

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
	<a href="#">X:32002L0049:EN:NOT</a>	<p>the measures considered to address it</p> <p>Addressing local noise issues – requires authorities to have action plans for problem areas and maintain environmental noise quality where it is good.</p> <p>Developing a long-term EU strategy – Reduce number of people affected by noise in long term and produce a framework for developing existing Community policy on noise reduction from the source.</p>	
12	<p>EU Habitats Directive (92/43/EC)</p> <p><a href="http://www.jncc.gov.uk/page-1374">http://www.jncc.gov.uk/page-1374</a></p>	<p>Aims to ensure biodiversity by conserving natural habitats of wild flora and fauna.</p> <p>It requires Special Areas of Conservation (SACs) to be identified which form a network of protected areas called Natura 2000 along with SPAs.</p> <p>Projects are only permitted to adversely affect such sites under exceptional circumstances</p> <p>Also aims to maintain or restore in a favourable condition designated natural habitat types and habitats of designated species listed in Annex I and II of the directive respectively.</p> <p>Particular attention should be paid to reducing negative impacts on protected species (Annex IV European Protected Species) found in Scotland.</p> <p>Any development or works that could potentially affect SPA or SAC sites – the Natura 2000 network must be subjected to an Appropriate Assessment if there is likely to be a significant effect either alone or in combination with other plans and proposals.</p> <p>Any development or works that could potentially affect a European Protected Species can only be permitted if a licence to disturb can be obtained from the Scottish Government.</p>	<p>The Local Transport Strategy should be mindful of the list of sites of natural habitats and species and recommend appropriate measures to avoid the deterioration of these habitats and avoid disturbance of scheduled, scarce or rare species, in support of the Scottish Biodiversity Strategy.</p> <p>Consideration should also be given to the Article 10 features – wildlife corridors and the need to avoid fragmentation and to seek connectivity</p> <p>Ensure the Local Transport Strategy promote protection of such sites and aim to maximise the area of these habitats.</p>

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13	<p>The EU Biofuels Directive 2003/30/EC</p> <p><a href="http://ec.europa.eu/energy/res/legislation/doc/biofuels/en_final.pdf">http://ec.europa.eu/energy/res/legislation/doc/biofuels/en_final.pdf</a></p>	<p>The Directive proposes to tackle a wide range of measure to promote sustainable development and in particular to tackle rising greenhouse gas emissions from transport. It aims to reduce life-cycle emissions of carbon dioxide from transport across Europe, and to reduce life-cycle emissions of carbon dioxide from transport across Europe, and to reduce the EU's future reliance on external energy sources (in this oil). The directive aims to promote the use of biofuels or other renewable fuels as a substitute for petrol or diesel in the transport sector.</p>	<p>The Local Transport Strategy should consider the opportunities for Bio fuel</p>
14	<p>The EC Directive on the Conservation of Wild Birds (79/409/EEC)</p> <p><a href="http://www.jncc.gov.uk/page-1373">http://www.jncc.gov.uk/page-1373</a></p>	<p>The Directive provides a framework for the conservation and management of human interactions with wild birds in Europe. It sets broad objectives for a wide range of activities in order to sustain populations of naturally occurring wild birds. The key aim is to sustain habitats in order to maintain populations at ecologically and scientifically sound levels.</p> <p>Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species</p> <p>Any development or works that could potentially affect SPA or SAC sites – the Natura 2000 network must be subjected to an Appropriate Assessment if there is likely to be a significant effect either alone or in combination with other plans and proposals.</p> <p>Any development or works that could potentially affect a European Protected Species can only be permitted if a licence to disturb can be obtained from the Scottish Government.</p>	<p>The Local Transport Strategy should consider the impact of its policies on wild birds and their habitats and should ensure their protection</p>
15	<p>The European Landscape Convention</p> <p><a href="http://www.coe.int/t/dg4/cultureheritage/convention">http://www.coe.int/t/dg4/cultureheritage/convention</a></p>	<p>The conventions aim to promote European Landscape protection, management or planning and to organise European co-operation on landscape issues.</p>	<p>The Local Transport Strategy should consider the aims of the landscape convention in the development of its core policies.</p>

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	<a href="#">s/Landscape/Default_en.asp</a>		
16	<p>EU Bathing Waters Directive</p> <p>2006/7/EC</p> <p><a href="http://ec.europa.eu/water/water-bathing/index_en.html">http://ec.europa.eu/water/water-bathing/index_en.html</a></p>	<p>Proposal included three categories for the classification of bathing sites: “excellent,” “good” or “poor”.</p> <p>All sites should achieve at least the classification “good” to comply with the directive.</p> <p>However, in its common position, the Council had a different opinion and took the view that sites should be considered compliant even when they achieved the standards of a fourth category, called “sufficient,” situated between “good” and “poor.”</p> <p>Directive 2006/7/EC requires Member States to draw up a management plan for each site to minimise risks to bathers, based on an assessment of the sources of contamination that are likely to affect it.</p> <p>Users of the site should be actively involved in developing the management plan.</p> <p>Where bathing sites have a history of poor water quality, preventive measures should be taken to close the bathing area when such conditions are forecast.</p> <p>If the quality standards are not respected, remedial measures must be taken.</p> <p>Information on a bathing site’s quality classification, the results of water quality monitoring, the site’s management plan and other relevant information is to be made readily available to the public, both through displays at the site and through the media and internet.</p> <p>While the current directive requires regular monitoring of 19 pollutants or other parameters (for example, water colour), the revised directive reduces this list to just two microbiological indicators of faecal contamination, E. Coli</p>	<p>SEPA indicate that compliance with the bathing water classifications is essentially assured during dry weather, but there remains a risk of pollution to some beaches during or after wet weather.</p> <p>The Local Transport Strategy should work to maintain these efforts and limit diffuse pollution entering Scotland’s water environment.</p>

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		<p>and Intestinal Enterococci.</p> <p>This simplification reflects recognition that faecal material, for instance due to inadequate sewage treatment and pollution from animal waste, is the primary health threat to bathers.</p> <p>It will apply to surface water where a large number of people are expected to bathe, establishing a method for monitoring bathing water quality during the bathing season.</p> <p>The classification of water quality at a bathing site will be determined on the basis of a three-year trend instead of a single year's result as at present.</p> <p>This means that the classification will be less susceptible to bad weather or one-off incidents.</p> <p>Where water quality is consistently good over a three-year period the frequency of sampling may be reduced, thereby cutting costs.</p>	
17	<p>Taking Sustainable Use of Resources Forward: A Thematic Strategy on the prevention and recycling of waste</p> <p><a href="http://europa.eu/legislation_summaries/environment/sustainable_development/128168_en.htm">http://europa.eu/legislation_summaries/environment/sustainable_development/128168_en.htm</a></p>	<p>This strategy sets out guidelines for European Union (EU) action and describes the ways in which waste management can be improved.</p> <p>The aim of the strategy is to reduce the negative impact on the environment that is caused by waste throughout its life-span, from production to disposal, via recycling. This approach means that every item of waste is seen not only as a source of pollution to be reduced, but also as a potential resource to be exploited.</p>	<p>The Local Transport Strategy should recommend safe disposal and recycling of waste materials.</p> <p>The SEA will assess the impact of waste generation and provide mitigation measures where appropriate.</p>
<b>UK NATIONAL TIER</b>			
18	UK DTi Energy White Paper	Defines a long-term strategic vision for energy policy combining environmental, security of supply, competitiveness and social goals.	The Local Transport Strategy should consider the incorporation of micro- regeneration and energy efficiency measures into the principles to

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	<p>Our Energy Future – Creating a Low Carbon Economy (2003)  <a href="http://www.dti.gov.uk/files/file10719.pdf">http://www.dti.gov.uk/files/file10719.pdf</a></p>	<p>Four key goals detailed within the White Paper:</p> <ul style="list-style-type: none"> <li>• To develop a path to cut the UK's carbon dioxide emissions, the main contributor to global warming, by 60% by about 2050 with real progress by 2020;</li> <li>• To maintain the reliability of energy supplies;</li> <li>• To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and</li> <li>• To ensure that every home is adequately and affordably heated.</li> </ul>	<p>contribute to the reduction of CO2 emissions</p>		
<p>19</p>	<p>Department for the Environment, Food and Rural Affairs (DEFRA)                      Air Quality Strategy for England, Scotland, Wales and Northern Ireland                      (Published 2007)  <a href="http://www.defra.gov.uk/environment/airquality/strategy/">http://www.defra.gov.uk/environment/airquality/strategy/</a></p>	<p>Describes the plans drawn up by the Government and devolved administrations to improve and protect ambient air quality in the UK in the medium term.</p> <p>Standards set for 8 main air pollutants of particular concern to human health:</p> <table border="0" data-bbox="629 948 1536 1110"> <tr> <td data-bbox="629 948 1055 1110"> <ul style="list-style-type: none"> <li>• benzene;</li> <li>• carbon monoxide;</li> <li>• nitrogen dioxide;</li> <li>• particles (PM10);</li> </ul> </td> <td data-bbox="1055 948 1536 1110"> <ul style="list-style-type: none"> <li>• 1,3- butadiene;</li> <li>• lead;</li> <li>• ozone;</li> <li>• sulphur dioxide.</li> </ul> </td> </tr> </table> <p>Local authorities are charged with drawing up their own strategies to tackle the air quality objectives in their areas. Target dates for standards range from 2005 to 2020</p> <p>The standards are purely health based and objectives are to be derived from these, taking into account practicality, technical feasibility and economic factors.</p> <p>The Strategy also sets out the short to medium term policy framework for ambient air quality in Scotland and the rest of the UK.</p>	<ul style="list-style-type: none"> <li>• benzene;</li> <li>• carbon monoxide;</li> <li>• nitrogen dioxide;</li> <li>• particles (PM10);</li> </ul>	<ul style="list-style-type: none"> <li>• 1,3- butadiene;</li> <li>• lead;</li> <li>• ozone;</li> <li>• sulphur dioxide.</li> </ul>	<p>Although there are no Air Quality Management Areas within the Highland Region the Local Transport strategy should seek to minimise impact on air quality and promote sustainable modes of transport.</p>
<ul style="list-style-type: none"> <li>• benzene;</li> <li>• carbon monoxide;</li> <li>• nitrogen dioxide;</li> <li>• particles (PM10);</li> </ul>	<ul style="list-style-type: none"> <li>• 1,3- butadiene;</li> <li>• lead;</li> <li>• ozone;</li> <li>• sulphur dioxide.</li> </ul>				

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20	The Climate Change (Scotland) Act 2009	The Climate Change (Scotland) Act 2009 aims to create a long-term framework for the current and successive administrations in Scotland to ensure that emissions will be reduced by 80% by 2050. Whilst it is not intended to allocate sector specific targets for reducing emissions, it is intended that the bill will assist in realising the mitigation potential for all sectors, including emissions from soils. Scotland's Climate Change Adaption Framework will identify strategic principles and priority actions as a means of providing leadership, guidance and consistency of approach to government and non-government decision makers. The framework will also identify roles and responsibilities for public and private decision makers across Scotland and outline the levels of risk being applied to manage climate change. The framework was issued in draft for consultation in 2008, and re-drafted for consultation in April 2009. A final adaption framework will be published in autumn 2009.	The Local Transport Strategy should draft policies that will help to achieve the targets set in the Climate Change (Scotland) Act.  The SEA will highlight impacts on climatic factors and promote the reduction of CO2 emissions
21	The Future of Transport: The Transport White Paper (2004) <a href="http://www.dft.gov.uk/about/strategy/whitepapers/previous/fot/">http://www.dft.gov.uk/about/strategy/whitepapers/previous/fot/</a>	The future of transport white paper builds on the progress that has already been made by the 10 year plan for transport. The paper extends investment plans to 2014-15. There are three central themes; <ul style="list-style-type: none"> <li>• Sustained investment – increase investment over the time period covered by the paper with an increase in the 10 year spending budget</li> <li>• Improvements in transport management – including reorganisation of the railway and better traffic management and where it appears economically and environmentally viable increased capacity of road network</li> <li>• Planning Ahead – government to lead the way on road pricing</li> </ul>	The Local Transport Strategy should reflect the objectives highlighted within the White Paper

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22	Wildlife and Countryside Act (as amended) (1981) <a href="http://www.jncc.gov.uk/page-1377">http://www.jncc.gov.uk/page-1377</a>	Principal legislative mechanism for the protection of wildlife in Great Britain. Requires any land that is identified as being of special interest by reason of any of its flora, fauna, geological or physiographical features to be classified as a Site of Special Scientific Interest (SSSI) and afforded certain protection against damaging measures.  Requires strict protection of species under Schedules 1, 5 and 8 except in exceptional circumstances	There are a significant number of designated sites in the Highland Region including SSSIs, SAC, SPA etc.  The Local Transport Strategy should recognise their statutory importance in terms biodiversity and strive to ensure they are adequately protected.  The SEA will highlight impacts on biodiversity and promote the protection of all designated sites.
23	Nature Conservation (Scotland) Act 2004	The Wildlife and Countryside Act (1981), is amended by the Nature Conservation (Scotland) Act 2004, which imposes a duty on all public bodies and office holders to conserve biodiversity and therefore affords a degree of protection to all plant and animal species.	The local Transport Strategy should seek to protect and conserve all plant and animal species where possible.  The SEA will highlight where impacts upon species and habitats are likely to occur and high level mitigation will be recommended.
24	The Conservation (Natural Habitats, &c.) Regulations 1994	The Regulations make it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in Schedule 2, or pick, collect, cut, uproot, destroy, or trade in the plants listed in Schedule 4. However, these actions can be made lawful through the granting of licenses by the appropriate authorities. Licenses may be granted for a number of purposes (such as science and education, conservation, preserving public health and safety), but only after the appropriate authority is satisfied that there are no satisfactory alternatives and that such actions will have no detrimental effect on wild population of the species concerned.	The local Transport Strategy should seek to protect and conserve all plant and animal species where possible.  The SEA will highlight where impacts upon species and habitats are likely to occur and high level mitigation will be recommended.

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25	UK Biodiversity Action Plan (1994) <a href="http://www.ukbap.org.uk/">http://www.ukbap.org.uk/</a>	This was published in response to the Convention on Biological Diversity. The UK Biodiversity Action Plan (BAP) highlights a number of priority habitats and 382 species with associated action plans at the species, habitat and local level. Priority mammalian species in Scotland include red squirrels, dolphins, otters, water voles and bats.	The Local Transport Strategy will take account of the principles within the UKBAP and the Scottish Biodiversity Strategy. The SEA will consider biodiversity impacts within its objectives and support more detailed assessment.
26	UK The Protection of Badgers Act 1992 <a href="http://www.opsi.gov.uk/ACTS/acts1992/Ukpga_19920051_en_1.htm">http://www.opsi.gov.uk/ACTS/acts1992/Ukpga_19920051_en_1.htm</a>	UK legislation offering specific protection to badgers and their setts. It is an offence to wilfully kill, injure or mistreat a badger. Their setts are also protected from obstruction, destruction, damage and, when active, disturbance.	Any work within 30 metres of a badger sett may require a licence from SNH. If destruction of a sett is unavoidable, a licence will definitely be required from SNH beforehand. The SEA will consider biodiversity impacts and wildlife conservation within its scope.
27	UK Wild Mammals (Protection) Act 1996 <a href="http://www.opsi.gov.uk/ACTS/acts1996/1996003.htm">http://www.opsi.gov.uk/ACTS/acts1996/1996003.htm</a>	Offers protection for rare wild mammals throughout the UK, including species such as red squirrels, bats and otters – all of which are to be found in Scotland.	The Local Transport Strategy will provide measures to ensure the protection of rare wild mammals.
28	UK Safeguard the Sea's <a href="http://eelink.net/~asilwildlife/BritishMarineStewardship.pdf">http://eelink.net/~asilwildlife/BritishMarineStewardship.pdf</a>	The objective of the policy is to propose initiatives to ensure the protection of the marine environment. The key initiatives are <ul style="list-style-type: none"> <li>• Protecting important habitats</li> <li>• Improving marine conservation in the UK</li> <li>• Pressing for sustainability</li> <li>• Becoming more integrated</li> <li>• Working more effectively</li> <li>• Improving co-ordination in Government</li> </ul>	The Local Transport Strategy principles should seek to protect and conserve the marine environment. In particular where there may be an increase in ferry services.

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		<ul style="list-style-type: none"> <li>• Assessing progress</li> <li>• Involving stakeholders</li> <li>• Delivering development goals</li> <li>• Affording more protection to marine species and habitats on the high seas</li> <li>• Better international co-operation</li> <li>• Improved marine scientific research</li> <li>• Effective monitoring</li> </ul>	
<b>SCOTTISH REGIONAL/NATIONAL TIER</b>			
<b>Planning Policies/ Guidance</b>			
29	<p>The National Planning Framework (2004)</p> <p><a href="http://www.scotland.gov.uk/Publications/2004/04/19170/35317">http://www.scotland.gov.uk/Publications/2004/04/19170/35317</a></p>	<p>The National Planning Framework sets out a Scotland-wide strategic approach to spatial planning to guide the development of Scotland to 2025</p> <p>It identifies the high-level, long-term issues that impact on the development of Scotland in physical and land use terms with the purpose of enabling Scotland to reach its full potential in social, environmental and economic terms.</p> <p>It is a material consideration in the development of planning policy and the assessment of planning applications.</p> <p>The key aims of the strategy are</p> <ul style="list-style-type: none"> <li>• to support the development of Scotland's cities as the main drivers of the economy;</li> <li>• to spread the benefits of economic activity by promoting environmental quality and connectivity;</li> <li>• to enable the most disadvantaged communities to benefit from growth and opportunity;</li> </ul>	<p>The framework recognised the importance of an efficient transport infrastructure which will facilitate economic growth.</p> <p>Local Transport Strategy should develop policies to enable economic growth while minimising impact on the environment</p>

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		<ul style="list-style-type: none"> <li>• to strengthen external links;</li> <li>• to promote economic diversification and environmental stewardship;</li> <li>• to highlight long-term transport options and promote more sustainable patterns of transport and land use;</li> <li>• to invest in water and drainage infrastructure to support development;</li> <li>• to realise the potential of Scotland's renewable energy resources;</li> <li>• to provide the facilities to meet waste recycling targets; and</li> <li>• to extend broadband coverage in every area of Scotland.</li> </ul>	
30	<p>The Second National Planning Framework (2009)</p> <p><a href="http://www.scotland.gov.uk/Publications/2008/01/07/093039/">http://www.scotland.gov.uk/Publications/2008/01/07/093039/</a></p>	<p>The second National Planning Framework (NPF2) was adopted in June 2009 and sets out Scotland's spatial development until 2030 It identifies the high-level, long-term issues that impact on the development of Scotland in physical and land use terms with the purpose of enabling Scotland to reach its full potential in social, environmental and economic terms.</p> <p>It is a material consideration in the development of planning policy and the assessment of planning applications.</p> <p>The key aims of the strategy are:</p> <ul style="list-style-type: none"> <li>• support strong, sustainable growth for the benefit of all parts of Scotland;</li> <li>• promote development which helps to reduce Scotland's carbon footprint and facilitates adaptation to climate change;</li> <li>• support the development of Scotland's cities as key drivers of the economy;</li> <li>• support sustainable growth in the rural economy;</li> <li>• conserve and enhance Scotland's distinctive natural and cultural heritage;</li> <li>• expand opportunities for communities and businesses by promoting</li> </ul>	See above

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		<p>environmental quality and good connectivity;</p> <ul style="list-style-type: none"> <li>• enable disadvantaged communities to benefit from growth and access opportunities;</li> <li>• strengthen links with the rest of the world;</li> <li>• promote more sustainable patterns of transport and land use;</li> <li>• realise the potential of Scotland's renewable energy resources and facilitate the generation of power and heat from clean, low carbon sources;</li> <li>• encourage a sufficient supply of homes that are affordable in places where people want to live; and</li> <li>• facilitate the achievement of waste management targets.</li> </ul>	
31	<p>Scottish Planning Policy (2008)  <a href="http://www.scotland.gov.uk/Publications/2008/10/28115149/0">http://www.scotland.gov.uk/Publications/2008/10/28115149/0</a></p>	<p>The Scottish Planning Policy will combine all SPP and NPPG into one condensed document and supersedes SPP1: The Planning System</p> <p>The SPP is split into three sections:</p> <ul style="list-style-type: none"> <li>• Part One: The Scottish Government's view of the purpose of planning and the core principles for the system's operation.</li> <li>• Part Two: The objectives for key parts of the system (development planning, development management and enforcement).</li> <li>• Part Three: Thematic policies. To be published during 2009. Until then the thematic policies remain in force</li> </ul>	<p>The Local Transport Strategy should consider all relevant planning policies and guidance in the development of its principles.</p>
32	<p>SPP2 Economic Development (2002)  <a href="http://www.scotland.gov.uk/Publications/2002/11/15782/13587">http://www.scotland.gov.uk/Publications/2002/11/15782/13587</a></p>	<p>Sets out the Governments' planning policy on how the planning system can contribute to Economic Growth. The key aim is to raise the quality of people's lives through increasing economic opportunities that are socially and environmentally sustainable.</p> <p>Key aims are</p>	<p>The Local Transport Strategy should promote sustainable economic growth through its policies</p>

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		<ul style="list-style-type: none"> <li>• providing a range of development opportunities to ensure that there is range and choice of sites for new employment opportunities throughout Scotland;</li> <li>• securing new development in sustainable locations to improve integration between transport and locations for development and to encourage more sustainable forms of development;</li> <li>• safeguarding and enhancing the environment to make sure that new development contributes to a high standard of quality and design and that the natural and built heritage is protected; and</li> <li>• promoting a dialogue between councils and business to encourage a positive culture of engagement and better understanding of the priorities of the business community and the role of the planning system in enhancing economic competitiveness.</li> </ul>	
33	<p>SPP7 Planning and Flooding (2004)  <a href="http://www.scotland.gov.uk/Publications/2004/02/18880/32953#1">http://www.scotland.gov.uk/Publications/2004/02/18880/32953#1</a></p>	<p>Sets out the Government planning policy on how flood risk should be taken into consideration in the preparation of development plans and determination of planning applications.</p> <p>Key Principles are</p> <ul style="list-style-type: none"> <li>• Developers and planning authorities must give consideration to the possibility of flooding from all sources.</li> <li>• New development should be free from significant flood risk from any source.</li> <li>• In areas characterised as 'medium to high' flood risk for watercourse and coastal flooding new development should be focussed on built up areas and all development must be safeguarded from the risk of flooding.</li> <li>• New development should not:               <ul style="list-style-type: none"> <li>- materially increase the probability of flooding elsewhere;</li> <li>- add to the area of land which requires protection by flood prevention measures;</li> </ul> </li> </ul>	<p>The Local Transport Strategy should review the potential Flood Risk impact on Highland Region and consider its impact upon potential transport projects</p> <p>The SEA will consider the issue of Flood Risk within its Scope. It will look at the potential impacts and propose mitigation measures.</p>

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		<ul style="list-style-type: none"> <li>- affect the ability of the functional flood plain to attenuate the effects of flooding by storing flood water;</li> <li>- interfere detrimentally with the flow of water in the flood plain;</li> <li>- compromise major options for future shoreline or river management.</li> <li>• Flooding from sources other than watercourses and on the coast must be addressed where new development is proposed, if necessary through a drainage assessment. Any drainage measures proposed should have a neutral or better effect on the risk of flooding both on and off the site.</li> <li>• Alterations and small scale extensions to buildings are generally outwith the scope of this SPP provided they would not have a significant effect on the storage capacity of the functional flood plain or affect local flooding problems</li> </ul>	
34	SPP 11 Open Space and Physical Activity <a href="http://www.scotland.gov.uk/Publications/2007/11/12/152424/0">http://www.scotland.gov.uk/Publications/2007/11/12/152424/0</a>	Sets out government planning policy on open space and facilities for sport and recreation. Key Principles are <ul style="list-style-type: none"> <li>• To protect and enhance open space;</li> <li>• To ensure a strategic approach to open space and other opportunities for sport and recreation by requiring local authorities to undertake an open space audit and prepare an open space strategy for their area;</li> <li>• To protect and support opportunities for sport and recreation;</li> <li>• To provide guidance on the quality and accessibility of open space in new developments and on providing for its long-term maintenance and management;</li> <li>• To provide guidance on planning for development of new indoor and outdoor facilities for sport and recreation</li> </ul>	The Local Transport Strategy principles should seek to protect and enhance areas of open space.
35	SPP17 Planning for Transport (2005)	Sets out the Governments planning policy on transport infrastructure with a view to the promotion of more sustainable modes of transport and avoiding	The Local Transport Strategy should consider more sustainable transport options as a means of

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
	<a href="http://www.scotland.gov.uk/Publications/2005/08/16154406/44078">http://www.scotland.gov.uk/Publications/2005/08/16154406/44078</a>	and mitigating adverse environmental impacts.	accessing the site. The objectives/policies should promote environmental protection as key in any transport infrastructure proposals.
36	SPP23 Planning and the Historic Environment (2008) <a href="http://www.scotland.gov.uk/Publications/2008/10/28135841/2">http://www.scotland.gov.uk/Publications/2008/10/28135841/2</a>	This consolidates NPPG5: Archaeology and Planning and NPPG18: Planning and the Historic Environment. Sets out Government planning policies in relation to the historic environment with a view to its protection, enhancement and conservation. Government seeks to encourage the preservation of our heritage of sites and landscapes of archaeological and historic interest, so that they may be enjoyed today and passed on in good order to future generations.	The over-arching aim of the Act and related regulations and guidelines is the protection and enhancement of Scotland's historic environment. The Local Transport Strategy should ensure the protection of historic features and the continued provision of access. The SEA will highlight cultural heritage and the protection of the historic environment.
37	NPPG13 Coastal Planning (1997) <a href="http://www.scotland.gov.uk/Publications/1997/08/nppg13-coastal">http://www.scotland.gov.uk/Publications/1997/08/nppg13-coastal</a>	Sets out Government Planning policy on how planning can contribute to achieving sustainable development and also maintaining and enhancing biodiversity on the coast.	The Local Transport Strategy should consider the impact transport infrastructure may have on coastal biodiversity and coastal defences.
38	Scottish Government, (2002) National Planning Policy Guideline No. 14 – Natural Heritage <a href="http://www.scotland.gov.uk/Publications/1999/01/nppg14">http://www.scotland.gov.uk/Publications/1999/01/nppg14</a>	Sets out land use planning considerations relating to natural heritage, including the conservation and possible enhancement of: <ul style="list-style-type: none"> <li>• the overall populations and natural ranges of native species and the quality and range of wildlife habitats and ecosystems;</li> <li>• geological and physiographical features;</li> <li>• the natural beauty and amenity of the countryside and the natural heritage interest of urban areas; and</li> <li>• opportunities for enjoying and learning about the natural environment</li> </ul> Aims to ensure that the natural heritage is conserved and enhanced for	The Local Transport Strategy should consider a commitment to environmental enhancement as well as conservation.

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		<p>present and future generations.</p> <p>Also stipulates that planning authorities should take particular care to avoid harm to protected species (includes badgers, bats, otters and red squirrels).</p>	
39	<p>PAN 33 Development of Contaminated Land (revised 2000)</p> <p><a href="http://www.scotland.gov.uk/Publications/2000/10/pan33">http://www.scotland.gov.uk/Publications/2000/10/pan33</a></p>	<p>The PAN provides advice on the development of contaminated land. The guidance is to be used in the preparation of Development plans and the submission/determination of planning applications.</p> <p>Planning Authorities are encouraged to promote the re-use of Brownfield land including contaminated land.</p>	<p>The Local Transport Strategy should look at the potential constraints relating to contaminated land.</p> <p>The SEA should consider the impact of developing on contaminated land and propose appropriate mitigation measures</p>
40	<p>Scottish Executive Planning Advice Note 42</p> <p>Archaeology – The Planning Process and Scheduled Monument Procedures</p> <p><a href="http://www.scotland.gov.uk/Publications/1994/01/17081/21711">http://www.scotland.gov.uk/Publications/1994/01/17081/21711</a></p>	<p>Includes advice on the handling of archaeological matters within the planning process and on the separate controls over scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979.</p> <p>The PAN supports NPPG5 -Archaeology and Planning - which sets out the Governments planning policy on how archaeological remains and discoveries should be handled within the development plan and development control systems.</p>	<p>The Local Transport Strategy will need to consider any impact on archaeological features</p>
41	<p>PAN 51 Planning, Environmental Protection and Regulation (Revised 2006)</p> <p><a href="http://www.scotland.gov.uk/Publications/2006/10/20">http://www.scotland.gov.uk/Publications/2006/10/20</a></p>	<p>The PAN supports existing planning policy on the role of planning in relation to the environmental protection regimes including:</p> <ul style="list-style-type: none"> <li>• Pollution Prevention and Control</li> <li>• Protection of the Water Environment</li> <li>• Drinking Water Quality - public and private water supplies</li> <li>• Contaminated Land</li> </ul>	<p>The Local Transport Strategy should consider the relevant environmental regimes.</p> <p>The SEA will consider the key environmental issues within the scope of the SEA topics and provide relevant mitigation measures.</p>

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	<a href="#">095106/0</a>	<ul style="list-style-type: none"> <li>• Radioactive Substances</li> <li>• Statutory Nuisance including Noise</li> <li>• Litter</li> <li>• Light</li> <li>• Local Air Quality Management</li> <li>• Environmental Noise</li> </ul> <p>It provides guidance on the statutory requirement of the environmental protection bodies and the relevant legislation required to inform the determination/submission of planning applications</p>	
42	PAN 52 Planning and Small Towns <a href="http://www.scotland.gov.uk/Publications/1997/04/pa n52">http://www.scotland.gov.uk/Publications/1997/04/pa n52</a>	<p>The PAN sets out objectives regarding the development of small towns. The key principles are to:</p> <ul style="list-style-type: none"> <li>• promote awareness of the valuable legacy of small towns</li> <li>• identify factors which threaten that legacy</li> <li>• raise aspirations about the need for quality in new development</li> <li>• encourage co-ordinated working to secure quality</li> <li>• provide best practice in planning for small towns</li> </ul>	<p>The Local Transport Strategy principles should be mindful of the value of small towns and seek to ensure their protection and enhancement.</p>

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43	PAN 56 Planning for Noise (1999) <a href="http://www.scotland.gov.uk/Publications/1999/04/PAN56">http://www.scotland.gov.uk/Publications/1999/04/PAN56</a>	This PAN provides advice on how noise issues should be addressed in the preparation of development plans and in the assessment of planning applications.  It builds on principles set out in SODD Circular 10/1999 Planning and Noise providing specific guidance on <ul style="list-style-type: none"> <li>• how noise issues should be handled in development plans and development control;</li> <li>• ways of mitigating the adverse impact of noise;</li> <li>• noisy and noise-sensitive development;</li> <li>• the use of noise exposure categories; the use of planning conditions relating to noise.</li> </ul>	The Local Transport Strategy should ensure that noise impacts are considered where there may be increase traffic generation  The SEA will look at potential impacts and provide appropriate mitigation measure is necessary.
44	PAN 58 Environmental Impact Assessment (1999) <a href="http://www.scotland.gov.uk/Publications/1999/10/pan58-root/pan58">http://www.scotland.gov.uk/Publications/1999/10/pan58-root/pan58</a>	This PAN provides detailed guidance on the Environmental Impact Assessment process (EIA). The statutory requirement for EIA applies to the types of projects described in the Environmental Impact Assessment (Scotland) Regulations 1999 (Schedules 1 and 2)	EIA is always required for a Schedule 1 project which by virtue of its nature or scale is always likely to have significant environmental effects. EIA is only required for a Schedule 2 project if it is judged likely to have significant environmental effects.  EIA will be required at the detailed planning submission stage.
45	PAN 59 Improving Town Centres <a href="http://www.scotland.gov.uk/Publications/1999/10/pan59-root/pan59">http://www.scotland.gov.uk/Publications/1999/10/pan59-root/pan59</a>	This PAN provides information on the importance of town centres and gives more detailed advice on how planning authorities can safeguard and improve them,	The Local Transport Strategy should ensure the protection and enhancement of Town Centres. For example thorough the promotion of new links and more sustainable modes of transport
46	PAN 60 Planning for Natural Heritage (2000)	This PAN provides advice on how development and the planning system can contribute to the conservation, enhancement and enjoyment of Scotland's natural environment. It requests that planning authorities and	The Local Transport Strategy should consider not only the protection of the surrounding natural environment but the enhancement where

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	<a href="http://www.scotland.gov.uk/Publications/2000/08/pan60-root/pan60">http://www.scotland.gov.uk/Publications/2000/08/pan60-root/pan60</a>	<p>developers consider benefit to local communities and social and economic benefit when putting forward proposals for conservation.</p> <p>It aims to provide specific guidance eon should be read alongside the National Planning Policy Guideline on Natural Heritage (NPPG 14).</p>	<p>possible. Enhancing natural heritage should be integrated with benefit to the surrounding communities.</p>
47	<p>PAN 61 Planning and Sustainable Urban Drainage Systems (2001)</p> <p><a href="http://www.scotland.gov.uk/Publications/2001/07/pan61">http://www.scotland.gov.uk/Publications/2001/07/pan61</a></p>	<p>This PAN provides advice on Sustainable Urban Drainage Systems (SUDS) It encourages the promotion of SUDS throughout the development plan process.</p> <p>The PAN gives good practice advice for planners and the development industry and complements the principles in the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland</p>	<p>The Local Transport Strategy should promote SUDS where new/improved infrastructure development is proposed.</p>
48	<p>PAN 75 Planning and Transport</p> <p><a href="http://www.scotland.gov.uk/Publications/2005/08/16154453/44538">http://www.scotland.gov.uk/Publications/2005/08/16154453/44538</a></p>	<p>The PAN supports existing planning policy on the role of planning in transport. The document provides guidance on how the linkages between planning and transport can be managed and clarifies the roles and responsibilities of those involved.</p>	<p>The Local Transport Strategy should consider more sustainable transport options as a means of accessing the site.</p>
49	<p>PAN 76 New Residential Streets</p> <p><a href="http://www.scotland.gov.uk/Publications/2005/11/0393727/37273">http://www.scotland.gov.uk/Publications/2005/11/0393727/37273</a></p>	<p>The PAN provides advice on the design of better quality residential streets. It focuses on some key factors which can create successful street design and clarifies the roles and responsibilities of those involved</p>	<p>The Local Transport Strategy should ensure that improved transport infrastructure considers the impact on the quality of residential streets</p>
50	<p>PAN 77 Designing Safer Places</p> <p><a href="http://www.scotland.gov.uk/Publications/2006/03/08">http://www.scotland.gov.uk/Publications/2006/03/08</a></p>	<p>The PAN provides guidance on how new development should be designed to ensure it creates attractive, well-managed environments which help to discourage antisocial and criminal behaviour. It provides guidance on how new development can be located and designed in a way that deters such behaviour.</p>	<p>The Local Transport Strategy should consider the development of transport infrastructure in relation to 'secure by design' policy</p>

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	<a href="#">094923/0</a>		
51	PAN 79 Water and Drainage (2006) <a href="http://www.scotland.gov.uk/Publications/2006/09/26152857/0">http://www.scotland.gov.uk/Publications/2006/09/26152857/0</a>	<p>This PAN provides advice in terms of the planning process on water and drainage. It provides guidance on the currently system within which Scottish Water provides and contributes to new water infrastructure and contains advice on the appropriateness of private schemes.</p> <p>The Planning system should be directing developments to appropriate sites with regards to water infrastructure where availability of existing infrastructure is a key consideration but not an over riding one.</p> <p>It also highlights the respective roles of Scottish Water and the Scottish Environment Protection Agency (SEPA), indicating when and how they should interact with the planning system.</p>	<p>The Local Transport Strategy should consider any constraints in terms of water infrastructure.</p> <p>Specific impacts on existing infrastructure will be considered at project level.</p>
<b>Land Management</b>			
52	The Pollution Prevention and Control (Scotland) Regulations 2000	<p>Regulations to ensure that Part A installations are operated such that there are no emissions to land, or where there are emissions to land, that no significant land, water or air pollution results;</p> <p>Also works to ensures that Part A installations are returned to a satisfactory state upon cessation of activities; and that installations are operated such that no significant land pollution arises from emissions to air.</p>	<p>The Local Transport Strategy should ensure that all future works are carried out in accordance with the pollution prevention regulations.</p>
53	Part I of Environmental Protection Act 1990	<p>Aims to prevent the release of certain prescribed substances to land from processes, or where that is not possible, to minimise the release and render harmless the substances released;</p> <p>Works to ensure that substances released to air, land and water from prescribed processes do not cause harm, or that harm is minimised, to living organisms supported by land;</p> <p>Also that substances released to the air from processes prescribed for local control (LAPC) do not cause harm, or that harm is minimised, to living</p>	<p>The Local Transport Strategy policies should incorporate the requirements of the Environmental Protection Act.</p>

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		organisms supported by land.	
54	Part II of Environmental Protection Act 1990 (Waste On Land)	Works to ensure that the treating, keeping or disposing of controlled waste does not result in harm to living organisms supported by land;  Site licence cannot be surrendered unless restoration has taken place and there is negligible risk to the living organisms supported by land.	See Above
55	Part IIA of the Environmental Protection Act 1990	Part IIA is concerned with addressing problems associated with historically contaminated sites, rather than protection from current land use activities.  It does not address all sites where soil quality is poor; only those where substances present an unacceptable risk to specified ecosystems.  SEPA requires remediation of special sites, maintain public registers for special sites and prepare a national report on the state of “contaminated land”.	See Above
56	Building a better Scotland investment plan: Investing in the future of Scotland <a href="http://www.scotland.gov.uk/Publications/2005/02/20756/53553">http://www.scotland.gov.uk/Publications/2005/02/20756/53553</a>	Sets out the delivery plan for achieving significant investment in transport, education, health, water, waste management. Sports, business, flood prevention and regeneration programme	The Local Transport strategy should consider the delivery plan when developing policies
57	Scottish Soil framework (2009) <a href="http://www.scotland.gov.uk/Publications/2009/05/20145602/0">http://www.scotland.gov.uk/Publications/2009/05/20145602/0</a>	The Scottish Soil Framework has been developed to ensure “that soils are recognised as a vital part of our economy, environment and heritage, to be safeguarded for existing and future generations.”  The main aim of the Framework is to promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland	The Local Transport Strategy policies should ensure the protection of soils  The SEA will consider the issue of soil within the SEA topics.
<b>Natural Heritage</b>			

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58	<p>Scottish Executive (May 2004)</p> <p>Scotland's Biodiversity- It's In Your Hands.</p> <p>A strategy for the conservation and enhancement of biodiversity in Scotland</p> <p><a href="http://www.scotland.gov.uk/Publications/2004/05/19366/37239">http://www.scotland.gov.uk/Publications/2004/05/19366/37239</a></p>	<p>Vision: 'its 2030: Scotland is recognised as a world leader in biodiversity conservation. Everyone is involved; everyone benefits. The nation is enriched'</p> <p>Aim: "To conserve Biodiversity for the health, enjoyment and well being of the people of Scotland now and in the future".</p> <p>Objectives: sets out five main objectives relating to:</p> <ul style="list-style-type: none"> <li>• Species and habitats;</li> <li>• People;</li> <li>• Landscapes and ecosystems;</li> <li>• Integration and Ecosystems; and</li> <li>• Knowledge.</li> </ul> <p>Specifically,</p> <ul style="list-style-type: none"> <li>• conserve what we have;</li> <li>• sustain healthy ecosystems;</li> <li>• create networks and connections not a piecemeal approach;</li> <li>• engage more people;</li> <li>• promote sustainable development.</li> </ul> <p>The strategy also underlines the need to promote understanding and appreciation of natural heritage.</p>	<p>The Local Transport Strategy should protect and enhance, where appropriate, biodiversity.</p> <p>The SEA will highlight biodiversity impacts within its objectives.</p> <p>Adequate consideration of impacts affecting biodiversity will be encouraged, with support for more detailed assessment at detailed design where appropriate.</p>

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59	<p>Scottish Executive (2005) Scotland's Biodiversity – It's In Your Hands.</p> <p>Strategy Implementation Plans</p> <p><a href="http://www.scotland.gov.uk/Publications/2004/05/19409/37913">http://www.scotland.gov.uk/Publications/2004/05/19409/37913</a></p>	<p>This document outlines a series of strategies to implement the objectives of the 2004 strategy for the period 2005 – 2007.</p> <p>The plans were developed with reference to three broad sectors: Urban, Rural and Marine.</p> <p>The strategy focuses on two crosscutting issues:</p> <ul style="list-style-type: none"> <li>• interpretation, communication and education (ICE); and</li> <li>• local delivery.</li> </ul> <p>New draft plans are under development for the period 2007-2010 and are currently going through the SEA process</p>	<p>The Local Transport Strategy should consider both existing and proposed strategies when developing the core policies</p>
60	<p>Nature Conservation (Scotland) Act 2004</p> <p><a href="http://www.opsi.gov.uk/legislation/scotland/acts2004/20040006.htm">http://www.opsi.gov.uk/legislation/scotland/acts2004/20040006.htm</a></p>	<p>The Act sets out provisions relating to biodiversity duties, Notification of SSSIs, Nature Conservation Orders to prohibit an operation, Land Management Orders for SSSIs to ensure conservation, restoration or enhancement.</p> <p>The overall aim is wildlife protection.</p> <p>Fossils are also included within the legislation.</p>	<p>The LTS should recognise the importance of designated sites and seek to ensure their protection and enhancement where possible.</p> <p>The SEA will provide mitigation measures where appropriate</p>
61	<p>The Conservation (Natural Heritage &amp; c.) Amendment (Scotland) Regulations 1994 as amended</p> <p><a href="http://www.opsi.gov.uk/legislation/scotland/ssi2004/20040475.htm">http://www.opsi.gov.uk/legislation/scotland/ssi2004/20040475.htm</a></p>	<p>These Regulations amend the Conservation (Natural Habitats, &amp;c.) Regulations 1994.</p> <p>The provisions in these Regulations relating to site protection bring European sites into line with the protection regime set out in Part 2 of the Nature Conservation (Scotland) Act 2004.</p> <p>Further protection is given to European protected species through amendments to Part III of the 1994 Regulations which reflect the provisions</p>	<p>The Regulations require that, where an authority concludes that a development proposal unconnected with the nature conservation management of a Natura 2000 site is likely to have a significant effect on that site, it must undertake an appropriate assessment of the implications for the conservation interests for which the area has been designated.</p> <p>The SEA will consider the requirement for an</p>

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		relating to species protection contained in Part Me of the Wildlife and Countryside Act 1981.	Appropriate Assessment at the detailed design stage.
62	Scotland's Scenic Heritage (1978) <a href="http://www.snh.org.uk/publications/online/scotlandsscenicareas/">http://www.snh.org.uk/publications/online/scotlandsscenicareas/</a>	This report sets out the results of a review conducted to identify areas of 'unsurpassed attractiveness' which are to be conserved as part of Scotland's national heritage.	The Local Transport Strategy should minimise any impact on Scotland's National Scenic Areas.  The SEA will consider this issue under the natural heritage topic.
63	Countryside (Scotland) Act 1967 <a href="http://www.opsi.gov.uk/RevisedStatutes/Acts/ukpga/1967/cukpga_19670086_en_1">http://www.opsi.gov.uk/RevisedStatutes/Acts/ukpga/1967/cukpga_19670086_en_1</a>	This act requires that public bodies have a duty in respect of conserving the natural environment. The Act makes provision for the better enjoyment of the Scottish countryside, for the establishment of a Countryside Commission for Scotland and for the improvement of recreational and other facilities; to extend the powers of local planning authorities as respects land in their districts and to make financial provision for the proposals listed.	The Local Transport Strategy should consider the requirements of the Act when developing core policies.
64	Land Reform (Scotland) Act 2003 <a href="http://www.opsi.gov.uk/legislation/scotland/acts2003/pdf/asp_20030002_en.pdf">http://www.opsi.gov.uk/legislation/scotland/acts2003/pdf/asp_20030002_en.pdf</a>	The Act places a duty on local authorities to identify and manage a core path network and to establish statutory public rights of access to land for recreational and other purposes	The Local Transport Strategy should consider the requirements of the Act when developing core policies.
65	SNH (2002) (Update 2008) Natural Heritage Futures – National <a href="http://www.snh.org.uk/futures/Data/index.htm">http://www.snh.org.uk/futures/Data/index.htm</a>	This us a series of documents which aim to guide the future management of the natural heritage towards 2025, within the wide context of sustainable development.  The series details national objectives considers the natural heritage across 6 themes; farmlands, forests and woodlands, coast and seas, fresh waters,	The Local Transport Strategy should consider the Natural Heritage Futures objectives when developing core policies  The SEA will highlight the need to ensure the protection and enhancement where possible of the natural habitats highlighted in the Natural

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		<p>hills and moors and settlements. It presents a list of priorities which will inform SNH's input to plans and strategies for various sectors and geographical areas.</p> <p>It is likely that SNH input to the SEA will also be guided by this document.</p>	Heritage Futures documents.
66	<p>SNH (2002) (Update 2008) Natural Heritage Futures – Local  <a href="http://www.snh.org.uk/futures/Data/index.htm">http://www.snh.org.uk/futures/Data/index.htm</a></p>	<p>This is a series of documents which aim to guide the future management of the natural heritage towards 2025, within the wide context of sustainable development.</p> <p>It considers the natural heritage in 21 areas each of which has its own distinctive identity resulting from the interaction of geology, landforms, landscapes, wildlife and land use.</p> <p>It s likely that SNH input to the SEA will also be guided by this document</p>	See above
67	<p>Forestry Commission Scotland (FCS) &amp; SNH (2003)                      Habitat Networks for Wildlife and People  <a href="http://www.forestry.gov.uk/forestry/inf-d-5xjcrw">http://www.forestry.gov.uk/forestry/inf-d-5xjcrw</a></p>	<p>Aims to enrich the natural heritage of Scotland by the creation of woodland networks through linking woodlands old and new to form more continuous woodland cover.</p> <p>This benefits wildlife by providing wider and more sustainable habitats and should enhance opportunities for people who live near, work in or simply enjoy woodlands.</p> <p>Proposes methods by which woods and forests can be linked and suggests woodland should be viewed as an integral part of the wider landscape rather than as individual stands of trees.</p>	<p>The Local Transport Strategy should consider the potential enhancement of the existing woodland on site.</p> <p>The SEA will highlight the need to maintain and enhance woodland networks</p>
68	<p>Scottish Executive (2000) Natural Conservation:</p>	<p>This circular replaces Scottish Office Circular 6/95 and takes account of certain changes in policy.</p>	<p>The Regulations require that, where an authority concludes that a development proposal unconnected with the nature conservation</p>

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	<p>Implementation in Scotland of EC Directives on the conservation of natural habitats and of wild flora and fauna and the conservation of wild birds</p> <p>(The Habitats and Birds Directives)</p>	<p>It provides guidance on the implementation of EC Directive 92/43/EEC (Habitats Directive) and 79/409/EEC (Birds Directive) in Scotland and should be read in conjunction with NPPG14 on Natural Heritage</p> <p><a href="http://www.scotland.gov.uk/library3/nature/habd-00.asp">http://www.scotland.gov.uk/library3/nature/habd-00.asp</a></p>	<p>management of a Natura 2000 site is likely to have a significant effect on that site, it must undertake an appropriate assessment of the implications for the conservation interests for which the area has been designated.</p> <p>The SEA will consider the requirement for an Appropriate Assessment at the detailed design stage.</p>
69	<p>European Protected Species, Development Sites and the Planning System (Scottish Executive, 2001)</p> <p><a href="http://www.scotland.gov.uk/Publications/2001/10/10122/File-1">http://www.scotland.gov.uk/Publications/2001/10/10122/File-1</a></p>	<p>Issued to clarify the interim licensing arrangements which currently apply in cases where European protected species are present on any site which is the subject of a development proposal. In particular, it clarifies the role and responsibilities of planning authorities when determining planning applications in such cases and informs them of the advice and information that they will be asked to provide to the Scottish Ministers when a licence is required for a development site.</p>	
<b>Historic Environment</b>			
70	<p>Historic Scotland</p> <p>Scottish Historic Environment Policy</p>	<p>SHEP is the overarching policy statement for the historic environment. It is now one consolidated document replacing series of free-standing publications</p>	<p>The Local Transport Strategy should recognise the important role of the historic environment and acknowledge the need to work together with others to consider a balance between social,</p>

	Name of plan / programme / legislation/guidance	Main requirements and environmental objectives of plan / programme / legislation/ guidance	How it affects or is affected by the Local Transport Strategy in terms of SEA Issues at Schedule 3 of the Environmental Assessment (Scotland) Act 2005
	<p>(SHEP)  <a href="http://www.historic-scotland.gov.uk/index/heritage/policy/shep.htm">http://www.historic-scotland.gov.uk/index/heritage/policy/shep.htm</a></p>	<p>It provides a framework for more detailed strategic policies and operational policies that inform the day to day work of a range of organisations that have a role and interest in managing the historic environment.</p> <p>These include the Scottish Government, local authorities and the range of bodies that are accountable to Scottish Ministers.</p> <p>SHEP is intended to sit alongside and complement the Scottish Planning Policy series and other relevant Ministerial policy documents.</p> <p>It is intended to be relevant documents in the statutory planning, Environmental Impact Assessment (EIA) and Strategic Environmental Assessment (SEA) processes.</p>	<p>economic and environmental needs.</p> <p>The SEA will highlight cultural heritage protection and all aspects of the historic environment.</p> <p>Scheduled Ancient Monuments (SAM) require specific consents from Historic Scotland before any works that may affect the integrity of the site can be carried out.</p>
71	<p>Managing the change in the Historic Environment Guidance Notes  <a href="http://www.historic-scotland.gov.uk/index/heritage/policy/memorandumofguidance.htm">http://www.historic-scotland.gov.uk/index/heritage/policy/memorandumofguidance.htm</a></p>	<p>The Memorandum of Guidance on Listed Buildings and Conservation Areas was withdrawn on 31 March 2009. Interim measures have been put in place to ensure that the operational guidance contained in the Memorandum remains available until the approval of a series of Guidance Notes during 2009/10. The guidance notes have now gone out to public consultation in August. The consultation seeks views on the form and content of the guidance notes, which are designed to support the Scottish Historic Environment Policy (SHEP) and Scottish Planning Policy 23 SPP23: Planning and the Historic Environment. The interim guidance's fall under the following headings</p> <ul style="list-style-type: none"> <li>• Intervention by Planning Authorities</li> <li>• Appeals, Purchase Notices and Compensation: the rights of the applicant</li> <li>• Guidelines for the Detailed Consideration of Listed Building and</li> </ul>	See above

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		Conservation Area Consent Cases	
72	The Ancient Monument and Archaeological Areas Act 1979 <a href="http://www.historic-scotland.gov.uk/ancient_monuments_and_archaeological_areas_act_1979.pdf">http://www.historic-scotland.gov.uk/ancient_monuments_and_archaeological_areas_act_1979.pdf</a>	Law relating to ancient monuments, making provision for the investigation, preservation and recording of matters of archaeological or historical interest and for the regulation of operations or activities affecting such sites or matters.	See above
<b>Water</b>			
73	Water Environment and Water Services (Scotland) Act 2003 (WEWS) <a href="http://www.opsi.gov.uk/legislation/scotland/acts2003/20030003.htm">http://www.opsi.gov.uk/legislation/scotland/acts2003/20030003.htm</a>	The Act translates the EC Water Framework Directive into the Scottish context. It includes a number of key commitments relating to Scotland's water environment: <ul style="list-style-type: none"> <li>• Establishing River Basin Management districts;</li> <li>• Preparing River Basin Management Plans;</li> <li>• Regulation of controlled activities (including those liable to cause pollution of the water environment, those involved in abstraction, and those from construction on or near to water).</li> </ul> The Act reflects the WFD aim of ensuring that there is no further deterioration of water quality and gave Scottish Ministers powers to introduce regulatory controls over activities in order to protect and improve Scotland's water environment. Covers wetlands, rivers, lochs, transitional waters (estuaries and saline	The Local Transport Strategy should ensure that policies look to prevent any impact on the water environment. The SEA will assess any potential impact and where necessary provide mitigation measures to avoid pollution of the surrounding water environment and any wetland.

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		lagoons), coastal waters and water under the ground (groundwater).	
74	<p>The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (CAR)</p> <p><a href="http://www.scotland.gov.uk/Publications/2005/05/09/95747/57481">http://www.scotland.gov.uk/Publications/2005/05/09/95747/57481</a></p>	<p>These regulations are made under the Water Environment and Water Services (Scotland) Act 2003 (WEWS Act).</p> <p>They establish a framework to protect and manage our water resources, based on an assessment of the risk posed to the water environment.</p> <p>The Regulations supersede a number of previous disparate controls, including the discharge provisions of the Control of Pollution Act 1974.</p> <p>Brings into effect the requirements of section 20 of the WEWS Act and from 1 April 2006, the following activities will be controlled:</p> <ul style="list-style-type: none"> <li>• abstractions from surface and groundwater;</li> <li>• impoundments of rivers, lochs, wetlands and transitional waters;</li> <li>• groundwater recharge;</li> <li>• engineering in rivers, lochs and wetlands;</li> <li>• engineering activities in the vicinity of rivers, lochs and wetland which are likely to have a significant adverse impact upon the water environment;</li> <li>• activities liable to cause pollution;</li> <li>• direct or indirect discharge of List I substances to groundwater; and</li> <li>• any other activities which directly or indirectly is liable to cause a significant adverse impact upon the water environment</li> <li>• artificial recharge or augmentation of groundwater.</li> </ul>	<p>The Regulations apply across the water environment to provide a holistic approach to pollution control and protection of the water environment.</p> <p>Any activities that may fall within the remit of the CAR regulations will require close consultation with SEPA and the receipt of appropriate licences.</p> <p>This will need to be considered at the project level.</p>
75	<p>Scottish Executive (2006)</p> <p>Better bathing waters:</p>	<p>The Strategy is the Government's national policy statement following the revision of the Bathing Water Directive. Actions included in the Strategy are:</p> <ul style="list-style-type: none"> <li>• Continued work on improving sewerage infrastructure</li> </ul>	<p>SEPA indicate that compliance with the bathing water classifications is essentially assured during dry weather, but there remains a risk of pollution</p>

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	Meeting the challenges of the revised Bathing Water Directive in Scotland <a href="http://www.scotland.gov.uk/Publications/2006/03/23151924/0">http://www.scotland.gov.uk/Publications/2006/03/23151924/0</a>	<ul style="list-style-type: none"> <li>Industrial discharges to be regulated under CAR</li> <li>Tackle diffuse pollution through General Binding Rules for agriculture, possible LMC measures or further measures under CAR</li> <li>Increase public participation, including encouraging local community groups' involvement</li> <li>Increase provision of information on water quality, including extended signage.</li> </ul>	to some beaches during or after wet weather.  The Local Transport Strategy should work to maintain these efforts and limit diffuse pollution entering Scotland's water environment
76	River Basin Management Plans <a href="http://www.sepa.org.uk/water/river_basin_planning.aspx">http://www.sepa.org.uk/water/river_basin_planning.aspx</a>	The draft plans cover all types of water body (such as rivers, lochs, lakes, estuaries, coastal waters and groundwater) and: <ul style="list-style-type: none"> <li>describe the current condition of our water environment and identify areas for protection and improvement</li> <li>identify where current or historic activities are constraining the quality of the water environment and the biodiversity it supports</li> <li>detail the actions required to ensure our waters of special value (e.g. for drinking, biodiversity, shellfish or bathing) are up to standard and maintain the quality where they already meet those standards</li> <li>set out the actions needed to deliver environmental improvements over the next 6 years, and longer to 2027.</li> </ul>	The Local Transport Strategy should limit diffuse pollution entering Scotland's water environment.
77	Scotland Marine Bill 2009 <a href="http://www.scottish.parliament.uk/s3/bills/25-MarineScot/b25s3-introd.pdf">http://www.scottish.parliament.uk/s3/bills/25-MarineScot/b25s3-introd.pdf</a>	The Bill introduces a framework for the sustainable management of the seas around Scotland. It introduces: <ul style="list-style-type: none"> <li>Marine planning: a new statutory marine planning system to sustainably manage the increasing, and often conflicting, demands on our seas</li> <li>Marine licensing: a simpler licensing system, minimising the number of licences required for development in the marine environment to cut bureaucracy and encourage economic investment</li> <li>Marine conservation: improved marine nature and historic conservation with new powers to protect and manage areas of importance for marine</li> </ul>	

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		<p>wildlife, habitats and historic monuments</p> <ul style="list-style-type: none"> <li>• Seal conservation: much improved protection for seals and a new comprehensive licence system to ensure appropriate management when necessary</li> <li>• Enforcement: a range of enhanced powers of marine conservation and licensing</li> </ul>	
<b>Air Quality and Climate Change</b>			
78	<p>Climate Change (Scotland) Act 2009  <a href="http://www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/climatechangeact">http://www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/climatechangeact</a></p>	<p>The Scottish Climate Change Delivery Plan indicates the contribution to greenhouse gas emission reduction targets expected from key sectors. It identifies measures which can lead to 32% reduction in transport related emissions by 2020 (when compared with 2006 levels)</p> <p>The Act sets in statute the Government Economic Strategy target to reduce Scotland's emissions of greenhouse gases by 80 per cent by 2050, one of the Sustainability Purpose Targets. This covers the basket of six greenhouse gases recognised by the United Nations Framework Convention on Climate Change (see sidebar), and includes Scotland's share of emissions from international aviation and international shipping.</p> <p>The Act also establishes an interim target for 2020 of at least 42 per cent reductions in emissions, and allows Ministers, by order, to vary the reduction figure for the interim target based on expert advice from the advisory body.</p>	<p>The Local Transport Strategy will highlight the overall impact of the policies in relation to the climate change targets and its cross cutting theme of sustainability</p> <p>The SEA will consider the impact of the strategy on emissions targets and propose mitigation measures if necessary.</p>
79	<p>Scottish Executive (2006)                      Changing our Ways:                      Scotland's Climate</p>	<p>This updates the Programme published in 2000 and represents a stepping up of Government action and ambition to tackle climate change.</p> <p>Provides a framework for achieving carbon savings through the</p>	<p>See above</p>

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	<p>Change Programme  <a href="http://www.scotland.gov.uk/Publications/2006/03/30091039/0">http://www.scotland.gov.uk/Publications/2006/03/30091039/0</a></p>	<p>identification of the Scottish Share of UK climate change commitments and the setting of a Scottish Target to exceed this share by 1 million tonnes of carbon savings by 2010.</p> <p>Shows how the Government is promoting an appropriate adaptation response to the inevitable impacts of climate change.</p> <p>Recognises the contribution that the agriculture sector can make to tackling climate change.</p> <p>Highlights the opportunities it presents in terms of business development and the important role the LMC approach and the Scottish Rural Development Programme will make.</p> <p>Reflects on the role of biomass energy and the need to encourage it to help it become more economically viable.</p> <p>Emphasises the need for forestry based mitigation to be undertaken in relation to the wider rural development policy agenda.</p> <p>Supports the planting of woodland which delivers a range of benefits (economic, social and environment), including its role as a carbon sink.</p> <p>Highlights challenges arising from timber transportation, particularly as production levels continue to rise.</p> <p>Reflects on the role of biomass energy and the need to encourage development to become more economically viable.</p>	

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80	The Pollution Prevention and Control (Scotland) Regulations 2000 <a href="http://www.scotland.gov.uk/consultations/environment/ppcr-01.asp">http://www.scotland.gov.uk/consultations/environment/ppcr-01.asp</a>	These Regulations are made under section 2 of the Pollution Prevention and Control Act 1999.  They set out, for Scotland, a pollution control regime for the purpose of implementing the Integrated Pollution Prevention and Control Directive (Council Directive 96/61/EC) and for regulating other environmentally polluting activities not covered by the Directive.  Intensive farming and issues relating to emissions to air and water and the disposal of waste are considered in this legislation.	The Local Transport Strategy should consider the Pollution Prevention regulation in the key policies
81	The National Emissions Ceilings Regulations 2002	Offers indirect protection of land and soils through controls on mass emissions of sulphur dioxide (SO <sub>2</sub> ), oxides of nitrogen (NO <sub>x</sub> ), ammonia and volatile organic compounds, with the aim of reducing acid deposition and eutrophication.	The Local Transport Strategy will consider the impact increase traffic generation on the emissions targets
<b>Transport</b>			
82	Scottish Executive (2006) National Transport Strategy <a href="http://www.scotland.gov.uk/Topics/Transport/NTS/introduction">http://www.scotland.gov.uk/Topics/Transport/NTS/introduction</a>	The National Transport Strategy was published in 2006 following the conclusion of a public consultation.  The NTS provides a long-term strategic framework to all Scottish transport developments across all modes of transport.  It builds on the 2004 Transport White Paper, Scotland's Transport Future, by showing how transport will contribute to our five key priorities: <ul style="list-style-type: none"> <li>• economy;</li> <li>• environment;</li> <li>• social inclusion;</li> <li>• safety; and</li> </ul>	An SEA was conducted for the National Transport Strategy which found that the Strategy would generally be beneficial for the environment by addressing more sustainable transport options and improving accessibility issues.  The Local Transport Strategy should promote sustainable transport options and in particular improve accessibility. The Highland Council delivers services across an area with the lowest population density of all UK local authorities  The SEA will assess the impacts on an increase in more sustainable modes of transport against

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		<ul style="list-style-type: none"> <li>• integration</li> <li>- Over the medium to long term.</li> </ul>	the SEA objectives.
83	Regional Transport Strategy	<p>The Regional Transport Strategy is part of a suite of strategies including National Transport Strategy, National Planning Framework. The primary objective of the Strategy is to improve the interconnectivity if the whole region to strategic services and destinations in order to enable to region to compete and support growth. Additional objectives are as follows;</p> <ul style="list-style-type: none"> <li>• enable people to participate in everyday life</li> <li>• to improve the safety and security of travel</li> <li>• to improve people's health, and</li> <li>• to manage impacts on our environmental options.</li> </ul>	<p>An SEA was conducted for the Regional Transport Strategy which corroborated the findings of the National Transport Strategy.</p> <p>The Local Transport Strategy should promote sustainable transport options and in particular improve accessibility. The Highland Council delivers services across an area with the lowest population density of all UK local authorities</p> <p>The SEA will assess the impacts on an increase in more sustainable modes of transport against the SEA objectives.</p>
	<p>Building a Better Scotland Infrastructure Investment Plan: Investing in the Future of Scotland (2005)</p> <p><a href="http://www.scotland.gov.uk/Publications/2005/02/20756/53553">http://www.scotland.gov.uk/Publications/2005/02/20756/53553</a></p>	<p>Sets out the delivery plan for achieving significant investment in transport, education, health, waste management, sports, business, flood prevention and regeneration programmes in Scotland. This plan outlines the detail of our investment plans by Ministerial portfolio and confirms that Scotland now has major investment opportunities. We welcome the chance to work with partners across the private and public sectors to realise these plans and we wish to secure a mixed programme of investment, using all available investment methods to ensure that our resources match our ambitions.</p> <p>This plan describes how:</p> <ul style="list-style-type: none"> <li>• long term investment in Scotland's physical infrastructure will build new facilities for our universities and colleges;</li> <li>• investment in the rail and road links that our businesses will need to get</li> </ul>	

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		<p>goods to markets and people to work;</p> <ul style="list-style-type: none"> <li>• increased investment in modern schools will improve the teaching and learning environment and strengthen the opportunities for our children and young people;</li> <li>• long term investment in Scotland's physical infrastructure will support the regeneration of our towns and cities and increase the level of investment in new, affordable, secure and warm homes;</li> <li>• direct investment will build safer communities and strengthen our sports and cultural facilities;</li> <li>• we will increase our investment in safe health facilities for the sick and in ensuring that our water supplies meet European standards.</li> </ul>	
<b>Renewable Energy</b>			
84	<p>Scottish Executive (2007) Energy Efficiency and Microgeneration Strategy Consultation.  <a href="http://www.scotland.gov.uk/Publications/2007/03/09/144516/0">http://www.scotland.gov.uk/Publications/2007/03/09/144516/0</a></p>	<p>The Government have finished consulting on this report and are to issue a final report. The strategy aims to improve energy efficiency and encourage a greater uptake of microgeneration</p>	<p>The Local Transport Strategy will consider the use of renewable energy technologies in the core policies.</p>
85	<p>Forum for Renewable Energy Development in Scotland (2005)  Promoting and Accelerating the Market Penetration of Biomass</p>	<p>The Government has set a target that 18% of the electricity generated in Scotland by 2010 should be from renewable sources, rising to 40% by 2020.  The Government is committed to meeting these targets by promoting a range of technologies, and believes that biomass has the potential to play an important role.</p>	<p>See above</p>

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	<p>Technology in Scotland  <a href="http://www.scotland.gov.uk/Publications/2005/01/20616/51406">http://www.scotland.gov.uk/Publications/2005/01/20616/51406</a></p>	<p>Report concluded that a biomass industry in Scotland has the potential to supply as much as 450 MW of electricity from the wood fuel resource while employing over 2,000 people and stimulating other sectors of the Scottish economy.</p> <p>Report states that this is a conservative estimate.</p> <p>The successful development of biomass technology in Scotland using energy crops as the fuel source would further boost electrical output and employment.</p> <p>However, it could take 5 years to lay the foundations for this industry.</p> <p>This report looks at the establishment of the basic infrastructure needed and the partnership between Government and industry that will be required to deliver this potential.</p>	
<b>Waste</b>			
86	<p>SEPA (2003)                      National Waste Strategy &amp; National Waste Plan  <a href="http://www.sepa.org.uk/news/index.htm">http://www.sepa.org.uk/news/index.htm</a></p>	<p>Strategy sets out a framework within which Scotland can reduce the amount of waste it produces and deal with the waste that is produced in a more sustainable way.</p> <p>It covers all household, commercial and industrial waste.</p> <p>More than 85% of the waste produced in Scotland is sent directly to landfill – a massive misuse of resources and a major source of greenhouse and other gases.</p> <p>The National Waste Plan aims to reduce this practice and outlines how we can work towards a culture of reducing, reusing and recycling our rubbish.</p>	<p>The Local Transport Strategy should recommend safe disposal and recycling of waste materials.</p> <p>The SEA will assess the impact of waste generation and provide mitigation measures where appropriate.</p>

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		<p>It sets out the best practicable environmental option (BPEO) for municipal waste for each of 11 Waste Strategy Areas and describes actions at a national level to improve the management of non-municipal solid waste.</p> <p>The National Waste Plan brings together Area Waste Plans for the different Waste Strategy Areas.</p> <p>The Scottish Government has allocated over £350 million to the Strategic Waste Fund to help local authorities develop the infrastructure needed to implement these plans.</p>	
87	<p>Scottish Executive(1996) National Planning Policy Guideline No. 10 – Planning and Waste Management <a href="http://www.scotland.gov.uk/Publications/1996/06/npg10">http://www.scotland.gov.uk/Publications/1996/06/npg10</a></p>	<p>Priority is now being given to the reduction of waste at source, its re-use, its recovery by recycling and to the use of waste as a source of energy.</p> <p>Treatment and disposal of that which remains should be carried out in a safe and environmentally acceptable manner.</p> <p>All these activities need to be carried out in a manner consistent with the principle of sustainable development and without imposing an unnecessary burden on industry.</p> <p>The government's policy is to ensure that the planning system plays its part in implementing these goals. In recognition of all these changing circumstances this NPPG:</p> <ul style="list-style-type: none"> <li>• sets out the Government's planning policies for development involving the management of waste;</li> <li>• defines the content of structure and local plans in respect of waste;</li> <li>• explains how the planning system should operate in relation to other pollution controls.</li> </ul>	See above