

Proposed Plan Action Programme June 2011



Global



National

Regional



TAYplan

Local



Settlement



Contents

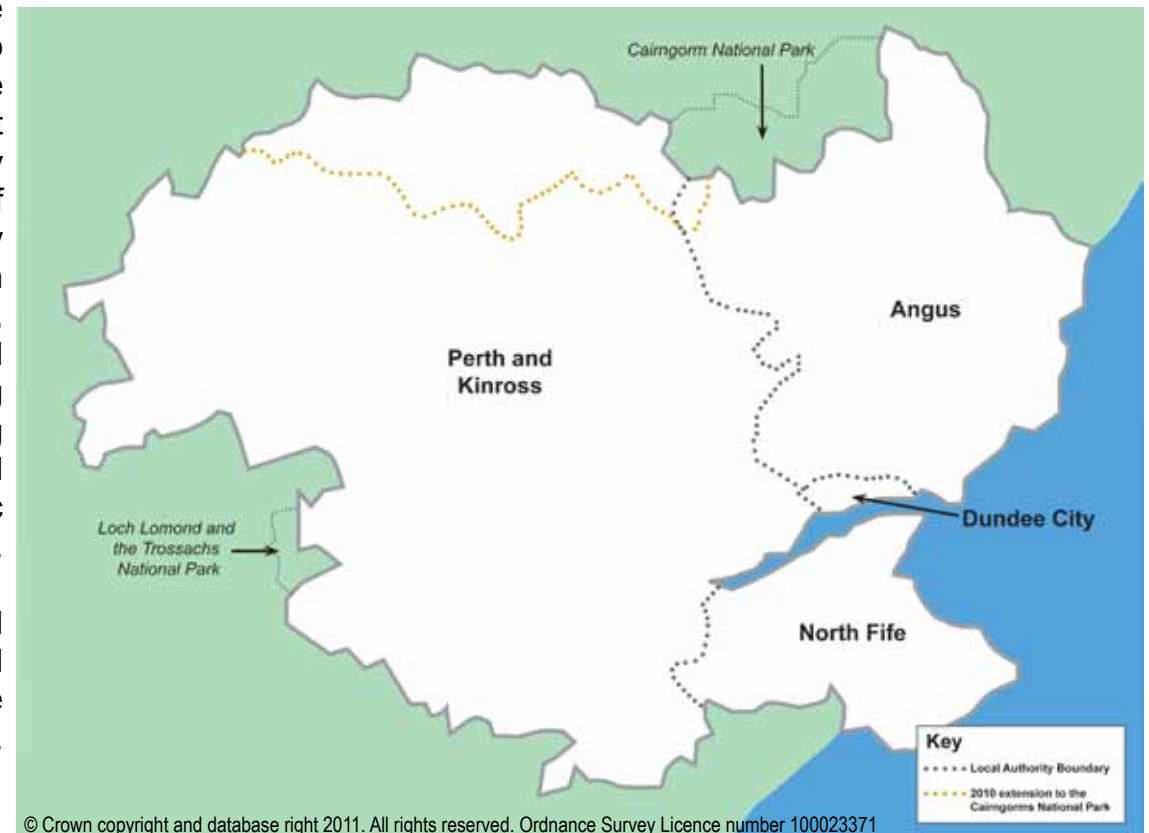
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TAYplan's Proposed Action Programme (8 week consultation)

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 Cairngorm National Parks under the pre-2010 boundaries (Map 1). It includes the Highland Perthshire part of the Cairngorm National Park newly designated in 2010. Section 21 of the Planning etc. (Scotland) Act 2006 requires the Strategic Development Planning Authority (SDPA) to prepare a Proposed Action Programme to accompany the Strategic Development Plan which sets out the aspirations behind the programme. This will help set out the strategic actions and partnership required to shape the Strategic Development Plan from 2012-2032 and 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.

The programme will be kept up-to-date and reviewed every 2 years. Through Local Development Plans, and other relevant plans and strategies, more detail will be provided on the actions required to deliver the strategy.

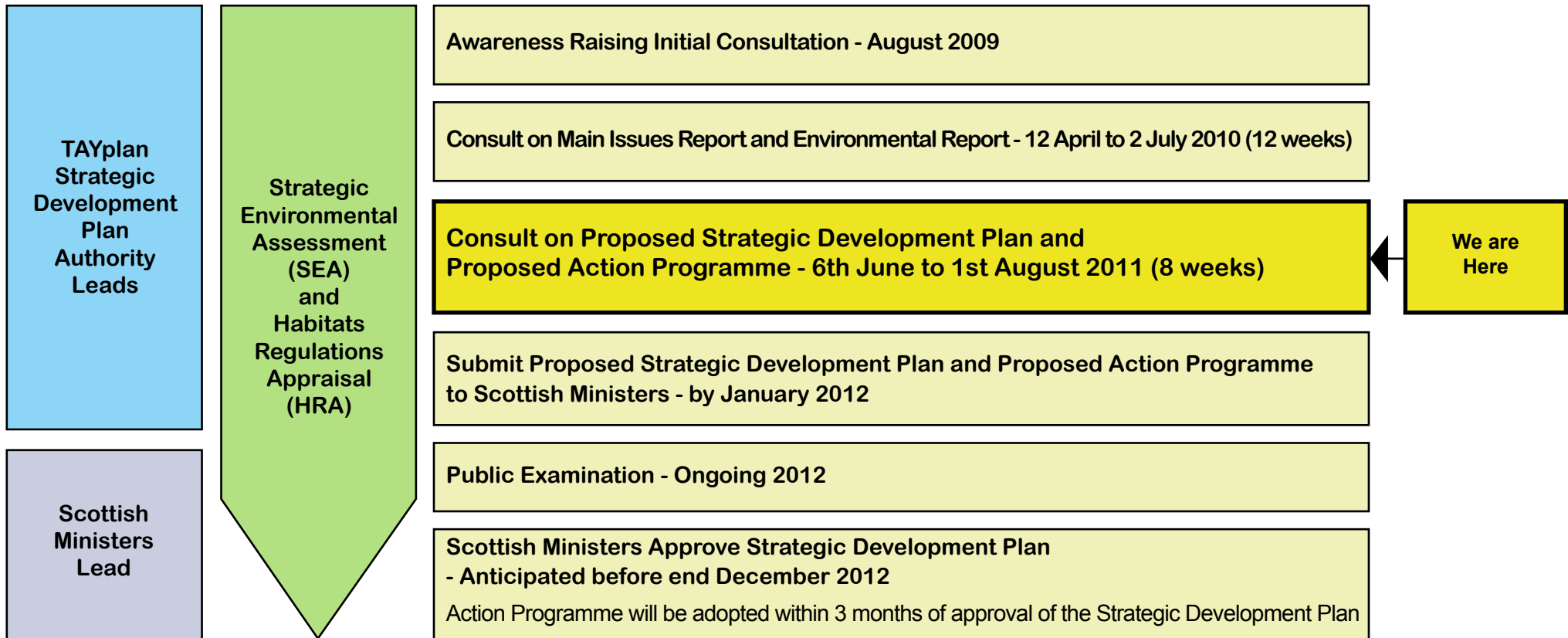


Map 1: TAYplan SDPA

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). The NRIP, published by Scottish Enterprise and the Highlands and Islands Enterprise, outlines the steps required to realise Scotland's ambition to establish itself as a premier destination for the manufacture and installation of offshore renewable energy devices. The STPR sets the Scottish Government's 29 transport investment priorities for the next 20 years, while RTS's provide an analysis of current transport characteristics, provision, trends and issues over a 10-15 year horizon within the associated region. A Strategic Habitats Regulations Appraisal is being undertaken separately from the NRIP, STPR and RTS's with their associated conclusions and generic mitigation to be taken into account at lower level Habitats Regulations Appraisal assessments.

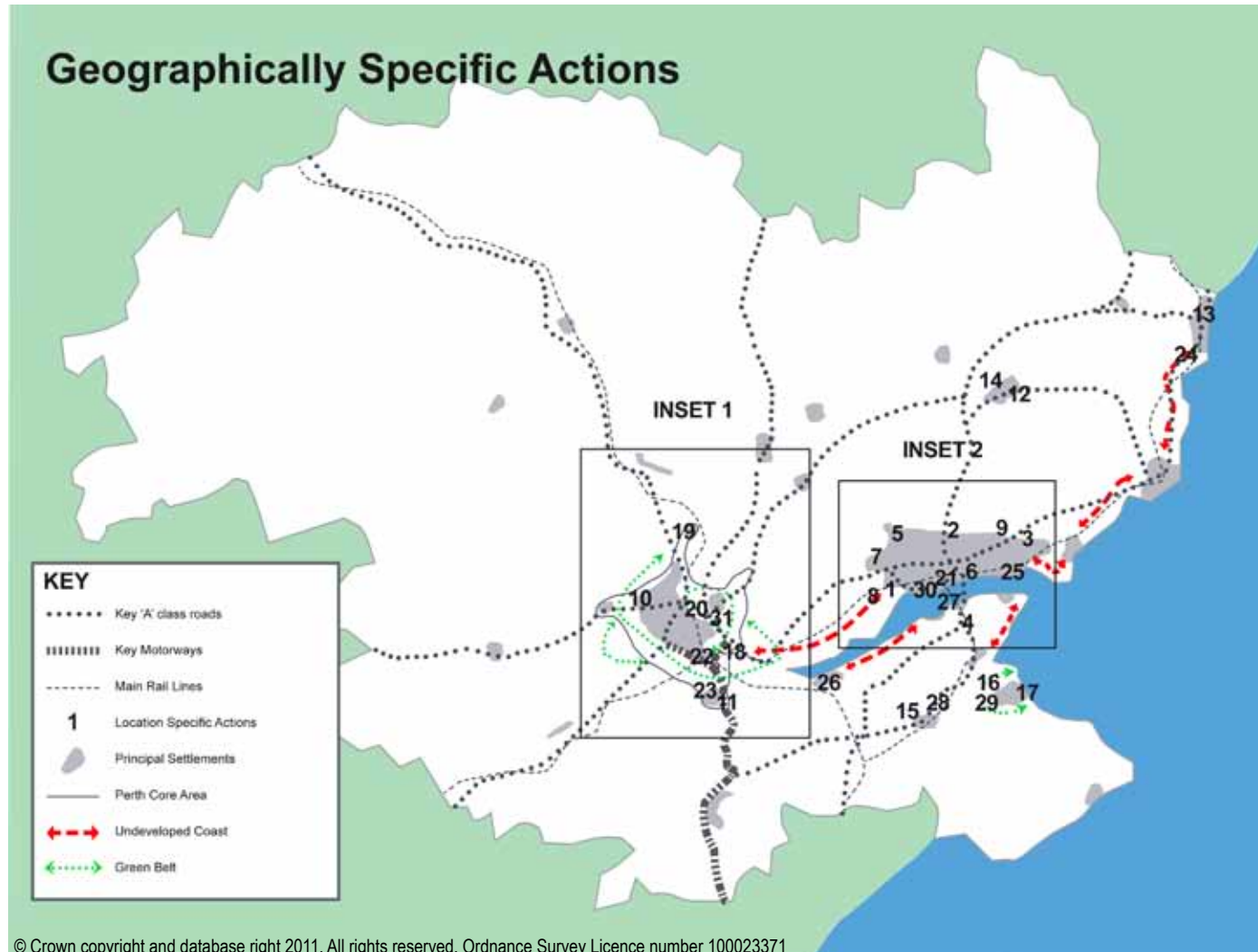
As the Proposed Action Programme is delivered, the region must adapt to a reduction in public resources, aligning what is available against agreed priorities, bringing forward new and innovative means of maximising resources. While the strategic objectives in this Proposed Action Programme are defined 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 Proposed Action Programme and consequently the Strategic Development Plan.

Where we are in producing the Strategic Development Plan and Proposed Action Programme



TAYplan's Actions Mapped

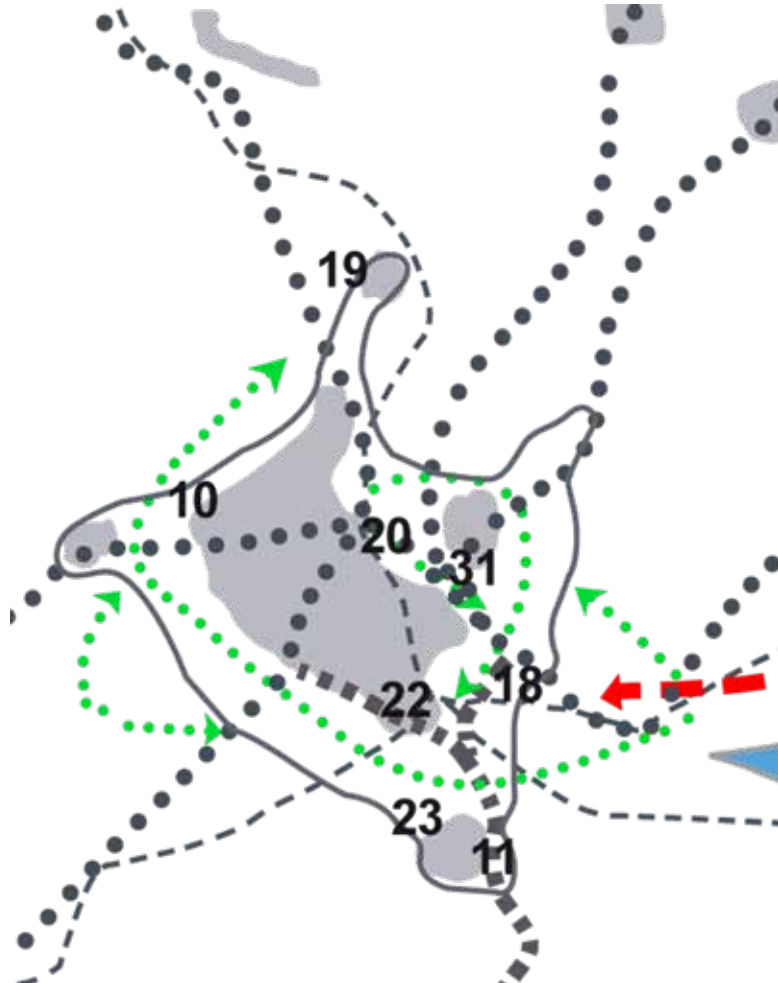
This Proposed Action Programme outlines the key activities over the medium and long term that need to be undertaken to support the vision, objectives and TAYplan's spatial strategy and should be read in conjunction with the Strategic Development Plan. The Proposed Plan should be referred to for a full explanation of TAYplan's vision, objectives and spatial strategy.



These actions are detailed in the text which follows

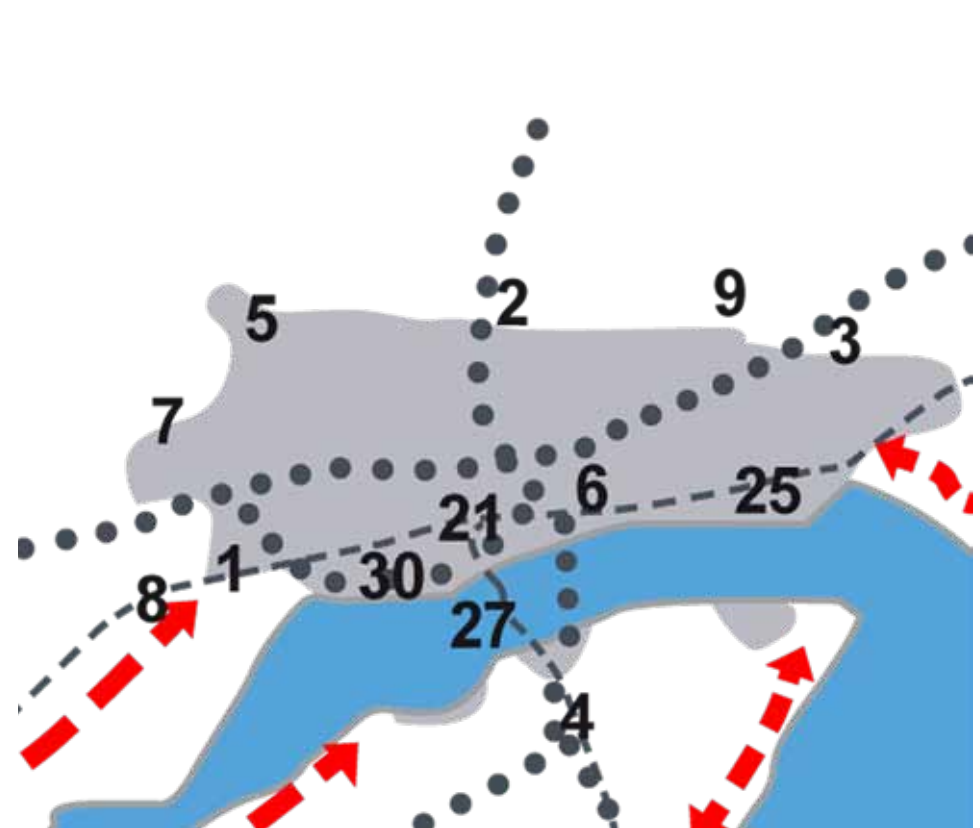
Map 2: TAYplan's Spatial Strategy

INSET 1 – Perth Core Area Actions



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INSET 2 – Dundee Core Area Actions



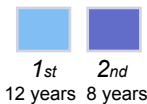

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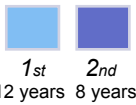

Maps 3 and 4: Inset maps for Perth and Dundee Core Areas showing geographically specific actions in more detail

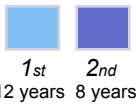



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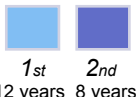

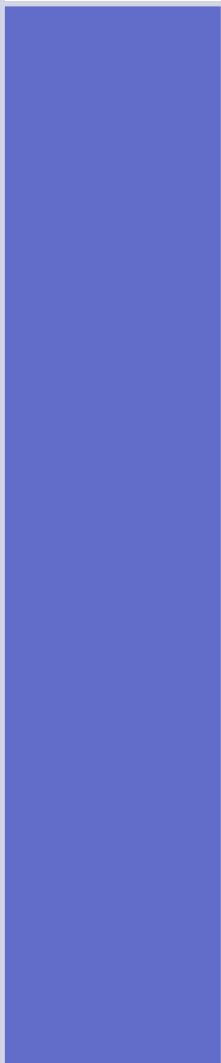

Proposed Action Programme Schedule

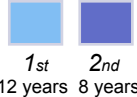

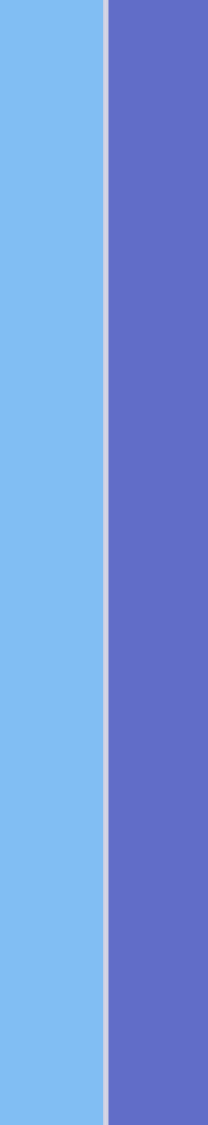
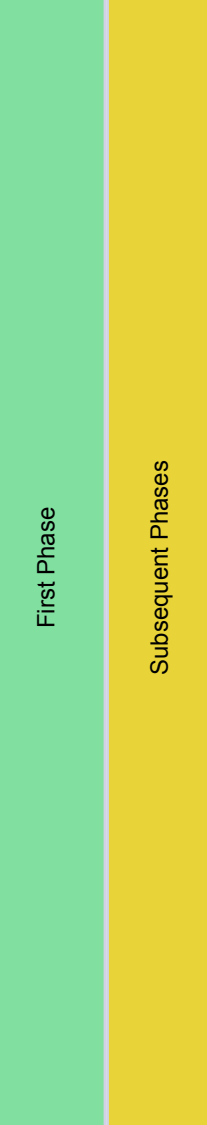
National Actions (contained within NPF2 and STPR)

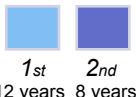



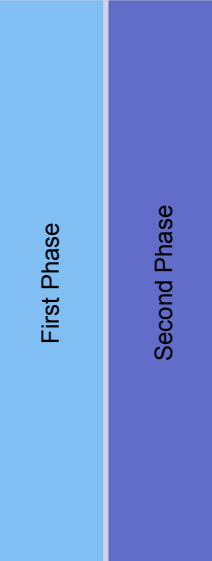

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/</small> and other delivery bodies	Priority of Actions (*) 	Evidence and Progress
Geographically Specific								
Strategic Park and Ride/ Park and Choose facilities serving Dundee at: 1* Dundee West 2* A90 Dundee North at Forfar Road 3* A92 Dundee East at Monifieth 4* A92 South of Tay Bridge	Proposal 1	<ul style="list-style-type: none"> Improve accessibility, business, leisure and tourism connectivity and transport integration. Reduce the requirement of motorists having to travel into the city centre for parking. Greater sustainability in travel. Reducing TAYplan's carbon footprint, enhancing climate change adaptation. Reduce air pollution in the Air Quality Management Area of Dundee. Encouraging modal shift, integration and accessibility. 	<ol style="list-style-type: none"> Dundee West Potential sites are being assessed and pursued through the Local Development Plan process. Forfar Road Longer term possibility and will be reassessed once other sites around the city have been established. A92 (near Monifieth) Longer term possibility and will be reassessed once other sites around the city have been established. South of Tay Bridge Appraisal work undertaken. Site being identified through Local Plan. 	Dundee West A90 North at Forfar Road A92 East of Dundee A92 South of Tay Bridge	Transport Scotland, Tactran, SEStran, Local Authorities	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>)	Dundee West A90 North at Forfar Road A92 East of Dundee A92 South of Tay Bridge	<ul style="list-style-type: none"> STPR project 8 – Serving Dundee: Invergowrie, Forfar Road, A92 and Forgan. Regional Transport Partnerships are to bring forward Park and Ride facilities. Detailed feasibility and business case work being progressed by Tactran and SEStran.

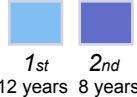





Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
5* A90 upgrade through or around Dundee	Proposal 1	<ul style="list-style-type: none"> Reduce conflict between strategic and severance of local traffic in Dundee. Improve connectivity between Aberdeen, the Central Belt and within and through the region. Contribute significantly to reducing journey times between the Central Belt and Aberdeen. Consequential environmental benefits for those living and working adjacent to the A90. Increase the appeal of the city as a place to live and work. Contribute to improved air quality in Dundee. Improve public transport efficiency. 	Assessment of route options <ul style="list-style-type: none"> Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan) 	Assessment of route options and Implementation	Funding still to be confirmed by Transport Scotland	Transport Scotland <small>(STPR), Tactran (RTS), Dundee City Council, Angus Council, Perth & Kinross Council</small>	Assessment of route options and implementation	<ul style="list-style-type: none"> STPR project 29. Project highlighted in NPF2. Improving A90 through or around Dundee is included within Tactran's RTS Delivery Plan 2008-2023.

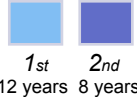

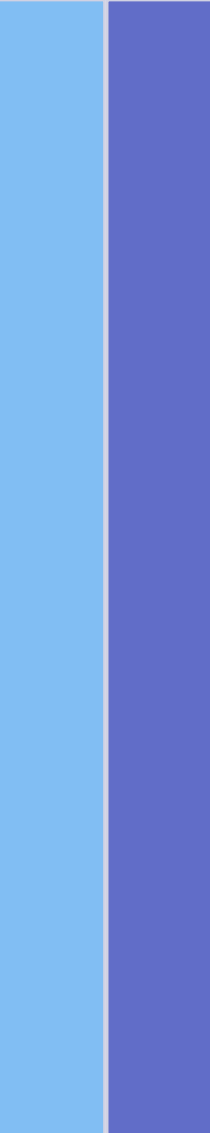

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Non Geographically Specific								
Improvements to A92 between Edinburgh and Dundee (route management & targeted individual investments) <i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Better connectivity to regional hubs. Maintain and enhance safety of the network. 	Ongoing	 	Scottish Government	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , SEStran <i>(RTS)</i> , Fife Council		<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.

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Electrification of the Strategic Rail Network	Proposal 1	<ul style="list-style-type: none"> Expands opportunities for communities and businesses by promoting environmental quality and good connectivity, reducing journey times. Promotes more sustainable patterns of travel, transport and land use. Assists in reducing TAYplan's carbon footprint and facilitates adaptation to climate change. The projects aims are to create an electrified rail network which will reduce journey times, operating costs and emissions. Enhancing tourism appeal and opportunities. 	Phase 3 <ul style="list-style-type: none"> Electrification of routes between Glasgow, Edinburgh, Perth and Dundee, including the Fife Circle. Phase 5 <ul style="list-style-type: none"> Electrification from Perth to Inverness and Aberdeen. 		Scottish Government	Transport Scotland <small>(STPR), Scottish Government (NPF2 & NPF2 Action Programme), Network Rail</small>		<ul style="list-style-type: none"> STPR project 6.

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
A9 upgrading from Dunblane to Inverness <i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i>	Proposal 1	<ul style="list-style-type: none"> Remove congestion and improved safety through Grade Separated Junctions at Auchterarder, Blackford and at Inveralmond and Broxden roundabouts at Perth contributing to reduced journey times, improved journey time reliability and improved road safety. Improve operational effectiveness of the A9. Improved regional and national connectivity for business, leisure and tourism by reducing journey times and improving journey time reliability. Significant reduction in the severity of accidents and driver frustration. Contribution to the Scottish Government's purpose of increasing sustainable economic growth. Improving connectivity within and through TAYplan. 	First Phase <ul style="list-style-type: none"> Grade separation of all junctions on the A9 from (and including) Keir Roundabout (Dunblane) to south of Broxden roundabout (Perth); A9 Dual Carriageway from Perth to Blair Atholl; Grade separation of Broxden Roundabout and Inveralmond Roundabout at Perth; Implementation of climbing lanes, 2+1 sections and junction improvements between Blair Atholl and Inverness. Subsequent Phase <ul style="list-style-type: none"> Dualling the A9 between Blair Atholl and Aviemore. 		Scottish Government (Transport Scotland)	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , Perth & Kinross Council <i>(LTS & LDP)</i>		<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. Planning for dualling the southern section (Perth-Blair Atholl) is progressing. The funding and delivery mechanism for phase one has not yet been determined.

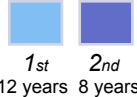

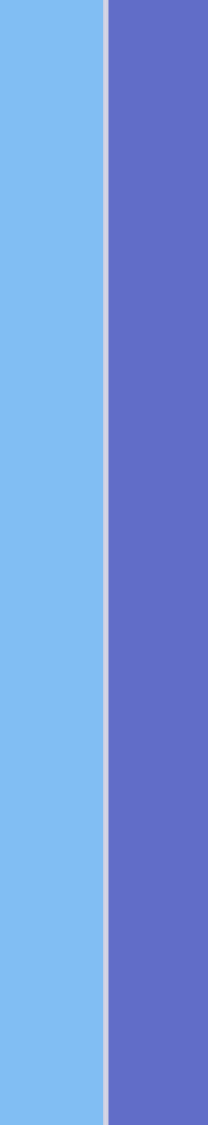

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Rail enhancement on the Highland Main Line between Perth and Inverness	Proposal 1	<ul style="list-style-type: none"> Improved business, leisure and tourism connectivity. Increase service frequency. Reduce journey times. Reducing TAYplan's carbon footprint, enhancing climate change adaptation. Promotes strong, sustainable growth for the benefit of the TAYplan region. Improved connectivity within and through TAYplan. 	First Phase <ul style="list-style-type: none"> Seek to maximise service frequency and journey times on existing infrastructure. Second Phase <ul style="list-style-type: none"> Infrastructure enhancements to allow even faster services and more frequent to operate. 		Scottish Government	Transport Scotland <i>(STPR)</i> , Network Rail, ScotRail		<ul style="list-style-type: none"> STPR project 17. A commitment to implementing Phase 1, in part (to increase long distance services to Inverness from 9 to 11 services per day) was confirmed in the Draft 2011/12 Scottish Budget Statement of 17th November 2010. Planned for implementation December 2011.
Rail service enhancement between Aberdeen and the Central Belt	Proposal 1	<ul style="list-style-type: none"> Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. Improve strategic network efficiency and connectivity within the TAYplan region. Improve reliability and operational efficiency of the transport network within Dundee. 	First Phase <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. Second Phase <ul style="list-style-type: none"> Upgrade single track to double track at Usan, including a new bridge over Montrose Basin. 		Scottish Government	Transport Scotland <i>(STPR)</i> , Network Rail, ScotRail, Tactran <i>(RTS)</i>		<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.

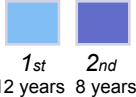

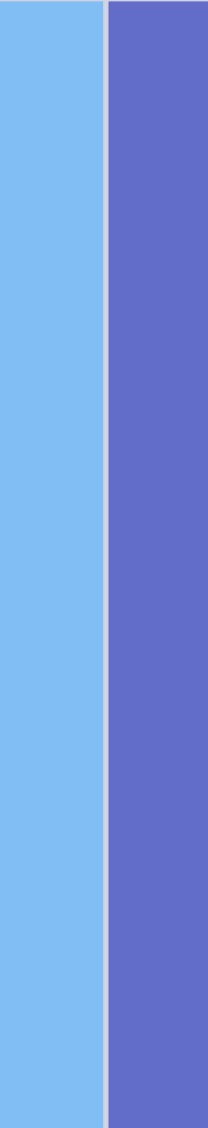

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Improving rail infrastructure and connectivity regionally and nationally (See also STPR Projects <ul style="list-style-type: none"> 17: Highland Mainline and 23: Aberdeen to Central Belt) 	Proposal 1	<ul style="list-style-type: none"> Promote more sustainable and integrated travel options and opportunities for regional and national travel. Supports STPR Projects 17 and 23 improving rail services between Inverness and Perth and Aberdeen and the Central Belt. Reducing the region's carbon footprint, enhancing climate change adaptation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs and with Central Belt. Enhanced rail connectivity for local stations. 	To be delivered through :- <ul style="list-style-type: none"> STPR Project 17: Highland Main Line enhancements (Transport Scotland). Tay Estuary Rail Study (Tactran). STPR Project 23: Rail Enhancements Aberdeen to Central Belt (Transport Scotland). Enhanced Gleneagles station (Tactran & Transport Scotland). Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (Tactran). 	 	Transport Scotland (STPR Projects 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council	Transport Scotland (<i>STPR – Projects 17 and 23</i>), Tactran (<i>RTS</i>), Dundee City Council (<i>LTS and LDP</i>), Perth & Kinross Council (<i>LTS and LDP</i>), Angus Council (<i>LTS and LDP</i>), ScotRail, Network Rail	 	<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. Business case to be progressed (Tactran). Gleneagles upgrade and improved access. Proposals identified as part of TERS (Tactran) and also as part of preparation for Ryder Cup 2014 (Transport Scotland).

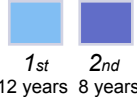

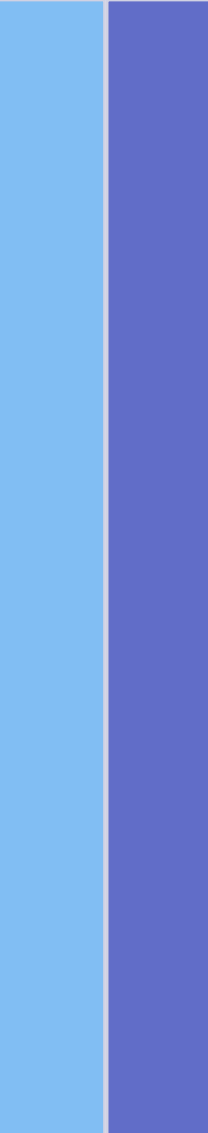

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
East Coast corridor between Aberdeen and Newcastle <small>(Action relates to page 8 in Proposed Plan)</small>	Policy 4	<ul style="list-style-type: none"> Offers opportunities to develop knowledge economy links based on the expertise associated with the energy and offshore industries and the Universities of Aberdeen, Dundee, St. Andrews, Edinburgh and Newcastle. Supports strong and sustainable economic growth for the TAYplan region. 	Ongoing		Scottish Government	Scottish Government <small>(NPF2 & NPF2 Action Programme), Tactran (RTS), Dundee City Council (LDP), Perth & Kinross Council (LDP), Angus Council (LDP), Fife Council (LDP), Scottish Enterprise, Universities, Developers, Private Sector</small>		<ul style="list-style-type: none"> Promotion of tourism. Renewable energy and low carbon technology. Knowledge economy and the Universities. Rail connectivity at Dundee Port – feasibility study has been completed by Tactran. Dundee's Digital Media Park. Dundee Waterfront.

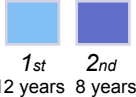



Strategic Development Plan (SDP) Actions

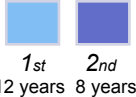





Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 1st 2nd 12 years 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) High Med Low [Green] [Yellow] [Red]	Evidence and Progress	
Geographically Specific									
<p>DUNDEE CORE AREA Strategic Development Areas:</p> <p>6* Dundee Centre and Port (<i>Mixed uses including business, commercial, leisure, retail, residential and port related uses</i>)</p> <p>7* Dundee Western Gateway (<i>750+ homes and 50ha of employment land</i>)</p>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development. 	<p>Dundee Centre and Port</p> <ul style="list-style-type: none"> Dundee Port road access improvements scheduled for 2011/12. <p>Dundee Western Gateway</p> <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. <p>JHI</p> <ul style="list-style-type: none"> No phasing in place. <p>Dundee Linlathen</p> <ul style="list-style-type: none"> The latter 8 years. 	JHI, Dundee Centre and Port, Dundee Western Gateway (Housing)	Dundee Centre and Port, Dundee Western Gateway (Employment), Dundee Linlathen	Dundee City Council, Developers and TAYplan Key Stakeholders	<p>Dundee City Council (LDP), Perth & Kinross Council (LDP-JHI), Developers, Tactran (RTS), Scottish Enterprise</p>		<p>Dundee Centre and Port</p> <ul style="list-style-type: none"> Identified within the Dundee Local Plan Review 2005. Masterplans approved for central area and rail yards. Major infrastructure works underway in accordance with Masterplan. Completion of further infrastructure works. <p>Dundee Western Gateway</p> <ul style="list-style-type: none"> Allocated within the Dundee Local Plan Review 2005. Planning applications submitted for residential element.

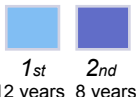




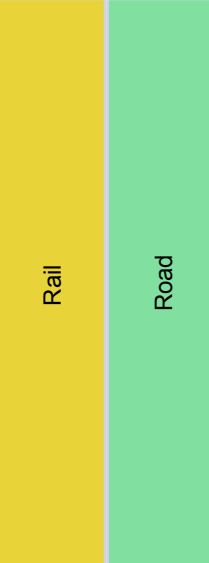
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<p>8* The James Hutton Institute at Invergowrie (5 to 10ha of employment land for food/agricultural research)</p> <p>9* Dundee Linlathen (40ha of employment land)</p>	(as above)	(as above)	(as above)		(as above)	(as above)		<ul style="list-style-type: none"> • Local road improvements approved by DCC with commencement in early 2011. <p>JHI</p> <ul style="list-style-type: none"> • Being progressed through LDP. • Partnership working between Perth & Kinross Council and Dundee City Council in relation to development proposals to the West of Dundee. <p>Dundee Linlathen</p> <ul style="list-style-type: none"> • Allocated within the Dundee Local Plan Review 2005 for single user opportunity and general business development.

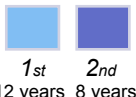


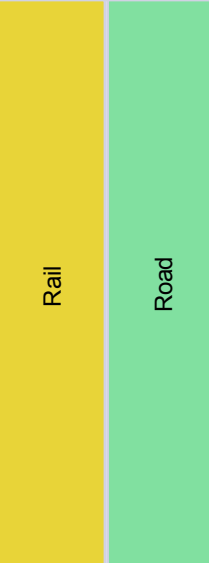


Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
ANGUS COUNCIL Strategic Development Areas: 12* Forfar Regional Agricultural Service Centre <i>(Employment land for agricultural services)</i> 13* Montrose Port <i>(Employment land for port related land uses)</i> 14* Orchard Bank, Forfar <i>(25ha of employment land)</i>	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Further develop the agricultural sector. Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development. 	Forfar Regional Agricultural Service Centre <ul style="list-style-type: none"> Feasibility and thereafter any new site(s) to be identified through LDP. Montrose Port <ul style="list-style-type: none"> Work to be developed through LDP. Orchard Bank, Forfar <ul style="list-style-type: none"> Future phasing requirements are around take up. 		Angus Council, Developers and TAYplan Key Stakeholders	Angus Council (LDP), Developers		Forfar Regional Agricultural Service Centre <ul style="list-style-type: none"> Investigate further feasibility of the agricultural service sector. Montrose Port <ul style="list-style-type: none"> The area of the port is already identified and safeguarded by the Angus Local Plan Review. There is also the current South Montrose Study which is looking at scope for regeneration in this part of the town. Orchard Bank, Forfar <ul style="list-style-type: none"> Orchardbank exists already for class 4, 5 and 6 use; it was allocated by Local Plans; has an existing planning permission and also a development brief. It has all the relevant permissions, road network, servicing etc are all in place. The site is actively marketed.

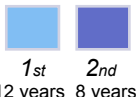







Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
FIFE COUNCIL Strategic Development Areas: 15* Cupar North (1,400 homes, 10ha of employment land and bulky goods retail) 16* St. Andrews West and Science Park (1,090 homes, 10ha of employment land and 10ha for a science park)	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Supports strong and sustainable economic growth for the TAYplan region. Ensuring an effective long term supply of suitably located land for Economic Development. 	Cupar North <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. St. Andrews West <ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. Link road between Craigtoun Road and Strathkinness Low Road to be completed before Craigtoun Road commercial development becomes operational. 		Fife Council, Developers and TAYplan Key Stakeholders	Fife Council (LDP and LTS), Developers		<ul style="list-style-type: none"> Principle, scale and general location of development within St. Andrews and North East Fife Local Plan. Detailed allocation of both sites progressing through the St. Andrews and East Local Plan. Strategic Development Frameworks have been prepared. Developers have commenced work in preparing Masterplans.

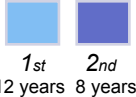







Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
20* A9/A94 link and associated links, including <i>(Western Edge Link Road (WELR) and Cross Tay Link Road (CTLR))</i>	Policies 1, 4, 5 and 8	<ul style="list-style-type: none"> Enhance accessibility around Perth. Infrastructure requirement for future development of Perth. Improve air quality in Perth. Improving connectivity within TAYplan. 	The following phasing will be the subject of more detailed consideration through the Perth & Kinross LDP. 1. A9/A85 Crieff Road Improvements (WELR) (Phase 1) <ul style="list-style-type: none"> Priority works to address immediate network issues for future development of Perth & region. Anticipated completion in 2013 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 of West/ North West Perth. Provision of works will improve connectivity. 		Perth & Kinross Council and Developers	Perth & Kinross Council <i>(LTS & LDP)</i> , Tactran <i>(RTS)</i> , Developers		<ul style="list-style-type: none"> The A9/A94 project is included within Tactran's RTS Delivery Plan 2008-2023. STAG report prepared and consulted upon with Perth & Kinross Council's Local Development Plan Main Issues Report and Shaping Perth's Transport Future consultation document (October 2010). Strategic Environmental Assessment prepared. Planning application expected to be submitted in early 2011.

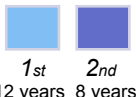

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21* Upgrading of Dundee rail station	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Contribute to the transformation of Dundee City Centre and substantially improve the perception and provide a suitable gateway for visitors arriving in the City. Comprehensive redevelopment of building and concourse facilities as part of the overall Central Waterfront Development. Enhancing tourism appeal and opportunities. Supports strong and sustainable economic growth for the TAYplan region. 	First Phase <ul style="list-style-type: none"> Part of Central Waterfront road realignment and bridge replacement. Second Phase <ul style="list-style-type: none"> Replacement building and concourse. 		Developers and Network Rail	Dundee City Council (<i>LTS & LDP</i>), Network Rail, Dundee Central Waterfront Partnership Board, Tactran (<i>RTS</i>)		<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Being progressed through the Central Waterfront Development Masterplan.
22* Upgrading of Perth rail and bus stations and associated links to city centre	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Relocate Perth's bus station to the railway station and enhance links to the city centre and integration. Enhancing tourism appeal and opportunities. 	To be determined.		Perth & Kinross Council, Tactran	Perth & Kinross Council (<i>LTS</i>), Network Rail, Tactran (<i>RTS</i>)		<ul style="list-style-type: none"> This project is included within TACTRAN's RTS Delivery Plan 2008-2023.

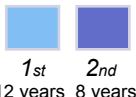


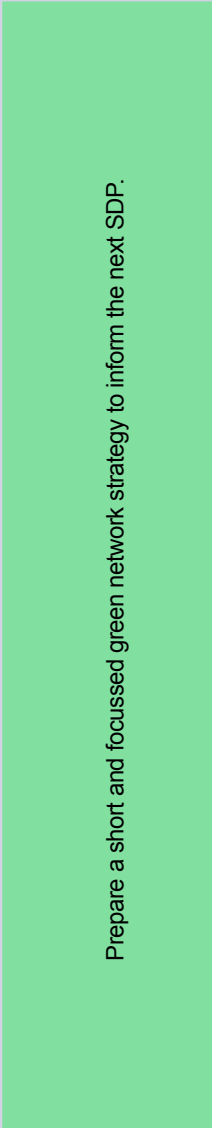
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23* Undertake a transport appraisal for the Bridge of Earn area	Policy 1, 2 and Proposal 1	<ul style="list-style-type: none"> Link to Inverness -Perth/ Edinburgh HML Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<ul style="list-style-type: none"> Part of the approved Masterplan. Linked to development at Oudenarde. ASTAG 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. 		Developers, Tactran, Perth & Kinross Council	Perth & Kinross Council (LTS) , Developers, Network Rail, Tactran (RTS)		<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. This rail station was considered within the Perth & Kinross Development Plan. Not supported by STPR.
24* Improved road/ rail connectivity including inter-modal regional rail freight facilities at Montrose <small>(Action relates to the Proposed inter-modal regional rail freight facilities, in proposals map)</small>	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Montrose Port. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint, enhancing climate change adaptation. Help to promote the regeneration of South Montrose, increasing the amount of development. Improve transport infrastructure in support of strategic development. 	Feasibility is being investigated as part of regeneration of South Montrose Consultancy Study		Angus Council	Angus Council (LTS and LDP) , Montrose Port Authority, Network Rail, Tactran (RTS)		<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. Draft findings of the Montrose Study expected early 2011.

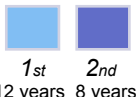



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25* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Dundee <small>(Action relates to the Proposed inter-modal regional rail freight facilities, in proposals map)</small>	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Dundee Port. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint, enhancing climate change adaptation. Improve transport infrastructure in support of strategic development. 	<ul style="list-style-type: none"> Dundee Port road access improvements scheduled for 2011/12. 		Tactran and Dundee City Council	Dundee City Council <small>(LTS and LDP), Forth Ports, Network Rail, Tactran (RTS)</small>		<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Feasibility study demonstrating potential for rail connection into Port undertaken by Tactran.
26* Undertake a transport appraisal for the Newburgh area	Proposal 1	<ul style="list-style-type: none"> Link to Inverness – Perth/ Edinburgh HML. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<ul style="list-style-type: none"> St. Andrews and North East Fife Local Plan. 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. 		Not identified	Fife Council <small>(LTS and LDP), Network Rail, SEStran (RTS), Developers</small>		<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023. Not supported by STPR.

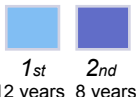



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27* Undertake a transport appraisal for the Wormit area	Proposal 1	<ul style="list-style-type: none"> Link to East Coast mainline. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<ul style="list-style-type: none"> St. Andrews and North East Fife Local Plan. ASTAG 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. 		Not identified	Fife Council (<i>LTS and LDP</i>), Network Rail, Developers, SEStran (<i>RTS</i>)		<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 supported by STPR
28* Cupar Relief Road <small>(Action relates to the Proposed road upgrade or route management, in proposals map)</small>	Proposal 1	<ul style="list-style-type: none"> Required for future development at Cupar proposed through the Strategic Development Area and to relieve existing traffic issues and reduce air pollution in the town centre. 	To be delivered through the Cupar North Strategic Development Area (2006-26) by the developers.		Developers	Fife Council (<i>LTS and LDP</i>), Developers		<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.
29* St. Andrews West Link road	Proposal 1	<ul style="list-style-type: none"> Required for future development at St. Andrews proposed through Strategic Development Area and to relieve traffic issues in the town centre. 	To be delivered through the St. Andrews West Strategic Development Area (2006-26) by the developers.		Developers	Fife Council (<i>LDP</i>), Developers		<ul style="list-style-type: none"> Strategic Development Area development to fund and construct link road.

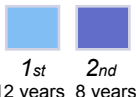

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30* Growth in services at Dundee Airport	Policy 1 and Proposal 1	<ul style="list-style-type: none"> Support the development of enhanced facilities at Dundee Airport. Better connectivity to UK/ European hubs. Improve connectivity and marketability of the area as location for strategic inward and indigenous investment. 	Continued growth and development throughout plan period.			Not identified	Tactran, HIAL (RTS), Dundee City Council (LTS and LDP), Air Operators		<ul style="list-style-type: none"> Support identified in Tactran's RTS. Increased destinations, flight options, frequency, passengers and freight is currently being investigated.
31* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Perth Harbour	Proposal 1	<ul style="list-style-type: none"> Improved road and rail connectivity of Perth Harbour. Enhanced opportunities to move freight by rail. Greater integration and sustainability in freight transport. Reducing the region's carbon footprint, enhancing climate change adaptation. Improve transport infrastructure in support of strategic development. Perth is identified as a Strategic Transport Node in NPF2. 	To be determined.			Perth and Kinross Council and Tactran	Perth & Kinross Council (LTS and LDP), Network Rail, Tactran (RTS)		<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023.

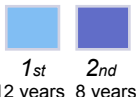

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Non Geographically Specific								
Green belt boundaries	Policies 1, 2 and 3	<ul style="list-style-type: none"> Define boundaries through Perth & Kinross Local Development Plan (LDP) and St. Andrews and East Fife Local Plan. 	No physical development required.		N/A	Perth & Kinross Council (LDP), Fife Council (LP)		<ul style="list-style-type: none"> Perth's green belt boundary will be defined in LDP Proposed Plan with anticipated formal adoption in 2014. St. Andrews green belt to be established through the St. Andrews & East Fife Local Plan (anticipated being adopted late 2011/2012).
Facilitating climate change shared practice development planning group	All policies and proposals	<ul style="list-style-type: none"> Share ideas, approaches and best practice across the 4 local planning authorities to assist production of future Development Plans. 	Outcomes of group: <ul style="list-style-type: none"> Commitment to produce a joint strategic coastal flood risk and a strategic flood risk map for TAYplan. 		N/A	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SEPA and SNH		<ul style="list-style-type: none"> Project is in inception and will be implemented to help inform Local Development Plans.

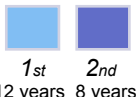



Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Prepare a short and focused strategic green network strategy to inform the next Strategic Development Plan	Policy 2 and 3	<ul style="list-style-type: none"> • Supports strong, sustainable growth for the TAYplan region. • Expands opportunities for communities and businesses by promoting environmental quality and good connectivity. • Promotes development which helps to reduce carbon footprint and facilitates adaptation to climate change. • Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management planning process. • Supports biodiversity improvements. • Promotes development which helps to improve health, regenerate communities and enables disadvantaged community's access opportunities. • Conserves and enhances the regions heritage. • Meeting Scottish Government climate change actions to develop forestry. 	To be undertaken to inform the 2nd Strategic Development Plan. Work will commence in late 2012/early 2013.		SNH, Forestry Commission, TAYplan	TAYplan SDPA, Angus Council, Dundee City Council, Fife Council, Perth & Kinross Council, SNH, Forestry Commission, Scottish Enterprise, SEPA, Architecture and Design Scotland, Tactran, SEStran, SUSTRANS	 Prepare a short and focussed green network strategy to inform the next SDP.	<ul style="list-style-type: none"> • Evidence of progress will develop through the progression of the Strategic Development Plan process.

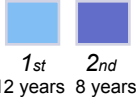



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Strategic Environmental Assessment (SEA)	All policies and proposals	<ul style="list-style-type: none"> Monitoring of Environmental Report to meet legislative requirements. 	<ul style="list-style-type: none"> Ongoing throughout the preparation of the 1st and subsequent SDP's. Monitoring report to be prepared by PKC, as the responsible authority, following approval of TAYplan Proposed Plan. 		N/A	Perth & Kinross Council (as the 'responsible authority'), TAYplan SDPA (<i>SDP</i>)		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of the Strategic Development Plan process.

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
<p>Actions arising from the SEA:</p> <p>(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 and water quality in the area; inclusion or consideration of biodiversity action such as hedgerows etc.</p> <p>(1b) In particular, possible cumulative effects, require further detailed assessment, including: -development on the Firth of Tay and Eden</p>	<p>All policies and proposals</p>	<ul style="list-style-type: none"> Promotes development which helps to reduce carbon footprint and facilitates adaptation to climate change. Supports strong, sustainable growth for the TAYplan region. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process. Conserves and enhances the regions heritage. 	<p>Ongoing throughout the preparation of the Local Development Plans.</p> <p>Monitoring of the Environmental Report will be undertaken to inform the 2nd Strategic Development Plan.</p>		<p>N/A</p>	<p>Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)</p>		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of LDPs







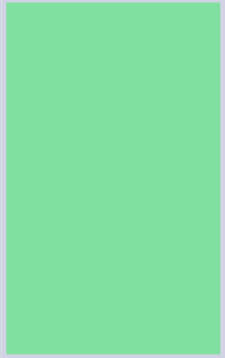


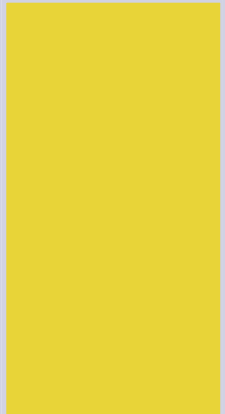

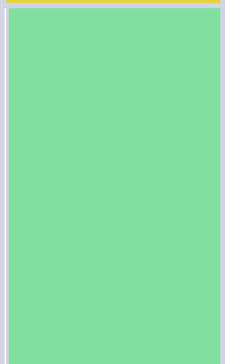
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Estuary in relation to disturbance of birds; - coastal development: coastal flooding and predicted sea level rise; - River Tay and Loch Leven catchments; and, - erosion of landscape quality through piecemeal development. (2) LDPs should ensure: Greenfield 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.	(as above)	(as above)	(as above)	(as above)	(as above)	(as above)	(as above)	(as above)

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
<p>(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.</p> <p>(4) Ensure compliance with statutory duties of the historic environment.</p>	(as above)	(as above)	(as above)		(as above)	(as above)		(as above)

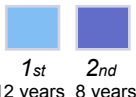




Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Actions arising from the Appropriate Assessment (Habitats Regulations Appraisal (HRA)):	Proposal 1, Policy 2, Policy 3 and Policy 4	<ul style="list-style-type: none"> Promotes development which helps to reduce carbon footprint and facilitates adaptation to climate change. Supports strong, sustainable growth for the TAYplan region. Supports biodiversity improvements. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process. Meets legislative requirements for HRA of development plans to ensure no adverse effect on the integrity of a Natura site. 	<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. 		N/A	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP)		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of LDPs.

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
(1) Local Plans and LDPs shall carry out further HRA at a more detailed level where not already undertaken in respect of: ** Policy 1, Policy 3 (Employment Land and Transport), Policy 4 (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 5 and	** (All policies highlighted in previous column)	(as above)	(as above)		(as above)	(as above)		(as above)

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)			Evidence and Progress
				1 st 12 years	2 nd 8 years			High	Med	Low	
Delivering sustainable communities through leadership	All policies and proposals	<ul style="list-style-type: none"> Promoting high quality design and taking forward an integrated approach to developing cultural facilities as part of TAYplan's place-shaping framework. Culture is intrinsic to character and quality of place, making a strong contribution to choice of location, growth and regeneration. 	To be determined.	[Light Blue Box]		N/A	TAYplan SDPA (SDP), Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), Scottish Government (NPF2 & NPF2 Action Programme), TAYplan Key Stakeholders, Developers	[Green Box]			<ul style="list-style-type: none"> Evidence of progress will develop through the progression of the Strategic Development Plan process.
Establishing provision of education, health and other social facilities to meet the need arising from development	Policies 2, 5 and 8	<ul style="list-style-type: none"> Supports strong, sustainable growth for the TAYplan region. Promotes development which helps to improve health, regenerate communities and enables disadvantaged communities access opportunities. 	Specific to the development area in question.	[Light Blue Box]	[Dark Blue Box]	Developer Contributions	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), Developers, TAYplan Key Stakeholders	[Yellow Box]			<ul style="list-style-type: none"> Creating and developing partnership working relationships with developers.
Telecommunications: implementing high speed broadband across the region	Policies 1 and 4	<ul style="list-style-type: none"> Meets the needs of a growing population and high-level targets for job creation. Regional economic importance. Improved telecommunications, enhancing opportunities for working from home and reduced need to travel. 	To be determined.	[Light Blue Box]		Private Sector	Scottish Government, Telecommunication Industry, Local Authorities (LDP), Scottish Enterprise, Scottish Water	[Yellow Box] Across the region	[Green Box] Dundee	<ul style="list-style-type: none"> To be determined. 	

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)	Evidence and Progress
				 1st 12 years  2nd 8 years			High  Med  Low 	
Developing skills for recovery and competitive advantage	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Supports strong and sustainable economic growth for the TAYplan region. Boost regional productivity. Ensure businesses across all sectors can identify, articulate and access the training required. 	To be determined.		N/A	Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council <i>(Economic Strategies)</i> , Developers, Private Sector		<ul style="list-style-type: none"> Fife and Tayside have respective construction forums.
Plan for new or improved infrastructure capable of supporting a low/ zero carbon economy and zero waste	Policy 2 and 6	<ul style="list-style-type: none"> Stimulating the development and commercial application of housing related green technologies. Ensuring cross-sector linkage. Facilitates the implementation of the National Waste Management Plan including waste management targets. 	Ongoing	 	Private Sector	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP) , Private Sector, SEPA, Scottish Government Energy Directorate, TAYplan SDPA <i>(SDP)</i>		<ul style="list-style-type: none"> Scotland's Zero Waste Plan has created a framework for the investment, policy changes and implementation requirements necessary to deliver a zero waste Scotland over the next 10 years.
Rail enhancement between Edinburgh – Perth	Proposal 1	<ul style="list-style-type: none"> Improved business, leisure and tourism connectivity. Increase service frequency. Reduce journey times. Promotes strong, sustainable growth for the benefit of the TAYplan region. 	<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. 		Transport Scotland	Transport Scotland (STPR) , Network Rail <i>(RUS)</i>		<ul style="list-style-type: none"> Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*)	Evidence and Progress
				High	Med			Low	
Delivering and monitoring of water infrastructure	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity. Supports the delivery of a sufficient supply of new homes in places where people want to live. Assists in reducing TAYplan's carbon footprint and facilitates 	Delivered through the Scottish Water investment programme.			Scottish Water and Private Sector	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>)		<ul style="list-style-type: none"> March 2010– Scottish Water Delivery Plan 2010-2015 published.
Deliver improvements to water and drainage infrastructure to meet strategic development needs	Policy 1, 2, 4, 5, 6 and Proposal 1	<ul style="list-style-type: none"> Enhances opportunities for communities and businesses by promoting environmental quality and good connectivity. Supports the delivery of a sufficient supply of new homes in places where people want to live. Contributes to the requirements to protect and enhance the water environment put in place by the Water Framework Directive and underlying river basin management and planning process. Assists in reducing TAYplan's carbon footprint and facilitates adaptation to climate change. Promotes river basin planning objectives. 	No new treatment or water plants are anticipated to be required to deliver spatial strategy.			Scottish Water and Private Sector	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>)		(as above)

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing 	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
Actions for LDP's: <ul style="list-style-type: none"> Define the undeveloped coastline in more detail through LDPs; Undertake Flood Risk Assessment as part of LDPs; Prepare Strategic Development Frameworks, as required; Further detail will be required through LDPs as specific proposals develop, to establish whether there will be any impact on the strategic transport network. Transport Scotland should be notified of any potential network 	All policies and proposals	<ul style="list-style-type: none"> Promoting high quality design and taking forward an integrated approach to developing cultural facilities as part of TAYplan's place-shaping framework. Supports strong, sustainable growth for the TAYplan region. Expands opportunities for communities and businesses by promoting environmental quality and good connectivity. Promotes development which helps to reduce carbon footprint and facilitates adaptation to climate change. Promotes more sustainable patterns of travel, transport and land use. Conserves and enhances the regions heritage. 	As Local Development Plans and proposals develop. Localised assessments through LDPs.	 	N/A	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), TAYplan Key Stakeholders		<ul style="list-style-type: none"> Evidence of progress will develop through the progression of LDPs.

Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing	Deliverability/ Timing  <small>1st 12 years 2nd 8 years</small>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <small>High Med Low</small> 	Evidence and Progress
developments in Montrose due to the possible impact on the trunk road.	(as above)	(as above)	(as above)		(as above)	(as above)		(as above)

Delivery and Monitoring

Strong leadership and stakeholder commitment is key to the successful delivery of this Proposed Action Programme. Circular 1/2009: Development Planning states that in preparing the action programme, authorities are to consult and consider the views of: the key agencies; the Scottish Ministers; and anyone the authority proposes specifying by name in the action programme.

The Proposed Action Programme will help guide the investment and priorities of the whole region. It is essential that all partners provide the required resources to deliver their projects.

Regular monitoring of this document must take into account policy changes initiated by regional leadership changes, project prioritisation, progress monitoring and review.

Representations on the Proposed Strategic Development Plan to be received no later than 1st August 2011

Responding electronically helps us to process your response quickly and reduce the environmental impact of this exercise.

Contact	<p>Phone ☎ – 01382 307180 E-mail ✉ – contactus@tayplan-sdpa.gov.uk</p> <p>Post ✉: TAYplan SDPA, Proposed Plan Representations, Enterprise House, 3 Greenmarket, Dundee, DD1 4QB</p>
Responses	<p>Responses: please be brief; say what you wish to be changed and what you wish the change to be.</p> <p>Internet ✉: - www.tayplan-sdpa.gov.uk – then click on the Proposed Plan link. Register your details if you haven't already done and comment on the consultation document using the questionnaire. You can save your responses and return to them before submitting.</p> <p>Paper response 📄: If you are unable to access the Internet paper questionnaires are available by contacting TAYplan.</p>

This information is made available in large print or in an alternative format that meets your needs.	
Chinese	欲知詳情, 請致電: 01382 435825
Russian	Более подробную информацию можно получить позвонив по телефону: 01382 435825
Urdu	مزید معلومات کے لئے براہ کرم یہی 01382 435825 پر فون کریں۔
Polish	po dalszą informację zadzwoń pod numer 01382 435825
Alternative Formats	For further information please contact the issuer of this publication

Hard copies of the Proposed Strategic Development Plan and accompanying documents can be viewed in all public libraries within Dundee City, Perth & Kinross, Angus and North Fife; and, in the Council offices below:

In Dundee	Tayside House, Crichton Street, Dundee, DD1 3RB	Enterprise House, 3 Green Market, Dundee, DD1 4QB	Dundee House, North Lindsay Street, Dundee, DD1 1QA
In Fife	Fife House, North Street, Glenrothes, KY7 5LT	County Buildings, St. Catherine Street, Cupar, KY15 4TA	St Andrews Local Office, Market Street, St Andrews, KY16 9UY
In Perth and Kinross	Pullar House, Kinnoull Street, Perth, PH1 5GD	Auchterarder Area Office, Aytoun Hall, Auchterarder, PH3 1QD	Blairgowrie Area Office, 46 Leslie Street, Blairgowrie, PH10 6AQ
	Pitlochry Area Office, 26 Atholl Road, Pitlochry, PH16 5BX	Crieff Area Office, 32 James Square, Crieff, PH7 3EY	Kinross Area Office/Community Campus, Kinross High School, The Muirs, Kinross, KY13 8FQ
In Angus	County Buildings, Market Street, Forfar, DD8 3LG	Arbroath Access Office, Old Parish Church, Kirk Square, Arbroath, DD11 1DX	Brechin Access Office, 36 Bank Street, Brechin, DD9 6AX
	Carnoustie Access Office, 26 High Street, Carnoustie, DD7 6AP	Forfar Access Office, Castle Street, Forfar, DD8 3AF	Montrose Access Office, Town House, High Street, Montrose, DD10 8QW
		Kirriemuir Access Office, 5 Bank Street, Kirriemuir, DD8 4BE	Monifieth Access Office, 81 High Street, Monifieth, DD5 4AA

Abbreviations and Acronyms

Organisations

ACSSDPA – Aberdeen City and Shire Strategic Development Planning Authority

HIAL – Highlands and Islands Airport Ltd

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

JHI – The James Hutton Institute

LDP – Local Development Plan

LP – Local Plan

LTS – Local Transport Strategy

NPF2 – National Planning Framework

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

TERS – Tay Estuary Rail Study

WELR – Western Edge 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.

Acknowledgements

Photographs

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