

REPORT TO: DUNDEE, PERTH, ANGUS AND NORTH FIFE
STRATEGIC DEVELOPMENT PLANNING AUTHORITY
JOINT COMMITTEE MEETING ON 26th JUNE 2012

REPORT ON: UPDATED ACTION PROGRAMME

REPORT BY: PAMELA EWEN, STRATEGIC DEVELOPMENT PLANNING
AUTHORITY MANAGER

REPORT NO: SDPA06-2012

1 PURPOSE OF REPORT

- 1.1 This report sets out the Action Programme (Appendix One) which accompanies the Strategic Development Plan. The purpose of the report is to seek approval and adoption of the updated Action Programme, following the Scottish Ministers approval of the Proposed Strategic Development Plan.

2 SUMMARY

- 2.1 The Action Programme is a new legal requirement and requires to be submitted alongside the Proposed Plan. TAYplan's Proposed Action Programme was prepared in parallel with the Proposed Plan and sets out the aspirations behind the Plan and the actions required to deliver the spatial strategy.
- 2.2 In order to retain consistency between Scottish Ministers modifications to the Proposed Plan and the Action Programme it has been necessary to make consequential changes, including general updates as advised by those 'lead partner(s)/person responsible'.

3 RECOMMENDATION

- 3.1 It is recommended that The Joint Committee:
- a) Approve and adopt the Action Programme (Appendix One).

4 FINANCIAL IMPLICATIONS

- 4.1 The Action Programme will be printed with an approximate cost of approximately £1000 from the approved revenue budget.

5 UPDATED ACTION PROGRAMME

- 5.1 TAYplan's Action Programme sets out the key actions required to deliver the policies and proposals within the Plan.
- 5.2 Legislation requires TAYplan to adopt and publish the Action Programme within 3 months of the Plan to which it relates being approved. In order to retain consistency between Scottish Ministers modifications to the Strategic Development Plan and the Action Programme it is necessary for Perth's greenbelt boundaries in the maps on pages 7 and 8 to be updated accordingly. Appendix One with a table on housing land supply has also been inserted as suggested in the Reporter's comments in considering the related issue.
- 5.3 The Town and Country Planning (Development Planning) (Scotland) Regulations 2008 outline that, in compiling the Action Programme, the Strategic Development Planning Authority must seek and have regard to the views of the Scottish Ministers and, any person whom that authority proposes to specify by name in the Action Programme. Consequently, TAYplan sought comments from officers of the 4 Constituent Councils, Key Agencies and the other persons (Lead Partners(s)) specified in the Action Programme, requesting any further updates than those specified by TAYplan in response to the Scottish Ministers approval of the Plan.
- 5.4 Thereafter, the Action Programme requires to be updated and re-published at least every 2 years, to identify the progress being made in delivering TAYplan's spatial strategy.

6 CONSULTATIONS

- 6.1 The Treasurer and Clerk to TAYplan, the Director of Infrastructure Services, Angus Council, The Director of City Development, Dundee City Council, The Head of Enterprise, Planning and Protective Services, Fife Council and the Executive Director (Environment), Perth & Kinross Council have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Reporters recommendations by issue number:
<http://www.dpea.scotland.gov.uk/Documents/qJ14349/A2841994.pdf>
- 7.2 Circular1/2009: Development Planning, Scottish Government.
- 7.3 Planning etc. (Scotland) Act 2006.
- 7.4 Town and Country Planning (Development Planning) (Scotland) Regulations 2008.

Pamela Ewen

Strategic Development Planning Authority Manager

11th June 2012

Strategic Development Plan

Action Programme



June 2012



Global



National

Regional

TAYplan

Local

Settlement





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

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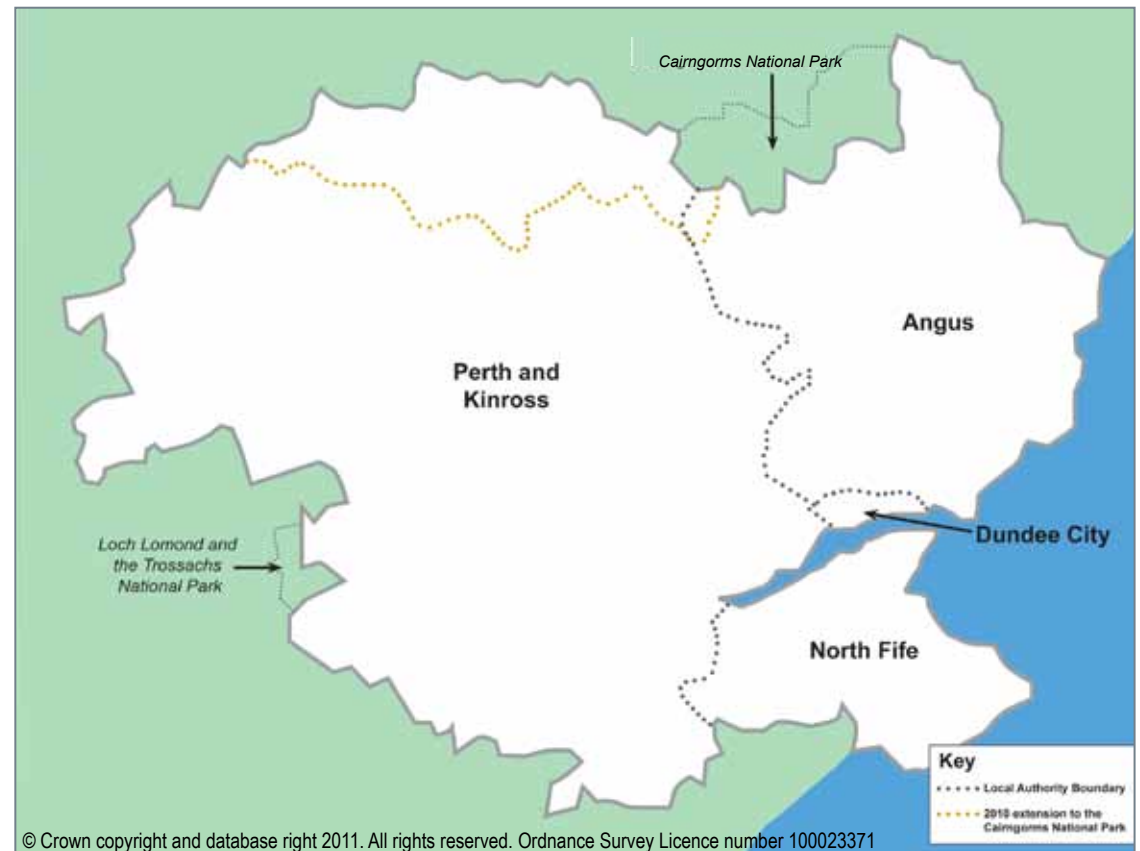
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TAYplan's Action Programme

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 under the pre-2010 boundaries (Map 1). It includes the Highland Perthshire part of the Cairngorms National Park newly designated in 2010 until the TAYplan boundary is formally amended. 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 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.



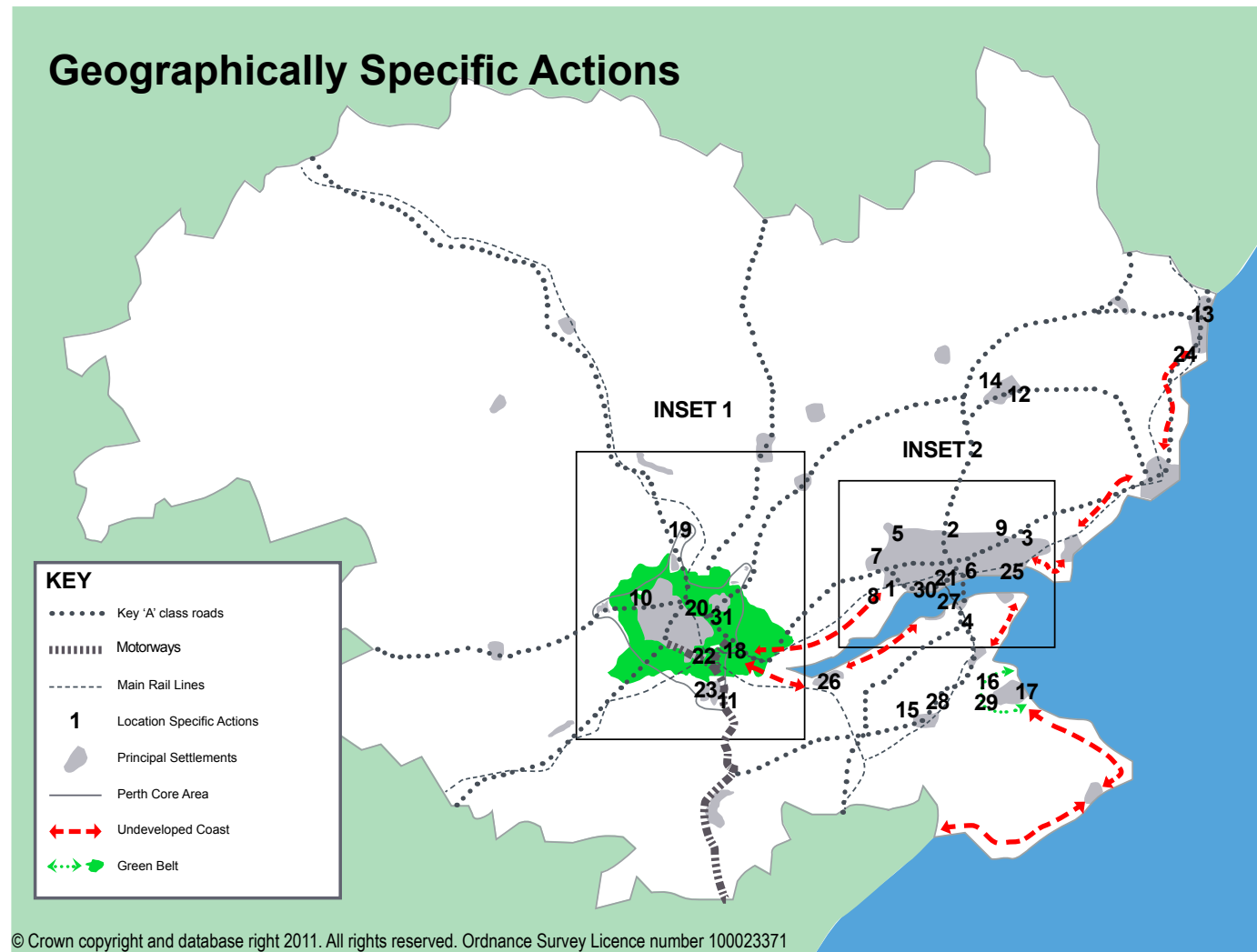
Map 1: TAYplan SDPA

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. Regional Transport Strategies are statutory documents which provide an analysis of transport characteristics, provision, trends and issues within their associated region and set out a Vision and Objectives over a 10 - 15 year horizon for meeting the transport needs of people and businesses throughout their regions. Two Regional Transport Partnerships' Strategies cover the TAYplan area - the Tayside and Central Scotland Transport Partnership (Tactran) covers Angus, Dundee City and Perth & Kinross and the South East of Scotland Transport Partnership, (SEStran) covers North Fife. Two Regional Transport Partnerships' Strategies cover the TAYplan area - the Tayside and Central Scotland Transport Partnership (Tactran) covers Angus, Dundee City and Perth & Kinross and the South East of Scotland Transport Partnership, (SEStran) covers North Fife. 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. Other national strategies have also been considered in preparing this Action Programme. The Infrastructure Investment Plan (December 2011) sets out why the Scottish Government invests, how it invests and what it intends to invest in up to 2030 by sector. The Scottish Government's Cities Strategy (December 2011) sets out how the cities and city regions will work together to support more effective collaboration and optimise their contribution to Scotland.

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.

TAYplan's Actions Mapped

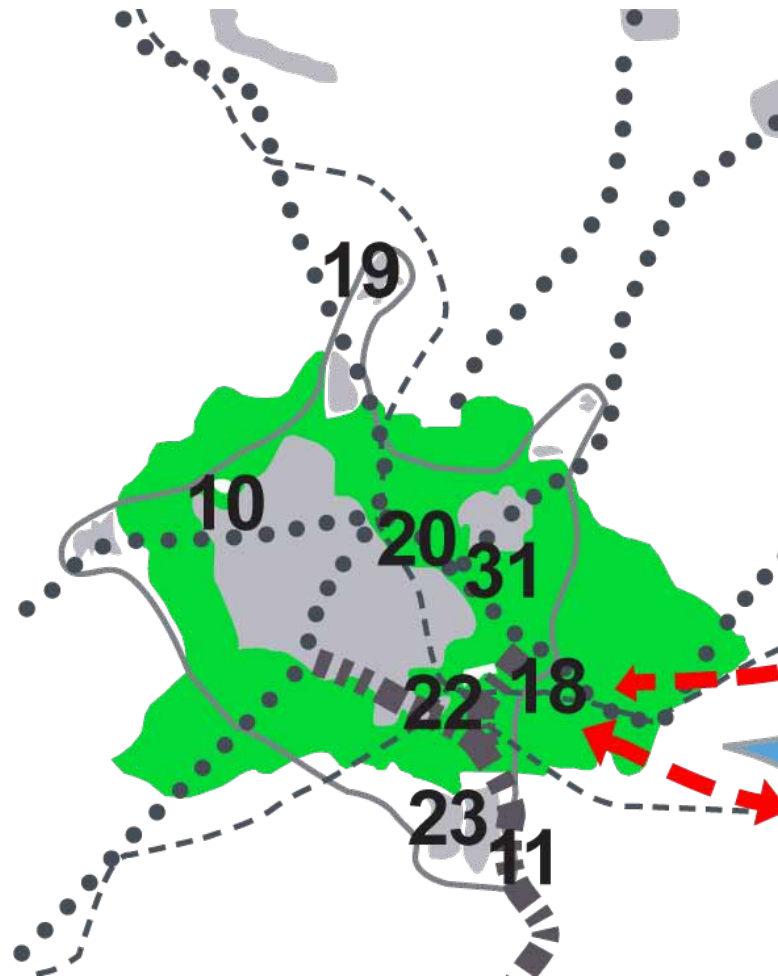
This Action Programme outlines the key activities over the medium and long term that need to be undertaken to support the vision, objectives and TAYplan's spatial strategy and should be read in conjunction with the Strategic Development Plan. The Plan should be referred to for a full explanation of TAYplan's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









These actions are detailed in the text which follows.

Action Programme Schedule









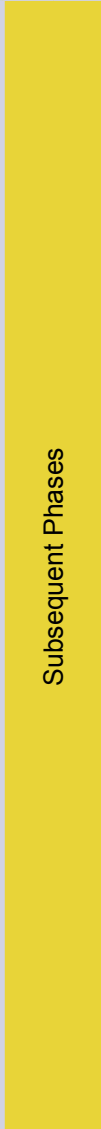
National Actions (contained within NPF2 and STPR)






Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 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   	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/mitigation. Reduce air pollution in the Air Quality Management Area of Dundee. Encouraging modal shift, integration and accessibility. 	1. Dundee West Potential sites have been assessed and it is now proposed to proceed with the site immediately to the west of Dundee Airport. 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 was confirmed through the examination process for the St. Andrews and East Fife 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), Tactran (RTS), SEStran (RTS), Fife Council (LTS & LDP), Dundee City Council (LTS & LDP), Perth & Kinross Council (LTS & LDP), Angus Council (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 business case and design work being progressed by Tactran and SEStran.







Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	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, work and visit. Contribute to improved air quality in Dundee. Improve public transport efficiency. Appraised by the Scottish Government in relevant documents (see Transport Scotland website: http://www.transportscotland.gov.uk/). 	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) 	<div>Assessment of route options and Implementation</div> <div>Implementation</div>	Transport Scotland	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , Dundee City Council, Angus Council, Perth & Kinross Council	<div>Assessment of route options and implementation</div>	<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 <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	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	 	Transport Scotland	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 <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div>1st</div> <div>2nd</div> </div> <div> <div>12 years</div> <div>8 years</div> </div>	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) <div> <div>High</div> <div>Med</div> <div>Low</div> </div> <div> <div></div> <div></div> <div></div> </div>	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/mitigation 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. 	<div></div> <div></div>	Transport Scotland	Transport Scotland <i>(STPR)</i> , Scottish Government <i>(NPF2 & NPF2 Action Programme)</i> , Network Rail	<div></div>	<ul style="list-style-type: none"> STPR project 6.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	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 Inverlmond 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 between Perth and Inverness. Grade separation of Broxden Roundabout and Inverlmond Roundabout at Perth. 	 	Transport Scotland	Transport Scotland <i>(STPR)</i> , Tactran <i>(RTS)</i> , Perth & Kinross Council <i>(LTS & LDP)</i>	 First Phase  Subsequent Phases	<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 funding and delivery of works at Broxden and Inverlmond roundabouts at Perth have not yet been confirmed. Junction improvements at Auchterarder (Gleneagles Station) is at design stage. Junction improvements at Blackford, Broxden and Inverlmond are contained within the STPR project 16.





Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	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/mitigation. Promotes strong, sustainable growth for the benefit of the TAYplan region. Improved connectivity within and through TAYplan. 	<p>First Phase</p> <ul style="list-style-type: none"> Seek to maximise service frequency and journey times on existing infrastructure. <p>Second Phase</p> <ul style="list-style-type: none"> Infrastructure enhancements to allow even faster services and more frequent to operate. 		Transport Scotland	<p>Transport Scotland (<i>STPR</i>), Network Rail, ScotRail, Tactran (<i>RTS</i>), SEStran (<i>RTS</i>)</p>		<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. Transport Scotland has given the commitment to complete the line speed improvements as part of the First Phase by December 2012. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011).







Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
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/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses, communities and tourism. 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. 	<div>First Phase</div> <div>Second Phase</div>	Transport Scotland	Transport Scotland <i>(STPR)</i> , Network Rail, Scotrail, Tactran <i>(RTS)</i> , SEStran <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. Additional calls introduced at Broughty Ferry, Invergowrie and Gleneagles with December 2011 rail timetable. Action highlighted in Scotland's Infrastructure Investment Plan (December 2011).









Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
<p>Improving rail infrastructure and connectivity regionally and nationally</p> <p>(See also STPR Projects</p> <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/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses, communities and tourism. Better connectivity to regional hubs and with Central Belt. Enhanced rail connectivity for local stations. 	<p>To be delivered through-</p> <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). Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (Tactran). Enhanced Gleneagles station and improved access ('access for all' improvements to the station and a new 'access road' from the A823) (Tactran, Perth & Kinross Council & Transport Scotland). 	 	Transport Scotland (STPR Projects 17 & 23), Tactran, Dundee City Council, Perth & Kinross Council, Angus Council	<p>Transport Scotland <i>(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)</i></p>	 	<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. Work has progressed on land acquisition and detailed design. Gleneagles proposals identified as part of TERS, being taken forward to detailed design by Tactran and Perth & Kinross Council, for planned implementation ahead of Ryder Cup 2014 (Transport Scotland).

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
East Coast corridor between Aberdeen and Newcastle <i>(Action relates to page 8 in Proposed Plan)</i>	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 and tourism for the TAYplan region. 	Ongoing	 	Not identified	TAYplan SDPA <i>(for the TAYplan area)</i> working with those identified in NPF2 Action Programme		<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. St. Andrews University/Science Park. TAYplan working with the area's Universities to consider potential research on energy supply/demand to inform the 2nd Strategic Development Plan.









Strategic Development Plan (SDP) Actions






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	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   	Evidence and Progress
Geographically Specific								
DUNDEE CORE AREA Strategic Development Areas: 6* Dundee Centre and Port (<i>Mixed uses including business, commercial, leisure, retail, residential and port related uses</i>)	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. 	Dundee Centre and Port <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. Dundee Port road access improvements scheduled for completion in Summer 2012. 	<div>JHI, Dundee Centre and Port, Dundee Western Gateway (Housing)</div> <div>Dundee Centre and Port, Dundee Western Gateway (Employment), Dundee Linlathen</div>	Dundee City Council, Developers and TAYplan Key Stakeholders	Dundee City Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Scottish Enterprise		Dundee Waterfront <ul style="list-style-type: none"> Identified within the Dundee Local Plan Review 2005. Substantial progress has been made across 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 - planning consent gained for Phase 1 Creative Industry building. City quay - masterplanning in progress. Port - Major marine renewables investment projects being progressed, Riverside - park and ride project being progressed (refer to page 8).








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
7* Dundee Western Gateway (750+ homes and 50ha of employment land)	Policy 1, 2, 4 and Proposal 1	(as above)	Dundee Western Gateway <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. 	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	(as above)		Dundee Western Gateway <ul style="list-style-type: none"> Allocated within the Dundee Local Plan Review 2005. Planning applications submitted for residential element. Improvements to Dykes of Gray Road completed March 2012.
8* The James Hutton Institute at Invergowrie (5 to 10ha of employment land for food/agricultural research)			JHI <ul style="list-style-type: none"> No phasing in place. 					JHI <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.
9* Dundee Linlathen (40ha of employment land)			Dundee Linlathen <ul style="list-style-type: none"> The latter 8 years. 					Dundee Linlathen <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 <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
<p>ANGUS COUNCIL Strategic Development Areas: 12* Forfar Regional Agricultural Service Centre <i>(Employment land for agricultural services)</i></p> <p>13* Montrose Port <i>(Employment land for port related land uses)</i></p>	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. 	<p>Forfar Regional Agricultural Service Centre</p> <ul style="list-style-type: none"> Feasibility and thereafter any new site(s) to be identified through LDP. <p>Montrose Port</p> <ul style="list-style-type: none"> Work to be developed through LDP. 	 	Angus Council, Developers and TAYplan Key Stakeholders	<p>Angus Council (LDP), Developers</p> <p><i>(as above)</i></p>		<p>Forfar Regional Agricultural Service Centre</p> <ul style="list-style-type: none"> Investigate further feasibility of the agricultural service sector. <p>Montrose Port</p> <ul style="list-style-type: none"> The area of the port is already identified and safeguarded by the Angus Local Plan Review. Consultancy study completed, draft development Masterplan undertaken and planning guidance established to assist the regeneration.











Project/ Proposal – The Action <small>*(map reference number)</small>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>	Funding	Lead Partner(s)/ Person Responsible <small>(plans and strategies to be delivered through)/ and other delivery bodies</small>	Priority of Actions (*) <div>High Med Low</div> <div><div></div><div></div><div></div></div>	Evidence and Progress
14* Orchard Bank, Forfar (25ha of employment land)	Policy 1, 2, 4 and Proposal 1	(as above)	Orchard Bank, Forfar • Future phasing requirements are around take up.		Angus Council, Developers and TAYplan Key Stakeholders	(as above)		Orchard Bank, Forfar • 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.










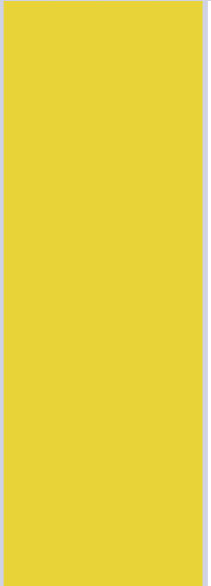
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
<p>FIFE COUNCIL Strategic Development Areas:</p> <p>15* Cupar North (1,400 homes, 10ha of employment land and bulky goods retail)</p> <p>16* St. Andrews West and Science Park (1,090 homes, 10ha of employment land and 10ha for a science park)</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. Planning for an effective supply of land for housing. 	<p>Cupar North</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. <p>St. Andrews West</p> <ul style="list-style-type: none"> Masterplan to be prepared for Fife Council approval. Implement advance planting and landscaping. 	 	Fife Council, Developers and TAYplan Key Stakeholders	<p>Fife Council (<i>LDP and LTS</i>), Developers</p> <p><i>(as above)</i></p>		<ul style="list-style-type: none"> Principle, scale and general location of development within St. Andrews and East Fife Local Plan. Detailed allocation of both sites progressing through the St. Andrews and East Fife Local Plan. Development Frameworks have been prepared by Fife Council - published in the Local Plan. Developers are expected to prepare Strategic Development Frameworks for Fife Council approval.






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
Regional park and ride facilities: 17* St. Andrews 18* Perth: A90 (<i>East of Perth</i>) 19* Perth: A9 (<i>North of Perth</i>)	Policy 1, 2, 4 and Proposal 1	<ul style="list-style-type: none"> Improve accessibility, business, leisure and tourism connectivity and transport integration (Project 17*). Reduce the requirement of motorists having to travel into the city centre for parking. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Encouraging modal shift, integration and accessibility. Reduce air pollution in Perth City Centre and St. Andrews. 	St. Andrews To be delivered through the St. Andrews West Strategic Land Allocation (2006-2026). Perth To be delivered through Perth & Kinross LDP and LTS and RTS (Tactran). <ul style="list-style-type: none"> Project 18*: A90 Perth East - identified in Regional Park & Ride Strategy as first priority for phased expansion of Park & Ride around Perth. Project 19*: 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. 	<div>St. Andrews</div> <div>Perth</div>	St. Andrews – Developer funded Perth – Tactran, Perth & Kinross Council, Possible Developer Contributions	Fife Council (LDP), Perth & Kinross Council (LDP), Developers, Tactran (RTS), SEStran (St. Andrews) (RTS)		St. Andrews Proposal to build a new car park, part of St. Andrews Western expansion. Developer funded. Perth <ul style="list-style-type: none"> These projects (18 and 19*) are included within Tactran's RTS Delivery Plan 2008-2023. One site identified. A90 Perth East site identified in Proposed Local Development Plan and design is ongoing, with funding being sought. A9 Perth North feasibility study is proposed.











Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	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. 	<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 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	<p>Perth & Kinross Council (<i>LTS & LDP</i>), Tactran (<i>RTS</i>), Developers, Transport Scotland (<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"> The A9/A94 project is included within Tactran's RTS Delivery Plan 2008-2023. Phase 1 A9/A85 £13m infrastructure improvements approved by Perth & Kinross Council May 2012. Strategic Environmental Assessment undertaken.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
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. Linking with bus services will assist sustainability in travel. Develop an integrated transport hub at Dundee Station to facilitate transfer between transport modes. 	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. A funding package including £8.6m from Dundee City Council, £2m from European Regional Development Grant and £1m from the Scottish Government will be put together to create the new station building, which will also incorporate a hotel. Expected completion in 2014.
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"> Upgrade of Perth's rail and bus stations and enhance links to the city. Enhancing tourism appeal and opportunities. 	To be determined in light of Perth Interchanges Study.		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. Perth Interchanges Study to be completed 2012.






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
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/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<ul style="list-style-type: none"> 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. 		Developers, Tactran, Perth & Kinross Council	Perth & Kinross Council (<i>LTS</i>), Developers, Network Rail, Tactran (<i>RTS</i>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)		<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 <i>(Action relates to the Proposed inter- modal regional rail freight facilities, in proposals map)</i>	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/ mitigation. 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 (<i>LTS and LDP</i>), Montrose Port Authority, Network Rail, Tactran (<i>RTS</i>)	 Rail  Road	<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.








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
25* Improved road/ rail connectivity including inter- modal regional rail freight facilities at Dundee <i>(Action relates to the Proposed inter- modal regional rail freight facilities, in proposals map)</i>	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/mitigation. Improve transport infrastructure in support of strategic development. 	<ul style="list-style-type: none"> Dundee Port road access improvements scheduled for completion in Summer 2012. 		Tactran and Dundee City Council	Dundee City Council <i>(LTS and LDP)</i> , Forth Ports, Network Rail, Tactran <i>(RTS)</i>	 Rail  Road	<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 Highland Main Line. Greater sustainability in travel. Reducing the region's carbon footprint, enhancing climate change adaptation/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. 	<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. 		Not identified	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.)		<ul style="list-style-type: none"> This project is included within SEStran's RTS Delivery Plan 2008-2023 Not supported by STPR.









Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
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/mitigation. Opportunities for environmental quality and enhanced connectivity for businesses and communities. Better connectivity to regional hubs. The delivery of this project will need to recognise the strategic/national importance of reducing journey times between Aberdeen and the Central Belt by train (STPR Projects 6 and 23) Delivering the Scottish Government's objectives including other/related STPR projects (6 and 23). 	<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. 		Not identified	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.)		<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 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.
28* Cupar Relief Road <i>(Action relates to the Proposed road upgrade or route management, in proposals map)</i>	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. Cupar Relief Road is a scheme included within the Fife Local Transport Strategy.






Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
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.
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 a location for strategic inward and indigenous investment and tourism. 	Continued growth and development throughout plan period.	 	Not identified	HIAL , Tactran (<i>RTS</i>), Dundee City Council (<i>LTS and LDP</i>), 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. In the current economic climate, maintenance of current flights and destinations and maximising their use is essential before growth can be achieved.








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div></div> <div></div> </div> <div> 1st 2nd 12 years 8 years </div>	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) <div> High Med Low <div></div> <div></div> <div></div> </div>	Evidence and Progress
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/mitigation. Improve transport infrastructure in support of strategic development. Perth is identified as a Strategic Transport Node in NPF2. 	<ul style="list-style-type: none"> To be determined. Road link feasibility study has been completed. 	<div> <div></div> <div></div> </div>	Perth and Kinross Council and Tactran	Perth & Kinross Council (<i>LTS and LDP</i>), Network Rail, Tactran (<i>RTS</i>)	<div> High Med Low <div></div> <div></div> <div></div> </div>	<ul style="list-style-type: none"> This project is included within Tactran's RTS Delivery Plan 2008-2023.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
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 (<i>LDP</i>), Fife Council (<i>LP</i>)		<ul style="list-style-type: none"> Perth's green belt boundary is defined in LDP Proposed Plan with anticipated formal adoption in 2014. St. Andrews green belt was established through the St. Andrews & East Fife Local Plan (adopted 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 and maintain a strategic flood risk map for TAYplan with partners. Shared learning and knowledge to assist in production of future Development Plans. 	In working towards 2nd Strategic Development Plan	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. Related research work considered at local authority/ key stakeholder workshop in March 2012, with Dundee and Abertay Universities.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	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   	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/mitigation 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. Promotes more sustainable patterns of travel, transport & land use. 	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"> Scoping of green network strategy programmed to commence in 2012 and document prepared in 2013.








Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
Monitor the effective housing land supply by Housing Market Area <i>(See Appendix 1 - page 45)</i>	Policy 5	<ul style="list-style-type: none"> Support strong sustain-able growth for TAYplan region. Plan for an effective supply of land for housing. Assisting in meeting requirements of Scottish Planning Policy. 	<ul style="list-style-type: none"> Monitored through Local Authorities Annual Housing Land Audits and across TAYplan area updated through Action Programme Reviews. 	 	N/A	TAYplan, Perth & Kinross Council, Fife Council, Angus Council and Dundee City Council		<ul style="list-style-type: none"> Will develop through progress of 2012/13 Housing Land Audits.








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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 developed through the Strategic Development Plan process. Monitoring report being prepared in June/July 2012.












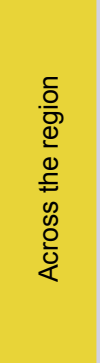

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	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>	All policies and proposals	<ul style="list-style-type: none"> Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation 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. Safeguarding natural and historic assets. 	<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>		N/A	<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. Action being progressed through SEA process alongside Dundee Proposed LDP and Perth & Kinross LDP process.














Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing <div> <div></div> <div></div> </div> <div> 1st 2nd 12 years 8 years </div>	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 <div> <div></div> <div></div> <div></div> </div>	Evidence and Progress
<p>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.</p> <p>(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.</p>	<p>(as above)</p>	<p>(as above)</p>	<p>(as above)</p>	<div></div>	<p>(as above)</p>	<p>(as above)</p>	<div></div>	<p>(as above)</p>











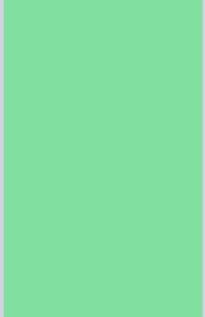
Project/ Proposal – The Action	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing	Funding	Lead Partner(s)/ Person Responsible	Priority of Actions (*)	Evidence and Progress
<i>*(map reference number)</i>				<div><div></div>1st 12 years</div> <div><div></div>2nd 8 years</div>		<i>(plans and strategies to be delivered through)/</i> and other delivery bodies	High Med Low <div><div></div><div></div><div></div></div>	
(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.	(as above)	(as above)	(as above)		(as above)	(as above)		(as above)








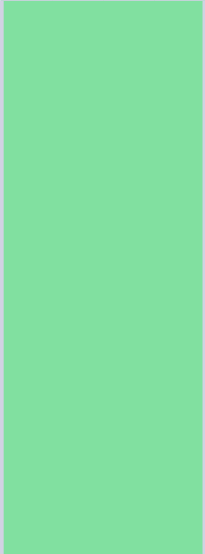

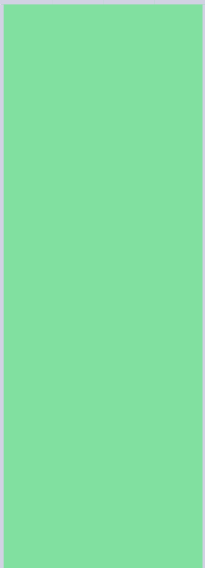
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing   1st 12 years 2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) High Med Low   	Evidence and Progress
Actions arising from the Appropriate Assessment (Habitats Regulations Appraisal (HRA)):	All policies/proposal screened in from Habitats Regulations Appraisal	<ul style="list-style-type: none"> Promotes development which helps to reduce carbon footprint and facilitates adaptation/mitigation 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. Perth & Kinross HRA currently ongoing and anticipated to be finalised in late summer 2012. Dundee HRA currently progressing alongside Proposed LDP. Working towards publication of HRA alongside Proposed LDP in September 2012.








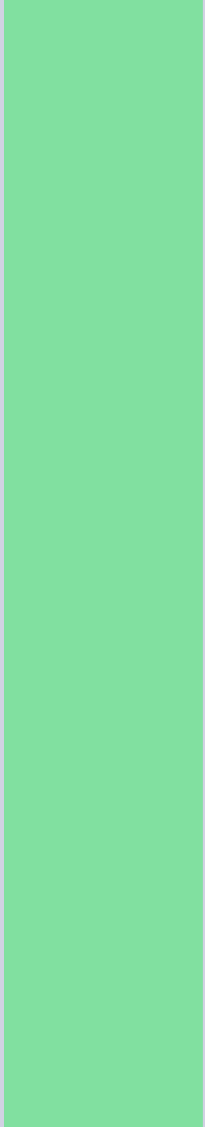
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) High Med Low   	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 Policy 6	** (All policies highlighted in previous column)	(as above)	(as above)		(as above)	(as above)		(as above)








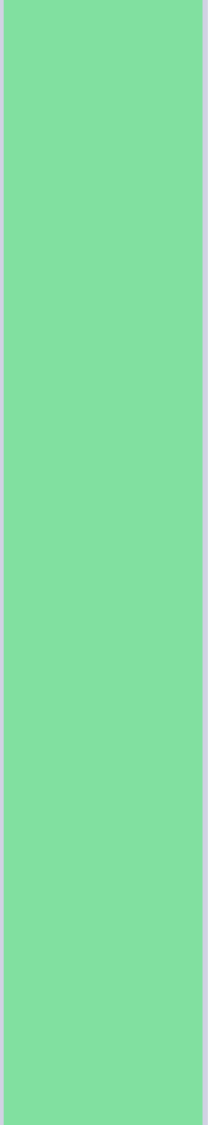
Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Priority of Actions (*) High Med Low   	Evidence and Progress
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 and community 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.		N/A	TAYplan SDPA (SDP), Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), Scottish Government <i>(NPF2 & NPF2 Action Programme)</i> , TAYplan Key Stakeholders, Developers		<ul style="list-style-type: none"> TAYplan's Proposed Plan achieved the RTPI award (Silver Jubilee Cup) recognises leadership and sustainable communities (February 2012).
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.	 	Developer Contributions	Perth & Kinross Council (LDP), Fife Council (LDP), Angus Council (LDP) and Dundee City Council (LDP), Developers, TAYplan Key Stakeholders, NHS Fife and NHS Tayside		<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.		Private Sector	Scottish Government, Telecommunication Industry, Local Authorities <i>(LDP)</i> , Scottish Enterprise, Scottish Water	 Across the region  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 of Actions	Timing		Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
				 1st 12 years	 2nd 8 years				
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 (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>), 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 (<i>STPR</i>), Network Rail (<i>RUS</i>)		<ul style="list-style-type: none"> Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2. (1st generation).
Delivering and Monitoring of Water and Waste 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		<ul style="list-style-type: none"> March 2010 – Scottish Water Delivery Plan 2010-2015 published.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 8 years	Funding	Lead Partner(s)/ Person Responsible <i>(plans and strategies to be delivered through)/ and other delivery bodies</i>	Priority of Actions (*) High Med Low   	Evidence and Progress
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/mitigation 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>)		<i>(as above)</i>
Monitoring the retail hierarchy	Policy 7	<ul style="list-style-type: none"> Supporting strong and sustainable economic growth for the TAYplan region. 	This will be done through research studies or part of monitoring reports.	 	N/A	TAYplan SDPA, Dundee City Council, Perth & Kinross Council, Angus Council and Fife Council		<ul style="list-style-type: none"> Early discussion commenced on potential research on retail. Research programme will be presented to Joint Committee in October 2012.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
Monitor the popula- tion size, composi- tion and distribution of the TAYplan area	All policies and proposals and vision and objectives	<ul style="list-style-type: none"> Support strong sustainable growth for TAYplan region. Strengthening the critical mass of Dundee. Strengthening the role of Perth and other identified (Policy 1) principal settlements. 	Monitored every two years	 	N/A	TAYplan		<ul style="list-style-type: none"> Will develop through progress of next Monitoring Report and General Register Office for Scotland projections. Related research work considered at local authority/ key stakeholder workshop in March 2012, with Dundee and Abertay Universities. Research programme will be presented to Joint Committee in October 2012.
Establishment of the TAYplan-wide Housing Market Partnership	Policy 5	<ul style="list-style-type: none"> A mechanism to ensure that the TAYplan-wide Housing Need and Demand Assessment is carried out in accordance with the requirements of guidance and within an open and transparent partnership of public, private and voluntary sector organisations 	<ul style="list-style-type: none"> Initiation during Spring 2012, Operation from Spring 2012 (dependent on new 'streamlined' Scottish Government guidance for HNDA 		Local Authorities	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.		<ul style="list-style-type: none"> Local Authority group progressing. Early arrangements for establishing Housing Market Partnership by Spring 2012.

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
Actions for LDPs: 1. Define the undeveloped coastline in more detail through LDPs; 2. Undertake Flood Risk Assessment as part of LDPs; 3. Prepare Strategic Development Frameworks, as required; 4. Further detail will be required through LDPs as specific proposals develop, to establish whether there will be any impact on the strategic transport 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/mitigation 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. Perth & Kinross Council: <ul style="list-style-type: none"> Submission to Ministers December 2012. <ol style="list-style-type: none"> Identification of the 'undeveloped coastline' will form part of the work that will be undertaken for the Landscape Supplementary Guidance. Flood risk and sea level rise identified as an issue in Environmental Report and Strategic Flood Risk Assessment undertaken for MIR. PKC undertook a Strategic Flood Risk Assessment which forms part of the baseline in the SEA Environmental Report. LDP Action Programme contains all sites allocated

Project/ Proposal – The Action <i>*(map reference number)</i>	Policy/ Proposal	Description and Strategic Fit	Phasing of Actions	Timing  1st 12 years  2nd 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   	Evidence and Progress
5. Transport Scotland should be notified of any potential network developments in Montrose due to the possible impact on the trunk road.	(as above)	(as above)	(as above)	 	(as above)	(as above)		<p>within Proposed Plan and stipulates which ones will require a development framework to be prepared and the timescale for each.</p> <p>4. Transport Scotland provided advice through LDP process as to what sites/ proposals/actions/ policies are likely to have an impact on their networks and they have been consulted on any schemes which will have an impact e.g. A85/A9 planning application and CTRLR proposal.</p> <p>5. <i>Above relevant to this point also.</i></p> <p>Dundee City Council:</p> <ul style="list-style-type: none"> Proposed LDP September 2012. <p>Angus Council:</p> <ul style="list-style-type: none"> Autumn 2012. <p>Fife Council:</p> <ul style="list-style-type: none"> MIR October 2012.

Delivery and Monitoring

Strong leadership and stakeholder commitment is key to the successful delivery of this 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 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.

Appendix 1: Notional Shortfall/Surplus of Effective Housing Land in TAYplan Housing Market Areas for the first 7 years of the Strategic Development Plan (2012-19)

Any shortfall at housing market area level will be addressed through the Local Development Plan process for the respective local authority. These figures represent a snapshot in time. The Action Programme will be updated at least every 2 years. This appendix will be superseded by the published Housing Land Audits with a base-date of April 2012 or later.

	A	B	C
Housing Market Area (HMA)	Minimum Housing Land Requirement (2012-19)*	Effective Land Supply (2012-19)**	Notional Shortfall/ Surplus for period (2012-2019)***
North Angus HMA	560	353	-207
West Angus HMA	630	585	-45
East Angus HMA	560	415	-145
South Angus HMA	560	226	-334
Dundee City	4,270	4,002	-268
Eastern HMA ****	840	525#	-315
Strathearn HMA	910	915#	5
Highland Perthshire HMA	560	149#	-411
Perth HMA	3,570	1,812#	-1,758
Kinross HMA	490	361#	-129
Cupar and West Fife HMA	770	674	-96
St. Andrews and East Fife HMA	1,470	1,418	-52

Notes:

***Column A** multiplies the average annual figures in SDP Policy 5/Proposal 2 by 7 to indicate the minimum housing land requirement to support delivery of the annual average build rates for the seven year period 2012-19. 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** includes the effective housing land from the 2011 Housing Audits (April 2011) that is programmed for completion during the 2012 to 2019 period (2018 for Angus as no programming is available for individual years after 2018). These figures exclude effective housing land from the 2011 Housing Land Audits programmed for the year 2011/12 and for years post 2019 (2018 for Angus). The figures in this column are based on potential yield figures (programming) from the 2011 Housing Land Audits which take into account past trends and completions (either on site or within the HMAs) and the effects of the continuing impact of the economic climate on the house-building industry. A generally cautious approach has been adopted in predicting the future yield from development sites.

*****Column C** = Column A minus Column B (negative = shortfall and positive = surplus). This is a notional shortfall and represents the requirement for additional housing land at 1 April 2012, subject to more detailed or more up-to-date information on the programming of other effective land and other potential sources of supply being available at a LDP area level.

******Eastern HMA** is referred to as 'Strathmore and the Glens HMA' in the Perth & Kinross Proposed Local Development Plan.

Column B figures for Perth & Kinross HMAs: The Perth & Kinross Proposed Local Development Plan was published in January 2012, after the publications of the March 2011 Housing Land Audit. The sites and assumptions in the Proposed LDP would mean that each of these HMAs would have a surplus of housing land. This will be reflected in the March 2012 HLA.

Abbreviations and Acronyms

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
 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
 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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