and where required are expected to generate direct financial benefits to operators. → CO2 savings from more direct routeing and greater flight efficiency are expected to generate societal benefits. → Noise reductions from less aircraft holding at low levels are expected to generate societal benefits. → Passenger time savings from more direct routeing and the provision of additional capacity when and where required are expected to generated societal benefits. <p>The approach set out in the FAS will enable airports to optimise runway efficiency and better manage queuing on the ground.</p> <p>FAS aims to increase the flow of information that is shared across airports, strengthening their resilience to unexpected events and poor weather and introducing new operating techniques to better sequence departures.</p>	No specific targets or indicators.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives to improve the sustainable operation of airports.

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Infrastructure Act 2015 (HM Government, 2015)		
<p>The Act introduces the following legislative measures.</p> <ul style="list-style-type: none"> → turn the Highways Agency into a government-owned company, Highways England, with stable long term funding to drive down costs to the taxpayer and make the new arms-length company more accountable to Parliament and to road users → enable surplus and redundant public sector land and property to be sold more quickly by cutting red tape, increasing the amount of previously used land available for new homes → end unreasonable and excessive delays on projects which already have been granted planning permission, by a new 'deemed discharge' provision on planning conditions – this will help speed up house building → allow Land Registry to create a digitised local land charges register that will improve access to data, standardise fees and improve turnaround times for property professionals and citizens → enable Land Registry to undertake new services that would further improve the conveyancing process or benefit the wider property sector → give local communities the right to buy a stake in renewable energy infrastructure projects → boost our energy security and economic growth by extracting domestic shale gas, which has the potential to create jobs, making us less reliant on imports from abroad and help us tackle climate change, all within one of the most robust regulatory regimes in the world → set a cycling and walking investment strategy 	No specific targets or indicators.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which are consistent with, or respond to the objectives and measures set out in the act. For example, the national cycle and walking strategy.

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<ul style="list-style-type: none"> → improve the nationally significant infrastructure regime by making a number of technical administrative improvements to the Planning Act 2008 following a review of how the act has operated → enable the creation of an allowable solutions scheme to provide a cost effective way for house builders to meet the zero carbon homes obligation 		
2010 to 2015 government policy: local transport (Department for Transport, 2015)		
<p>The Government adopted a range of policies to reduce car use. This policy approach is to address the issue that 55% of car journeys are under 5 miles. The policy assumes that many of these trips could be walked, or made by bike or public transport. Making these ways of travel more attractive encourages people to leave the car at home. This reduces their carbon footprint and helps the UK reach its climate change goals.</p> <p>The government gives funding to local transport authorities in England to help them develop their local transport services. To improve and maintain the infrastructure of local public transport. There are a number of objectives which are supported by the various programmes listed in this policy, including:</p> <ul style="list-style-type: none"> → investing in local transport infrastructure → increasing the use of buses → encouraging people to cycle → developing an evidence based local transport policy → smart ticketing 	No specific targets or indicators.	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives which are consistent with, or respond to the objectives of the local transport policy – to reduce private car usage, reduce the carbon footprint associated with local transportation, and help the UK reach its climate goals.

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<p>Smart ticketing is particularly relevant to airport development, because of the implications it has for reducing the carbon footprint associated with airport surface access systems, and integrating these with other public transport networks in London. Smart ticketing replaces paper tickets with an electronic system. In most schemes the smart ticket is a microchip embedded in a card, for example the Oyster card used across London. Integrated ticketing is a system in which the same ticket is accepted on different transport modes (eg bus or train) or on services run by different operators. Smart ticketing and integrated ticketing make travelling by public transport simpler and easier for passengers.</p>		

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England		
Action for Roads A Network for the 21st Century (DfT, 2013)		
<p>Action for Roads highlights the issues faced on the road network and reiterates the need for investment in road infrastructure. It builds on the investment commitments made in the 2013 Spending Round.</p> <p>It outlines the key reforms which will be taken forward to enable the delivery of road investment, including:</p> <ul style="list-style-type: none"> → Mechanisms for funding certainty and flexibility; → long-term roads investment strategy; → Reforming the Highways Agency to make it a publically owned body; and → New powers for the Highways Agency to operate with greater commercial freedom. <p>It is envisaged that these investments and changes will help to cut congestion, minimise the environmental impact of roads, promote ultra-low emission vehicles and encourage the use of the road network by non- motorised users.</p>	<ul style="list-style-type: none"> → Commitment to upgrading infrastructure; → Implementation of Smart Motorways along certain routes; and → Commitment to new infrastructure. 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Take into consideration the interaction between airport expansion and the road network.

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Road Investment Strategy (Department for Transport, 2014)		
<p>The 'Road investment strategy' (RIS) sets out a long-term programme for our motorways and major roads with the stable funding needed to plan ahead effectively.</p> <p>The RIS comprises:</p> <ul style="list-style-type: none"> → a long-term vision for the strategic road network (SRN), outlining how we will create smooth, smart and sustainable roads → a multi-year investment plan that will be used to improve the network and create better roads for users → high-level objectives for the first roads period 2015 to 2021 <p>Over 5 years the RIS aims to:</p> <ul style="list-style-type: none"> → see £15.2 billion invested in over 100 major schemes to enhance, renew and improve the network → help prevent over 2500 deaths or serious injuries on the network → build over 1300 additional lane miles → improve 200 sections of the network for cyclists → benefit up to 250,000 people by reducing the noise impact of the SRN 	<ul style="list-style-type: none"> → Commitment to investments in the Strategic Road Network and rail network. 	<p>The AoS should:</p> <ul style="list-style-type: none"> → Take into consideration the interaction between airport expansion and the road network.

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Transport – an Engine for Growth (DfT, 2013)		
<p>Transport – an engine for growth gives strategic context to the 2013 Spending Round. It sets out what is currently being done to improve the road network and what will be achieved by the end of the next Parliament in order to transform Britain’s transport network.</p> <p>The key areas which are currently being or will be addressed are:</p> <ul style="list-style-type: none"> → Upgrade of the road network including resurfacing, new road infrastructure to tackle congestion and increase capacity, transformation of the Highways Agency and protecting the environment; → Modernising the rail network, primarily electrification but also station upgrades and new trains; → Improving local transport, including providing funding to local projects and investment into London’s transport network and funding for local buses; <p>Providing support for private sector-led investment and improving surface access to international gateways.</p>	<ul style="list-style-type: none"> •Implementation of Smart Motorways along certain routes; and → Commitment to new infrastructure. → New trains for certain routes to increase capacity; → Upgrading of railway stations; and → Electrification of some railway lines. 	<p>AoS should:</p> <ul style="list-style-type: none"> → Take into consideration the interaction between airport expansion and other means of transportation.

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Door to Door Strategy (DfT, 2013)		
<p>The door to door strategy sets out the vision for integrated sustainable journeys and details what the government want from transport providers in terms of helping to facilitate these journeys. There are four core areas which the strategy focuses on to enable transport users to choose more sustainable modes of transport:</p> <ul style="list-style-type: none"> → Accurate, accessible and reliable information about transport options; → Convenient and affordable tickets for the entirety of a journey; → Regular and straightforward connections including between different modes of transport; and → Safe and comfortable transport facilities. 	<ul style="list-style-type: none"> → Integration of data systems to provide up to date, reliable train information; → Enhance information about bus services; → Improving coordination between different modes of transport, including high quality walking and cycling facilities; and → Enhancing transport facilities, including investments at railway stations. <p>An action plan as a result of the door to door strategy is due to be published towards the end of 2013 which may set out additional and more specific targets.</p>	<p>AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives relating to reliable journeys.

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Climate Change Adaptation Strategy and Framework (Highway Agency, 2009)		
<p>This Framework provides a systematic process to identify activities that will be affected by a changing climate, determine associated risks, and identify preferred options to address and manage them.</p> <p>The risk appraisal has enabled vulnerabilities to be prioritised for attention. This provides a basis for establishing a forward programme of work to develop and implement adaptation action plans.</p>	<p>Key areas for attention include internal business management processes, network resilience, investment appraisal, and various specific aspects of the design and maintenance of road pavement, structures and drainage.</p>	<p>The AoS should:</p> <ul style="list-style-type: none"> → Consider including objectives that would promote an improved resilience of Airport infrastructure to climate change.