

TAYplan Strategic Development Plan

Proposed Action Programme

May 2015



Key actions to deliver the strategy for the Dundee and Perth City Regions....



Committee Version

This Action Programme has been prepared in partnership with these Stakeholders, all of whom are committed to supporting the delivery of the TAYplan Strategic Development Plan.



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Committee Version



@ tayplan



www.tayplan-sdpa.gov.uk
contactus@tayplan-sdpa.gov.uk
01382 307180

Introduction

What is the Proposed Action Programme?

The TAYplan Strategic Development Plan covers Dundee City, Angus, Perth and Kinross and North Fife and excludes the Loch Lomond and Trossachs and the Cairngorms National Parks. Section 21 of the Planning etc. (Scotland) Act 2006 requires the Strategic Development Planning Authority (SDPA) to prepare an Action Programme to accompany the Strategic Development Plan which sets out the aspirations behind the programme. This Action Programme will help set out the strategic actions and partnership required to shape the Strategic Development Plan and is crucial to the long term achievement of the spatial strategy. To ensure the efficient and timely delivery of the Strategic Development Plan it is important to identify the infrastructure that is required as early as possible to give confidence to the providers and funders of the required infrastructure and services to commence early planning and timely implementation. This Programme has been developed in consultation with TAYplan's Key Stakeholders, The Scottish Government and other persons specified (Lead Partners). Other delivery bodies are also listed. Funding commitment will be dependent on future Government spending reviews and public and private sector finance for the national and regional infrastructure priorities identified in the Strategic Transport Projects Review and Regional Transport Strategies.

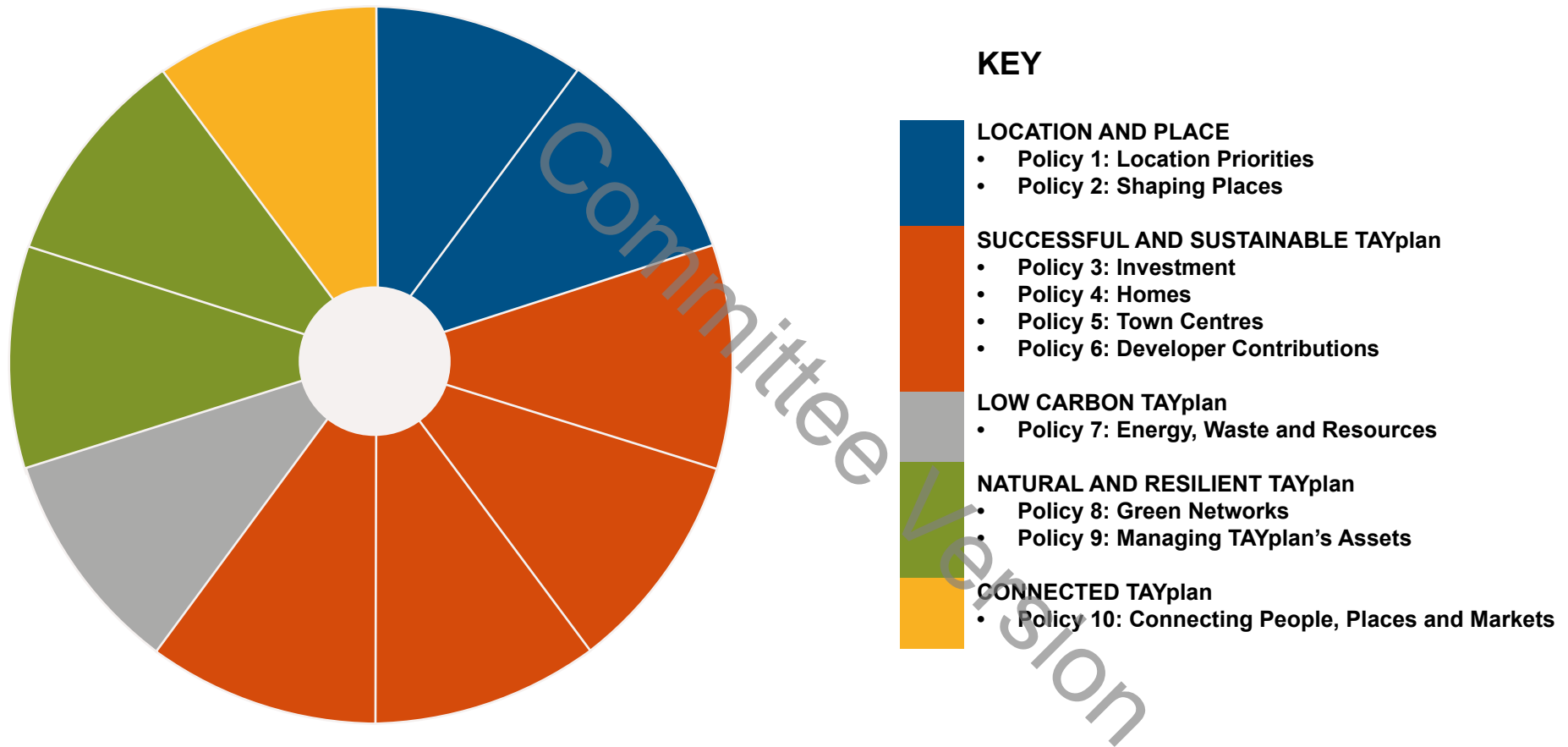
There is an ongoing requirement to keep Action Programmes under review and up to date. Authorities are required to re-publish the Action Programme within 2 years after the last publishing (or re-publishing) of it. For TAYplan, the Action Programme will be a live document and will be updated annually. Through Local Development Plans, and other relevant plans and strategies, more detail will be provided on the actions required to deliver the strategy.

Many actions are from existing proposals contained within the National Renewables Infrastructure Plan (NRIP), Strategic Transport Projects Review (STPR) and the Regional Transport Strategies (RTS's).

As the Action Programme is delivered, the region must adapt to a reduction in public resources, aligning what is available against agreed priorities, bringing forward new and innovative means of maximising resources. While the strategic objectives in this Action Programme are defined over a long period of time, the scale and nature of delivering these objectives will be conditioned by the immediate economic circumstances. How we respond to these circumstances will be critical for the success of this Action Programme and consequently the Strategic Development Plan.

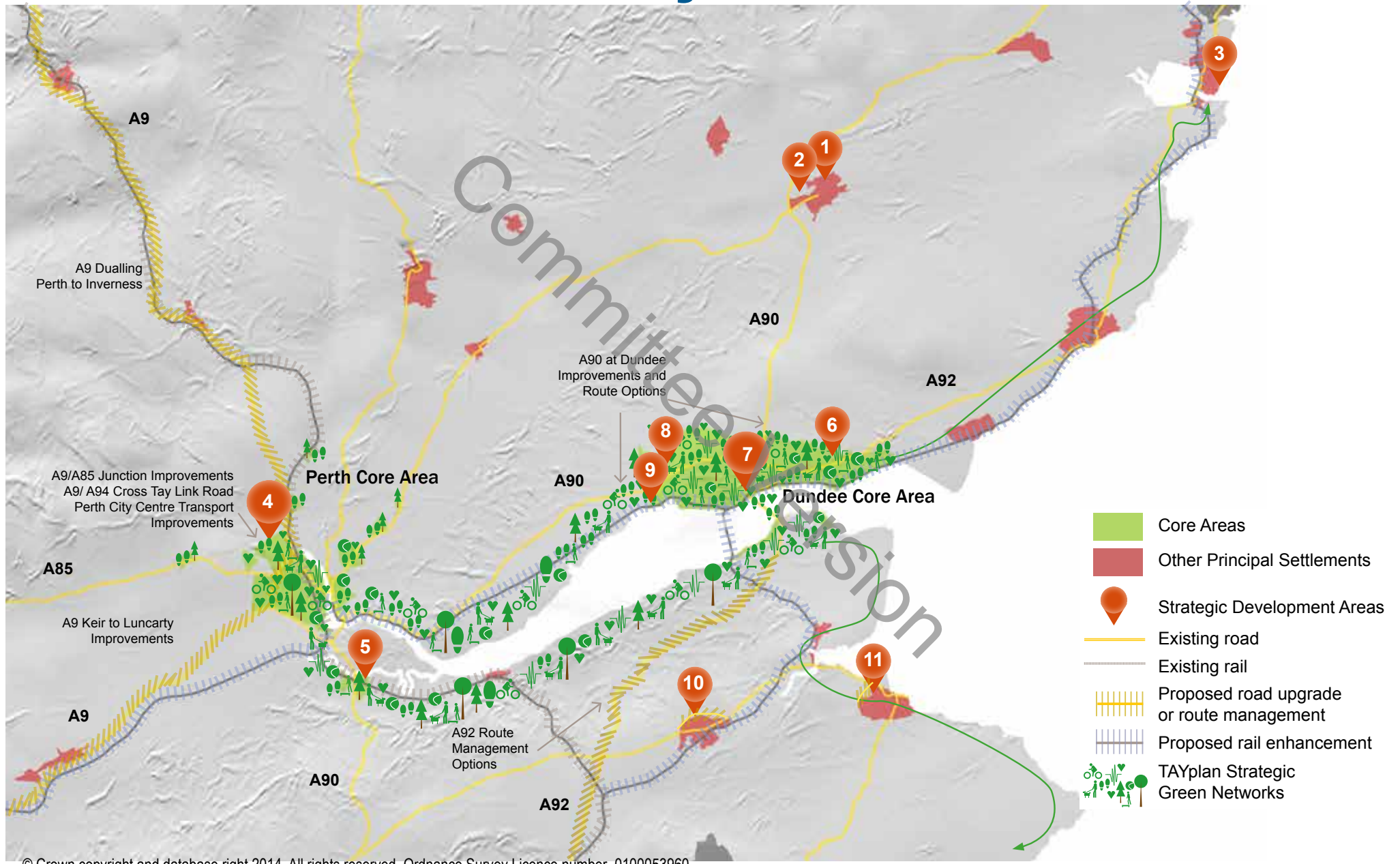


Description and Strategic Fit




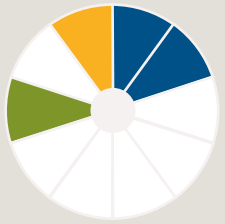


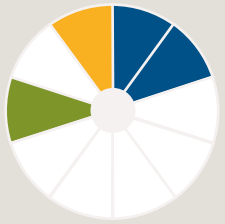
The colours in this diagram relate to the policies in the Proposed Strategic Development Plan 2016-2036.

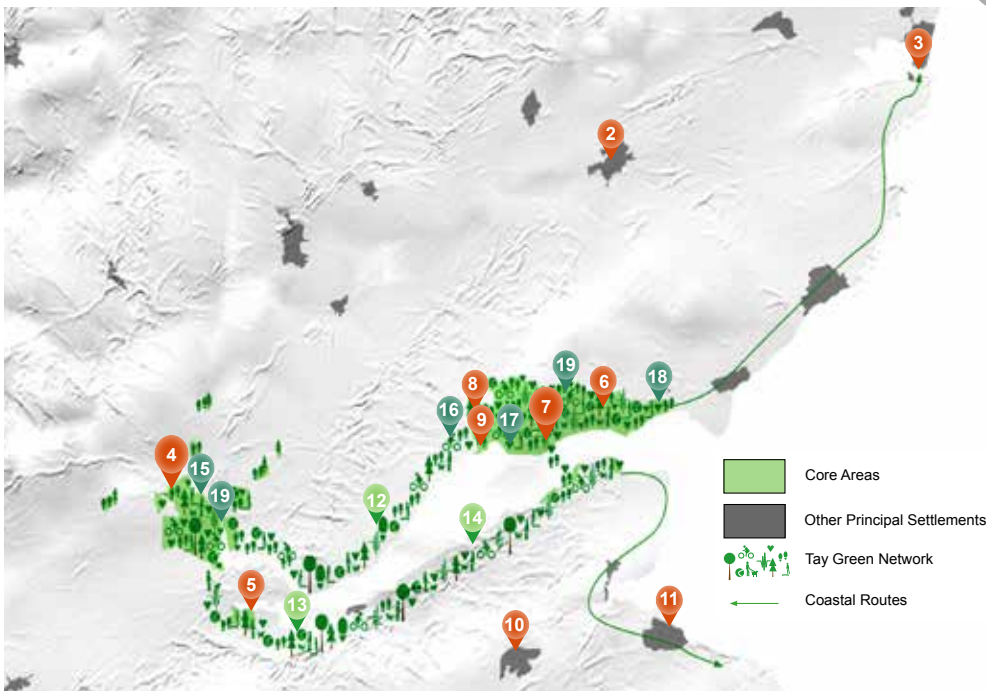
Transformational Projects







Transformational Projects





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Implement TAYplan Green Network strategy focused on: green networks in Strategic Development Areas (SDAs), green networks in Dundee and Perth core areas, key active travel networks in Carse of Gowrie and North Fife Coast</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA (SDP), Fife Council (LDP), Dundee City Council (LDP), Angus Council (LDP), Perth & Kinross Council (LDP) - (Planning and Environment Services, Ranger, Countryside/ Access/ Ranger Services), Tay Landscape Partnership, Living Lomonds Landscape Partnership, Tactran, SEStran, SNH, Forestry Commission Scotland, Scottish Enterprise, SEPA, SUSTRANS</p>	<ul style="list-style-type: none"> Local Development Plans will identify the specific extent of existing green networks and opportunities for their enhancement (including new green links) in relation to site allocations in and adjacent to the Dundee and Perth Core Areas. Planning Authorities will audit and evaluate green spaces to understand where there are issues in meeting the TAYplan Strategic Development Plan Policy 8. Local Development Plans should prepare Development Frameworks, Briefs or Masterplans with green networks as a key component, unless completed or not required. <p>STRATEGIC ACTIVE TRAVEL LINKS:</p> <ul style="list-style-type: none"> Carse of Gowrie - Improve access networks around national cycle network 77. Improve active travel links between Perth and Newburgh. 	<ul style="list-style-type: none"> Extent of green networks and specific enhancement opportunities have been identified for North Fife settlements for incorporation into local Development Plan. Tay Landscape Partnership and Living Lomonds Landscape Partnership have made progress on individual projects within the TAYplan area. The Fife Pilgrim Way - The Scottish Rights of Way and Access Society has been awarded £25,000 Central Scotland Green Network (CSGN) funding (2013) to undertake the detailed planning, design and costing, and landowner negotiations, necessary to create a new long-distance walking, cycling and horse riding route between Dunfermline and St Andrews, to be known as the Pilgrims Way. Proposed extension to the National Cycle Network (NCN) route 76 - Study undertaken identifying routes around Anstruther. This is also included as a green network priority for relevant proposals in the FIFEplan Proposed Plan. 	<p style="text-align: center;">WORK IN PROGRESS/ MONITOR</p> <p style="text-align: center;">Work through Tay Landscape Partnership - 20% delivered Work through Living Lomonds Landscape Partnership - 20% delivered</p>

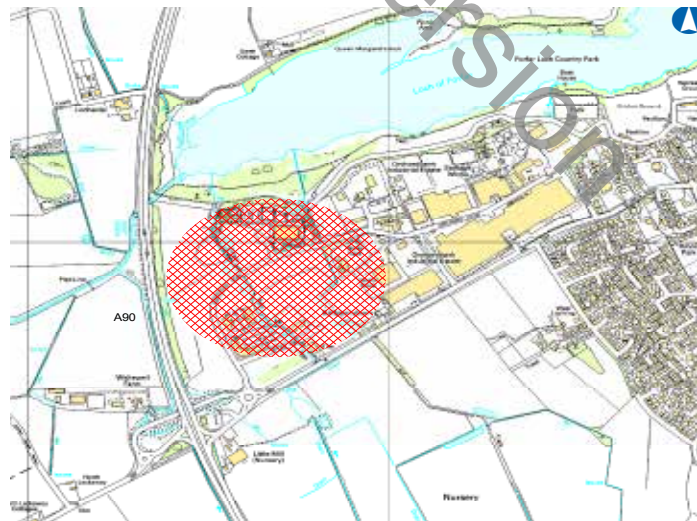
Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/
(as above)		(as above)	<ul style="list-style-type: none"> Improve access networks around national cycle network 777 and links to Fife Coastal Path. <p>CORE AREA PRIORITIES:</p> <ul style="list-style-type: none"> Better active travel links between West/ North West Perth and city centre. Better active travel links between Dundee Western Gateway, the James Hutton Institute and the city and surrounding countryside. Dundee Wider Waterfront links. Dundee Waterfront - Monifieth links. Areas of deprivation. Local Authorities will also look at wider connections to other routes e.g. The Fife Pilgrim Way and the Proposed extension to the NCN route 76 between Kirkcaldy and St Andrews through the East Neuk. 	<ul style="list-style-type: none"> A Development Framework for West/ North West Perth is being progressed. 	(as above)






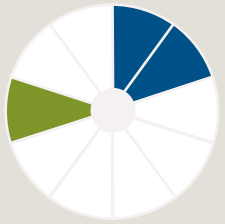
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 6 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>1 Forfar Regional Agricultural Service Centre</p> <p><i>(Employment land for agricultural services)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Angus Council (LDP), Developers</p> <p>FUNDING - Angus Council (LDP), Developers</p>	<ul style="list-style-type: none"> • Feasibility and thereafter any new site(s) to be identified through LDP. • Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component. 	<ul style="list-style-type: none"> • Potential for specific site for agricultural service sector business investigated through Angus Proposed Local Development Plan. • Reference to agricultural businesses provided in the Forfar Settlement Statement of the Angus Proposed Local Development. No specific policy or land allocation. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">50% delivered</p>



Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 6 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>2 Orchardbank, Forfar <i>(25ha of employment land)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Angus Council (LDP), Muir Group, Developers</p> <p>FUNDING - Angus Council and Developers</p>	<ul style="list-style-type: none"> • Future phasing requirements are around take up. • Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component. 	<ul style="list-style-type: none"> • Site at Orchardbank allocated in the Adopted Angus Local Plan Review for Class 4, 5 and 6 uses. Site has outline planning permission and an approved Development Brief. Road network, servicing, etc in place. • The site is actively marketed. • Angus Council has invested to secure delivery of necessary infrastructure. 	<p>WORK IN PROGRESS/ MONITOR 100% of land delivered by Development Plan to allow it to come forward for development.</p>







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<p>3 Montrose Port</p> <p><i>(Employment land for port related land uses)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Angus Council (LDP), Developers</p> <p>FUNDING - Angus Council, Developers and TAYplan Key Stakeholders</p>	<ul style="list-style-type: none"> The area of the port is already identified and safeguarded by the Proposed Local Development Plan. Consultancy study completed, draft development Masterplan undertaken and planning guidance established to assist the regeneration. Any further development at the Port should be supported by a Transport Assessment to establish impacts on the local and strategic road network and in particular the A90 / A937 junction at Laurencekirk in consultation with Transport Scotland. 	<ul style="list-style-type: none"> Montrose Port Authority has recently commenced redevelopment of the north quay which will increase the capacity of the port and enable it to attract new business – particularly supporting the energy sector. Planning permission granted for developments in the South Montrose area. GSK have applied for planning permission for a major new manufacturing facility within their current site, (part of the £40 million investment announced in 2012). In addition GSK have announced a further investment of £25 million which will create 25 new jobs and introduce new processes to the Montrose site. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Masterplan (Approved by Angus Council) - 100% delivered Planning application for Road alignment - 0% delivered Work started onsite - 0% delivered</p>







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<p>4 West/North West Perth</p> <p><i>(A mixed use development including 4,000+ homes, 50ha of employment land, better active travel links between West/ North West Perth and the city centre and enhanced networks of green infrastructure, including greenspace)</i></p> <p><i>The Perth & Kinross Council Local Development Plan has identified greater capacity at West/ North West Perth for approximately 5,000+ homes.</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Transport Scotland (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</p> <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council (school provision), Landowners, Developers, Transport Scotland (road infrastructure upgrades), Scottish Water (asset upgrades) 	<ul style="list-style-type: none"> Site identification and phasing set out in Approved LDP. Requirement for an A9/A94 link, related transportation infrastructure and developments around the A9/A85 junction (Phase 1), to facilitate development. Priority as part of Cross Tay Link Road (CTRL) project. (Phase 1, see page 42). Integration of existing green infrastructure and provision of new networks of green infrastructure as a core component. 	<ul style="list-style-type: none"> Planning application for A9/ A85 improvements approved Summer 2012. Funding for A9/A85 improvements and 1st phase of CTRL (across the Almond River) in Council's capital programme. Site for new secondary school identified and funding secured and construction is programmed to commence early 2016. Work on a masterplan for Berthapark site has been completed (late 2014). Timescale for developer submission of the Masterplan of Almond Valley is early 2015. Funding secured from the Scottish Government Charrette Mainstreaming Programme 2014-15 towards preparation of a wider masterplan for Perth West to include H70 and white land to south that lies within the settlement boundary. A masterplan and planning application/s anticipated during 2015. A Charette programmed is scheduled for Winter-Spring 2015. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>





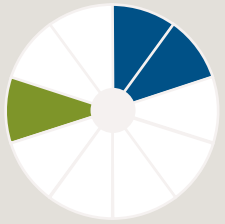
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<p>5 Oudenarde</p> <p><i>(1,200+ homes and 34ha of employment land)</i></p> <p><i>The Perth & Kinross Council Local Development Plan has identified greater capacity at Oudenarde approximately 1,600 homes.</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Transport Scotland</p> <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> 1st phase: affordable housing development, rail halt feasibility study. 2nd phase: business development area. Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component, in particular, enhanced active travel links eastwards to Abernethy. 	<ul style="list-style-type: none"> Site included in LDP Proposed Plan. Approved Masterplan and affordable housing element has commenced - 107 affordable units constructed as of August 2013. Outline planning consent for business development area. New funding package agreed by Council for new school (Summer 2013). Based on the Housing Land Audit 2014, average of 64 projected unit completions per year over the period from 2015-21. Further work has commenced on site - Summer 2014. Junction improvements to A912 underway Planning application submitted for Replacement Primary Care Facility at Manse Road. Rail halt feasibility report being progressed. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Masterplan - 100% delivered, Planning Application - 100% delivered (approved), Work on site - 10% delivered</p>



Source: Perth & Kinross Council

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<p>6 Dundee Linlathen <i>(40ha of employment land)</i></p> <p> High Priority</p> <p>Timing  2nd 8 years</p>		<p>Dundee City Council (<i>LDP</i>), Developers, Scottish Enterprise</p> <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> No further progress at this time. New green infrastructure as part of development at Linlathen to incorporate green network/active travel links to the citywide green network. 	<ul style="list-style-type: none"> Allocated within the Dundee Local Plan Review 2005 for single user opportunity and general business development. Linlathen allocated in Dundee LDP 2014 as a Principal Economic Development Area. 	<p>WORK IN PROGRESS/ MONITOR 0% delivered</p>







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<p>7 Dundee Wider Waterfront (including Claverhouse)</p> <p><i>(Mixed uses including business, commercial, leisure, retail, residential and port related uses)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Dundee City Council (LDP), Developers, Tactran (RTS), Scottish Enterprise</p> <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Dundee Waterfront is a potential £1bn project whose implementation will be largely within the next 12 years, with substantial public sector investment anticipated over the period to 2017/18. Gateway and the James Hutton Institute (JHI). Circa £100 million public infrastructure expenditure. Circa £1 billion combined public and private expenditure spent and invested in the Wider Waterfront. New and improved green infrastructure as part of Central Waterfront zone including new public green and blue space. Enhance green network/ active travel links between Central Waterfront zone and city wide green network. 	<p>Dundee Waterfront</p> <ul style="list-style-type: none"> Substantial progress been made across the 5 development zones. Central Waterfront - infrastructure works progressing, due to complete 2017. Key projects include: V&A at Dundee, Dundee Railway Station and hotel development. Seabraes Yards Phase 1 is now built. City quay - masterplanning in progress. Port - Major marine renewables investment projects being progressed. Enterprise Area status covering Dundee Port and Claverhouse. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>Masterplan - 40% delivered, Planning Application approved - 30% delivered, Work started on site - 40% delivered</p>







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<p>8 Dundee Western Gateway</p> <p><i>(High quality greenfield development of 750+ homes and 50ha of employment land with large areas of greenspace incorporated into the proposal)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Dundee City Council (LDP), Developers, Tactran (RTS), Scottish Enterprise</p> <ul style="list-style-type: none"> FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Housing in 1st 12 years and employment in latter 8 years. Up to 270 units can be completed before any major improvement works to the Swallow Roundabout are required. Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks and better linkages to JHI and to the Dundee Wider Waterfront to be a key component. New and improved green infrastructure as part of Western Gateway development to incorporate green network/active travel links to the citywide green network. 	<ul style="list-style-type: none"> Allocated within the Dundee Adopted Local Development Plan. Planning applications submitted for residential element. Two planning applications granted approval for a total of 500 units but permission not issued as subject to completion of Section 75 Obligation. (Of the original 750 homes referred to in TAYplan, 150 units have consent. The 600 homes refers to the residual.) Proposed to start on site in Summer 2015. 	<p style="text-align: center;">WORK IN PROGRESS/ MONITOR 20% delivered</p>






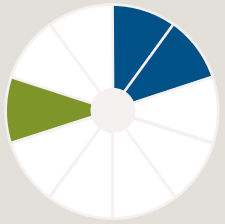
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<p>9 The James Hutton Institute (JHI) at Invergowrie</p> <p><i>(5 to 10ha of employment land for food/agricultural research)</i></p> <p> Low Priority</p> <p>Timing  2nd 8 years</p>		<p>Developers, Perth & Kinross Council (LDP)</p> <p>FUNDING - Dundee City Council, Developers and TAYplan Key Stakeholders</p>	<ul style="list-style-type: none"> No phasing in place. Identify opportunities for better access links between Dundee Wider Waterfront and Dundee Western Gateway SDAs. 	<ul style="list-style-type: none"> Allocated within the LDP where development will be compatible with existing uses. Partnership working between Perth & Kinross Council and Dundee City Council in relation to development proposals to the West of Dundee. 	<p>NO PROGRESS</p> <p>Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>



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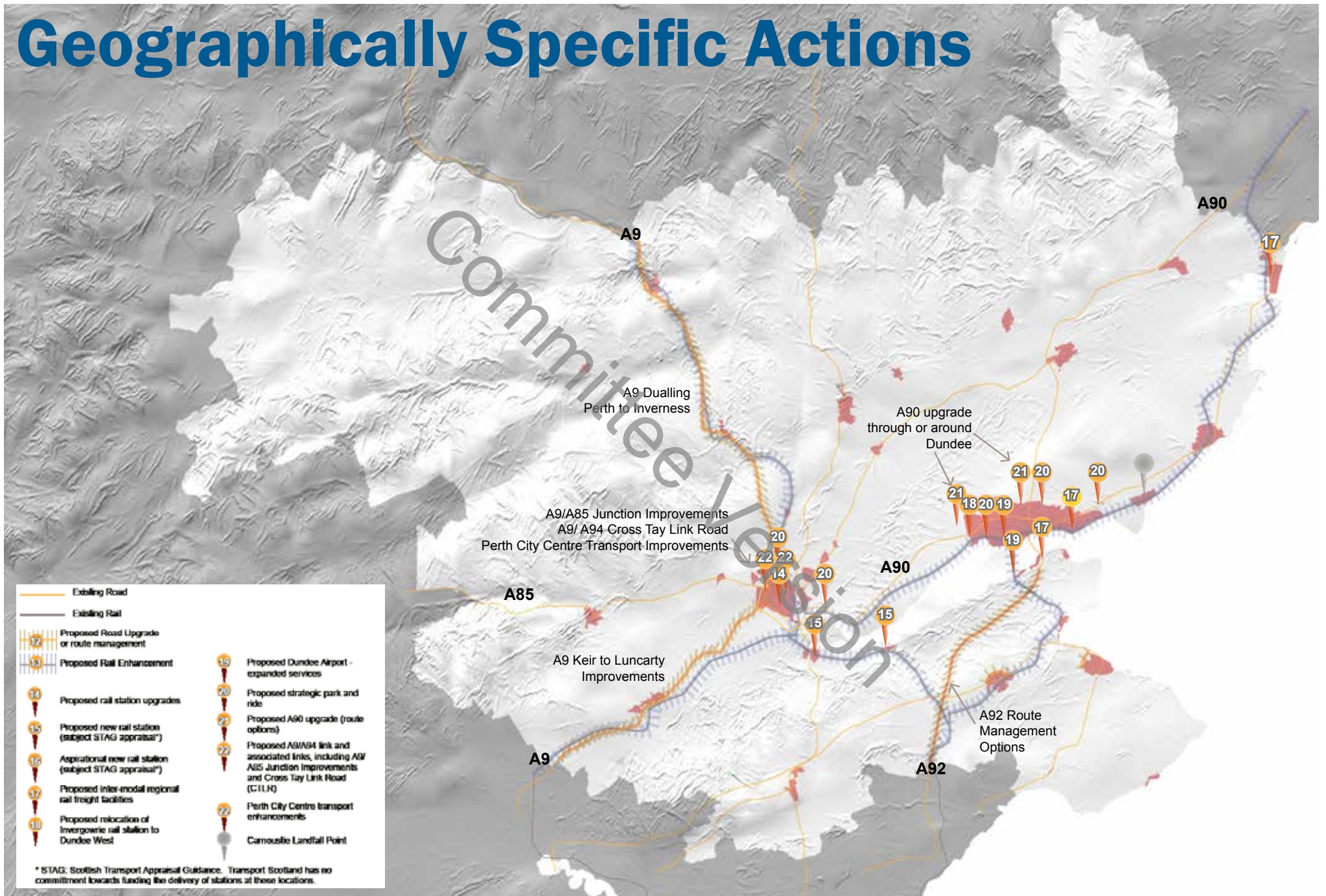
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<p>10 Cupar North</p> <p><i>(1,400 homes, 10 ha of employment land and bulky good retail incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to combine green space functions with active travel, habitat and sustainable urban drainage system provision.)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Developers, Fife Council <i>(LDP and LTS)</i></p> <p>FUNDING - Fife Council, Developers and TAYplan Key Stakeholders</p>	<ul style="list-style-type: none"> • Masterplan to be prepared for Fife Council approval. • Implement advance planting and landscaping. • Fund and construct relief road within early phases of house-building, including junctions at A91. • Incorporate findings of Fife Green Network priorities as detailed in FIFEplan Proposed Plan (published 21/10/14). 	<ul style="list-style-type: none"> • Principle, scale and general location of development within the Adopted St. Andrews and East Fife Local Plan. • A proposal of application notice for the Gilliesfaulds area was registered by Fife Council in July 2013 and saw transport assessment work and consultation with the community. Fife Council is continuing to work with the development group to secure an agreed masterplan. • Developer and landowner agreements signed. Pre-application processes started. • Planning applications for Gilliesfaulds and from Development Partnership are expected by March 2015, along with associated Masterplans. • Green Networks in Fife – FIFEplan Background Paper completed January 2013. 	<p style="text-align: center;">WORK IN PROGRESS/ MONITOR 0% delivered</p>





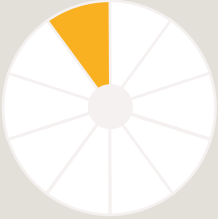
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<p>11 St Andrews West and Science Park</p> <p><i>(1,090 homes, 5ha business park, 8ha employment land and 10ha research and development or Science Park related enterprise, incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to establish access routes that connect to the St Andrews Coast Green Network, University Green Network and St Andrews Strategic Land Allocation Green Network. Potential to enhance the multi-functional value of the Station Park and partially de-culvert the Swilken.)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Developers, Fife Council (LDP and LTS)</p> <ul style="list-style-type: none"> FUNDING - Fife Council, Developers and TAYplan Key Stakeholders 	<ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. Incorporate finding of Green Networks in Fife – FIFEplan Background Paper into Fife LDP and St Andrews West Masterplan. 	<ul style="list-style-type: none"> Principle, scale and general location of development within the Adopted St Andrews and East Fife Local Plan. Development Frameworks have been prepared by Fife Council - published in the Adopted Local Plan. Developers are expected to prepare Strategic Development Frameworks for Fife Council approval. Discussion ongoing to develop a timetable for the southern part of the site. Planning application for Craigtoun Road is anticipated by March 2015. Green Networks in Fife – FIFEplan Background Paper completed January 2013. 	<p style="text-align: center;">WORK IN PROGRESS/ MONITOR 0% delivered</p>



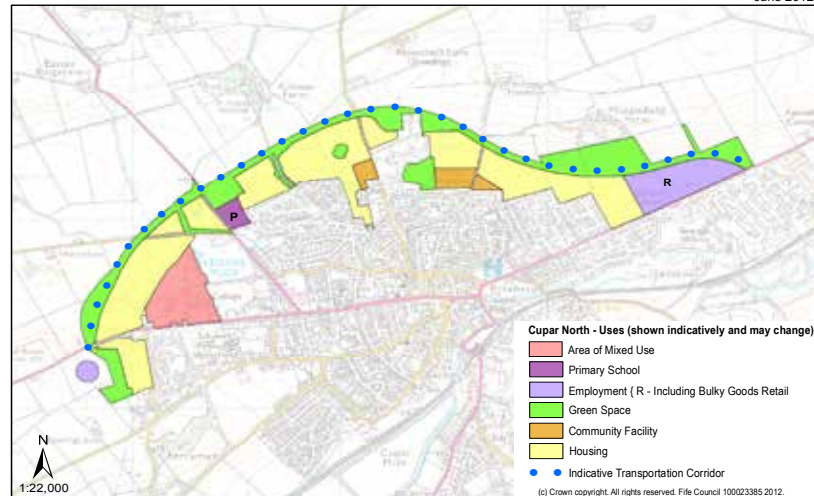
Geographically Specific Actions



Geographically Specific Actions

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>12 Cupar Relief Road</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Fife Council (<i>LTS and LDP</i>), Developers, SEPA</p> <p>FUNDING - Developers</p>	<ul style="list-style-type: none"> To be delivered through the Cupar North Strategic Development Area (2006-26) by the developers. Incorporate findings of Fife Green Network priorities as detailed in FIFEplan Proposed Plan (published 21/10/14). 	<ul style="list-style-type: none"> Strategic Development Area development to fund and construct relief road within early phases of building, including junctions at A91. Cupar Relief Road is a scheme included within the Fife Local Transport Strategy. Linked to Cupar North Strategic Development Area (2006-26) (see p17). Green Networks in Fife – FIFEplan Background Paper completed January 2013. 	<p>NO PROGRESS 0% delivered</p>

Cupar North Development Framework June 2012




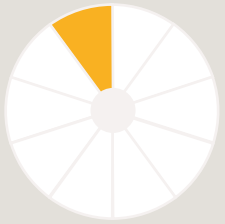


Source: Fife Council

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>12 Improvements to A92 between Edinburgh and Dundee (route management & targeted individual investments)</p> <p> Medium Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Transport Scotland (<i>STPR</i>), Tactran (<i>RTS</i>), SEStran (<i>RTS</i>), Fife Council</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<p>Transport Scotland still to determine phasing.</p>	<ul style="list-style-type: none"> STPR project 5. Transport Scotland's Strategic Transport Projects Review indicates that on the A92, enhancement is limited to route management and targeted individual investments. Some of these measures have already been implemented or are currently committed, others are awaiting approval and/or programming. 	<p>NO PROGRESS 0% delivered</p>




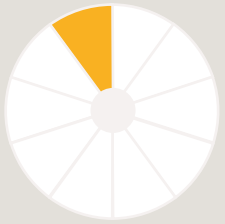


Source: Transport Scotland

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>12 A9 upgrading from Perth to Inverness</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Transport Scotland (STPR), Tactran (RTS), Perth & Kinross Council (LTS & LDP), SEPA</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> The Kinraig to Dalraddy section will be ready for construction by 2015/6 Overall objective is to complete the full dualling between Inverness and Perth by 2025. <p>The next phases of this project are:</p> <ul style="list-style-type: none"> A9 Luncarty to Pass of Birnam - widening of the A9 to provide 15km of continuous dual carriageway between Inveralmond roundabout in Perth and the Pass of Birnam; and the A9 Pass of Birnam to Tay Crossing - widening of the existing A9 to provide 10.2km of continuous dual carriageway, incorporating the existing dual carriageway at Pass of Birnam 	<ul style="list-style-type: none"> STPR project 16. The Scottish Government has made a long term commitment to dualling the A9 between Perth and Inverness, with the publication of the Infrastructure Investment Plan. The Scottish Government's commitment has been given for delivering the dual carriageway on the A9 between Perth and Inverness. The development work is underway on A9 upgrading and the award of two major contacts was announced on 25 September 2012. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">First phase - 5% delivered, Subsequent phases - 0% delivered</p>





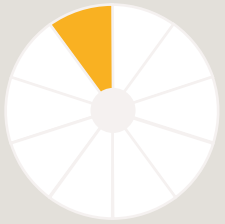
Source: Transport Scotland

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>12 A9 upgrading from Dunblane to Perth</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Transport Scotland (STPR), Tactran (RTS), Perth & Kinross Council (LTS & LDP), Developers, SEPA</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> Grade Separation of all junctions on A9 from (and including) Keir Roundabout to South of Broxden Roundabout. 	<ul style="list-style-type: none"> Included within STPR Project 16. Dualling Design Manual for Roads and Bridges (DMRB) Stage 1 and Strategic Transport Appraisal Guidance (STAG) Part 1 studies underway to identify and refine options between Keir and Luncarty. The funding and delivery of works at Broxden and Inveralmond roundabouts (within the STPR project 16) at Perth have not yet been confirmed. Interim works for the Broxden and Inveralmond roundabouts has been identified and the design of these works is underway. Costs are still to be determined. 	<p>NO PROGRESS 0% delivered</p>



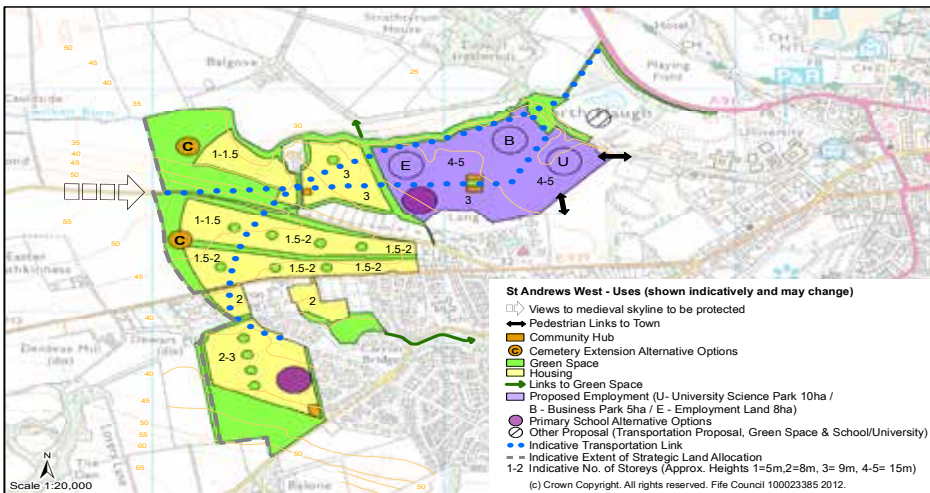
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<p>12 St. Andrews West Link road</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Fife Council (LDP), Developers, SEPA</p> <ul style="list-style-type: none"> FUNDING - Developers 	<ul style="list-style-type: none"> To be delivered through the St Andrews West Strategic Development Area (2006-26) by the developers. Incorporate findings of Green Networks in Fife – FIFEplan Background Paper into St Andrews West Development Framework. 	<ul style="list-style-type: none"> Strategic Development Area development to fund and construct link road. Green Networks in Fife – FIFEplan Background Paper completed January 2013. 	<p>NO PROGRESS 0% delivered</p>



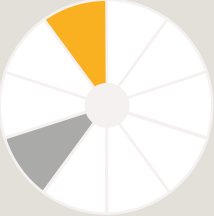
ST ANDREWS WEST DEVELOPMENT FRAMEWORK



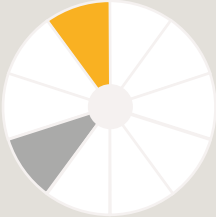
June 2012



Source: Fife Council

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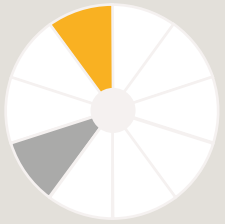
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<p>13 Rail enhancement between Edinburgh and Perth</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Transport Scotland (STPR), Network Rail (RUS)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> Increase line speed between Hilton Junction and Ladybank. The scheme proposes to increase the line speed above the current 50mph, to various speeds in the 65 – 90mph range. 	<ul style="list-style-type: none"> Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2. (1st generation). 	<p>NO PROGRESS 0% delivered</p>

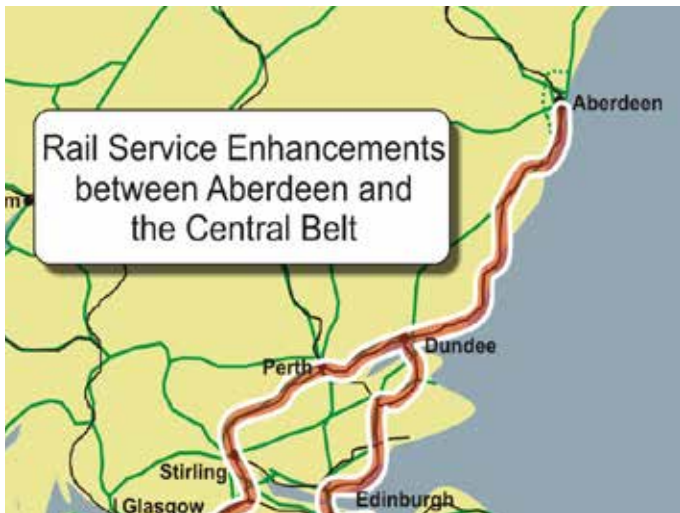
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<p>13 Rail enhancement on the Highland Main Line between Perth and Inverness</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Transport Scotland (STPR), Network Rail, ScotRail, Tactran (RTS)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> Phase 2: Infrastructure and service enhancements to provide an hourly service between Inverness and Central Belt and a 10 minute journey time reduction to be completed in Control Period (CP5) by 2019. Phase 3: Proposals to further improve journey time and service frequency being developed during CP5 for implementation during CP6 by 2024. 	<ul style="list-style-type: none"> STPR project 17. Long distance services between Perth and Inverness were increased from 9 to 11 per day in December 2011. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011). The first phase of the project has been completed delivering two extra trains each way per day from December 2011 and journey time improvements of up to 18 minutes from December 2012. This stage was completed in December 2012. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>First phase - 100% delivered, Second phase - 0% delivered</p>





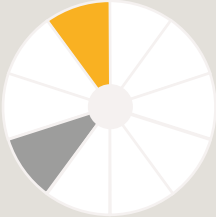
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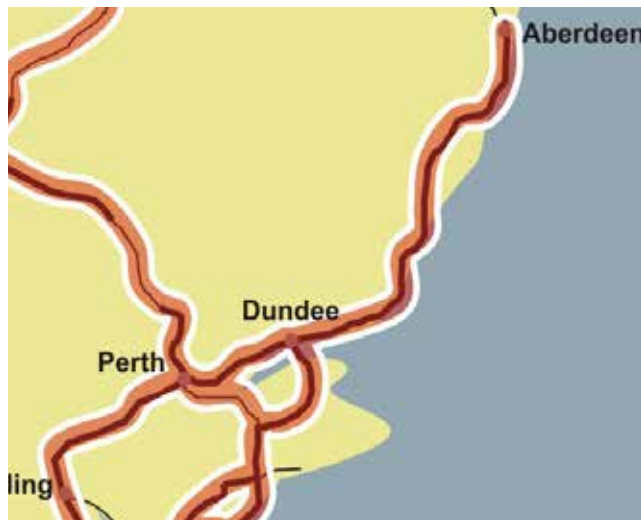


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<p>13 Rail service enhancement between Aberdeen and the Central Belt</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Transport Scotland (<i>STPR</i>), Network Rail, Scotrail, Tactran (<i>RTS</i>), SEStran (<i>RTS</i>)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<p>First Phase</p> <ul style="list-style-type: none"> Line speed improvements, additional loops to allow passing of freight trains and upgraded signalling along the entire length of the line to reduce headway times. <p>Second Phase</p> <ul style="list-style-type: none"> Upgrade single track to double track at Usan, including a new bridge over Montrose Basin. 	<ul style="list-style-type: none"> STPR project 23. Tay Estuary Rail Study contributes to this. The deliverability of the intervention is considered technically and operationally feasible. Additional Glasgow – Dundee services provided in December 2011. Additional calls introduced at Broughty Ferry, Invergowrie and Gleneagles with December 2011 and 2012 rail timetables. Additional calls introduced at Monifieth with December 2013 timetable. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011). Series of small scale interventions being provided during CP5 by 2019. Further feasibility development work being undertaken during CP5 for implementation during CP6 and beyond. Gleneagles Station Enhancement completed Summer 2014. 	<p>WORK IN PROGRESS/ MONITOR 10% delivered</p>



Source: Transport Scotland

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<p>13 Electrification of the Strategic Rail Network</p> <p> High Priority</p> <p>Timing  2nd 8 years</p>		<p>Transport Scotland (STPR), Scottish Government (NPF3 & NPF3 Action Programme), Network Rail</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<ul style="list-style-type: none"> Phase 3: Electrification of routes between Edinburgh, Perth and Dundee, including Fife Circle. Phase 4: Electrification between Dunblane and Aberdeen Phase 5: Electrification between Perth and Inverness 	<ul style="list-style-type: none"> STPR project 6. Through the High Level Output Specification (HLOS), Scottish Ministers' gave a commitment of 100 kms/annum electrification during CP5 (2014 – 2019) and there is an aspiration that northwards from the Central Belt should be a priority during CP5 (Phases 3, 4 and 5). 	<p>NO PROGRESS 0% delivered</p>



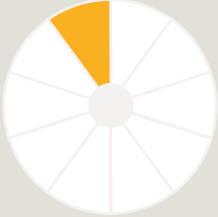




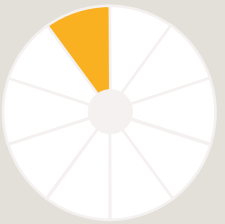
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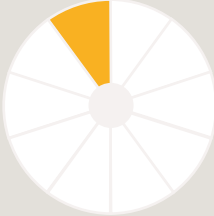
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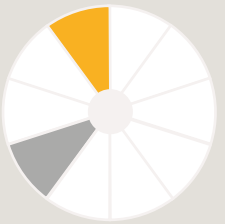
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<p>14 Upgrading of Perth rail and bus stations and associated links to city centre</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LTS</i>), Network Rail, Tactran (<i>RTS</i>)</p>	<p>Development of integrated bus/rail transport facilities is included in Perth City Investment Plan with a timescale of 2014 – 18.</p>	<ul style="list-style-type: none"> • This project is included within TACTRAN's RTS Delivery Plan 2008-2023. • The Perth Interchanges Study was completed in March 2013. 	<p>WORK IN PROGRESS/ MONITOR Perth Interchanges Study - 100% delivered</p>

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Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>15 Undertake a transport appraisal for the Bridge of Earn area</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LTS</i>), Fife Council (<i>LTS</i>), Developers, Network Rail, Tactran (<i>RTS</i>), Sustran (<i>RTS</i>). (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> Linked to development at Oudenarde. A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. 	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. The feasibility work has commenced as a joint project with Fife Council, Perth & Kinross Council, Sustran and Tactran, currently at early stages. Not included in STPR. Pre-appraisal feasibility work is ongoing. 	<p>NO PROGRESS 0% delivered</p>




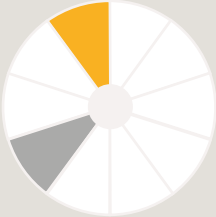
Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>15 Undertake a transport appraisal for the Newburgh area</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		<p>Fife Council (<i>LTS and LDP</i>), Network Rail, SEStran (<i>RTS</i>), Developers, (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. 	<ul style="list-style-type: none"> This project is included within SEStran's RTS Delivery Plan 2008-2023. The feasibility work has commenced as a joint project with Fife Council, Perth & Kinross Council, SESTRAN and TACTRAN, currently at early stages. Not included in STPR. Pre-appraisal feasibility work is ongoing. 	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>16 Undertake a transport appraisal for the Wormit area</p> <p> Low Priority</p> <p>Timing  2nd 8 years</p>		<p>Fife Council (<i>LTS and LDP</i>), Network Rail, Developers, SEStran (<i>RTS</i>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<ul style="list-style-type: none"> A STAG appraisal will consider all options for improving the transport system which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. LDP to protect land required. This is an aspirational project and as such has lower priority than Newburgh and Oudenarde. 	<ul style="list-style-type: none"> This project is included within SEStran's RTS Delivery Plan 2008-2023. Land to be transferred to Fife Council ownership for use as a rail halt. Protected through Local Plan. Not included in STPR. SEStran has indicated support for looking at the feasibility of this projects but there is no current budget or programme for undertaking any assessment work at Wormit. 	<p>NO PROGRESS 0% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Perth Harbour</p> <p> Low Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council <i>(LTS and LDP)</i>, Network Rail, Tactran <i>(RTS)</i>, SEPA</p> <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council, Tactran 	<ul style="list-style-type: none"> To be determined. Road link feasibility study has been completed. 	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. 	<p>WORK IN PROGRESS/ MONITOR Completion of road link feasibility study - 100% delivered</p>




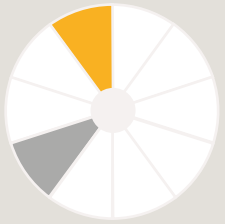


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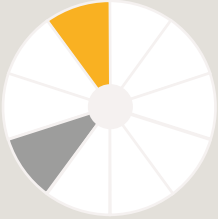
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<p>17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Montrose</p> <p>  High Priority +  Medium Priority Timing  1st 12 years </p>		<p>Angus Council (<i>LTS and LDP</i>), Montrose Port Authority, Network Rail, Tactran (<i>RTS</i>), SEPA</p> <ul style="list-style-type: none"> FUNDING - Angus Council 	<p>No phasing identified.</p>	<ul style="list-style-type: none"> This project is included within Tactran’s RTS Delivery Plan 2008-2023. Angus Council engaged consultants to bring forward proposals to promote the regeneration and improve the connectivity of South Montrose. The South Montrose Consultancy Study is now complete. Proposals for road realignment to improve access to Montrose Port and South Montrose being developed. No proposals identified to date in relation to an inter modal regional rail freight facility. 	<p>NO PROGRESS Rail - 0% delivered, Road - 0% delivered</p>





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<p>17 Improved road/rail connectivity including inter-modal regional rail freight facilities at Dundee</p> <p>  High Priority +  Medium Priority Timing  1st 12 years </p>		<p>Dundee City Council (<i>LTS and LDP</i>), Forth Ports, Network Rail, Tactran (<i>RTS</i>), SEPA</p> <ul style="list-style-type: none"> FUNDING - Tactran, Dundee City Council 	<p>No phasing identified.</p>	<ul style="list-style-type: none"> This project is included within Tactran’s RTS Delivery Plan 2008-2023. Feasibility study demonstrating potential for multi-modal freight railhead within Port undertaken by Tactran. Road access improvements at the Port of Dundee have been completed. Dundee City Council and Tactran have published a Sustainable Urban Logistics Plan (SULP) that identifies a multi-modal freight railhead as a future project with a timescale of 2023. 	<p style="text-align: center;">WORK IN PROGRESS/ MONITOR</p> <p style="text-align: center;">Rail - 0% delivered, Road - 95% delivered</p>



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<p>18 (also 13) Improving rail infrastructure and connectivity regionally and nationally</p> <p>  High Priority +  Medium Priority </p> <p> Timing   1st 12 years 2nd 8 years </p>		<p>Transport Scotland (STPR – Projects 17 and 23), Tactran (RTS), Dundee City Council (LTS and LDP), Perth & Kinross Council (LTS and LDP), Angus Council (LTS and LDP), ScotRail, Network Rail, SEStran (RTS)</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland (STPR Projects 6, 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council 	<p>To be delivered through-</p> <ul style="list-style-type: none"> STPR Project 6: Electrification of Strategic Rail Network (Transport Scotland). STPR Project 17: Highland Main Line enhancements (Transport Scotland). Tay Estuary Rail Study (TERS) (Tactran). STPR Project 23: Rail Enhancements Aberdeen to Central Belt (Transport Scotland). Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (Tactran). 	<ul style="list-style-type: none"> Rail service enhancements through the region are included in STPR Projects 17: Highland Main Line and 23: Aberdeen to Central Belt (Transport Scotland). TERS is included within the Tactran RTS Delivery Plan 2008-2023 (Tactran). Invergowrie relocation to Dundee West Feasibility identified as part of TERS. A draft business case document is being finalised in consultation with key stakeholders (Tactran). 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Progress business case for potential relocating of Invergowrie station to Dundee West - 90% delivered</p>



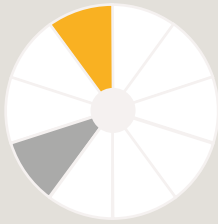
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<p>19 Growth in services at Dundee Airport</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>HIAL, Tactran (<i>RTS</i>), Dundee City Council (<i>LTS and LDP</i>), Air Operators</p>	<p>Continued growth and development throughout plan period.</p>	<ul style="list-style-type: none"> • Transport Scotland published Scoping Study into Potential Development Opportunities for Dundee Airport in 2013. • Steering Group established including HIAL, Dundee City Council, Transport Scotland, Scottish Enterprise and Tactran to take forward study recommendations. • Dundee – London Stansted service secured for a 2 year period from 1 July 2014, with the option of a 2 year extension through a Public Service Obligation (PSO) contract. • Further options including increased destinations and flight options for passengers and freight are currently being investigated. 	<p style="text-align: center;">NO PROGRESS 0% delivered</p>





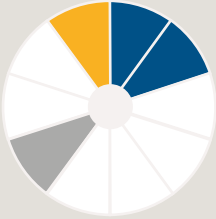
Courtesy of HIAL




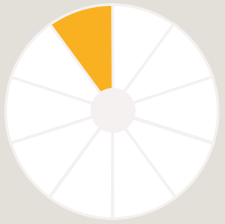





Courtesy of HIAL

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>20 Strategic Park and Ride/ Park and Choose facilities serving Dundee at:</p> <ol style="list-style-type: none"> 1. Dundee West 2. A90 Dundee North at Forfar Road 3. A92 Dundee East at Monifieth 4. A92 South of Tay Bridge <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Transport Scotland (<i>STPR</i>), Tactran (<i>RTS</i>), SEStran (<i>RTS</i>), Fife Council (<i>LTS & LDP</i>), Dundee City Council (<i>LTS & LDP</i>), Perth & Kinross Council (<i>LTS & LDP</i>), Angus Council (<i>LTS & LDP</i>)</p> <ul style="list-style-type: none"> • FUNDING - Transport Scotland, Tactran, SEStran, Local Authorities 	<ol style="list-style-type: none"> 1. Dundee West Park and ride facility on western approach to city centre. 2. Forfar Road Longer term possibility and will be reassessed once other sites around the city have been established. 3. A92 (near Monifieth) Longer term possibility and will be reassessed once other sites around the city have been established. 4. South of Tay Bridge A site adjacent to the Tay Bridge roundabout has been allocated in St. Andrews and East Fife Local Plan. 	<ul style="list-style-type: none"> • STPR project 8 – Serving Dundee: Dundee West, Forfar Road, A92 Dundee East at Monifieth and A92 South of Tay Bridge. • Transport Scotland and Regional Transport Partnerships are to bring forward Park and Ride facilities. • Detailed feasibility business case and design work being progressed by Tactran and SEStran. • A planning application for a 410 space park and ride facility at Wright Avenue/ Riverside Drive was refused by Dundee City Council in October 2013. Discussions are ongoing between Tactran, Dundee City Council and Transport Scotland regarding a review of Park and Ride provision in Dundee. • Wright Avenue site identified in Approved Dundee Local Development Plan. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);"> WORK IN PROGRESS/ MONITOR Dundee West - 25% delivered, A90 North at Forfar Road - 0% delivered, A92 East of Dundee - 0% delivered, A92 South of Tay Bridge - 25% delivered </p>




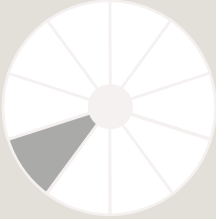





Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>20 Regional park and ride facilities:</p> <ol style="list-style-type: none"> Perth: A90 (<i>East of Perth</i>) Perth: A9 (<i>North of Perth</i>) <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>)</p> <ul style="list-style-type: none"> FUNDING - Tactran, Perth & Kinross Council, Possible Developer Contributions 	<p>Perth To be delivered through Perth & Kinross LDP and LTS and RTS (Tactran).</p> <ul style="list-style-type: none"> A90 Perth East - identified in Regional Park & Ride Strategy as first priority for phased expansion of Park & Ride around Perth. A9 North of Perth – will be considered through LDP and Masterplan for this area of Perth. Likely to be a medium to longer term prospect as requires consideration alongside the proposed A94 to A9 link road. 	<p>Perth</p> <ul style="list-style-type: none"> These projects are included within Tactran’s RTS Delivery Plan 2008-2023. A90 Perth East site identified in Approved Local Development Plan. A9 Perth North expected to be included within masterplan for Berthapark development. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR Perth: A90 - 20% delivered Perth: A9 - 0% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>21 A90 upgrade through or around Dundee</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p> <p>Assessment of route options and implementation Implementation</p>		<p>Transport Scotland (<i>STPR</i>), Tactran (<i>RTS</i>), Dundee City Council, Angus Council, Perth & Kinross Council, SEPA</p> <ul style="list-style-type: none"> FUNDING - Transport Scotland 	<p>Assessment of route options:</p> <ul style="list-style-type: none"> Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan) by 2016. Transport Scotland to lead with initial discussions on the A90 proposed upgrade through or around Dundee to identify and agree further actions with TAYplan, Tactran, Dundee City Council, Angus Council and Perth & Kinross Council by end of 2015. 	<ul style="list-style-type: none"> STPR project 29. Improving A90 through or around Dundee is included within Tactran's RTS Delivery Plan 2008-2023. Initial discussions have taken place. Timescales for progressing are awaited from Transport Scotland. One of the key considerations in the future development of Dundee City and the surrounding areas is the role and proposed upgrading of the A90 trunk road through or around Dundee. The STPR, NPF3 and Tactran's RTS identify the need for improvements to the A90 through or around Dundee. 	<p>WORK IN PROGRESS/ MONITOR Assessment of route options and implementation - 0% delivered</p>

Project/Proposal - The Action Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>22 A9/A94 link and associated links, including A9/A85 junction improvements and Cross Tay Link Road (CTLR) and subsequent city centre enhancements</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>Perth & Kinross Council (<i>LTS & LDP</i>), Tactran (<i>RTS</i>), Developers, Transport Scotland</p> <p><i>(Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</i></p> <ul style="list-style-type: none"> FUNDING - Perth & Kinross Council and Developers 	<p>The following phasing will be the subject of more detailed consideration through the Perth & Kinross LDP.</p> <p>1. A9/A85 Crieff Road Improvements (WELR) (Phase 1)</p> <ul style="list-style-type: none"> Priority works to address immediate network issues for future development of Perth & region. Anticipated completion in 2017 Phasing thereafter will be set out in the LDP to facilitate development to the West/ North West of Perth, to construct the Cross Tay Link Road (CTLR) and City Centre enhancements. Project is required to relieve traffic in Perth and facilitate development in line with the LDP strategy for the Perth area. Provision of works will improve connectivity. 	<ul style="list-style-type: none"> The A9/A94 project is included within Tactran's RTS Delivery Plan 2008-2023. Planning permission and EIA approved for junction improvements (Summer 2012). Funding for A9/A85 improvements and 1st phase of CTLR (across the Almond River) in Councils capital programme CTLR design and development progressing. A draft of the Design Manual for Roads & Bridges Stage 2 has been prepared and is under review until the internal road alignment for the Bertha Park site can be finalised and included within the final working route. A major programme of survey work has commenced to inform the final detailed design and to help inform a visualisation which will be a key element of the next stages of consultation with interested parties. Developer submission of Berthapark masterplan anticipated late 2014. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>A9/ A85 Crieff Road Improvements (WELR) Phase 1 - 10% delivered</p>

Non-Geographically Specific Actions

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Developing knowledge economy links through energy and offshore industries along the East Coast corridor between Aberdeen and Newcastle</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA, Sestrans, Tactran, Network Rail, Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council, Transport Scotland</p> <ul style="list-style-type: none"> FUNDING - Not identified 	<p>Ongoing</p>	<p>Examples of where this has progressed:</p> <ul style="list-style-type: none"> • Through promotion of tourism. • Renewable energy and low carbon technology. • Knowledge economy and the Universities. • Rail freight connectivity at Dundee Port – feasibility study has been completed by Tactran. • Dundee’s Digital Media Park. • Dundee Waterfront. • St Andrews University/Science Park. 	<p>WORK IN PROGRESS/ MONITOR 20% delivered</p>

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/ Delivered
<p>Strategic Environmental Assessment (SEA)</p> <p>+ actions arising for LDPs</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>SDP Perth & Kinross Council (as the 'responsible authority'), TAYplan SDPA (SDP)</p> <p>LDPs Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Ongoing throughout the preparation of LDP's and SDP's. Monitoring report to be prepared by Perth & Kinross Council, as the responsible authority, following approval of the Strategic Development Plan (2012). Actions for Local Development Plans, within the Environmental Report, need to be picked up in the next LDP reviews (see below). 	<ul style="list-style-type: none"> Monitoring Report published in April 2014, alongside TAYplan Main Issues Report. Perth & Kinross Council published TAYplan's Post Adoption Statement in January 2013. Environmental Report was published alongside the Main Issues Report in April 2014. 	<p>WORK IN PROGRESS/ MONITOR</p> <p>50% delivered</p>

Actions for Local Development Plans to implement mitigation detailed in the TAYplan Environmental Report




(1a) Assessment of development sites through the Local Development Plans should give consideration to the quality of the agricultural land; its current and future potential use; other factors such as soil, drainage, air and water quality in the area; inclusion or consideration of biodiversity action such as hedgerows etc.

(1b) In particular, possible cumulative effects, require further detailed assessment, including: 1. development on the Firth of Tay and Eden Estuary in relation to disturbance of birds; 2. coastal development: coastal flooding and predicted sea level rise; 3. River Tay and Loch Leven catchments; and, 4. erosion of landscape quality through piecemeal development.

(2) LDPs should ensure: Greenfield development is used as an opportunity to enhance ecological networks through wildlife corridors, and habitat creation; and, a list of measures appropriate for green infrastructure.

(3) Set out criteria for a landscape framework, including an assessment of landscape capacity, and ways to maintain and enhance townscapes, urban fringes and rural character.





(4) Ensure compliance with statutory duties of the historic environment.

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/
<p>Habitats Regulations Appraisal (HRA)</p> <p>+ actions arising for LDPs</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>SDP TAYplan SDPA (<i>SDP</i>)</p> <p>LDPs Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>)</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Further HRA will be required for the Local Development Plans, Strategic Development Frameworks, Masterplans and planning applications (as appropriate) as proposals further develop, considering the potential for cumulative effects. Strategic HRAs are being undertaken separately for the NRIP, STPR and the RTSs with their associated conclusions and generic mitigation to be taken into account at lower level HRAs. 	<ul style="list-style-type: none"> Fife Council - HRA has been published alongside LDP. If any changes to the LDP are to result from the Examination process, there will be a review of the HRA to see if there are any implications. Angus Council - HRA produced alongside the Proposed Plan and in public domain from February 2015. Dundee City Council - HRA will be updated alongside next Local Development Plan. Perth & Kinross Council - HRA will be updated alongside next Local Development Plan. 	<p>WORK IN PROGRESS/ MONITOR 50% delivered</p>





Actions for Local Development Plans





<p>LDPs shall carry out further HRA at a more detailed level where not already undertaken in respect of:</p> <p>** Policy 1: Locational Priorities, Policy 3: A First Choice for investment (which includes Strategic Development Areas:</p>	<p>ANGUS</p> <p>In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in Forfar Montrose, Brechin and Carnoustie.</p> <p>The HRA has identified that Orchardbank SDA could impact on the River Tay Special Area of Conservation (SAC). In addition, Montrose Port could impact on the Montrose Basin Special Protection Area (SPA) and the River South Esk SAC. Further details of these can be</p>	<p>In designating sites in the settlements identified Local Development Plans must ensure that developments, through their development type/nature, location and design, would not adversely affect the integrity of a Natura 2000 site.</p> <p>Local Development Plans should contain a Policy Framework that ensures there will be no adverse impact on Natura 2000 sites. Appropriate Assessment at the Local Development Plan level will ensure that this is complied with. The assessment will need to consider potential for cumulative impacts on Natura 2000 sites.</p> <p>The Proposed Strategic Development Plan requires Local Development Plan</p>
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<p>Project/Proposal - The Action</p> <p>Priority and Timing</p>	<p>Description and Strategic Fit</p>	<p>Phasing of Actions - Key Deliverables</p>
<p>Orchardbank, Forfar regional agricultural service centre, Dundee Centre and Port, Dundee Linlathen, Dundee Western Gateway, Montrose Port, Cupar North, St. Andrews West, JHI, West/ North West Perth), Policy 4: Homes and Policy 7: Energy, waste and resources.</p>	<p>found in the HRA.</p> <p>DUNDEE In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in the Dundee Core Area.</p> <p>FIFE In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in Cupar, St. Andrews, Leuchars/ Guardbridge and Newburgh.</p> <p>The HRA has identified that Cupar North and St Andrews West SDA's could impact on the Firth of Tay and Eden Estuary SAC and SPA. Further details of these can be found in the HRA.</p> <p>PERTH & KINROSS In respect of Policies 1, 3, 4 and 7, new development (including proposals for employment uses and housing) has the potential to impact on designated sites in the Perth Core Area, Blairgowrie/ Rattray, Kinross/Milnathort, Aberfeldy, Alyth, Coupar Angus, Dunkeld/Birnam and Pitlochry.</p> <p>There is potential for cumulative effects arising from Strategic Transport Projects Review proposals for upgrading the A9 and enhancing the highland main rail line between Perth and Inverness. Whilst it is not possible to identify specific likely impacts at this stage, the actions required are consistent with those for any other strategic proposal.</p>	<p>to safeguard areas of undeveloped coastline along the River Tay Estuary as a means of further protecting the designated area. Policy 8 requires LDPs to identify and safeguard areas that are unsuitable for development and set out policies for their management.</p> <p>In respect of the Strategic Development Areas identified, Local Development Plans should contain a policy framework that ensures no adverse impacts on Natura sites. Appropriate Assessment at the Local Development Plan level will ensure that this is complied with.</p> <p>For Montrose and Dundee Ports, the potential for cumulative effects arising from improved road links to the Port of Montrose (Regional Transport Strategy proposal) and the identification of the Port of Montrose as a phase 2 site within the National Renewables Infrastructure Plan should be assessed. Further HRA/ Environmental Impact Assessment (EIA) may also be required at the planning application stage for future proposals.</p>





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/ Delivered
<p>Delivering and Monitoring of Water and Waste Water Infrastructure</p> <p> Medium Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Scottish Water, Developers, SEPA</p> <p>FUNDING - Scottish Water, Private Sector</p>	<p>Delivered through the Scottish Water investment programme.</p>	<ul style="list-style-type: none"> There has been a total of 13 growth projects located within North Fife, Angus and Perth and Kinross. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan (2015-21) https://www.scottishwater.co.uk/about-us/publications/strategic-projections/copy-of-business-plan-2015-2021 	<p>WORK IN PROGRESS/ MONITOR 0% delivered</p>

Committee Version





Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Scottish Water, Developers, Perth & Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>), SEPA</p> <ul style="list-style-type: none"> FUNDING - Scottish Water, Private Sector 	<ul style="list-style-type: none"> No new treatment or water plants are anticipated to be required to deliver spatial strategy. Perth Integrated Catchment Study is due to start in 2015. 	<ul style="list-style-type: none"> Scottish Water's performance on the delivery of our investment plan is monitored quarterly by the Output Monitoring Group (http://www.scotland.gov.uk/Topics/Business-Industry/waterindustryscot/publications/deliveryprogress) There have been many capital projects within the TAYplan region aimed at improving the water and drainage infrastructure, improving compliance with Scottish Water's obligations under the Water Framework Directive and reducing the impacts of flooding. The Sustainable Land Management Team, in Scottish Water, is involved in promoting good catchment management practices at 6 catchments throughout Scotland, aimed at protecting vulnerable drinking water supplies. The Lintrathen Partnership (Lintrathen Loch, Angus) is a catchment management scheme, where Scottish Water are protecting the drinking water source by limiting the amount of phosphorus entering the loch. 	<p>WORK IN PROGRESS/ MONITOR 10% delivered</p>

<p>Project/Proposal - The Action</p> <p>Priority and Timing</p>	<p>Description and Strategic Fit</p>	<p>Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies</p>	<p>Phasing of Actions - Key Deliverables</p>	<p>Evidence of Progress</p>	<p>Status/ % Delivered</p>
<p>Monitor the population size, composition and distribution of the TAYplan area and strategic landuse change</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan</p> <ul style="list-style-type: none"> FUNDING - TAYplan 	<p>Monitored every two years.</p>	<ul style="list-style-type: none"> Undertaken through the Monitoring Report and General Register Office for Scotland projections. 	<p>WORK IN PROGRESS/ MONITOR 100% delivered and ongoing</p>




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Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Monitor the effective housing land supply by Housing Market Area</p> <p><i>(See Appendix 1 - page 60)</i></p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan, Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Monitored through Local Authorities Annual Housing Land Audits and across TAYplan area updated through Action Programme Reviews. 	<ul style="list-style-type: none"> Informed by the Housing Needs and Demand Assessment (HNDA) which was submitted to the Centre for Housing Market Analysis (CHMA) in September 2013 and was declared robust and credible by the Scottish Government's Centre for Housing Market Analysis in early 2014. 	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">WORK IN PROGRESS/ MONITOR Ongoing Process</p>




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Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/ Delivered
<p>Review the Housing Needs and Demand Assessment</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning) and other partners (to be identified by Spring 2012)</p> <ul style="list-style-type: none"> FUNDING - TAYplan, Constituent Local Authorities 	<ul style="list-style-type: none"> This action will be phased for the 3rd Strategic Development Plan in late 2016/ 2017. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>





Committee Version

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<p>Align 4 Housing Land Audits to ensure consistency for monitoring</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning)</p> <ul style="list-style-type: none"> FUNDING - TAYplan SDPA 	<ul style="list-style-type: none"> To be completed during 2015 and annually thereafter. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>





Committee Version


Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	% Delivered Status/ Delivered
<p>Prepare annual composite Housing Land Audits for the Greater Dundee Housing Market Area</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Perth & Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning)</p> <ul style="list-style-type: none"> FUNDING - TAYplan SDPA 	<ul style="list-style-type: none"> To be completed during 2015 and annually thereafter. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>

Committee Version




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<p>Planning authorities should confirm that Key Stakeholders have discussed the potential changes to their land and property assets with each other which may result in surplus property/ land or where new development is needed for that organisation</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council, Community Planning Partnerships, NHS Fife, NHS Tayside</p> <ul style="list-style-type: none"> FUNDING - N/A 	<ul style="list-style-type: none"> Joint outcomes and opportunities that arise from the action. 	<p>This will progress through time.</p>	<p>NO PROGRESS 0% delivered</p>



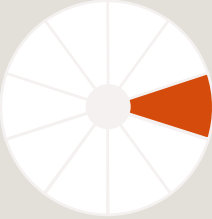
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Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy</p> <p> High Priority</p> <p>Timing  +  1st 12 years 2nd 8 years</p>		<p>Tactran, Sustran, TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council</p> <ul style="list-style-type: none"> FUNDING - Funding available through Sustrans to implement community links projects. 	<ul style="list-style-type: none"> Carse of Gowrie - Improve access networks around national cycle network 77 (Perth & Kinross Council and Dundee City Council). Improve active travel links between Perth and Newburgh (Perth & Kinross Council and Fife Council). Improve access networks around national cycle network 777 and links to Fife Coastal Path (Fife Council). 	<ul style="list-style-type: none"> Active Travel Strategies Guidance for Local Authorities published by Sustrans/Transport Scotland in July 2014. Angus Council, Dundee City Council, Fife Council and Perth & Kinross Council Active Travel Strategies to be in place or well under development by April 2015. Tactran and Sustran are incorporating Active Travel Strategies within refreshed Regional Transport Strategies by summer 2015. 	<p>NO PROGRESS 0% delivered</p>



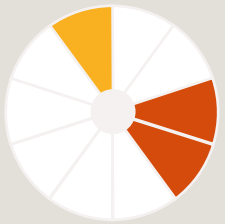
Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>TAYplan to lead on an Energy study</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA, Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council, Scottish Government, SEPA, SNH</p>	<ul style="list-style-type: none"> • Develop scope and study requirements by end 2016. • Commence research by mid 2017. 	<p>No progress at this stage.</p>	<p>NO PROGRESS 0% delivered</p>

Committee Version

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Opportunities for better coastal management will be explored by SNH, Marine Scotland and Local Authorities in the context of findings of the forthcoming National Coastal Change Assessment (NCCA)</p> <p> Medium Priority</p> <p>Timing  1st 12 years</p>		Scottish Government (Marine Scotland), SNH, TAYplan SDPA, Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council	None identified.	<ul style="list-style-type: none"> The Scottish Government are currently appointing consultants to carry out the NCCA. 	NO PROGRESS 0% delivered

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Alignment of City Investment Plans with Strategic Development Plan</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		Dundee City Council, Angus Council, Perth & Kinross Council, Fife Council	<ul style="list-style-type: none"> Landuse change to be monitored through the TAYplan Monitoring Statement. 	This will progress over 2015-17.	NO PROGRESS 0% delivered

Committee Version

Project/Proposal - The Action Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Options for future growth and continued regeneration of Dundee City will be considered through the next review of the Strategic Development Plan, taking account of the Scottish Government's transport proposal for the 'A90 upgrade through or around Dundee' (STPR project 29).</p> <p> High Priority</p> <p>Timing  1st 12 years</p>		<p>TAYplan SDPA</p>	<p>Work will commence in 2016 to inform the next review.</p>	<ul style="list-style-type: none"> No progress at this stage. 	<p>NO PROGRESS 0% delivered</p>

Committee Version

Appendix 1: Progress on Delivery of SDP Average Annual Housing Supply Targets (2016 - 2021) by Housing Market Area

These figures represent a snapshot of progress on delivering housing supply targets from Proposed TAYplan (2015) at Housing Market Area level, for the 2016-21 period. This appendix has been updated taking account of published Housing Land Audits with a base date of April 2014. Maintenance of an adequate effective housing land supply to support delivery of the average annual completions is addressed through Local Development Plan processes for each Local Authority. This appendix will be superseded by the published Housing Land Audits with a base-date of April 2015 or later.

	A	B	C
Housing Market Area (HMA)	Housing Supply Target based on aggregated 2016-2021 average annual housing market area built rates*	Programmed house completions (2016-21)**	Column B - Column A***
North Angus HMA	375	240	-135
West Angus HMA	400	349	-151
East Angus HMA	425	395	-30
South Angus HMA	350	182	-168
Dundee City	2,400	3,449	1,049
Strathmore and Glens HMA	840	744	-96
Strathearn HMA	910	824	-86
Highland Perthshire HMA	560	428	-132
Greater Perth HMA	3,570	3,060	-510
PKC part of GDHMA	25	24	-1
Kinross HMA	490	536	46
Cupar and West Fife HMA	770	597	-173
St. Andrews and East Fife HMA	1,470	901	-569
North Fife part of GDHMA	200	260	60

Notes:

***Column A:** Multiplies the average annual housing supply targets in SDP Policy 4 by 5 to indicate the 5 year housing supply target for the five year period 2016-21. The actual requirement for effective housing land will be established through Local Development Plans (LDPs) and may take account of the potential contributions from future unplanned sources of housing land from the date of LDP adoption.

****Column B:** These figures are derived from the 2014 Housing Land Audits which take into account past trends and completions and the impact of the economic climate on the housebuilding industry. A generally cautious approach has been adopted in predicting the future yield from development sites. Housing Land Audits are undertaken annually.

*****Column C:** Column B minus Column A. This figure represents the difference between the 5 year average annual build rates in Proposed TAYplan (2015) (Column A) over the 2016-21 period and notional delivery of house completions (Column B) derived from 2014 Housing Land Audits. This does not indicate a shortfall in the supply of effective housing land but the notional delivery of house completions against TAYplan SDP average annual build rates.

Abbreviations and Acronymns

Organisations

ACSSDPA – Aberdeen City and Shire Strategic Development Planning Authority
 HIAL – Highlands and Islands Airport Ltd
 JHI – The James Hutton Institute
 PKC - Perth & Kinross Council
 SDA - Strategic Development Area
 SEPA – Scottish Environment Protection Agency
 SEStran - South East of Scotland Transport Partnership
 SHETL - Scottish Hydro Electric Transmission Ltd
 SNH – Scottish Natural Heritage
 TACTRAN - Tayside and Central Scotland Transport Partnership

Terms

HMA - Housing Market Area
 LDP – Local Development Plan
 LP – Local Plan
 LTS – Local Transport Strategy
 NCN - National Cycle Network
 NPF3 – National Planning Framework 3
 NRIP - National Renewables Infrastructure Plan
 MIR – Main Issues Report
 RTS – Regional Transport Strategy

RUS – Route Utilisation Strategy
 STAG – Scottish Transport Appraisal Guidance
 STPR - Strategic Transport Projects Review
 SUSTRANS - SUSTainable TRANSport
 TERS – Tay Estuary Rail Study
 CTRLR - Cross Tay Link Road

Priority of Actions

- High Priority – Essential to delivering other priorities contained in the overall strategy of the Plan.
- Medium Priority – Important to deliver other priorities contained in the overall strategy of the Plan.
- Low Priority – Desirable or not essential, in delivering other priorities contained in the overall strategy of the Plan.

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