

**DUNDEE, PERTH, ANGUS AND NORTH FIFE  
STRATEGIC DEVELOPMENT PLANNING AUTHORITY**

**MONDAY, 22ND JANUARY, 2018 AT 2.00 PM**

**COMMITTEE ROOM 1, 14 CITY SQUARE, DUNDEE**

**AGENDA OF BUSINESS**

**1 DECLARATION OF INTEREST**

Members are reminded that, in terms of The Councillors Code, it is their responsibility to make decisions about whether to declare an interest in any item on this agenda and whether to take part in any discussions or voting.

This will include all interests, whether or not entered on your Register of Interests, which would reasonably be regarded as so significant that they are likely to prejudice your discussion or decision-making.

**2 APOLOGIES**

**3 MINUTE OF MEETING OF 31ST AUGUST, 2017 – Page 1**

(Copy enclosed).

**4 ELECTION OF CHAIR AND VICE CHAIR FOR 2018**

The Joint Committee is required to appoint a new Chair with effect from 1st January, 2018. In terms of the Minute of Agreement, the Chair should be a member from Dundee City Council and the Vice Chair from Fife Council. Your instructions in this regard are requested.

**5 TAYPLAN SDP 2017 UPDATE AND PLANNING (SCOTLAND) BILL 2017 – Page 9**

(Report No SDPA1-2018 by the Strategic Development Planning Authority Manager enclosed).

**6 NEW TAYPLAN ACTION PROGRAMME – Page 89**

(Report No SDPA02-2018 by the Strategic Development Planning Authority Manager enclosed).

**7 TAYPLAN BUDGET UPDATE AND THE TWO YEAR PROJECTIONS – Page 93**

(Report No SDPA3-2018 by the Strategic Development Planning Authority Manager enclosed).

**8 TAYPLAN ANNUAL AUDIT PLAN 2017/2018 – Page 97**

(Report No SDPA5-2012 by the Strategic Development Planning Authority Treasurer enclosed).

**9 TAYPLAN ANNUAL REPORT 2016/2017 – Page 109**

(Report No SDPA4-2012 by the Strategic Development Planning Authority Treasurer enclosed).

**10 TAYPLAN PLANNING PERFORMANCE FRAMEWORK – Page 131**

(Letter received by the Strategic Development Planning Authority Manager enclosed).



At a MEETING of the **DUNDEE, PERTH, ANGUS AND NORTH FIFE STRATEGIC DEVELOPMENT PLANNING AUTHORITY JOINT COMMITTEE** held at Dundee on 31st August, 2017.

Present:-

Angus Council

Councillor Bill Duff  
Councillor Ron Sturrock

Dundee City Council

Councillor Will Dawson  
Councillor Mark Flynn  
Councillor Michael Marra

Fife Council

Councillor Tim Brett  
Councillor Karen Marjoram  
Councillor Brian Thomson

Perth and Kinross Council

Councillor Tom Gray  
Councillor Willie Wilson

**I APOLOGIES**

Apologies were intimated from Councillors Myles and Lyle.

**II MINUTE OF MEETING OF 21ST FEBRUARY 2017**

The minute of the above meeting was submitted and approved.

**III MEMBERSHIP**

It was reported that following the Local Government Elections in May 2017, the undernoted representatives had been appointed to the Joint Committee:-

**Angus Council**

Councillor Bill Duff  
Councillor Ron Sturrock  
Councillor Bob Myles

**Dundee City Council**

Councillor Will Dawson  
Councillor Mark Flynn  
Councillor Michael Marra

**Fife Council**

Councillor Tim Brett  
Councillor Brian Thomson  
Councillor Karen Marjoram

## **Perth and Kinross Council**

Councillor Murray Lyle  
Councillor Willie Wilson  
Councillor Tom Gray

### **IV APPOINTMENT OF CONVENER AND VICE-CONVENER**

The Joint Committee agreed that Councillor Ron Sturrock be appointed as Convener and Councillor Willie Dawson as Vice-Convener until **31st December, 2017**, in terms of paragraph 11 of the Minute of Agreement.

Councillor Sturrock thereupon took the Chair.

### **V DRAFT AUDITED ANNUAL ACCOUNTS FOR THE YEAR TO 31ST MARCH 2017**

There was submitted Report No SDPA05-2017 by the Treasurer presenting the draft audited Annual Accounts for the year ended 31st March 2017.

The Joint Committee agreed to:-

- (i) note the contents of the covering report;
- (ii) note the Draft Annual Accounts which were included as an Appendix to this report;
- (iii) instruct the Treasurer to submit the Annual Accounts to the Controller of Audit, Accounts Commission for Scotland.

### **VI ANNUAL GOVERNANCE STATEMENT FOR THE YEAR TO 31ST MARCH 2017**

There was submitted Report No SDPA06-2017 by the Treasurer presenting the Annual Governance Statement for approval and inclusion into the unaudited Annual Accounts for the year ended 31st March 2017.

The Joint Committee agreed to:

- (i) note the content of the covering report;
- (ii) approve the Annual Governance Statement which was included as an Appendix to this report; and
- (iii) instruct the Treasurer to include the Annual Governance Statement in the Annual Accounts for the year to 31st March 2017.

### **VII RESPONSE TO EXTERNAL AUDITOR'S ANNUAL AUDIT REPORT ON THE 2016/2017 AUDIT**

There was submitted Report No SDPA07-2017 by the Treasurer as a response to the report prepared by the Committee's External Auditor on the audit of Tayplan Joint Committee for the year ended 31st March 2017.

The Joint Committee agreed to:-

- (i) endorse the report as the formal response to the External Auditor's report; and
- (ii) note that the External Auditor's findings and conclusions were favourable.

### **IX DATE OF NEXT MEETING**

To be confirmed.

**REPORT TO:** DUNDEE, PERTH, ANGUS AND NORTH FIFE STRATEGIC DEVELOPMENT PLANNING AUTHORITY JOINT COMMITTEE MEETING ON 22 JANUARY 2018

**REPORT ON:** TAYPLAN SDP 2017 UPDATE AND PLANNING (SCOTLAND) BILL 2017

**REPORT BY:** DAVID LITTLEJOHN, INTERIM STRATEGIC DEVELOPMENT PLAN AUTHORITY MANAGER

**REPORT NO:** SDPA1-2018

## **1 PURPOSE OF REPORT**

- 1.1 To inform the Joint Committee of the approval of the TAYplan Strategic Development Plan 2017 by Scottish Ministers and of the publication of the Planning (Scotland) Bill 2017 including the programme of reforms relating to the system for strategic development planning.

## **2 SUMMARY**

- 2.1 The TAYplan Strategic Development Plan was submitted for Examination in June 2017. Following on from the Examination, Scottish Ministers approved the Plan on 11 October 2017, subject to modifications.
- 2.2 The Scottish Government introduced the Planning (Scotland) Bill into the Scottish Parliament on the 4 December 2017. The Bill sets out the proposed reforms to the planning system as a whole including those to the system of development planning. The potential implications of the programme of reforms for strategic planning are outlined in this report.

## **3 RECOMMENDATION**

- 3.1 It is recommended that the Joint Committee:
- a) Notes the approval of the TAYplan Strategic Development Plan 2017, with modifications by Scottish Ministers; and
  - b) Notes the publication and content of the Planning (Scotland) Bill 2017, and the potential implications for the strategic planning system.

## **4 FINANCIAL IMPLICATIONS**

- 4.1 The financial implications of publishing the TAYplan Strategic Development Plan 2017 are met within the current budget. There are no direct financial implications arising from the Planning (Scotland) Bill. However, the Bill may affect how strategic planning is delivered and funded in future.

## **5 TAYPLAN STRATEGIC DEVELOPMENT PLAN 2017**

- 5.1 The Proposed TAYplan SDP 2015 was submitted to Scottish Ministers for Examination on 6 June 2016, with Reporters appointed on 21 June 2016. The Examination of the Plan took place over the summer and autumn of 2016 and was completed on 8 March 2017 with the publication of the independent panel of Reporters Examination Report.
- 5.2 The Examination Report set out the Reporters' recommendations to Scottish Ministers regarding the Proposed Strategic Development Plan. The Reporters' recommendations included a series of modifications which offered clarity to several policies and pieces of text. The recommendations also made amendments to the housing supply targets and housing land requirements for the Perth & Kinross Housing Market Areas. None of these recommendations raised any significant issues in regard to the strategy and aims of the Plan.
- 5.3 The Examination Report was subsequently submitted to Scottish Ministers for their consideration. The Scottish Ministers on the 11 October 2017 advised that they had decided to approve the TAYplan SDP with modifications. The Ministers accepted the reasons for the modifications as set out in the Examination Report with the exception of one modification which required amendment to bring it into line with national policy.
- 5.4 The TAYplan Strategic Development 2017, as modified, is now the constituted Plan for the TAYplan Strategic Development Planning Authority area.
- 5.5 The Action Programme relating to the approved SDP is the subject of a separate report on this Agenda.

## **6 REVIEW OF THE SCOTTISH PLANNING SYSTEM**

- 6.1 As Members will recall during 2015/16 an Independent Panel undertook a review of the Scottish planning system on behalf of Scottish Ministers. The Panel published its recommendations in May 2016.
- 6.2 The Panel recommended the abolition of Strategic Development Plans and that their functions; including setting housing supply targets and land requirements should transfer to an enhanced National Planning Framework.
- 6.3 The Panel also recommended that Strategic Development Planning Authorities should be re-purposed to support infrastructure and delivery focussed partnership working and have some statutory role to support the preparation of the newly enhanced National Planning Framework.
- 6.4 In July 2016 Scottish Ministers made an initial response on the Panel's recommendations. They also committed to work with the Strategic Development Planning Authorities and other organisations to determine the most appropriate way to proceed.
- 6.5 In January 2017 Scottish Ministers published Places, People and Planning setting out an integrated package of proposed improvements to the planning system.

Consultation on these proposals closed on the 4 April 2017 and an independent analysis of the consultation responses was subsequently published. This consultation process has informed the preparation of the drafting of the Planning (Scotland) Bill.

## 7. PLANNING (SCOTLAND) BILL

- 7.1 The Scottish Government introduced the Planning (Scotland) Bill in the Scottish Parliament on the 4 December 2017. The Bill sets out the proposed reforms to the planning system as a whole, including the system of development planning.
- 7.2 The Bill is part of a wider programme of reforms to the planning system in response to the independent review of planning and includes changes to secondary legislation made under existing powers as well as non-legislative changes. Some of the key aspects of the Bill are its provisions in relation to the system of development plans; the opportunities for community engagement in planning; the effective performance of planning authorities' functions; and a new way to fund infrastructure development.
- 7.3 Many of the provisions of the Bill amend the Town and Country Planning (Scotland) Act 1997. There are 35 sections, arranged into six Parts, as follows:

**Part 1 – Development Planning.** This Part reorganises the system of development plans, in particular removing strategic development plans, and amends the procedures for producing plans. It also introduces local place plans, prepared by community bodies.

**Part 2 – Simplified Development Zones.** This Part introduces provisions and a new Schedule 5A to the 1997 Act, providing a replacement for simplified planning zones, which grant planning permission for specified types of development within the zone.

**Part 3 – Development Management.** This Part makes various amendments to provisions relating to planning applications, planning permission and planning obligations.

**Part 4 – Other Matters.** This Part broadens the scope of regulation-making powers on planning fees; makes amendments in relation to fines and recovery of expenses for enforcement activity; imposes a requirement for members of planning authorities to undergo training before taking part in planning functions; and introduces new measures for the monitoring and assessment of planning authorities' performance.

**Part 5 – Infrastructure Levy.** This Part gives the Scottish Ministers a power to make regulations to introduce a levy in respect of development to fund infrastructure, and introduces a schedule giving more detail about such regulations.

**Part 6 – Final Provisions.** This Part makes provision about regulations made under the Bill, about the Bill's commencement, and about its short title.

- 7.4 The Bill proposes substantial changes in the preparation, form and content of development plans. Strategic Development Plans (**SDPs**) for Scotland's four city-regions will be abolished, removing this statutory tier of regional development planning. The Bill reiterates the importance of strategic planning but considers that SDPs are too prescriptive and resource inefficient. Regional planning will be reflected

in the NPF and local authorities will also be able to adopt flexible partnership arrangements for continued collaborative working.

- 7.5 The NPF will therefore have a more regional focus, backed by a local authority duty to assist in preparation of the NPF and a power to require cooperation among local authorities in providing information (for example on housing land). NPF will be reviewed on a 10 year cycle (currently 5 years) but with provision for earlier partial amendment if a particular policy change is required
- 7.6 Scottish Planning Policy will be incorporated into the National Planning Framework to form a single NPF document. The NPF will become part of the statutory development plan, such that the development plan for any local authority area will comprise NPF and the Local Development Plan. If policies in the NPF and the LDP are incompatible, then the most recently adopted will prevail.
- 7.7 The purpose of these changes is to streamline the development plan, removing the need to restate national planning policies in the LDP and reducing the potential for inconsistency between national and local planning policy. It is intended that the LDP should be a shorter document, more clearly focussed on local places and delivery of development.

## **8 APPROVAL BY THE PARLIAMENT**

- 8.1 The Bill is at the first stage of the process. This is where Parliamentary Committees consider the general principles (the overall purpose) of the Bill and normally ask members of the public and interested parties for their input. Parliament then debates and reaches a decision on the general principles of the Bill in the Chamber. Stage 2 of the process is where a Parliamentary Committee considers the Bill in detail and decides on the proposed changes (amendments). The 3 stage is where the Parliament can consider further amendments to the Bill. The Parliament will then decide whether to pass or reject the Bill. If the Parliament passes the Bill it will become law and then will be enacted over a period of time.
- 8.2 The Bill is currently at Stage 1 in the process. This will be where a call for evidence is carried out. It is anticipated that the Bill could be through the Parliamentary process and passed during the summer of 2018 with Royal Assent following. There is likely to be a raft of secondary legislation to implement the provisions of the Act which will form an amendment to the 1997 Planning (Scotland) Act. The whole process could take two years to implement.

## **9 IMPLICATIONS OF THESE PROPOSALS**

- 9.1 The Bill, if passed as drafted, will remove the statutory tier of regional development planning and the requirement for authorities to prepare a Strategic Development Plan. The proposals make provision for local authorities to adopt flexible partnership arrangements for continued collaborative working. In addition, there will be a duty on local authority to assist in preparation of the NPF and a power to require cooperation among local authorities in providing information (for example on housing land).
- 9.2 The four local authorities of the TAYplan SDPA will require to respond to these requirements as and when the Bill is passed. Much will have to await the detailed



secondary legislation provisions which will follow the passing of the Bill and any amendments that are made to the Bill during the Parliamentary process.

## 10 CONSULTATIONS

- 10.1 TAYplan's Treasurer and Clerk; Angus Council's Director of Communities Directorate; Dundee City Council's Executive Director of City Development; Fife Council's Executive Director, Enterprise & Environment; and Perth & Kinross Council's Director (Environment) have been consulted and are in agreement with the contents of this report

## 11 BACKGROUND PAPERS

- 11.1 Empowering Planning to Deliver Great Places - Scottish Government January 2017  
<http://www.gov.scot/Publications/2017/01/3486>
- 11.2 Planning Review Recommendations response – Scottish Government July 2016  
<http://www.gov.scot/Resource/0050/00502867.pdf>
- 11.3 Independent Panel Planning Review Recommendations – May 2016  
<http://www.gov.scot/Resource/0050/00500949.pdf>
- 11.4 Town and Country Planning (Scotland) Act 1997  
<http://www.scotland.gov.uk/Publications/2005/01/20576/50663>
- 11.5 Town & Country Planning (Development Planning) (Scotland) Regulations 2008  
<http://www.legislation.gov.uk/ssi/2008/426/contents/made>
- 11.6 Circular 6/2013: *Development Planning*, Scottish Government  
<http://www.scotland.gov.uk/Resource/0044/00441577.pdf>
- 11.7 Planning etc. (Scotland) Act 2006  
[http://www.legislation.gov.uk/asp/2006/17/pdfs/asp\\_20060017\\_en.pdf](http://www.legislation.gov.uk/asp/2006/17/pdfs/asp_20060017_en.pdf)

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DL/BL/JM  
 Dundee House  
 Dundee

Dundee City Council



# TAYplan Strategic Development Plan

## Action Programme

January 2018



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



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



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## Introduction

### What is the Proposed Action Programme?

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

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

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

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



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# Description and Strategic Fit



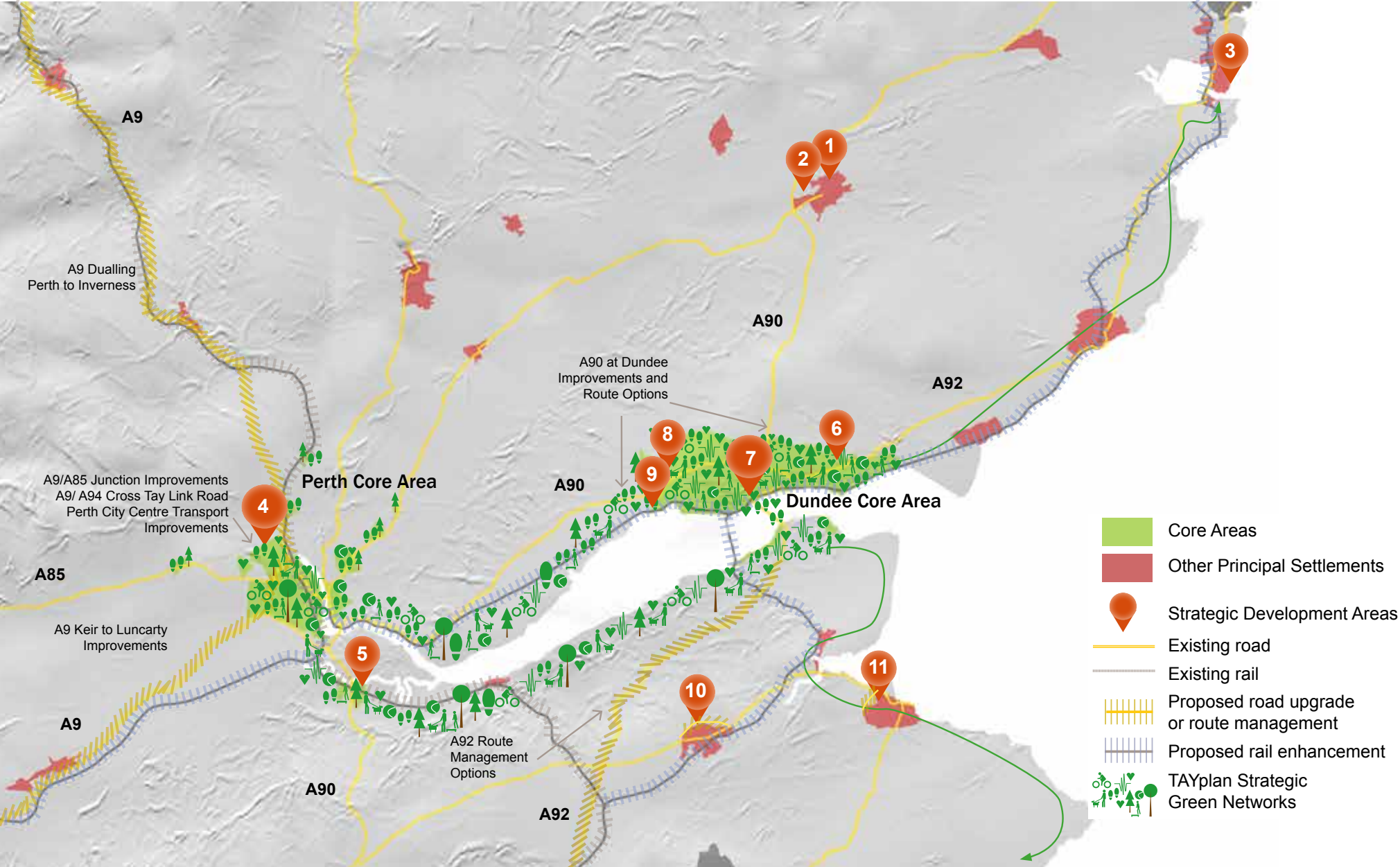
## KEY

- LOCATION AND PLACE**
  - Policy 1: Location Priorities
  - Policy 2: Shaping Places
- SUCCESSFUL AND SUSTAINABLE TAYplan**
  - Policy 3: Investment
  - Policy 4: Homes
  - Policy 5: Town Centres
  - Policy 6: Developer Contributions
- LOW CARBON TAYplan**
  - Policy 7: Energy, Waste and Resources
- NATURAL AND RESILIENT TAYplan**
  - Policy 8: Green Networks
  - Policy 9: Managing TAYplan’s Assets
- CONNECTED TAYplan**
  - Policy 10: Connecting People, Places and Markets

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




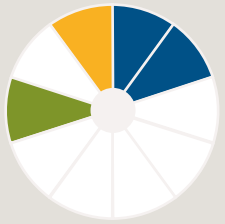


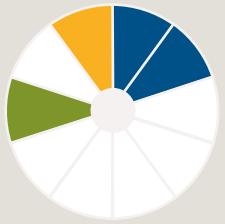
# Transformational Projects

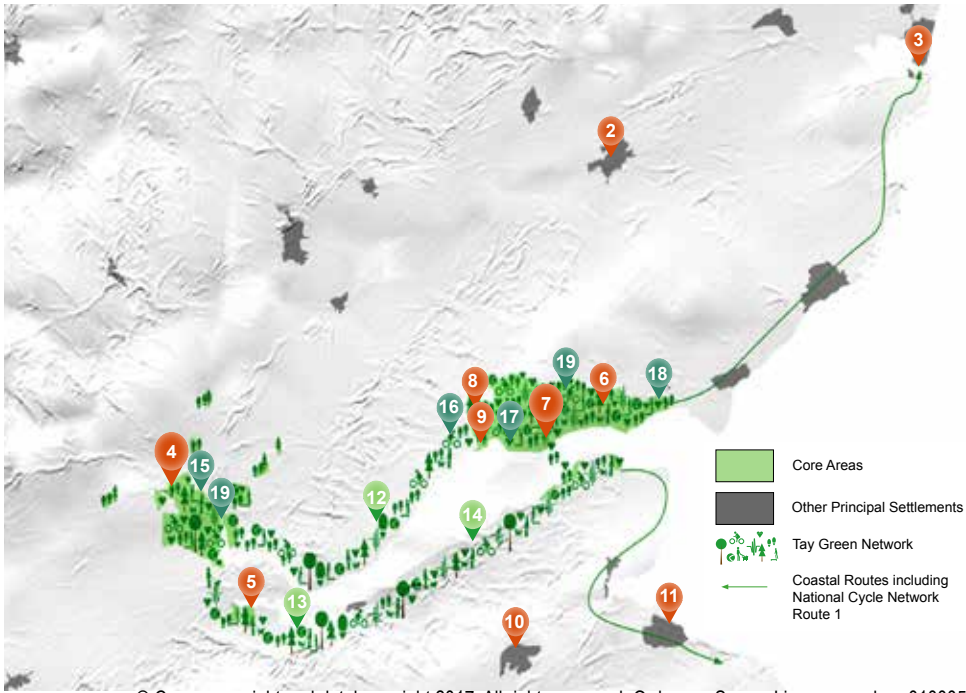





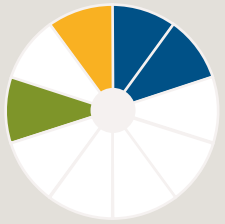
# Transformational Projects


Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Implement TAYplan Green Network strategy focused on: green networks in Strategic Development Areas (SDAs), green networks in Dundee and Perth core areas, key active travel networks in Carse of Gowrie and North Fife Coast</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p><b>TAYplan SDPA (SDP), Fife Council (LDP), Dundee City Council (LDP), Angus Council (LDP), Perth &amp; Kinross Council (LDP) - (Planning and Environment Services, Ranger, Countryside/ Access/ Ranger Services), Tay Landscape Partnership, Living Lomonds Landscape Partnership, Tactran, SEStran, SNH, Forestry Commission Scotland, Scottish Enterprise, SEPA, Sustrans</b></p>	<ul style="list-style-type: none"> <li>Local Development Plans. will identify the specific extent of existing green networks (at an appropriate scale) and opportunities for their enhancement (including new green links) in relation to site allocations in and adjacent to the Dundee and Perth Core Areas.</li> <li>Planning Authorities will audit and evaluate green spaces to understand where there are issues in meeting the TAYplan Strategic Development Plan Policy 8.</li> <li>Local Development Plans should prepare Development Frameworks, Briefs or Masterplans with green networks as a key component, unless completed or not required.</li> </ul> <p><b>STRATEGIC ACTIVE TRAVEL LINKS:</b></p> <ul style="list-style-type: none"> <li>Carse of Gowrie - Improve access networks around national cycle network 77.</li> <li>Improve active travel links between Perth and Newburgh.</li> </ul>	<ul style="list-style-type: none"> <li>Extent of green networks and specific enhancement opportunities have been identified for North Fife settlements for incorporation into the <a href="#">Local Development Plan</a>.</li> <li>Tay Landscape Partnership and Living Lomonds Landscape Partnership have made progress on individual projects within the TAYplan area.</li> <li>The Fife Coast and Countryside Trust (in partnership with Fife Council, the Scottish Pilgrim Routes Forum, the Fife Tourism Partnership and Forth Pilgrim) secured a Heritage Lottery Fund grant of over £400k in Dec 2015 towards delivery of a Fife-wide Pilgrim trail. The future aspiration is to see the route included in Scotland's wider network of heritage 'Great Trails'. Work to improve the existing network of paths and construct new sections is now underway and is expected to be complete by 2018.</li> <li>Proposed extension to the National Cycle Network (NCN) route 76 - Study undertaken identifying routes around Anstruther. This is also included as a green network priority for relevant proposals in the <a href="#">FIFEplan Proposed Plan</a>.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Work through Tay Landscape Partnership - 20% delivered Work through Living Lomonds Landscape Partnership - 20% delivered</p>





Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing					
(as above)		(as above)	<ul style="list-style-type: none"> <li>Improve access networks around national cycle network 777 and links to Fife Coastal Path.</li> </ul> <p>CORE AREA PRIORITIES:</p> <ul style="list-style-type: none"> <li>Better active travel links between West/ North West Perth and city centre.</li> <li>Better active travel links between Dundee Western Gateway, the James Hutton Institute and the city and surrounding countryside.</li> <li>Dundee Wider Waterfront links.</li> <li>Dundee Waterfront - Monifieth links.</li> <li>Areas of deprivation.</li> <li>Local Authorities will also look at wider connections to other routes e.g. The Fife Pilgrim Way and the Proposed extension to the NCN route 76 between Kirkcaldy and St Andrews through the East Neuk.</li> </ul>	<ul style="list-style-type: none"> <li>A Strategic Development Framework for West/North West Perth was approved at committee January 2017 as non-statutory Supplementary Guidance and is informing preparation of LDP2.</li> <li>A Notice of Intention was issued by the Scottish Ministers on 31st October 2016 to allow the appeal for Planning Permission in Principle (Planning Appeal reference: PPA-340-2104) subject to the conclusion of a legal agreement for Almond Valley mixed use development site H73. This development proposes new and enhanced paths and cycle routes to provide active travel links to Perth and Almondbank, including the enhancement of routes along the River Almond and the Lade. The Decision notice was then issued September 2017 after the Section 75 Legal Agreement was agreed and recorded by the Keeper at the Register of Scotland.</li> <li>In January 2016 Dundee City Council adopted planning guidance on Dundee's Green Network.</li> </ul>	(as above)



Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
(as above)		(as above)	(as above)	<ul style="list-style-type: none"> <li>Dundee City Council, partially funded through Tactrans Active Travel Grant Scheme has implemented an Active Travel Link between Riverside Avenue and Perth Road, including Toucan Crossing on Riverside Avenue, thereby connecting Perth road into NCN 77. DCC also upgrading section of Green Circular (NCN 77) adjacent to Riverside Avenue between Invergowrie and Wright Avenue, through Sustrans funding.</li> <li>In principle planning application for Bertha Park (15/01112/IPM), together with the accompanying masterplan, approved on 11 May 2016. A detailed planning application (15/01109/FLM) for the first phase of housing and commercial units approved on 8 June 2016. The proposals include areas of open space, new woodland and landscaping including new water features, and a network of paths and cycle routes to provide active travel links to Perth and Almondbank. Planning permission for Bertha Park High School was granted in February 2017, construction</li> </ul>	(as above)





Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
(as above)		(as above)	(as above)	<p>is progressing well and the new school will be ready for occupation in August 2019</p> <ul style="list-style-type: none"> <li>A wider Perth West proposal was first tested through a charrette in Spring 2015. It brought all stakeholders together - community, key agencies, landowners, Council. The extension to Perth West would give greater certainty to, but also greater control of how development comes forward in an area mostly currently identified as white land within the settlement boundary of the adopted LDP1. This proposal also includes an extension further west and a change to the greenbelt to make a potentially more rigorous long term boundary associated to the West Lamberkine woodland block.</li> <li>Initial Angus Council open space audit of public open space within the 7 towns and 4 rural settlement units complete July 2017. Some additional audit work and actions currently being progressed with a view to completion December 2017. Work on Green and Blue Networks will commence in 2018.</li> </ul>	(as above)

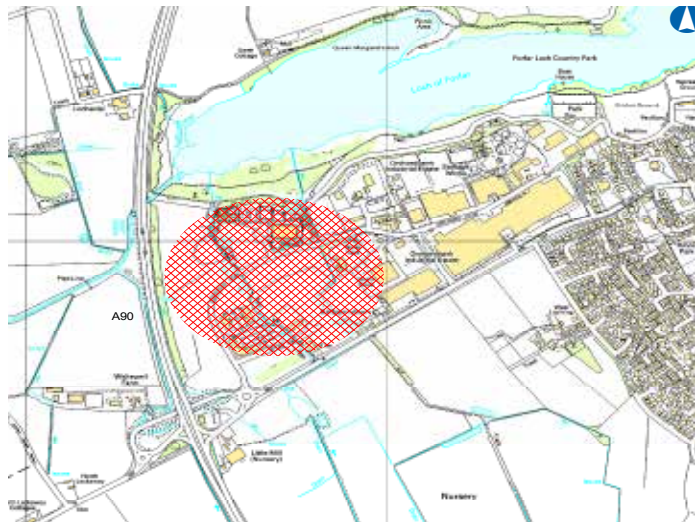
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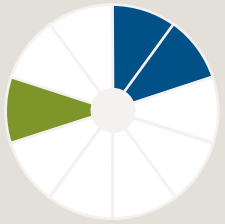
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to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






Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>2</b> Orchardbank, Forfar <i>(25ha of employment land)</i>   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years      2nd 8 years		<b>Angus Council (LDP), Muir Group, Developers</b> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Angus Council and Developers</li> </ul>	<ul style="list-style-type: none"> <li>Future phasing requirements are around take up.</li> <li>Development brief for the site will be updated in 2018.</li> </ul>	<ul style="list-style-type: none"> <li>Site at Orchardbank allocated in the Adopted Angus Local Plan Review for Class 4, 5 and 6 uses. Site has outline planning permission and an approved Development Brief. Road network, servicing, etc in place.</li> <li>The site is actively marketed.</li> <li>Angus Council has invested to secure delivery of necessary infrastructure.</li> <li>A planning application for the Erection of Hotel including Formation of Car Parking, Drainage Infrastructure, Landscaping and Associated Works was approved by Angus Council on 11 August 2017 (17/00459/FULL).</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> 100% of land delivered by Development Plan to allow it to come forward for development.



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>3 Montrose Port</b> <i>(Employment land for port related land uses)</i>		<b>Angus Council</b> ( <i>LDP</i> ), Developers <ul style="list-style-type: none"> <li><b>FUNDING</b> - Angus Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>The area of the port is already identified and safeguarded by the Proposed Local Development Plan.</li> <li>The Port is identified in the National Renewables Infrastructure Plan (Stage 2 Report 2010) as a potential location for the future servicing and maintenance of renewable energy infrastructure. Continued investment by Montrose Port Authority in quayside facilities further enhances the role of the Port as a sea freight facility and its potential to support the energy sector. It is also acknowledged that Montrose Port provides warehouse and office space for port related activities. Montrose Port has been allocated as M6 Working – Montrose Port within the Angus Local Development Plan (2016) which states that the site is safeguarded for port related uses.</li> <li>The process of upgrading berth on the North quay</li> </ul>	<ul style="list-style-type: none"> <li>Montrose Port Authority has recently commenced redevelopment of the north quay which will increase the capacity of the port and enable it to attract new business – particularly supporting the energy sector.</li> <li>Planning permission granted for developments in the South Montrose area.</li> <li>GSK have applied for planning permission for a major new manufacturing facility within their current site, (part of the £40 million investment announced in 2012). In addition GSK have announced a further investment of £25 million which will create 25 new jobs and introduce new processes to the Montrose site.</li> <li>Montrose Port Authority is conducting a study into market diversification of the port from the oil industry with Tactran support.</li> <li>New Spine Road:</li> <li>Implementation of the Masterplan continues with work on section 1 of the new spine road now underway and necessary compulsory purchase orders confirmed.</li> <li>Private Sector Investment</li> <li>Montrose Port - Refurbishment</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> Masterplan (Approved by Angus Council) - 100% delivered Planning application for Road alignment - 0% delivered Work started onsite - 0% delivered







Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>3</b> Montrose Port  <i>(Employment land for port related land uses)</i>		<i>(as above)</i>	has commenced with the anticipation that construction will commence mid 2017. In addition two new warehouses on the north side have been built by Rix Shipping, delivering in total 45,000 sqft of bulk storage warehousing.	of the north quay completed in October 2014 has helped to ensure deep water berthing and enhanced quayside operational working space. <ul style="list-style-type: none"> <li>GSK - Construction of a major new manufacturing facility currently underway (nearing completion)</li> <li>50% of planning permissions granted for new warehouse development in the South Montrose area have been implemented since 2014 by companies seeking to take advantage of access to the port.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> Masterplan (Approved by Angus Council) - 100% delivered Planning application for Road alignment - 0% delivered Work started onsite - 0% delivered








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Courtesy of Montrose Port Authority

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<p><b>4</b> West/North West Perth</p> <p><i>(A mixed use development including 4,000+ homes, 50ha of employment land, better active travel links between West/ North West Perth and the city centre and enhanced networks of green infrastructure, including greenspace)</i></p> <p><i>The Perth &amp; Kinross Council Local Development Plan has identified greater capacity at West/ North West Perth for approximately 5,000+ homes.</i></p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p>Perth &amp; Kinross Council (<i>LDP</i>), Developers, Tactran (<i>RTS</i>), Transport Scotland (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Perth &amp; Kinross Council (school provision), Landowners, Developers, Transport Scotland (road infrastructure upgrades), Scottish Water (asset upgrades)</li> </ul>	<ul style="list-style-type: none"> <li>Site identification and phasing set out in <a href="#">Approved LDP</a>.</li> <li>Requirement for an A9/A94 link, related transportation infrastructure and developments around the A9/A85 junction (Phase 1), to facilitate development. Priority as part of Cross Tay Link Road (CTRL) project. (Phase 1, see page 42).</li> <li>Integration of existing green infrastructure and provision of new networks of green infrastructure as a core component of the West/ North West Perth Strategic Development Framework.</li> </ul>	<ul style="list-style-type: none"> <li>Revised planning application for A9/A85 improvements including upgrading of road infrastructure including the formation of new roads, roundabouts, bridges, car parking, landscaping and associated works approved 7 November 2016. Construction started in October 2016 and the road is due to open in March 2019.</li> <li>In principle planning application for Bertha Park (15/01112/IPM), together with the accompanying masterplan, approved on 11 May 2016. The development will comprise: 3,000 houses, 25ha employment land, new secondary school provision and a primary school, new park and ride and compatible employment land associated with the CTRL/A9 realignment, areas of open space, new woodland and landscaping, network of paths and cycle routes, and a village core including retail, offices, places to eat and drink, medical facilities, leisure and community facilities. A detailed planning application (15/01109/FLM) for the first phase of housing and commercial units approved on 8 June 2016. Construction on the 1st phase is now underway.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>





Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>4 West/North West Perth</b>  <i>(A mixed use development including 4,000+ homes, 50ha of employment land, better active travel links between West/ North West Perth and the city centre and enhanced networks of green infrastructure, including greenspace)</i>  <i>The Perth &amp; Kinross Council Local Development Plan has identified greater capacity at West/ North West Perth for approximately 5,000+ homes.</i>  <div>  <b>High Priority</b> </div>  <div> <b>Timing</b> <div>    </div> <div> 1st 12 years    2nd 8 years </div> </div>		<i>(as above)</i>	<i>(as above)</i>	<p>Planning permission for Bertha Park High School was granted in February 2017, construction is progressing well and the new school will be ready for occupation in August 2019.</p> <ul style="list-style-type: none"> <li>Through the charrette and masterplanning process there has been significant work on a wider Perth West site. The Council facilitated joint working between the various landowners / potential developers and held a charrette in March and April 2015 to inform the preparation of: a Masterplan Framework for the wider Perth West site; and LDP2. The charrette design workshops allowed key stakeholders, including the community, an input at an early stage. The work to prepare a Masterplan Framework for Perth West has supported the consideration of a larger more sustainable and deliverable site in LDP2 and provides a framework which can guide developers preparing detailed masterplans to support planning application/s here. The majority of this wider Perth West site lies within the white land within the settlement boundary of the existing LDP and a planning</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered



<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
(as above)		(as above)	(as above)	<p>application could be forthcoming even if the full site is not allocated in LDP2. However the charrette, Masterplan Framework, and the MIR of LDP2 (which was consulted on between 23 December 2015 until 16 March 2016) supports a slightly larger Perth West site than that within the existing LDP settlement boundary. This includes additional land to include a DMRB compliant (minimum distance from Broxden roundabout) access from the A9. This would require a change to the greenbelt boundary, which has been consulted on through the LDP2 MIR, and which could bring it up to a perhaps stronger physical boundary at the edge of West Lamberkine Wood. The MIR estimates the capacity of this wider Perth West site as 3,200+ homes, 25+ hectares employment land, 2 local employment and community focussed centres, land for medical centre, 2 double stream primaries and possibly land for cemetery provision. In August 2016 the former auction mart site at the northeast end of the MIR Perth West site came forward as an in principle planning application 16/01348/ IPM for residential, and is currently</p>	(as above)

<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
(as above)		(as above)	(as above)	<p>under consideration. The Proposed LDP2 is likely to support this wider Perth West. The Proposed LDP2 will go to November 22nd 2017 committee with publication to follow.</p> <ul style="list-style-type: none"> <li>• A Notice of Intention was issued by the Scottish Ministers on 31st October 2016 to allow the appeal for Planning Permission in Principle (Planning Appeal reference: PPA-340-2104) subject to the conclusion of a legal agreement for Almond Valley mixed use development site H73. This development proposes new and enhanced paths and cycle routes to provide active travel links to Perth and Almondbank, including the enhancement of routes along the River Almond and the Lade. The Decision notice was then issued September 2017 after the Section 75 Legal Agreement was agreed and recorded by the Keeper at the Register of Scotland.</li> <li>• An EIA Scoping Report was submitted in June 2015.</li> <li>• Scottish Water is currently fully engaged with the key developer stakeholders at the Bertha Park development. Impact Assessments for both water and drainage have been carried out and actions are in place to support both short and long-term proposals at this location.</li> </ul>	(as above)





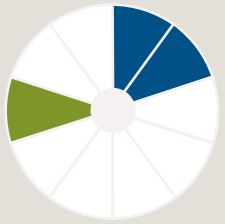
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>5 Oudenarde</b> <i>(1,200+ homes and 34ha of employment land)</i> <i>The Perth &amp; Kinross Council Local Development Plan has identified greater capacity at Oudenarde approximately 1,600 homes.</i>  <b>High Priority</b> <b>Timing</b>  +  1st 12 years    2nd 8 years		<b>Perth &amp; Kinross Council</b> <i>(LDP)</i> , Developers, Tactran <i>(RTS)</i> , Transport Scotland <ul style="list-style-type: none"> <li><b>FUNDING</b> - Perth &amp; Kinross Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>1st phase: affordable housing development, rail halt feasibility study.</li> <li>2nd phase: business development area.</li> <li>Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks as a key component, in particular, enhanced active travel links eastwards to Abernethy.</li> </ul>	<ul style="list-style-type: none"> <li>In principle consent for 1600 residential units and 15ha of employment land approved under 02/01482/IPM. Building of affordable housing has commenced on site with 108 units completed.</li> <li>A Section 75 Planning Agreement for Oudenarde, incorporating updated masterplan, is in place and planning permission in principle has been issued. As part of the Agreement the Council will proceed with the construction of the new village primary school as soon as road and services infrastructure has been provided to the school site boundary. The road infrastructure includes the required railway crossing.</li> <li>The new roundabout on the A912 has been completed. A planning application for the first phase of mainstream housing adjacent to the new roundabout is imminent.</li> <li>Discussions are ongoing about bringing forward the allocated business land located north and south of the A912.</li> <li>Construction of the private housing is programmed to commence in 2017/18.</li> <li>Initial rail halt demand feasibility study undertaken.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> Masterplan - 100% delivered, Work on site - 10% delivered







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Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>6</b> Dundee Linlathen <i>(40ha of employment land)</i>   <b>High Priority</b>  <b>Timing</b>  2nd 8 years		<b>Dundee City Council</b> <i>(LDP)</i> , Developers, Scottish Enterprise  • <b>FUNDING</b> - Dundee City Council, Developers and TAYplan Key Stakeholders	<ul style="list-style-type: none"><li>• No further progress at this time.</li><li>• New green infrastructure as part of development at Linlathen to incorporate green network/active travel links to the citywide green network.</li></ul>	<ul style="list-style-type: none"><li>• Allocated within the <a href="#">Dundee Local Plan Review 2005</a> for single user opportunity and general business development.</li><li>• Linlathen allocated in <a href="#">Dundee LDP 2014</a> as a Principal Economic Development Area.</li></ul>	<b>WORK IN PROGRESS/ MONITOR</b> 0% delivered






Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>7</b> Dundee Wider Waterfront (including Claverhouse)  <i>(Mixed uses including business, commercial, leisure, retail, residential and port related uses)</i>   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years 2nd 8 years		<b>Dundee City Council</b> ( <i>LDP</i> ), Developers, Tactran ( <i>RTS</i> ), Scottish Enterprise  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Dundee City Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Gateway and the James Hutton Institute (JHI).</li> <li>Circa £100 million public infrastructure expenditure. Circa £1 billion combined public and private expenditure spent and invested in the Wider Waterfront.</li> <li>New and improved green infrastructure as part of Central Waterfront zone including new public green and blue space.</li> <li>Enhance green network/ active travel links between Central Waterfront zone and city wide green network.</li> </ul>	Dundee Waterfront <ul style="list-style-type: none"> <li>Substantial progress been made across the 5 development zones.</li> <li>Central Waterfront - infrastructure works progressing, due to complete 2017. Key projects now commenced include: V&amp;A at Dundee, Dundee Railway Station and hotel development.</li> <li>Seabraes Yards Phase 1 is now built.</li> <li>City quay - masterplanning in progress.</li> <li>Port - Forth Ports investing in quayside improvements at Dundee Port to increase decommissioning work. Forth Ports and Dundee City Council jointly establish Dundecom to attract north sea oil and gas decommissioning contracts.</li> <li>Enterprise Area status covering Dundee Port and Claverhouse.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> Masterplan - 40% delivered, Planning Application approved - 30% delivered, Work started on site - 40% delivered





Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>8 Dundee Western Gateway</b>  <i>(High quality greenfield development of 750+ homes and 50ha of employment land with large areas of greenspace incorporated into the proposal)</i>   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years    2nd 8 years		<b>Dundee City Council</b> ( <i>LDP</i> ), Developers, Tactran ( <i>RTS</i> ), Scottish Enterprise  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Dundee City Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Housing in 1st 12 years and employment in latter 8 years.</li> <li>Up to 270 units can be completed before any major improvement works to the Swallow Roundabout are required.</li> <li>Development Frameworks, Briefs, Masterplans (as appropriate) to be prepared with green networks and better linkages to JHI and to the Dundee Wider Waterfront to be a key component.</li> <li>New and improved green infrastructure as part of Western Gateway development to incorporate green network/active travel links to the citywide green network.</li> </ul>	<ul style="list-style-type: none"> <li>Housing sites allocated within the Dundee Local Development Plan.</li> <li>Planning permissions granted for 701 units across three sites. Development commenced in 2015.</li> <li>Application Ref: 15/00076/ FULL to upgrade the A90/ A85 Swallow Roundabout as part of the Western Gateway development was granted 22 May 2015. The upgrade is to be developed in conjunction with the residential development.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> 20% delivered








Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<p><b>9</b> The James Hutton Institute (JHI) at Invergowrie</p> <p><i>(5 to 10ha of employment land for food/agricultural research)</i></p> <p> <b>Low Priority</b></p> <p><b>Timing</b>  2nd 8 years</p>		<p><b>Developers, Perth &amp; Kinross Council (LDP)</b></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Dundee City Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>No phasing in place.</li> <li>Identify opportunities for better access links between Dundee Wider Waterfront and Dundee Western Gateway SDAs.</li> </ul>	<ul style="list-style-type: none"> <li>Allocated within the <a href="#">LDP</a> where development will be compatible with existing uses.</li> <li>Partnership working between Perth &amp; Kinross Council and Dundee City Council in relation to development proposals to the West of Dundee.</li> <li>The institute has identified The International Barley Hub as the first project in a phased approach to regeneration. This project was subject to Scottish Government Gateway Stage 1 Review on 30th November 2015. A comprehensive Business Case has been developed for the facility showing committed Industry and stakeholder support supported by a robust Economic Impact Assessment. The site for the facility has not yet been finalised but it will be within or adjacent to the buildings already on the site. If the Gateway Review is successful the 5,000m2 building could be ready for occupation within 3 years subject to funding availability.</li> <li>All future development will be funding dependent and to achieve this the Institute must display a robust business case for each phase. A meeting with the Institute and PKC in January 2016 confirmed that development would</li> </ul>	<p><b>NO PROGRESS</b></p> <p>Masterplan - 0% delivered, Planning Application - 0% delivered, Work on site - 0% delivered</p>




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<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
(as above)		(as above)	(as above)	<p>now be approached on a case by case basis due to the current economic climate.</p> <ul style="list-style-type: none"> <li>• It is noted that funding is likely to result from a portfolio of UK and Scottish Government Sources.</li> <li>• A planning application approved 16/00126/FLL in March 2016 for the erection of a plant growth research facility and ancillary works.</li> <li>• There has been a submission to extend the allocated site through the Main Issues Report responses received in March 2016. The extended site has been assessed through the SEA process and it is likely that it will be included in the Proposed Plan as an extension to E37 employment site.</li> </ul>	(as above)

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>10</b> Cupar North <i>(1,400 homes, 10 ha of employment land and bulky good retail incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to combine green space functions with active travel, habitat and sustainable urban drainage system provision.)</i>  <b>High Priority</b> <b>Timing</b>  +  1st 12 years    2nd 8 years		<b>Developers</b> , Fife Council <i>(LDP and LTS)</i> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Fife Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Masterplan to be prepared for Fife Council approval.</li> <li>Implement advance planting and landscaping.</li> <li>Fund and construct relief road within early phases of house-building, including junctions at A91.</li> <li>Incorporate findings of Fife Green Network priorities as detailed in <a href="#">adopted FIFEplan Local Development Plan (2017)</a>.</li> </ul>	<ul style="list-style-type: none"> <li>Principle, scale and general location of development within the <a href="#">adopted FIFEplan Local Development Plan (2017)</a>.</li> <li>Green Networks in Fife Report completed in September 2014 and incorporated into adopted FIFEplan Local Development Plan (2017) and Making Fife's Places Planning Policy Guidance (Aug 2015).</li> <li>Principle, scale and location including additional land to the east confirmed in the FIFEplan Examination report. FIFEplan scheduled for adoption in first quarter 2017.</li> <li>Cupar North Consortium application submitted in December 2015. Gillesfaulds application submitted in March 2017.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> 0% delivered





Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>					
<b>10</b> Cupar North  <i>(1,400 homes, 10 ha of employment land and bulky good retail incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to combine green space functions with active travel, habitat and sustainable urban drainage system provision.)</i>		<i>(as above)</i>	<i>(as above)</i>		<i>(as above)</i>



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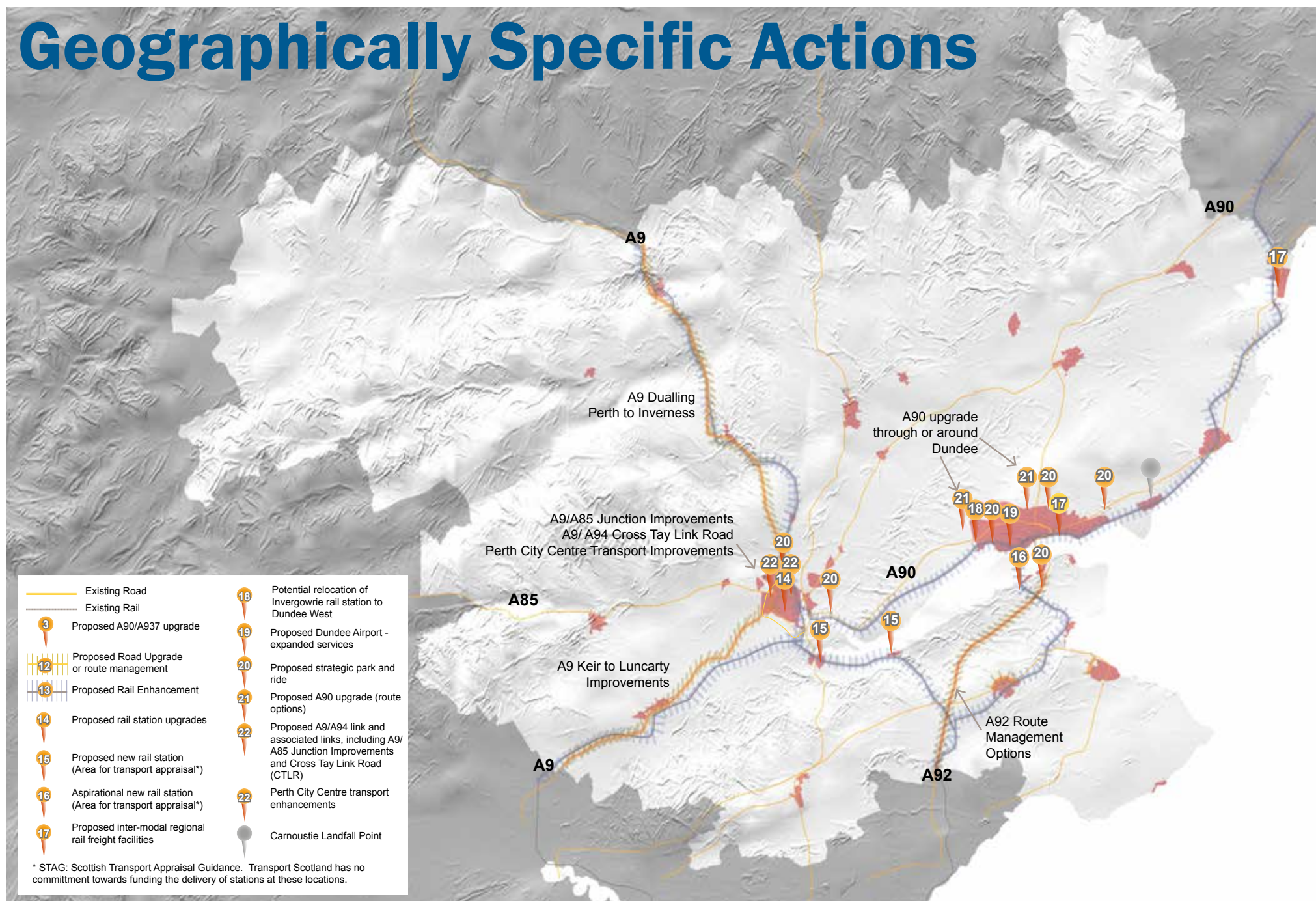


Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p><b>Priority and Timing</b></p> <p><i>(Number relates to p. 6 Map)</i></p>					
<p><b>11</b> St Andrews West</p> <p><i>(1,090 homes, 5ha business park, 8ha employment land and 10ha research and development or Science Park related enterprise, incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to establish access routes that connect to the St Andrews Coast Green Network, University Green Network and St Andrews Strategic Land Allocation Green Network. Potential to enhance the multi-functional value of the Station Park and partially de-culvert the Swilken.)</i></p>		<p><b>Developers</b>, Fife Council <i>(LDP and LTS)</i></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Fife Council, Developers and TAYplan Key Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Masterplan to be prepared for Fife Council approval.</li> <li>Implement advance planting and landscaping.</li> <li>Incorporate finding of Green Networks in Fife – FIFEplan Background Paper into <a href="#">Fife LDP</a> and St Andrews West Masterplan.</li> </ul>	<ul style="list-style-type: none"> <li>Principle, scale and general location of development within the <a href="#">adopted FIFEplan Local Development Plan 2017</a>.</li> <li>Development Frameworks have been prepared by Fife Council - published in the <a href="#">adopted FIFEplan Local Development Plan 2017</a>. Developers are expected to prepare Strategic Development Frameworks for Fife Council approval.</li> <li>Green Networks in Fife Report completed in September 2014 and incorporated into adopted FIFEplan Local Development Plan 2017 and Making Fife's Places Planning Policy Guidance (Aug 2015).</li> <li>Planning permission in principle application submitted for southern part of site (Craigtoun Road) in May 2015 with supporting Environmental Statement and Technical Reports (15/01823/EIA). Application progressing with anticipated decision date during 2017.</li> <li>Allocation confirmed again through the FIFEplan Examination.</li> <li>Proposal of Application Notice, Formal ES Scoping Request and Pre-Application Request all</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>0% delivered</p>
<p><b>High Priority</b></p> <p><b>Timing</b></p> <p>1st 12 years + 2nd 8 years</p>					

<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 6 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<b>11</b> St Andrews West & Science Park  <i>(1,090 homes, 5ha business park, 8ha employment land and 10ha research and development or Science Park related enterprise, incorporating new high quality greenspace as an integral part of the wider green network. Good opportunities to establish access routes that connect to the St Andrews Coast Green Network, University Green Network and St Andrews Strategic Land Allocation Green Network. Potential to enhance the multi-functional value of the Station Park and partially de-culvert the Swilken.)</i>		<i>(as above)</i>	<i>(as above)</i>	to be submitted by St Andrews West LLP for balance of SDA in January 2017. <ul style="list-style-type: none"> <li>• Consultation events completed in 2017 (May/September).</li> <li>• Site for new Madras Secondary School now part of St. Andrews West SDA (North Haugh site).</li> <li>• Planning application for North Haugh and new Madras Secondary School expected end 2017/early 2018. It is important to note the University purchased the former Guardbridge Papermill in 2010 in order to deliver a biomass heating system for the University and are in the process of developing the site for both University and business uses. A Development Framework Document has been lodged with Fife Council. It will ensure an adequate land supply for commercialisation of research opportunities.</li> </ul>	<i>(as above)</i>



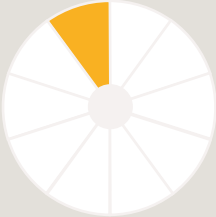


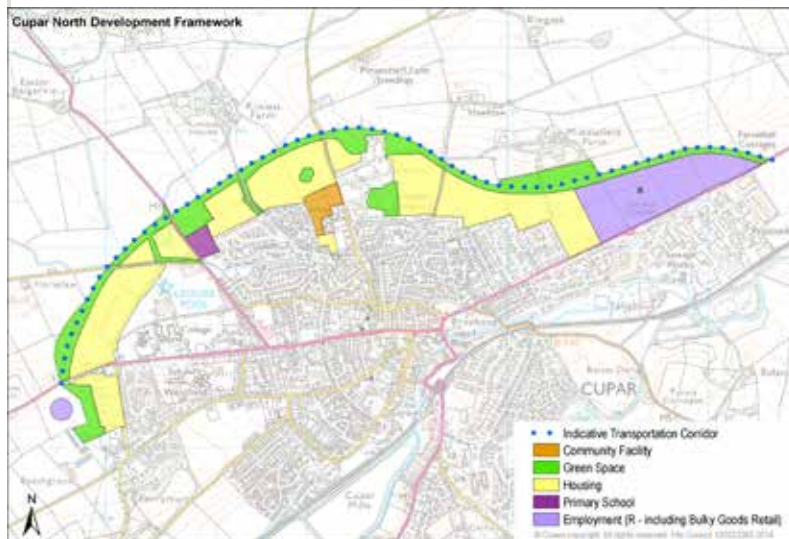
# Geographically Specific Actions






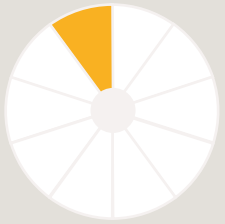


## Geographically Specific Actions

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>12</b> Cupar Relief Road   <b>High Priority</b>  <b>Timing</b>  1st 12 years		<b>Fife Council</b> ( <i>LTS and LDP</i> ), Developers, SEPA  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Developers</li> </ul>	<ul style="list-style-type: none"> <li>To be delivered through the Cupar North Strategic Development Area by the developers.</li> <li>Incorporate findings of <a href="#">Fife Green Network priorities</a> as detailed in adopted FIFEplan Local Development Plan (2017).</li> </ul>	<ul style="list-style-type: none"> <li>The Cupar North Consortium is undertaking the majority of the Cupar North development and will largely be responsible for the funding and construction of the associated relief road the work is to be completed no later than the completion of the 600th house by the Consortium.</li> <li>Cupar Relief Road is a scheme included within the <a href="#">Fife Local Transport Strategy</a>.</li> <li>Linked to Cupar North Strategic Development Area (2016-36) (see p21).</li> <li>Green Networks in Fife Report completed in September 2014 and incorporated into adopted FIFEplan Local Development Plan (2017) and Making Fife's Places Planning Policy Guidance (Aug 2015).</li> </ul>	<b>NO PROGRESS</b> 0% delivered




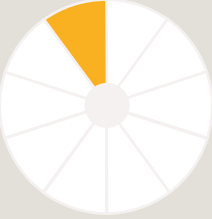


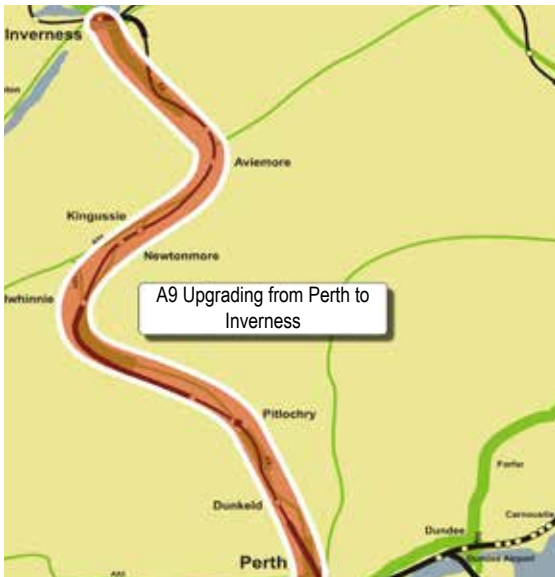
Source: Fife Council

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




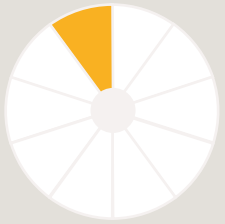


Source: Transport Scotland

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>12</b> A9 upgrading from Perth to Inverness   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years 2nd 8 years		<b>Transport Scotland (STPR)</b> , Tactran (RTS), Perth & Kinross Council (LTS & LDP), SEPA  • <b>FUNDING</b> - Scottish Government	<ul style="list-style-type: none"> <li>The Kinraig to Dalraddy section will be ready for construction by 2015/6</li> <li>Overall objective is to complete the full dualling between Inverness and Perth by 2025.</li> </ul> <p><b>The next phases of this project are:</b></p> <ul style="list-style-type: none"> <li>A9 Luncarty to Pass of Birnam - widening of the A9 to provide 15km of continuous dual carriageway between Inveralmond roundabout in Perth and the Pass of Birnam; and the</li> <li>A9 Pass of Birnam to Tay Crossing - widening of the existing A9 to provide 10.2km of continuous dual carriageway, incorporating the existing dual carriageway at Pass of Birnam</li> </ul>	<ul style="list-style-type: none"> <li>STPR project 16.</li> <li>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.</li> <li>The Scottish Government's commitment has been given for delivering the dual carriageway on the A9 between Perth and Inverness.</li> <li>More information on this project is available at: <a href="http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness">http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness</a></li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b>  First phase - 5% delivered, Subsequent phases - 0% delivered



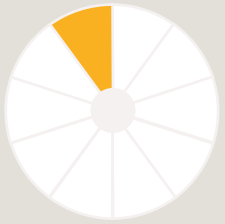


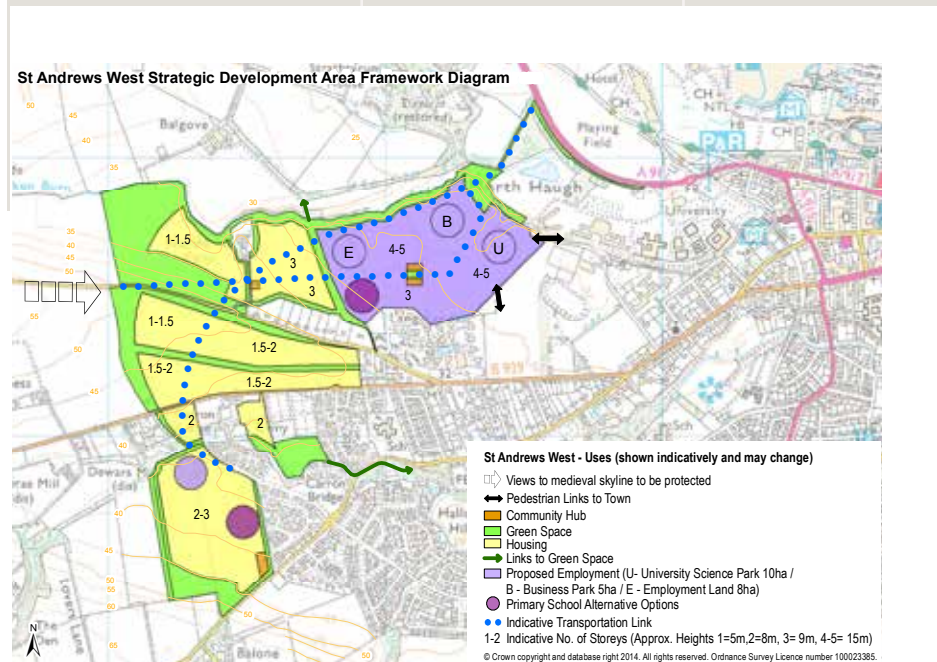
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Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered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





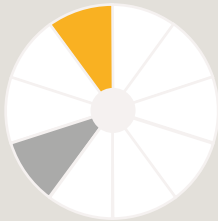
Source: Transport Scotland  
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Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>12</b> St. Andrews West Link road   <b>High Priority</b>  <b>Timing</b>  1st 12 years		<b>Fife Council (LDP),</b> Developers, SEPA  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Developers</li> </ul>	<ul style="list-style-type: none"> <li>To be delivered through the St Andrews West Strategic Development Area by the developers.</li> <li>Incorporate findings of Green Networks in Fife – <a href="#">FIFEplan Background Paper</a> into St Andrews West Development Framework.</li> </ul>	<ul style="list-style-type: none"> <li>Strategic Development Area development to fund and construct link road.</li> <li>Green Networks in Fife Report completed in September 2014 and incorporated into adopted FIFEplan Local Development Plan (2017) and Making Fife's Places Planning Policy Guidance (Aug 2015).</li> <li>Planning application submitted for construction of link road and roundabout including associated infrastructure and landscaping from the A91 associated with St Andrews SDA and proposed secondary school (17/03467/FULL)</li> </ul>	<b>NO PROGRESS</b> 0% delivered



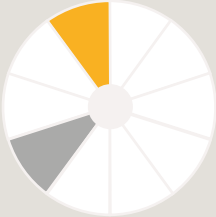


Source: Fife Council



Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>13</b> Rail enhancement between Edinburgh and Perth   <b>High Priority</b>  <b>Timing</b>  1st 12 years		<b>Transport Scotland (STPR), Network Rail (RUS)</b> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland</li> </ul>	<ul style="list-style-type: none"> <li>Increase line speed between Hilton Junction and Ladybank.</li> <li>The scheme proposes to increase the line speed above the current 50mph, to various speeds in the 65 – 90mph range.</li> <li>Potential improvements to the network beyond 2019, will be considered as part of the broader rail planning process. In line with the current calendar set by the independent rail regulator, the Office of Rail and Road (ORR), the Scottish Government is expected to submit its High Level Output Specification (HLOS), which will determine the rail investment strategy for control period 6 (2019- 24), by summer 2017. While this timetable could be subject to change we continue to plan on this basis. Any future rail investment will be based around suitable business cases being identified and sufficient resources being available to support their delivery.</li> </ul>	<ul style="list-style-type: none"> <li>Included within the Network Rail Scotland 2nd generation (RUS) option 7.4.2. (1st generation).</li> </ul>	<b>NO PROGRESS</b> 0% delivered



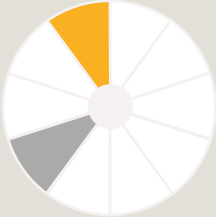





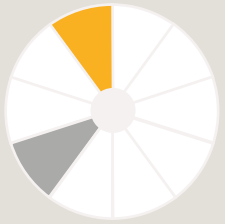
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>13</b> Rail enhancement on the Highland Main Line between Perth and Inverness  <b>High Priority</b>  <b>Timing</b>  1st 12 years		<b>Transport Scotland (STPR)</b> , Network Rail, ScotRail, Tactran <i>(RTS)</i> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland</li> </ul>	<ul style="list-style-type: none"> <li>More information on this project is available at: <a href="http://www.transportscotland.gov.uk/project/highland-main-line">http://www.transportscotland.gov.uk/project/highland-main-line</a></li> <li><b>Phase 2:</b> Infrastructure and service enhancements to provide an hourly service between Inverness and Central Belt and a 10 minute journey time reduction to be completed in Control Period (CP5) by 2019. In addition, ScotRail will be introducing newly refurbished and highly popular high speed trains on the route by December 2018.</li> <li><b>Phase 3:</b> Proposals to further improve journey time and service frequency being developed during CP5 for implementation during CP6 by 2024. These improvements will bring benefits to passengers over an incremental period, along with future phases of the project until 2025. The Scottish</li> </ul>	<ul style="list-style-type: none"> <li>STPR project 17.</li> <li>Long distance services between Perth and Inverness were increased from 9 to 11 per day in December 2011.</li> <li>Action highlighted in Scotland's Infrastructure Investment Plan (December 2011).</li> <li>The first phase of the project has been completed delivering two extra trains each way per day from December 2011 and journey time improvements of up to 18 minutes from December 2012. This stage was completed in December 2012.</li> <li>The outputs for phase 2 of the Highland Main Line Improvements project are:               <ul style="list-style-type: none"> <li>- An average journey time reduction of around 10 minutes.</li> <li>- An hourly service.</li> <li>- Improved opportunities for freight.</li> </ul>               This phase is scheduled to be completed by March 2019. Phase 3 will be post March 2019 with 2025 being the final completion date for the project.             </li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> First phase - 100% delivered, Second phase - 0% delivered

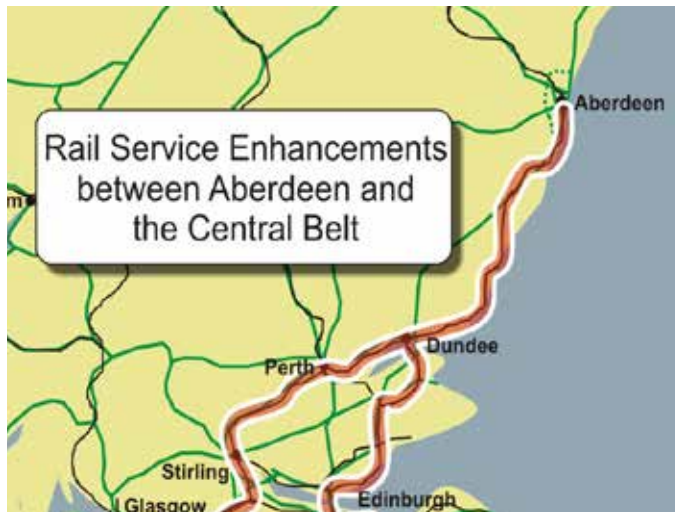


Source: Transport Scotland




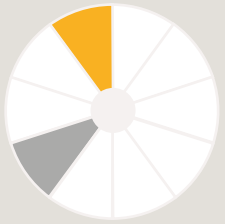




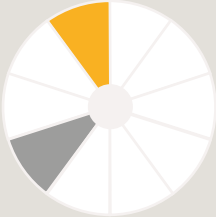
<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p><b>13</b> Rail enhancement on the Highland Main Line between Perth and Inverness</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><i>(as above)</i></p>	<p>Government is expected to submit its High Level Output Specification (HLOS), which will determine the rail investment strategy for control period 6 (2019-24), by summer 2017.</p> <p>.</p>	<p><i>(as above)</i></p>	<p><i>(as above)</i></p>

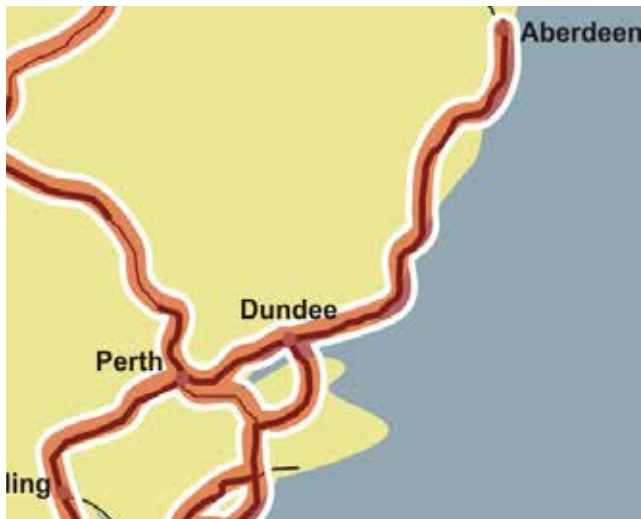
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>13</b> Rail service enhancement between Aberdeen and the Central Belt   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years    2nd 8 years		<b>Transport Scotland</b> (STPR), Network Rail, Scotrail, Tactran (RTS), SEStran (RTS)  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland</li> </ul>	<b>First Phase</b> <ul style="list-style-type: none"> <li>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.</li> <li>Transport Scotland working closely with Network Rail to deliver Phase One by 2019.</li> </ul> <b>Second Phase</b> <ul style="list-style-type: none"> <li>Upgrade single track to double track at Usan, including a new bridge over Montrose Basin.</li> <li>Future phases of the Aberdeen to Central Belt project will be subject to budgets and resources available. The Scottish Government is expected to submit its High Level Output Specification (HLOS), which will determine the rail investment strategy for control period 6 (2019-24), by summer 2017.</li> </ul>	<ul style="list-style-type: none"> <li>STPR project 23.</li> <li>Tay Estuary Rail Study contributes to this.</li> <li>The deliverability of the intervention is considered technically and operationally feasible.</li> <li>Additional Glasgow – Dundee services provided in December 2011.</li> <li>Additional calls introduced at Broughty Ferry, Invergowrie and Gleneagles with December 2011 and 2012 rail timetables. Additional calls introduced at Monifieth with December 2013 timetable.</li> <li>Action highlighted in Scotland's Infrastructure Investment Plan (December 2011).</li> <li>Series of small scale interventions being provided during CP5 by 2019. Further feasibility development work being undertaken during CP5 for implementation during CP6 and beyond.</li> <li>Gleneagles Station Enhancement completed Summer 2014.</li> <li>High Speed Trains to operate on intercity service from 2018.</li> </ul>	<b>WORK IN PROGRESS/ MONITOR</b> 10% delivered



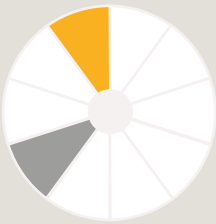


Source: Transport Scotland



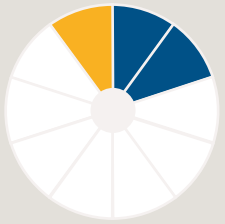
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<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>13</b> Rail service enhancement between Aberdeen and the Central Belt</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p>(as above)</p>	<p>(as above)</p>	<ul style="list-style-type: none"> <li>Service enhancement aspects of TERS will largely be implemented in Revolution on Rail timetable enhancement in 2018. Aberdeen City Deal announced in 2016 includes commitment to progress upgrade to address Usan constraints.</li> </ul>	<p>(as above)</p>



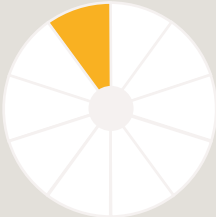
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>13</b> Electrification of the Strategic Rail Network   <b>High Priority</b>  <b>Timing</b>  2nd 8 years		<b>Transport Scotland (STPR)</b> , Scottish Government ( <i>NPF3 &amp; NPF3 Action Programme</i> ), Network Rail  <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland</li> </ul>	<ul style="list-style-type: none"> <li>More information on this project is available at: <a href="http://www.transportscotland.gov.uk/project/electrification-programme">http://www.transportscotland.gov.uk/project/electrification-programme</a></li> </ul> <p>The Scottish Government is committed to its Electrification programme up to 2019, which includes routes between Edinburgh to Glasgow via Shotts, and to Stirling Alloa and Dunblane. These will bring significant economic, social and environmental benefits by improving journey times and reducing carbon emissions.</p> <p>Works to determine the most appropriate routes for the remaining network are currently underway and will be informed by a range of evidence, including some of the potential choices set out in the Network Rail Scotland Route Study as well as the more recent "Investing in the Future" document published by the Rail Delivery Group. Early next year we also expect more detailed advice to emerge</p>	<ul style="list-style-type: none"> <li><a href="#">STPR</a> project 6.</li> <li>Through the High Level Output Specification (HLOS), Scottish Ministers' gave a commitment of 100 kms/annum electrification during CP5 (2014 – 2019) and there is an aspiration that northwards from the Central Belt should be a priority during CP5 (Phases 3, 4 and 5).</li> </ul>	<b>NO PROGRESS</b> 0% delivered



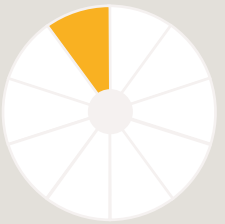




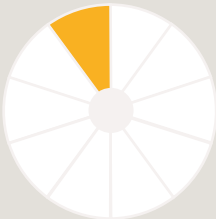
<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p><b>13</b> Electrification of the Strategic Rail Network</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  2nd 8 years</p>		<p><i>(as above)</i></p>	<p>from the industry that will provide further information and context that will help inform decision making. The Scottish Government is expected to submit its High Level Output Specification (HLOS), which will determine the rail investment strategy for control period 6 (2019-24), by summer 2017.</p>	<p><i>(as above)</i></p>	<p><i>(as above)</i></p>




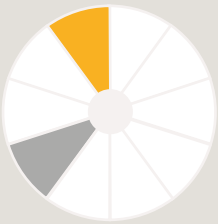


Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>14</b> Upgrading of Perth rail and bus stations and associated links to city centre</p> <p> <b>Medium Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Perth &amp; Kinross Council</b>  <i>(LTS)</i>, Network Rail, Tactran  <i>(RTS)</i></p>	<p>Development of integrated bus/rail transport facilities is included in <a href="#">Perth City Investment Plan</a> with a timescale of 2014 – 18.</p>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">TACTRAN's RTS Delivery Plan 2016-2021</a>.</li> <li>The Perth Interchanges Study was completed in March 2013.</li> <li>Abellio has a commitment through the ScotRail franchise to deliver a business case for Perth Station improvements.</li> <li>Proposal included within the LDP2 Main Issues Report and Draft Perth City Plan to investigate the potential for the development of an integrated rail and bus facility on land at Perth Station.</li> <li>Discussions have commenced between Network Rail, Abellio and Perth &amp; Kinross Council on taking forward proposals to upgrade the station.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b>  Perth Interchanges Study -  100% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>15</b> Undertake a transport appraisal for the Bridge of Earn area</p> <p> <b>Medium Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Perth &amp; Kinross Council</b> (<a href="#">LTS</a>), Fife Council (<a href="#">LTS</a>), Developers, Network Rail, Tactran (<a href="#">RTS</a>), Sestran (<a href="#">RTS</a>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Not identified</li> </ul>	<ul style="list-style-type: none"> <li>Linked to development at Oudenarde.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">Tactran's RTS Delivery Plan 2016-2021</a>.</li> <li>The outline feasibility work has completed as a joint project with Fife Council, Perth &amp; Kinross Council, Sestran and Tactran.</li> <li>Not included in <a href="#">STPR</a>.</li> <li>Pre-appraisal feasibility work is ongoing.</li> <li>Initial demand feasibility study undertaken.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Initial Review of Potential Rail Demand = 100% delivered</p>




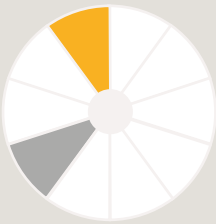
<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p><b>15</b> Undertake a transport appraisal for the Newburgh area</p> <p> <b>Medium Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Fife Council</b> (<i>LTS and LDP</i>), Network Rail, SEStran (<i>RTS</i>), Developers, (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Not identified</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">SEStran's RTS Delivery Plan 2008-2023</a>.</li> <li>The feasibility work has commenced as a joint project with Fife Council, Perth &amp; Kinross Council, SESTRAN and TACTRAN, currently at early stages.</li> <li>Not included in <a href="#">STPR</a>.</li> <li>Pre-appraisal feasibility work is ongoing.</li> <li>Initial demand feasibility study undertaken.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Initial Review of Potential Rail Demand = 100% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>16</b> Undertake a transport appraisal for the Wormit area</p> <p> <b>Low Priority</b></p> <p><b>Timing</b>  2nd 8 years</p>		<p><b>Fife Council</b> (<i>LTS and LDP</i>), Network Rail, Developers, SEStran (<i>RTS</i>), (Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network.)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Not identified</li> </ul>	<ul style="list-style-type: none"> <li>The SEStran Cross Tay Sustainable Transport Study (2009) provided a stage 1 STAG Appraisal for this proposal. It concluded that further appraisal was not recommended at that point in time, however, land should be retained through the development plan in case demand should rise significantly.</li> <li>LDP to safeguard land for rail halt as long-term aspirational project.</li> <li>This is an aspirational project and as such has lower priority than Newburgh and Oudenarde.</li> </ul>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">SEStran's RTS Delivery Plan 2008-2023</a>.</li> <li>Protected through <a href="#">Local Development Plan</a>.</li> <li>Not included in STPR.</li> <li>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.</li> </ul>	<p><b>NO PROGRESS</b> 0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>17</b> Improved road/rail connectivity including inter-modal regional rail freight facilities at Perth Harbour   <b>Low Priority</b>  <b>Timing</b>  +  1st 12 years      2nd 8 years		<b>Perth &amp; Kinross Council</b> <i>(LTS and LDP)</i> , Network Rail, Tactran <i>(RTS)</i> , SEPA  • <b>FUNDING</b> - Perth & Kinross Council, Tactran	<ul style="list-style-type: none"><li>• To be determined.</li><li>• Road link feasibility study has been completed.</li></ul>	<ul style="list-style-type: none"><li>• This project is included within <a href="#">Tactran's RTS Delivery Plan 2016-2021</a>.</li></ul>	<b>WORK IN PROGRESS/ MONITOR</b> Completion of road link feasibility study - 100% delivered







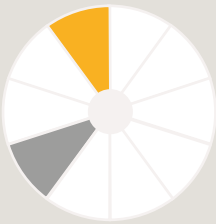






Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>17</b> Improved road/rail connectivity including inter-modal regional rail freight facilities at Montrose</p> <p>  <b>High Priority</b>   <b>Medium Priority</b>   <b>Timing</b>  1st 12 years </p>		<p><b>Angus Council</b> (<i>LTS and LDP</i>), Montrose Port Authority, Network Rail, Tactran (<i>RTS</i>), SEPA</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Angus Council</li> </ul>	<p>No phasing identified.</p>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">Tactran's RTS Delivery Plan 2016-2021</a>.</li> <li>Angus Council engaged consultants to bring forward proposals to promote the regeneration and improve the connectivity of South Montrose.</li> <li>The South Montrose Consultancy Study is now complete.</li> <li>Proposals for road realignment to improve access to Montrose Port and South Montrose being developed.</li> <li>No proposals identified to date in relation to an inter modal regional rail freight facility.</li> <li>Rail – discussions have commenced with DB Schenker, Montrose Port Authority and Rix Shipping to reopen the railhead in Montrose.</li> <li>The Adopted Angus Local Development Plan safeguards railway sidings at Montrose Railway Station for rail related activities which will facilitate opportunities for an inter-modal rail freight facility.</li> </ul>	<p><b>NO PROGRESS</b>  Rail - 0% delivered,  Road - 0% delivered</p>




Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>17</b> Improved road/rail connectivity including inter-modal regional rail freight facilities at Dundee</p> <div> <div>High Priority</div> <div>+</div> <div>Medium Priority</div> </div> <div> <div>Timing</div> <div>1st 12 years</div> </div>		<p><b>Dundee City Council</b> (<i>LTS and LDP</i>), Forth Ports, Network Rail, Tactran (<i>RTS</i>), SEPA</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Tactran, Dundee City Council</li> </ul>	<p>No phasing identified.</p>	<ul style="list-style-type: none"> <li>This project is included within <a href="#">Tactran's RTS Delivery Plan 2008-2023</a>.</li> <li>Feasibility study demonstrating potential for multi-modal freight railhead within Port undertaken by Tactran.</li> <li>Road access improvements at the Port of Dundee have been completed.</li> <li>Dundee City Council and Tactran have published a <a href="#">Sustainable Urban Logistics Plan (SULP)</a> that identifies a multi-modal freight railhead as a future project with a timescale of 2023.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Rail - 0% delivered, Road - 95% delivered</p>




Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>18 (also 13)</b> Improving rail infrastructure and connectivity regionally and nationally</p> <p>  <b>High Priority</b>   <b>Medium Priority</b> </p> <p> <b>Timing</b>    1st 12 years 2nd 8 years </p>		<p><b>Transport Scotland (STPR – Projects 17 and 23), Tactran (RTS), Dundee City Council (LTS and LDP), Perth &amp; Kinross Council (LTS and LDP), Angus Council (LTS and LDP), ScotRail, Network Rail, SEStran (RTS)</b></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland (STPR Projects 6, 17 &amp; 23), Tactran, Dundee City Council, Perth &amp; Kinross Council, Angus Council</li> </ul>	<p>To be delivered through-</p> <ul style="list-style-type: none"> <li>STPR Project 6: Electrification of Strategic Rail Network (<b>Transport Scotland</b>).</li> <li>STPR Project 17: Highland Main Line enhancements (<b>Transport Scotland</b>).</li> <li>Tay Estuary Rail Study (TERS) (Tactran).</li> <li>STPR Project 23: Rail Enhancements Aberdeen to Central Belt (<b>Transport Scotland</b>).</li> <li>Progress a business case for the potential for relocating Invergowrie rail station to Dundee West (Tactran).</li> </ul>	<ul style="list-style-type: none"> <li>Rail service enhancements through the region are included in STPR Projects 17: Highland Main Line and 23: Aberdeen to Central Belt (Transport Scotland).</li> <li>TERS is included within the Tactran RTS Delivery Plan 2016-2021 (Tactran).</li> <li>Invergowrie relocation to Dundee West. Feasibility identified as part of TERS. A draft business case document is being finalised in consultation with key stakeholders (Tactran).</li> <li>Initial findings of 'Invergowrie Station Relocation: Outline Business Case' noted by Tactran Partnership and agreed any further work be deferred pending progress on implementation of an hourly stopping service.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>Initial appraisal completed. Detailed appraisal required.</p>


Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<b>19</b> Growth in services at Dundee Airport   <b>High Priority</b>  <b>Timing</b>  +  1st 12 years    2nd 8 years		<b>HIAL</b> , Tactran ( <i>RTS</i> ), Dundee City Council ( <i>LTS and LDP</i> ), Air Operators	Continued growth and development throughout plan period.	<ul style="list-style-type: none"><li>• Transport Scotland published Scoping Study into Potential Development Opportunities for Dundee Airport in 2013.</li><li>• Steering Group established including HIAL, Dundee City Council, Transport Scotland, Scottish Enterprise and Tactran to take forward study recommendations.</li><li>• The contract for the London Stansted service was continued until 2018/19. Work still continues to look at other routes and options for the airport.</li></ul>	<b>NO PROGRESS</b> 0% delivered






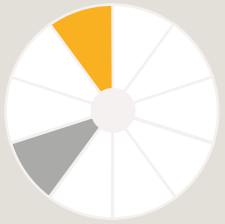
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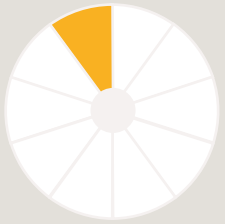
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Project/Proposal - The Action  Priority and Timing <i>(Number relates to p. 20 Map)</i>	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<div>19 Growth in services at Dundee Airport</div> <div><div></div>High Priority</div> <div>Timing<div>1st 12 years</div><div>2nd 8 years</div></div>		<i>(as above)</i>	<i>(as above)</i>	<i>(as above)</i>	<i>(as above)</i>




Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>20</b> Strategic Park and Ride/ Park and Choose facilities serving Dundee at:</p> <ol style="list-style-type: none"> <li>1. Dundee West</li> <li>2. A90 Dundee North at Forfar Road</li> <li>3. A92 Dundee East at Monifieth</li> <li>4. A92 South of Tay Bridge</li> </ol> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p> 		<p><b>Transport Scotland</b> (<i>STPR</i>), <b>Tactran</b> (<i>RTS</i>), <b>SEStran</b> (<i>RTS</i>), Fife Council (<i>LTS &amp; LDP</i>), Dundee City Council (<i>LTS &amp; LDP</i>), Perth &amp; Kinross Council (<i>LTS &amp; LDP</i>), Angus Council (<i>LTS &amp; LDP</i>)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland, Tactran, SEStran, Local Authorities</li> </ul>	<p><b>1. Dundee West</b> Park and ride facility on western approach to city centre.</p> <p><b>2. Forfar Road</b> Longer term possibility and will be reassessed once other sites around the city have been established.</p> <p><b>3. A92 (near Monifieth)</b> Longer term possibility and will be reassessed once other sites around the city have been established.</p> <p><b>4. South of Tay Bridge</b> A site adjacent to the Tay Bridge roundabout has been allocated in St. Andrews and East Fife Local Plan.</p>	<ul style="list-style-type: none"> <li>STPR project 8 – Serving Dundee: Dundee West, Forfar Road, A92 Dundee East at Monifieth and A92 South of Tay Bridge.</li> <li>Transport Scotland and Regional Transport Partnerships are to bring forward Park and Ride facilities.</li> <li>Detailed feasibility business case and design work being progressed by Tactran and SEStran.</li> <li>A site adjacent to the Tay Bridge roundabout has been identified in the Proposed FIFEplan Local Development Plan.</li> <li>Wright Avenue is the location where the planning application (13/00360/FULM) for a park and ride facility was refused at Committee 21/10/13. This allocation will be removed from the proposed <a href="#">Dundee Local Development Plan</a>.</li> <li>Transport Scotland is reviewing progress in delivering Strategic Park &amp; Ride (STPR Project 8) and this includes Park &amp; Ride facilities on 4 approaches to Dundee. Tactran and Dundee City Council Officers are engaged with this review.</li> </ul>	<p>Dundee West - 15% delivered, A90 North at Forfar Road - 0% delivered, A92 East of Dundee - 0% delivered, A92 South of Tay Bridge - 30% delivered</p> <p><b>WORK IN PROGRESS/ MONITOR</b></p>




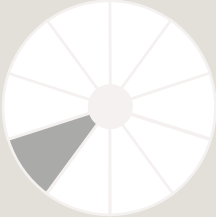
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>20</b> Regional park and ride facilities:</p> <ol style="list-style-type: none"> <li>Perth: A90 (<i>East of Perth</i>)</li> <li>Perth: A9 (<i>North of Perth</i>)</li> </ol> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Perth &amp; Kinross Council</b>  <i>(LDP)</i>, Developers, Tactran  <i>(RTS)</i></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Tactran, Perth &amp; Kinross Council, Possible Developer Contributions</li> </ul>	<p><b>Perth</b>  To be delivered through Perth &amp; Kinross <i>LDP</i> and <i>LTS</i> and <i>RTS</i> (Tactran).</p> <ul style="list-style-type: none"> <li>A90 Perth East - identified in Regional Park &amp; Ride Strategy as first priority for phased expansion of Park &amp; Ride around Perth.</li> <li>A9 North of Perth – will be considered through <i>LDP</i> 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.</li> </ul>	<p><b>Perth</b></p> <ul style="list-style-type: none"> <li>These projects are included within <i>Tactran's RTS Delivery Plan 2016-2021</i>.</li> <li>A90 Perth East site identified in Approved Local Development Plan and has planning consent.</li> <li>The independent assessment carried out alongside the Design Manual for Roads and Bridges (DMRB) stage 2 assessment for the CTRLR investigated the potential operational impact of a Park and Ride in the vicinity of the proposed CTRLR/A9 grade separated junction. This considered different potential locations from an operational impact, access and visibility perspective, and the preferred option was closest to the junction. This option requires an extension to the Bertha Park boundary to accommodate the Park and Ride facility. This is likely to be consulted on in the Proposed LDP2 which goes to committee on the 22nd of November 2017.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b>  Perth: A90 - 30% delivered  Perth: A9 - 0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>21</b> A90 upgrade through or around Dundee</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +   1st 12 years    2nd 8 years  Assessment of route options and implementation</p>		<p><b>Transport Scotland</b> (<i>STPR</i>), Tactran (<i>RTS</i>), Dundee City Council, Angus Council, Perth &amp; Kinross Council, SEPA</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Transport Scotland</li> </ul>	<p><b>Assessment of route options:</b></p> <ul style="list-style-type: none"> <li>Transport Scotland and Tactran require to lead to inform the next SDP (Strategic Development Plan) by 2016.</li> <li>Transport Scotland to lead with initial discussions on the A90 proposed upgrade through or around Dundee to identify and agree further actions with TAYplan, Tactran, Dundee City Council, Angus Council and Perth &amp; Kinross Council by end of 2015.</li> </ul>	<ul style="list-style-type: none"> <li><i>STPR</i> project 29.</li> <li>Improving A90 through or around Dundee is included within <a href="#">Tactran's RTS Delivery Plan 2016-2021</a>.</li> <li>Initial discussions have taken place. Timescales for progressing are awaited from Transport Scotland.</li> <li>One of the key considerations in the future development of Dundee City and the surrounding areas is the role and proposed upgrading of the A90 trunk road through or around Dundee. The <i>STPR</i>, <i>NPF3</i> and Tactran's <i>RTS</i> identify the need for improvements to the A90 through or around Dundee.</li> <li>Transport Scotland are currently in the process of finalising a date for an initial discussion meeting with all partners in December 2015/ January 2016.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b>  Assessment of route options and implementation - 0% delivered</p>

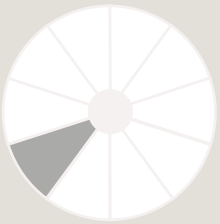
Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>					
<p><b>22</b> A9/A94 link and associated links, including A9/A85 junction improvements and Cross Tay Link Road (CTLR) and subsequent city centre enhancements</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Perth &amp; Kinross Council</b> (<i>LTS &amp; LDP</i>), <b>Tactran</b> (<i>RTS</i>), Developers, Transport Scotland</p> <p><i>(Consultation with Transport Scotland will be required due to the potential impacts to the strategic transport network)</i></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Perth &amp; Kinross Council and Developers</li> </ul>	<p>The following phasing will be the subject of more detailed consideration through the Perth &amp; Kinross <i>LDP</i>.</p> <p><b>1. A9/A85 Crieff Road Improvements (WELR) (Phase 1)</b></p> <ul style="list-style-type: none"> <li>Priority works to address immediate network issues for future development of Perth &amp; region. Anticipated completion in 2017</li> <li>Phasing thereafter will be set out in the <i>LDP</i> to facilitate development to the West/ North West of Perth, to construct the Cross Tay Link Road (CTLR) and City Centre enhancements.</li> <li>Project is required to relieve traffic in Perth and facilitate development in line with the <i>LDP</i> strategy for the Perth area. Provision of works will improve connectivity.</li> </ul>	<ul style="list-style-type: none"> <li>The A9/A94 project is included within <i>Tactran's RTS Delivery Plan 2016-2021</i>.</li> <li>The A9/A85 project is included within Tactran's RTS Delivery Plan 2008-23</li> <li>Capital finance of £78 million has been secured in the budget and the remaining finance is being sought from the Tay City Deal.</li> <li>A revised planning application for phase 1 A9/A85 improvements was approved on 7 November 2016. This phase includes: a grade separated interchange between the A9 and the A85; and all parts of the scheme up to the Bertha Park site including access to the new secondary school.</li> <li>Construction of phase 1 A9/A85 junction improvement and link road to Bertha Park started in October 2016 and the road is due to open in March 2019.</li> <li>Planning permission in principle, together with an accompanying masterplan, was approved for Bertha Park in May 2016 subject to a Section 75 legal agreement.</li> <li>Phase 2 will provide a third crossing over the River Tay and a link road to the north of Scone. A Design Manual for</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b></p> <p>A9/ A85 Crieff Road Improvements (WELR) Phase 1 - 10% delivered</p>




<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b> <i>(Number relates to p. 20 Map)</i>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<b>22</b> A9/A94 link and associated links, including A9/A85 junction improvements and Cross Tay Link Road (CTLR) and subsequent city centre enhancements		<i>(as above)</i>	<i>(as above)</i>	<p>Roads and Bridges Stage 2 Report for the Cross Tay Link road was approved at committee December 2016. The detailed design of the carriageway, structures, associated paths etc will be finalised as part of the DMRB3 process which has commenced.</p> <ul style="list-style-type: none"> <li>A major programme of survey work informed the final detailed design and helped inform a visualisation which was a key element in the consultation with interested parties.</li> </ul>	<i>(as above)</i>

Non-Geographically Specific Actions

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing					
<p>Developing knowledge economy links through energy and offshore industries along the East Coast corridor between Aberdeen and Newcastle</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  <b>+</b>  1st 12 years 2nd 8 years</p>		<p><b>TAYplan SDPA</b>, Sestrans, Tactran, Network Rail, Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council, Transport Scotland, Private sector stakeholders</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Not identified</li> </ul>	<p>Ongoing</p>	<p><b>Examples of where this has progressed:</b></p> <ul style="list-style-type: none"> <li>Through promotion of tourism.</li> <li>Renewable energy and low carbon technology.</li> <li>Knowledge economy and the Universities.</li> <li>Rail freight connectivity at Dundee Port – feasibility study has been completed by Tactran.</li> <li>Dundee’s Digital Media Park.</li> <li>Dundee Waterfront.</li> <li>St Andrews University/Science Park.</li> <li>ECMA consortium, including Tactran and Sestran as members, promotes additional investment into the East Coast Line in support of enhanced passenger and freight links along the East Coast corridor between Aberdeen and Newcastle.</li> </ul> <p><b>University of St Andrews:</b></p> <ul style="list-style-type: none"> <li>The St Andrews Biomass District Heating Scheme at Guardbridge is one of the most exciting sustainable energy projects in the UK. The £25 million scheme will transform the</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b> 20% delivered</p>



<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
Developing knowledge economy links through energy and offshore industries along the East Coast corridor between Aberdeen and Newcastle		<i>(as above)</i>	<i>(as above)</i>	<p>old Guardbridge Paper Mill into a 21st century energy centre which will generate hot water in its 6.5MW biomass boiler and then distribute it through a flow and return heat network to the University's North Haugh campus where it will provide low-carbon heat and hot water. The plant is in commissioning phase at December 2016.</p> <ul style="list-style-type: none"> <li>• It is envisaged through the Development Framework that significant synergy will be created for renewable energy, low carbon and carbon capture technology on site at Guardbridge.</li> <li>• There will be provision for an Innovation Centre at Guardbridge to capitalise on knowledge transfer.</li> </ul>	<i>(as above)</i>

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

## Actions for Local Development Plans to implement mitigation detailed in the [TAYplan Environmental Report](#)




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

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

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

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





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





Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Habitats Regulations Appraisal (HRA)</p> <p>+ actions arising for LDPs</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>SDP</b> TAYplan SDPA (<i>SDP</i>)</p> <p><b>LDPs</b> <b>Perth &amp; Kinross Council</b> (<i>LDP</i>), <b>Fife Council</b> (<i>LDP</i>), <b>Angus Council</b> (<i>LDP</i>) and <b>Dundee City Council</b> (<i>LDP</i>)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - N/A</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Strategic HRAs are being undertaken separately for the <b>NRIP</b>, <b>STPR</b> and the RTSS with their associated conclusions and generic mitigation to be taken into account at lower level HRAs.</li> </ul>	<ul style="list-style-type: none"> <li>Fife Council - <b>HRA</b> has been published alongside the adopted <b>LDP</b>.</li> <li>Angus Council - <b>HRA</b> produced alongside the <b>Proposed Plan</b> and in public domain from February 2015.</li> <li>Dundee City Council - <b>HRA</b> will be updated alongside next <b>Local Development Plan</b>.</li> <li>Perth &amp; Kinross Council - <b>HRA</b> will be updated alongside next <b>Local Development Plan</b>.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b> 50% delivered</p>

## Actions for Local Development Plans


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





Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Delivering and Monitoring of Water and Waste Water Infrastructure</p> <p> <b>Medium Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p><b>Scottish Water</b>, Developers, SEPA</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Scottish Water, Private Sector</li> </ul>	<p>Delivered through the Scottish Water investment programme.</p>	<ul style="list-style-type: none"> <li>Since February 2014, Scottish Water has completed improvement projects at 5 Waste Water Treatment Works to support growth detailed within the TAYplan areas of Perth &amp; Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of which are due to complete in 2016. In 2015 Scottish Water completed a full refresh of the asset capacity checking system available to customers on the Scottish Water online portal. Information is now fully updated allowing all parties to monitor water and wastewater works capacity at sites across the TAYplan area. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through <a href="#">Scottish Water's Business Plan (2015-21)</a>.</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b> 0% delivered</p>





<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p>Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p><b>Scottish Water</b>, Developers, Perth &amp; Kinross Council (<i>LDP</i>), Fife Council (<i>LDP</i>), Angus Council (<i>LDP</i>) and Dundee City Council (<i>LDP</i>), SEPA</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Scottish Water, Private Sector</li> </ul>	<ul style="list-style-type: none"> <li>No new treatment or water plants are anticipated to be required to deliver spatial strategy.</li> <li>Perth Integrated Catchment Study is due to start in 2015.</li> </ul>	<ul style="list-style-type: none"> <li>Scottish Water's performance on the delivery of our investment plan is monitored quarterly by the Output Monitoring Group (<a href="http://www.scotland.gov.uk/Topics/Business-Industry/waterindustryscot/publications/deliveryprogress">http://www.scotland.gov.uk/Topics/Business-Industry/waterindustryscot/publications/deliveryprogress</a>)</li> <li>There have been many capital projects within the TAYplan region aimed at improving the water and drainage infrastructure, improving compliance with Scottish Water's obligations under the Water Framework Directive and reducing the impacts of flooding.</li> <li>The Sustainable Land Management Team, in Scottish Water, is involved in promoting good catchment management practices at 6 catchments throughout Scotland, aimed at protecting vulnerable drinking water supplies. The Lintrathen Partnership (Lintrathen Loch, Angus) is a catchment management scheme, where Scottish Water are protecting the drinking water source by limiting the amount of phosphorus entering the loch.</li> <li>Since February 2014, Scottish Water has completed improvement projects at 5 Waste</li> </ul>	<p><b>WORK IN PROGRESS/ MONITOR</b> 10% delivered</p>









<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
Deliver improvements to water and drainage infrastructure to deliver the TAYplan SDP strategy and proposals		<i>(as above)</i>	<i>(as above)</i>	Water Treatment Works to support growth detailed within the TAYplan areas of Perth & Kinross, Angus and North Fife. 11 further growth projects at Waste Water Treatment Works are currently underway, 4 of which are due to complete in 2016. Scottish Water will continue to work with local authorities and developers in facilitating the spatial strategies. More information is available through Scottish Water's Business Plan 2015-21).	<b>WORK IN PROGRESS/ MONITOR</b> 10% delivered

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





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





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




Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Align 4 Housing Land Audits to ensure consistency for monitoring</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>TAYplan SDPA</b>, Perth &amp; Kinross Council (Housing and Planning), Fife Council (Housing and Planning), Angus Council (Housing and Planning) and Dundee City Council (Housing and Planning)</p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - TAYplan SDPA</li> </ul>	<ul style="list-style-type: none"> <li>To be completed during 2015 and annually thereafter.</li> </ul>	No progress at this stage.	<p><b>NO PROGRESS</b> 0% delivered</p>




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



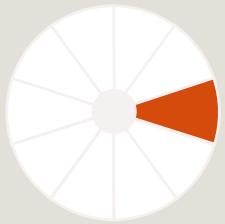





<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p>Planning authorities should confirm that Key Stakeholders have discussed the potential changes to their land and property assets with each other which may result in surplus property/ land or where new development is needed for that organisation</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p><b>TAYplan SDPA, Dundee City Council, Perth &amp; Kinross Council, Angus Council and Fife Council, Community Planning Partnerships, NHS Fife, NHS Tayside, Scottish Enterprise</b></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - N/A</li> </ul>	<ul style="list-style-type: none"> <li>Joint outcomes and opportunities that arise from the action.</li> </ul>	<p>Discussions ongoing through Tayside Property Collaborative.</p>	<p><b>NO PROGRESS</b> 0% delivered</p>

Project/Proposal - The Action	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
Priority and Timing					
<p>Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  +  1st 12 years 2nd 8 years</p>		<p><b>Tactran, Sustran, TAYplan SDPA, Dundee City Council, Perth &amp; Kinross Council, Angus Council and Fife Council</b></p> <ul style="list-style-type: none"> <li><b>FUNDING</b> - Funding available through Sustrans to implement community links projects.</li> </ul>	<ul style="list-style-type: none"> <li>Carse of Gowrie - Improve access networks around national cycle network 77 (Perth &amp; Kinross Council and Dundee City Council).</li> <li>Improve active travel links between Perth and Newburgh (Perth &amp; Kinross Council and Fife Council).</li> <li>Improve access networks around national cycle network 777 and links to Fife Coastal Path (Fife Council).</li> <li>Integration of existing green infrastructure and provision of new networks of green infrastructure as a core component of the West/ North West Perth Strategic Development Framework.</li> </ul>	<ul style="list-style-type: none"> <li>Active travel audits being undertaken for certain settlements across the TAYplan area by Tactran to identify priorities for future investment. Further Information is available here. <a href="http://tactran.gov.uk/ActiveTravelAudits.html">http://tactran.gov.uk/ActiveTravelAudits.html</a></li> <li>Perth and Kinross Council are currently finalising an Active Travel Strategy for the areas and are preparing a Cycling Infrastructure Masterplan for Perth that looks to deliver on the commitments to improve active travel detailed within the Perth City Plan.</li> </ul>	<p><b>NO PROGRESS</b></p> <p>Embedding active travel strategies within Tactran and Sustran re-freshed Regional Transport Strategies = 100%</p>



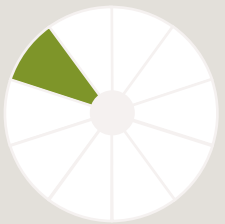
Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>TAYplan to lead on an Energy study</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>TAYplan SDPA</b>, Dundee City Council, Angus Council, Perth &amp; Kinross Council, Fife Council, Scottish Government, SEPA, SNH</p>	<ul style="list-style-type: none"> <li>Develop scope and study requirements by end 2016.</li> <li>Commence any necessary research by mid 2017.</li> </ul>	<p>Initial scoping work undertaken and agreement that parameters of study to focus on bringing information together rather than integrated approach across the TAYplan area.</p>	<p><b>NO PROGRESS</b> 0% delivered</p>

<b>Project/Proposal - The Action</b>  <b>Priority and Timing</b>	<b>Description and Strategic Fit</b>	<b>Lead Partner/ Person Responsible</b> <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	<b>Phasing of Actions - Key Deliverables</b>	<b>Evidence of Progress</b>	<b>Status/ % Delivered</b>
<p>Opportunities for better coastal management will be explored by SNH, Marine Scotland and Local Authorities in the context of findings of the forthcoming National Coastal Change Assessment (NCCA)</p> <p> <b>Medium Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Scottish Government (Marine Scotland), SNH, TAYplan SDPA, Dundee City Council, Angus Council, Perth &amp; Kinross Council, Fife Council, SEPA</b></p>	<ul style="list-style-type: none"> <li>• Compare position of past &amp; current shoreline.</li> <li>• Quantify change and disseminate results.</li> <li>• Project past rate into future change.</li> <li>• Undertake a vulnerability assessment of assets.</li> <li>• Consider where erosion may influence flooding.</li> <li>• Identify whether action/ policy needs to be coordinated at a strategic scale to address any issues.</li> </ul>	<ul style="list-style-type: none"> <li>• The Scottish Government are currently appointing consultants to carry out the NCCA.</li> <li>• NCCA project has compared position of past &amp; current shoreline, quantified that change and is in the process of disseminating those results by establishing an launching a GIS app.</li> <li>• Initial findings from the NCCA can be viewed at: <a href="http://www.dynamiccoast.com">www.dynamiccoast.com</a></li> <li>• NCCA work forms part of the water environment study being undertaken jointly between TAYplan and the lead partners during 2017.</li> </ul>	<p><b>NO PROGRESS</b> 10% delivered</p>

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

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



Project/Proposal - The Action  Priority and Timing	Description and Strategic Fit	Lead Partner/ Person Responsible <i>(plans and strategies to be delivered through)/</i> and other delivery bodies	Phasing of Actions - Key Deliverables	Evidence of Progress	Status/ % Delivered
<p>Explore the potential for the nomination of a UNESCO Biosphere Reserve on the Lower Tay</p> <p> <b>High Priority</b></p> <p><b>Timing</b>  1st 12 years</p>		<p><b>Dundee City Council, Angus Council, Perth &amp; Kinross Council, Fife Council and Scottish Government</b> with SNH, SEPA, Marine Scotland, Scottish Enterprise and Visit Scotland</p>	<ul style="list-style-type: none"> <li>To be explored as part of the preparation of the next Strategic Development Plan.</li> </ul>	<p>Initial consideration as part of the Tay Cities Deal proposals. This will progress over 2017-20.</p>	<p><b>NO PROGRESS</b> 0% delivered</p>

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

These figures represent a snapshot of progress on delivering housing supply targets from Proposed TAYplan (2015) at Housing Market Area level, for the 2016-21 period. This appendix has been updated taking account of published Housing Land Audits with a base date of April 2016. Maintenance of an adequate effective housing land supply to support delivery of the average annual completions is addressed through Local Development Plan processes for each Local Authority. This appendix will be superseded by the published Housing Land Audits with a base-date of April 2017 or later.

	A	B	C
Housing Market Area (HMA)	Average annual Housing Supply Target 2016-2021 for housing market areas*	Programmed housing completions (2016-21)**	Column B - Column A***
North Angus HMA	375	538	163
West Angus HMA	400	549	149
East Angus HMA	425	482	57
South Angus HMA	350	642	292
Dundee City	2,400	3,124	724
Strathmore and Glens HMA	725	466	-259
Strathearn HMA	675	820	145
Highland Perthshire HMA	450	404	-46
Greater Perth HMA	2,775	2,589	-186
PKC part of GDHMA	25	30	5
Kinross HMA	350	471	121
Cupar and West Fife HMA	550	773	223
St. Andrews and East Fife HMA	725	1,075	350
North Fife part of GDHMA	200	130	-70

### Notes:

**\*Column A:** Multiplies the average annual housing supply targets in Proposed Plan (2015) Policy 4/ Map 4 by 5 to indicate the 5 year housing supply target for the five year period 2016-21. The actual requirement for effective housing land will be established through Local Development Plans (LDPs) and may take account of the potential contributions from future unplanned sources of housing land from the date of LDP adoption.

**\*\*Column B:** These figures are derived from the 2016 Housing Land Audits which take into account past trends and completions and the impact of the economic climate on the housebuilding industry. A generally cautious approach has been adopted in predicting the future yield from development sites. Housing Land Audits are undertaken annually. Excludes small sites of fewer than 5 houses.

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

## Abbreviations and Acronymns

### Organisations

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

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 براۓ مہربانی 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

### Terms

HMA - Housing Market Area  
 LDP – Local Development Plan  
 LP – Local Plan  
 LTS – Local Transport Strategy  
 NCN - National Cycle Network  
 NPF3 – National Planning Framework 3  
 NRIP - National Renewables Infrastructure Plan  
 MIR – Main Issues Report  
 RTS – Regional Transport Strategy  
 RUS – Route Utilisation Strategy  
 STAG – Scottish Transport Appraisal Guidance  
 STPR - Strategic Transport Projects Review  
 SUSTRANS - SUSTainable TRANSport  
 TERS – Tay Estuary Rail Study  
 CTRLR - Cross Tay Link Road

### Priority of Actions

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

## Acknowledgements

### Photographs

Angus Council, Dundee City Council, Fife Council, Perth and Kinross Council, Scottish Natural Heritage and TACTRAN.



**REPORT TO:** DUNDEE, PERTH, ANGUS AND NORTH FIFE STRATEGIC DEVELOPMENT PLANNING AUTHORITY JOINT COMMITTEE MEETING ON 22 JANUARY 2018

**REPORT ON:** NEW TAYPLAN ACTION PROGRAMME

**REPORT BY:** DAVID LITTLEJOHN, INTERIM STRATEGIC DEVELOPMENT PLAN AUTHORITY MANAGER

**REPORT NO:** SDPA-2-2018

## **1 PURPOSE OF REPORT**

- 1.1 This report asks the Joint Committee to approve/adopt the new Action Programme to accompany the newly approved TAYplan 2017.

## **2 SUMMARY**

- 2.1 Now that the second Strategic Development has been approved by Scottish Ministers the Joint Committee must approve/adopt the accompanying Action Programme within 3 months. The draft Action Programme (Appendix 1) includes consequential changes from Ministerial modifications made upon approval of the Strategic Development Plan and also recent progress updates since the publication of the Action Programme Update (2016).

## **3 RECOMMENDATION**

- 3.1 It is recommended that the Joint Committee:
- a) Approves Appendix 1 as the new Action Programme (2018).

## **4 FINANCIAL IMPLICATIONS**

- 4.1 Printed copies of the new Action Programme will be circulated to public libraries, to Councils' planning and area/local/access offices and to Scottish Government. The costs of this are included in the budget.

## **5 NEW ACTION PROGRAMME FOR THE NEW APPROVED PLAN**

- 5.1 The Joint Committee must approve/adopt an Action Programme within 3 months of Scottish Ministers approving the Strategic Development Plan.
- 5.2 The draft Action Programme (Appendix 1) includes consequential changes from modifications made upon approval of the Strategic Development Plan and recent progress updates. Once approved, this document will replace the current Action Programme that was adopted by the Joint Committee in February 2016.
- 5.3 The draft Action Programme sets out the key actions required to deliver the Approved TAYplan (2017). This gives confidence to the providers and funders of the required infrastructure and services to commence early planning and timely implementation. It identifies projects/proposals, their strategic importance, phasing, timing, funding, priority, evidence of progress and the lead partners and delivery bodies that will deliver the actions. The updates on progress do not provide a comprehensive description of all activity associated with the identified actions. Instead it focuses on what has changed and progress since the last publication.
- 5.4 As required by the Town and Country Planning (Development Planning) (Scotland) Regulations 2008 the Action Programme has been prepared in cooperation with those parties who are responsible for delivery of the actions. This includes private companies, the four constituent Councils, Scottish Government, Key Government Agencies and the other persons (Lead Partners(s)) specified in the Action Programme.
- 5.5 The Town and Country Planning (Scotland) Act 1997 requires the Action Programme to be updated at least every 2 years.

## **6 CONSULTATIONS**

- 6.1 TAYplan's Treasurer and Clerk; Angus Council's Director of Communities Directorate; Dundee City Council's Executive Director of City Development; Fife Council's Executive Director, Enterprise & Environment; and Perth & Kinross Council's Director (Environment) have been consulted and are in agreement with the contents of this report.
- 6.2 The Panel recommended the abolition of Strategic Development Plans and that their functions; including setting housing supply targets and land requirements should transfer to an enhanced National Planning Framework.

## **7. BACKGROUND PAPERS**

- 7.1 Report SDPA 02-2016 Updated Action Programme  
([http://www.tayplan.co.uk/system/files\\_force/minutes/SDPA\\_02\\_2016%20ActionProg\\_Update.pdf?download=1](http://www.tayplan.co.uk/system/files_force/minutes/SDPA_02_2016%20ActionProg_Update.pdf?download=1))
- 7.2 Circular 6/2013: Development Planning, Scottish Government  
(<http://www.scotland.gov.uk/Resource/0044/00441577.pdf>).
- 7.3 Town and Country Planning (Scotland) Act 1997



(<http://www.scotland.gov.uk/Publications/2005/01/20576/50663>)

- 7.4 Planning etc. (Scotland) Act 2006  
([http://www.legislation.gov.uk/asp/2006/17/pdfs/asp\\_20060017\\_en.pdf](http://www.legislation.gov.uk/asp/2006/17/pdfs/asp_20060017_en.pdf)).
- 7.5 SDPA04\_2013 Project Plan Update (26<sup>th</sup> March 2013)  
(<http://www.tayplan-sdpa.gov.uk/about-us/joint-committee/reports/2013-meetings>)
- 7.6 Town & Country Planning (Development Planning) (Scotland) Regulations 2008  
(<http://www.legislation.gov.uk/ssi/2008/426/contents/made>).

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Interim Strategic Development Plan  
Authority Manager

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Dundee City Council



**REPORT TO:** DUNDEE, PERTH, ANGUS AND NORTH FIFE  
STRATEGIC DEVELOPMENT PLANNING AUTHORITY  
JOINT COMMITTEE MEETING ON 22<sup>nd</sup> JANUARY 2018

**REPORT ON:** TAYplan BUDGET UPDATE AND 2 YEAR PROJECTIONS

**REPORT BY:** DAVID LITTLEJOHN, INTERIM STRATEGIC DEVELOPMENT PLAN  
AUTHORITY MANAGER

**REPORT NO:** SDPA : 3-2018

## **1 PURPOSE OF REPORT**

- 1.1 This report provides an update on the TAYplan budget for the year ending 31<sup>st</sup> March 2018 and the SDPA Manager's 2 year budget projections to the period 31<sup>st</sup> March 2020.

## **2 SUMMARY**

- 2.1 The projected gross expenditure within the current financial year 2017/18 is £251,063, significantly less than budgeted for mainly due to staff vacancies and payments to external consultants. The reserve balance as at 31<sup>st</sup> March 2018 is projected at £137,427. The 2 year SDPA Manager's budget projections are: £261,492 in 2018/19; £199,023 in 2019/20 which is based on the agreements in paragraph 5.3 to 5.12.

## **3 RECOMMENDATION**

- 3.1 It is recommended that the Joint Committee:
- a) Note the budget projections for current year ending 31<sup>st</sup> March 2018 as set out in Appendix 1; and,
  - b) Note the SDPA Manager's 2 year budget projections to 31<sup>st</sup> March 2020 as set out in Appendix 2 and monitoring thereof.

## **4 FINANCIAL IMPLICATIONS**

- 4.1 The financial implications of this report are set out in Appendices 1 and 2. The costs of running TAYplan are contained within the defined budget for the forthcoming two years (Appendix 2). This highlights a projected change in the reserve balances and future decisions pending the outcome of the planning review.

## **5 BUDGET UPDATE**

### Budget update for current year ending 31<sup>st</sup> March 2018

- 5.1 The budget expenditure for the financial year 2017/18 is set out in Appendix 1. The main areas of expenditure are staff costs and an agreed rebate to the four councils (totalling £184,000). Other costs include printing, software and licences, advertising, external consultant's fees and central recharging from Dundee City Council for legal, finance, and other support.

- 5.2 The projected expenditure for this current 2017/18 financial year is £251,063. The estimated net expenditure position is £59,263 lower than budgeted for. This is mainly due to the Senior Planning Officer post vacant all year and also Planning Officer has been on maternity leave, costs associated with the commissioning transport modelling did not materialise and also various lower operational expenses. This will leave the estimated reserve balance at £137,427 at the end of this financial year.

Proposed 2 year budget to 31<sup>st</sup> March 2020

*Context*

- 5.3 The SDPA Manager's next 2 years budget projections are based on delivering the current Project Plan, as agreed by the Joint Committee in October 2012 (Report SDPA11-2012) and assumptions about the continuation of current legal duties (pending the conclusions of the planning review).
- 5.4 The budget for next two financial year includes 1 planning officer post, full year rent costs and also running operating costs to deliver current statutory duties.
- 5.5 The Board has agreed the continuation of the current rate of contributions (£45,000 per authority per year) for each of the next two financial years. Each council will receive a rebate of £45,000 and £30,000 for the financial year 2018/19 and 2019/20 respectively.
- 5.6 This decision will use the TAYplan reserves whilst retaining budgetary recognition for the strategic planning function. Decisions on funding for later financial years will depend on the outcome of the planning review and will be subject to a report to a future meeting of the Joint Committee (Report SDPA 02-2017).

*Proposed Two Year Budget*

- 5.7 The proposed gross budget for the next two years is:
- |         |          |
|---------|----------|
| 2018/19 | £261,492 |
| 2019/20 | £199,023 |
- 5.8 Appendix 2 provides the detailed breakdown of the two year projections for information, it reflects the different annual activities in the process of preparing a Strategic Development Plan.
- 5.9 The temporary filling of the Interim Manager's post by the Head of Tay Cities Deal continues with no cost.

*Justification*

- 5.10 Within the context of wider budget pressures, these two year budget projections are presented as the most realistic and cost efficient.

*Reserve Balance*

- 5.11 A positive reserve balance is estimated at the end of this current financial year of £137,427 (Appendix One). The reserve balance is projected to decrease in 2018/19 to £59,885 which is further decrease to £41,062 by end of 2019/20.
- 5.12 These changes projected in the reserve over the next 2 years need to be managed. It was agreed by the Joint Committee in February 2014 (*Report SDPA04-2014: TAYplan Budget Update*) to have a minimum of £25,000 held as a balance in reserve. By 2019/20 the Scottish Government is expected to have announced and progressed any legislation associated with the current Scottish planning review.

## **6.0 CONSULTATIONS**

- 6.1 TAYplan's Treasurer and Clerk; Angus Council's Director of Communities Directorate; Dundee City Council's Executive Director of City Development; Fife Council's Executive Director, Enterprise & Environment; and Perth & Kinross Council's Director (Environment) have been consulted and are in agreement with the contents of this report.

## **7.0 BACKGROUND PAPERS**

### **APPENDICES**

1. TAYplan current budget projections for current year ending 31<sup>st</sup> March 2018.
2. TAYplan SDPA Manager's 2 year budget projections to 31<sup>st</sup> March 2020.

David Littlejohn, Interim Strategic Development Plan Authority Manager 22nd January 2018





# Dundee, Perth, Angus and North Fife Strategic Development Planning Authority

Annual Audit Plan 2017/18



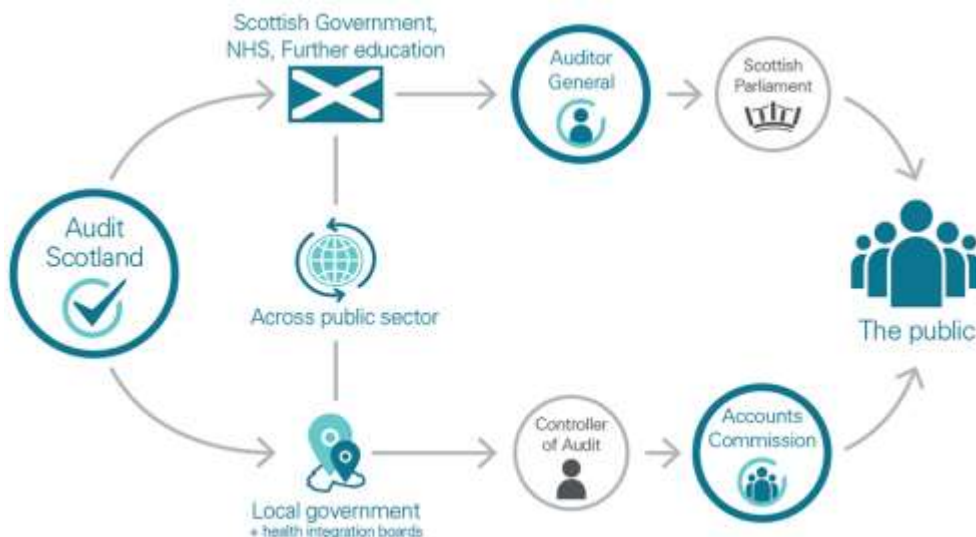
Prepared for Dundee, Perth, Angus and North Fife Strategic Development Planning Authority

January 2018

## Who we are

The Auditor General, the Accounts Commission and Audit Scotland work together to deliver public audit in Scotland:

- The Auditor General is an independent crown appointment, made on the recommendation of the Scottish Parliament, to audit the Scottish Government, NHS and other bodies and report to Parliament on their financial health and performance.
- The Accounts Commission is an independent public body appointed by Scottish ministers to hold local government to account. The Controller of Audit is an independent post established by statute, with powers to report directly to the Commission on the audit of local government.
- Audit Scotland is governed by a board, consisting of the Auditor General, the chair of the Accounts Commission, a non – executive board chair, and two non – executive members appointed by the Scottish Commission for Public Audit, a commission of the Scottish Parliament.



## About us

Our vision is to be a world – class audit organisation that improves the use of public money.

Through our work for the Auditor General and the Accounts Commission, we provide independent assurance to the people of Scotland that public money is spent properly and provides value. We aim to achieve this by:

- carrying out relevant and timely audits of the way the public sector manages and spends money
- reporting our findings and conclusions in public
- identifying risks, making clear and relevant recommendations.

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# Risks and planned work

1. This annual audit plan contains an overview of the planned scope and timing of our audit and is carried out in accordance with International Standards on Auditing (ISAs), the [Code of Audit Practice](#), and any other relevant guidance. This plan identifies our audit work to provide an opinion on the financial statements and related matters and meet the wider scope requirements as a small audited body of public sector audit.
2. The wider scope of public audit contributes to conclusions on the appropriateness, effectiveness and impact of corporate governance, performance management arrangements and financial sustainability.
3. Supplementary Guidance allows appointed auditors to use judgement to conclude that the full application of the wider scope is not appropriate based on the risks, nature and size of an audited body (a small audited body clause). In our judgement the small audited body clause applies to the Dundee, Perth, Angus and North Fife Strategic Development Planning Authority (the Authority).

## Audit risks

4. Based on our discussions with staff, attendance at committee meetings and a review of supporting information we have identified the following main risk areas for the Authority. We have categorised these risks into financial risks and wider dimension risks. The key audit risks, which require specific audit testing, are detailed in [Exhibit 1](#).

## Exhibit 1

### 2017/18 Key audit risks

Audit Risk	Source of assurance	Planned audit work
<b>Financial statement issues and risks</b>		
<b>1 Risk of management override of controls</b>  ISA 240 requires that audit work is planned to consider the risk of fraud, which is presumed to be a significant risk in any audit. This includes consideration of the risk of management override of controls in order to change the position disclosed in the financial statements.	Owing to the nature of this risk, assurances from management are not applicable in this instance.	Detailed testing of journal entries.  Review of accounting estimates.  Focused testing of accruals and prepayments.  Evaluation of significant transactions that are outside the normal course of business.
<b>2 Risk of fraud over expenditure</b>  Most public sector bodies are net expenditure bodies and therefore the risk of fraud is more likely to	Budget monitoring by management.  Financial regulations in place  Internal controls in financial	Assessment of key financial controls over expenditure  Detailed testing of transactions focusing on the greater areas of

Audit Risk	Source of assurance	Planned audit work
occur in expenditure.	systems to mitigate risks of error or manipulation.	risk.

#### Wider dimension risks

<p><b>3 Redesign of Planning Authorities</b></p> <p>An independent review published in 2016 recommended that Strategic Development Plans should be replaced by an enhanced National Planning Framework.</p> <p>Following a consultation process a position statement was published in June 2017. The Planning (Scotland) Bill was presented to Parliament on 4 December 2017 which, if approved, should clarify the role of planning authorities in the future.</p> <p>During any transition period there is a risk that there is a negative impact on the Authority's governance and performance arrangements.</p>	<p>Regular reports to members on the current position and proposals.</p>	<p>Review reports to the Authority to monitor the progress of the changes to the planning framework and the impact on the Authority.</p>
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## Reporting arrangements

**5.** Audit reporting is the visible output for the annual audit. All annual audit plans and the outputs as detailed in [Exhibit 2](#), and any other outputs on matters of public interest will be published on our website: [www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk).

**6.** Matters arising from our audit will be reported on a timely basis and will include agreed action plans. Draft management reports will be issued to the relevant officer(s) to confirm factual accuracy.

**7.** We will provide an independent auditor's report to the Authority and Accounts Commission setting out our opinions on the annual accounts. We will provide the Authority and Accounts Commission with an annual report on the audit containing observations and recommendations on significant matters which have arisen in the course of the audit.

## Exhibit 2

### 2017/18 Audit outputs

Audit Output	Target date	Joint Committee date
Annual Audit Report	11 September	19 September
Independent Auditor's Report	19 September	19 September

## Audit fee

**8.** The proposed audit fee for the 2017/18 audit of the Authority is £2,810 (2016/17 £2,770). In determining the audit fee we have taken account of the risk exposure of the Authority, the planned management assurances in place. Our audit approach assumes receipt of the unaudited financial statements, with a complete working papers package by 30 June 2018.

**9.** Where our audit cannot proceed as planned through, for example, late receipt of unaudited financial statements or being unable to take planned reliance a supplementary fee may be levied. An additional fee may also be required in relation to any work or other significant exercises outwith our planned audit activity.

## Responsibilities

### The Joint Committee and Treasurer

**10.** Audited bodies have the primary responsibility for ensuring the proper financial stewardship of public funds, compliance with relevant legislation and establishing effective arrangements for governance, propriety and regularity that enable them to successfully deliver their objectives.

**11.** The audit of the financial statements does not relieve management or the Joint Committee as those charged with governance, of their responsibilities.

### Appointed auditor

**12.** Our responsibilities as independent auditor are established by the 1973 Act for local government, the Code of Audit Practice (including supplementary guidance) and guided by the auditing profession's ethical guidance.

**13.** Auditors in the public sector give an independent opinion on the financial statements and other specified information accompanying the financial statements. We also review and report on the arrangements within the audited body to manage its performance, regularity and use of resources. In doing this, we aim to support improvement and accountability.



# Audit scope and timing

## Financial statements

**14.** The statutory financial statements audit will be the foundation and source for the majority of the audit work necessary to support our judgements and conclusions. We also consider the wider environment and challenges facing the public sector. Our audit approach includes:

- understanding the business of the Authority and the associated risks which could impact on the financial statements
- assessing the key systems of internal control, and establishing how weaknesses in these systems could impact on the financial statements
- identifying major transaction streams, balances and areas of estimation and understanding how the Authority will include these in the financial statements
- assessing the risks of material misstatement in the financial statements
- determining the nature, timing and extent of audit procedures necessary to provide us with sufficient audit evidence as to whether the financial statements are free of material misstatement.

**15.** We will give an opinion on the financial statements as to:

- whether they give a true and fair view in accordance with applicable law and the Code of the state of affairs of the Authority and of their income and expenditure for the year
- whether they have been properly prepared in accordance with IFRSs as adopted by the European Union, as interpreted and adapted by the Code
- whether they have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, the Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.



## Materiality

**16.** We apply the concept of materiality in planning and performing the audit. It is used in evaluating the effect of identified misstatements on the audit, and of any uncorrected misstatements, on the financial statements and in forming our opinion in the auditor's report.

## Exhibit 3

### Materiality values

Materiality level	Amount
<b>Planning materiality</b> – This is the calculated figure we use in assessing the overall impact of audit adjustments on the financial statements. It has been set at 2% of gross expenditure for the year ended 31 March 2018 based on the latest audited accounts for 2017.	£4,400
<b>Performance materiality</b> – This acts as a trigger point. If the aggregate of errors identified during the financial statements audit exceeds performance materiality this would indicate that further audit procedures should be considered. Using our professional judgement we have calculated performance materiality at 90% of planning materiality.	£3,960
<b>Reporting threshold (i.e. clearly trivial)</b> – We are required to report to those charged with governance on all unadjusted misstatements in excess of the 'reporting threshold' amount. This has been calculated at 5% of planning materiality.	£1,000



**17.** We review and report on other information published with the financial statements including the management commentary, annual governance report and the remuneration. Any issue identified will be reported to the Authority.

### Timetable

**18.** To support the efficient use of resources it is critical that a financial statements timetable is agreed with us for the production of the unaudited accounts. An agreed timetable is included at [Exhibit 4](#) which takes account of submission requirements and planned quarterly Authority Meetings.

## Exhibit 4

### Financial statements timetable

 Key stage	 Date
Consideration of unaudited financial statements by those charged with governance	20 June
Latest submission date of unaudited annual accounts with complete working papers package	30 June
Latest date for final clearance meeting with Treasurer	29 August
Agreement of audited unsigned annual accounts	11 September
Independent auditor's report signed	19 September

### Internal audit

**19.** Auditing standards require internal and external auditors to work closely together to make best use of available audit resources. We seek to rely on the work of internal audit wherever possible and as part of our planning process we carry out an assessment of the internal audit function. The Authority does not

engage an internal audit function as management consider there to be no requirement for a body the size of the Authority.

**20.** Dundee City Council's internal audit has agreed to provide an annual assurance statement covering the Council's systems used by the Authority. This statement will provide additional assurances that all appropriate areas have been considered for inclusion in the Authority's Annual Governance Statement. We will review internal audit's assurance statement as part of our planned audit work on the Annual Governance Statement.

## Audit dimensions

**21.** As noted in paragraph 3, in our opinion the full application of the wider scope is not appropriate for the Authority. However, as a minimum, the Code requires annual audit work on the financial sustainability and the appropriateness of the disclosures in the governance statement. As a result our wider dimension work will be restricted to financial sustainability and governance and transparency arrangements.

### Financial sustainability

**22.** As auditors we consider the appropriateness of the use of the going concern basis of accounting as part of the annual audit. We will also comment on the body's financial sustainability in the longer term. We define this as medium term (two to five years) and longer term (longer than five years) sustainability. We will carry out work and conclude on:

- the effectiveness of financial planning in identifying and addressing risks to financial sustainability in the short, medium and long term
- the appropriateness and effectiveness of arrangements in place to address any identified funding gaps

### Governance and transparency

**23.** Governance and transparency is concerned with the effectiveness of scrutiny and governance arrangements, leadership and decision – making and transparent reporting of financial and performance information. We will review, conclude and report on:

- whether the Authority can demonstrate that the governance arrangements in place are appropriate and operating effectively.
- whether there is effective scrutiny, challenge and transparency on the decision – making and finance and performance reports.
- the quality and timeliness of financial and performance reporting.

## Independence and objectivity

**24.** Auditors appointed by the Accounts Commission or Auditor General must comply with the Code of Audit Practice and relevant supporting guidance. When auditing the financial statements auditors must also comply with professional standards issued by the Financial Reporting Council and those of the professional accountancy bodies. These standards impose stringent rules to ensure the independence and objectivity of auditors. Audit Scotland has in place robust arrangements to ensure compliance with these standards including an annual "fit and proper" declaration for all members of staff. The arrangements are overseen by the Director of Audit Services, who serves as Audit Scotland's Ethics Partner.

**25.** The engagement lead for the Authority is Bruce Crosbie, Senior Audit Manager. Auditing and ethical standards require the appointed auditor to communicate any

relationships that may affect the independence and objectivity of audit staff. We are not aware of any such relationships pertaining to the audit of the Authority.

## Quality control

**26.** International Standard on Quality Control (UK and Ireland) 1 (ISQC1) requires that a system of quality control is established, as part of financial audit procedures, to provide reasonable assurance that professional standards and regulatory and legal requirements are being complied with and that the independent auditor's report or opinion is appropriate in the circumstances.

**27.** The foundation of our quality framework is our Audit Guide, which incorporates the application of professional auditing, quality and ethical standards and the Code of Audit Practice (and relevant supporting guidance) issued by Audit Scotland and approved by the Auditor General for Scotland. To ensure that we achieve the required quality standards Audit Scotland conducts peer reviews, internal quality reviews and is currently reviewing the arrangements for external quality reviews.

**28.** As part of our commitment to quality and continuous improvement, Audit Scotland will periodically seek your views on the quality of our service provision. We welcome feedback at any time and this may be directed to the engagement lead.

## Adding Value

**29.** Through our audit work we aim to add value to the Authority. We will do this by ensuring our Annual Audit Report provides a summary of the audit work done in the year together with clear judgements and conclusions on how well the Authority has discharged its responsibilities and how well it has demonstrated the effectiveness of its arrangements. Where it is appropriate we will recommend actions that support continuous improvement and summarise areas of good practice identified from our audit work.

# Dundee, Perth, Angus and North Fife Strategic Development Planning Authority

## Annual Audit Plan 2017/18

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# Dundee, Perth, Angus & North Fife Strategic Development Planning Authority

2016/17 Annual Audit Report



 AUDIT SCOTLAND

To Members of the Dundee, Perth, Angus & North Fife Strategic Development Planning Authority and the  
Controller of Audit

September 2017

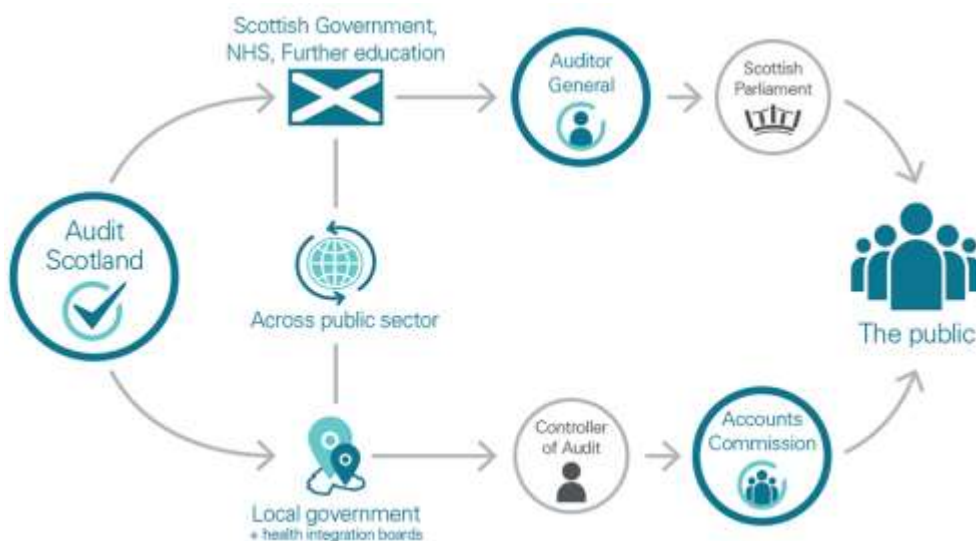




## Who we are

The Auditor General, the Accounts Commission and Audit Scotland work together to deliver public audit in Scotland:

- The Auditor General is an independent crown appointment, made on the recommendation of the Scottish Parliament, to audit the Scottish Government, NHS and other bodies and report to Parliament on their financial health and performance.
- The Accounts Commission is an independent public body appointed by Scottish ministers to hold local government to account. The Controller of Audit is an independent post established by statute, with powers to report directly to the Commission on the audit of local government.
- Audit Scotland is governed by a board, consisting of the Auditor General, the chair of the Accounts Commission, a non-executive board chair, and two non-executive members appointed by the Scottish Commission for Public Audit, a commission of the Scottish Parliament.



## About us

Our vision is to be a world-class audit organisation that improves the use of public money.

Through our work for the Auditor General and the Accounts Commission, we provide independent assurance to the people of Scotland that public money is spent properly and provides value. We aim to achieve this by:

- carrying out relevant and timely audits of the way the public sector manages and spends money
- reporting our findings and conclusions in public
- identifying risks, making clear and relevant recommendations.

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# Key messages

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## Audit of the 2016/17 annual accounts

- 1** Our independent auditor's opinion was unqualified. This covered the financial statements, management commentary, remuneration report and the annual governance statement.
- 2** Changes to the Management Commentary, Annual Governance Report and Annual Remuneration Report were required in order that the accounts complied with guidance and regulation.
- 3** The working papers provided in support of the annual accounts were of a good standard.

## Financial management

- 4** Members and senior management scrutinise and monitor the Authority's finances. The Authority operated within budget and provided a rebate of £0.061 million to constituent authorities.
- 5** The Authority uses Dundee City Council's main financial systems for processing and recording of transactions and the preparation of the financial statements. Our testing of these systems confirmed that they were operating effectively. We did not identify any significant internal control weaknesses.

## Financial sustainability

- 6** The Authority's financial position is sustainable in the foreseeable future. It has a sufficient level of reserves in place and there is a medium term financial plan. However it is difficult to assess whether future demand and reductions potentially arising from the Scottish Government's planning review will place a strain on the Authority's capacity to deliver services at the current levels.

## Governance and transparency

- 7** The Authority has appropriate governance arrangements in place for an organisation of its size.
- 8** The Authority is open and transparent in the way that it conducts its business, with the public able to attend meetings. Minutes of meetings and agenda papers and most other key documents are available on the Authority's website for public inspection.

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# Introduction

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**1.** This report is a summary of the findings arising from the 2016/17 audit of Dundee, Perth, Angus & North Fife Strategic Development Planning Authority (the Authority).

**2.** The scope of the audit was set out in our Annual Audit Plan presented to the March 2017 meeting of the Authority and meets the requirements of the Code of Audit Practice 2016 (the Code). This report comprises:

- an audit of the annual accounts
- consideration of aspects of the audit dimensions that frame the wider scope of public sector audit requirements as shown in [Exhibit 1](#).

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## Exhibit 1

### Audit dimensions



Source: Code of Audit Practice 2016

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**3.** Supplementary Guidance to the Code allows appointed auditors to use judgement to conclude that the full application of the wider scope is not appropriate based on the risks, nature and size of an audited body (a small audited body clause). In our judgement the small audited body clause applies to the Authority. As a result our audit did not cover the 'value for money' dimension.

**4.** The main elements of our audit work in 2016/17 have been:

- an interim audit of the main financial systems and governance arrangements
- an audit of the 2016/17 annual accounts including the issue of an independent auditor's report setting out our opinions

- audit work covering selected areas of Best Value relating to arrangements for securing financial management and financial sustainability.

**5.** The Authority is responsible for preparing annual accounts that show a true and fair view in accordance with the Local Authority Accounts (Scotland) Regulations 2014. It is also responsible for establishing effective governance arrangements and ensuring financial management is effective.

**6.** Our responsibilities as independent auditor are established by the Local Government in Scotland Act 1973 and the [Code of Audit Practice 2016](#) guided by the auditing profession's ethical guidance.

**7.** As public sector auditors we provide an independent auditor's report on the annual accounts. We also review and report on the arrangements within the Authority to manage its use of resources such as money, staff and assets. Additionally, we report on aspects of the Authority's best value arrangements. In doing this, we aim to support improvement and accountability.

**8.** Further details of the respective responsibilities of management and the auditor can be found in the [Code of Audit Practice 2016](#).

**9.** This report raises matters from the audit of the annual accounts, risks or control weaknesses. Communicating these does not absolve management from its responsibility to address the issues we raise, and to maintain adequate systems of control.

**10.** Our annual audit report contains an action plan at Appendix 1. It sets out specific recommendations, responsible officers and dates for implementation.

**11.** As part of the requirement to provide fair and full disclosure of matters relating to our independence, we can confirm that we have not undertaken any non-audit related services. The 2016/17 audit fee for the audit was set out in our Annual Audit Plan and as we did not carry out any work additional to our planned audit activity, the fee remains unchanged.

**12.** This report is addressed to both the Authority and the Controller of Audit and will be published on Audit Scotland's website [www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk).

**13.** We would like to thank all management and staff who have been involved in our work for their co-operational and assistance during the audit.

# Part 1

## Audit of 2016/17 annual accounts



### Main judgements

**Unqualified independent auditor's opinions on the Annual Accounts.**

**Changes to the Management Commentary, Annual Governance Report and Annual Remuneration Report were required in order that the accounts complied with guidance and regulation.**

**The working papers provided in support of the annual accounts were generally of a good standard.**

### Audit opinions

**14.** The annual accounts for the year ended 31 March 2017 were approved by the Authority on 31 August 2017. We reported, within our independent auditor's report:

- an unqualified opinion on the financial statements
- unqualified opinions on the management commentary, remuneration report and annual governance statement.

**15.** Additionally, we have nothing to report in respect of those matters which we are required by the Accounts Commission to report by exception.

### Submission of annual accounts for audit

**16.** We received the unaudited annual accounts on 30 June 2017, in line with the audit timetable set out in our 2016/17 Annual Audit Plan.

**17.** The working papers provided with the unaudited accounts were generally of a good standard and finance staff provided good support to the audit team during the audit. This helped ensure that the final accounts process ran smoothly.

### Risk of material misstatement

**18.** Appendix 2 provides a description of those assessed risks of material misstatement that were identified during the planning process which had the greatest effect on the overall audit strategy, the allocation of resources to the audit and directing the efforts of the audit team. Also, included within the appendix are wider audit dimension risks, how we addressed these and our conclusions.

### Materiality

**19.** Materiality defines the maximum error that we are prepared to accept and still conclude that that our audit objective has been achieved (i.e. true and fair view).

The annual accounts are the principal means of accounting for the stewardship of the authority's resources and its performance in the use of these resources.



The assessment of what is material is a matter of professional judgement. It involves considering both the amount and nature of the misstatement. Specifically with regard to the financial statements, we assess the materiality of uncorrected misstatements, both individually and collectively.

**20.** On receipt of the annual accounts we reviewed our materiality calculations. The materiality levels set for the Authority are summarised in Exhibit 2.

## Exhibit 2

### Materiality values

Materiality level	Amount
<b>Planning materiality</b> - This is the calculated figure we use in assessing the overall impact of audit adjustments on the financial statements. It has been set at 1% of gross expenditure based on the latest audited accounts.	£2,200
<b>Performance materiality</b> – This acts as a trigger point. If the aggregate of errors identified during the financial statements audit exceeds performance materiality this would indicate that further audit procedures should be considered. Using our professional judgement we have calculated performance materiality at 90% of planning materiality.	£1,980
<b>Reporting threshold (i.e. clearly trivial)</b> – We are required to report to those charged with governance on all unadjusted misstatements in excess of the 'reporting threshold' amount. As the financial statements are compiled in £'000s the threshold has been set at £1,000.	£1,000

Source: Audit Scotland

### How we evaluate misstatements

**21.** All misstatements identified during the audit, which exceeded our reporting threshold, have been amended in the financial statements.

### Significant findings

**22.** International Standard on Auditing 260 (UK & Ireland) requires us to communicate to you significant findings from the audit. These are summarised in [Exhibit 3](#) (where a finding has resulted in a recommendation to management, a cross reference to the Action Plan in [Appendix 1](#) has been included).

## Exhibit 3

### Significant findings from the audit

Issue	Resolution
<b>1. Management Commentary, Annual Governance Statement and Annual Remuneration Report</b>  A number of disclosures required by extant guidance and Regulations had not been presented appropriately in the annual report. This required a	The annual accounts have been amended to include the appropriate disclosures.  <a href="#">Action Plan (Appendix 1, recommendation 1).</a>

Issue	Resolution
<p>number of amendments as follows:</p> <ul style="list-style-type: none"> <li>• introduction of an expenditure and funding analysis in line with the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom</li> <li>• amendments to the Management Commentary disclosures to ensure compliance with the Local Government Finance Circular 5/2015</li> <li>• amendment to the signatories to the accounts to reflect the requirements of the Local Authority Accounts (Scotland) Regulations 2014</li> <li>• update of the Annual Governance Statement to reflect compliance with Delivering Good Governance in Local Government: Framework (2016)</li> <li>• updates to the Annual Remuneration Report to reflect the requirements of The Local Authority Accounts (Scotland) Regulations 2014.</li> </ul>	
<p>Source: Dundee, Perth, Angus and North Fife Strategic Development Planning Authority Annual Accounts 2016/17</p>	

## Other findings

**23.** A small number of presentational and monetary adjustments were identified within the financial statements during the course of our audit. These were discussed with relevant officers who agreed to amend the unaudited financial statements. None of these adjustments had an impact on the overall position.

## Going concern

**24.** The financial statements of the Authority have been prepared on the going concern basis. The financial statements show net assets of £0.195 million. The Annual Accounts highlight that: *“The Scottish Government has published its position statement on the Planning Review which includes its intent to remove Strategic Development Plans subject to approval by Parliament of the Planning Bill to be published later this year. The Authority will function at a minimal level to ensure it complies with its duty under the 1997 Planning Act. Despite the uncertainties around the future of SDPA, annual accounts for 2016/17 are prepared adopting the going concern accounting and reporting policy.*

**25.** We consider it is appropriate to adopt a going concern basis for the compilation of the 2016/17 annual accounts.

## Objections

**26.** The Local Authority Accounts (Scotland) Regulations 2014 require a local authority to publish a public notice on its website that includes details of the period for inspecting and objecting to the accounts. This must remain on the website throughout the inspection period. The Authority complied with the regulations. No objections were received in relation to the accounts.

# Part 2

## Financial management



### Main judgements

Members and senior management scrutinise and monitor the Authority's finances. The Authority operated within budget and provided a rebate of £0.061 million to constituent authorities.

The Authority uses Dundee City Council's main financial systems for processing and recording of transactions and the preparation of the financial statements. Our testing of these systems confirmed that they were operating effectively. We did not identify any significant internal control weaknesses.

### Financial performance in 2016/17

**26.** The Authority approved a three year budget in February 2016. The approved budget for 2016/17 was £0.260 million, with £0.204 million to be met from constituent authorities' requisitions and £0.056 million from general reserve. This was a reduction of £0.002 million (0.1%) from the approved 2015/16 Revenue Budget.

**27.** The financial performance of the Authority during 2016/17 highlighted an underspend against budget of £0.045 million, after payment of a rebate to constituent councils of £0.061 million. The underspend enabled the Authority to reduce its usage of the general reserve in 2016/17 to £0.011 million, rather than the £0.056 million included in its 2016/17 budget.

**28.** , As a result, the general reserve balance reduced to £0.196 million from £0.207 million in 2015/16.

**29.** . The more significant variations against budget are summarised in [Exhibit 4](#).

Financial management is about financial capacity, sound budgetary processes and whether the control environment and internal controls are operating effectively.

### Exhibit 4

#### Summary of significant variations against budget

Area	Variance Favourable/ (unfavourable)	Main reason(s) for variance
Staff costs	£0.053 million	The previous Strategic Development Planning Authority (SDPA) manager's post was initially filled by a part time secondment for the six months from April 2016 and from

Area	Variance Favourable/ (unfavourable)	Main reason(s) for variance
		September 2016 the function has been absorbed into the Head of Tay Cities Deal's role with no associated cost for the Authority.
Supplies and services	£0.031 million	The planned printing and advertising of the Strategic Development Plan did not take place during the year (£0.015 million). There was also lower spend on general office expenses £0.008 million)..
Third party payments	£(0.046) million	Rebate to the four constituent councils, partly offset by underspend in external consultancy fees.

Source: Dundee, Perth, Angus and North Fife Strategic Development Planning Authority Annual Accounts 2016/17

## Budgetary monitoring and control

**30.** The Joint Committee met twice in 2016/17 receiving financial monitoring reports at its February 2017 meeting. From our review of this report we concluded that it provided an overall picture of the budget position at service level. Also, the reports forecast out-turn position for the year and include narrative explanations for significant variances against budget. They allow members to scrutinise the Authority's finances.

**31.** A three year budget was approved by the Joint Committee in February 2017. The 2017/18 budget was set at £0.352 million, including a planned rebate to the constituent councils of £0.184 million (a full rebate of the amount of the 2017/18 contributions from the constituent authorities). Excluding the planned rebate, the 2017/18 budget is £0.168 million which is a £0.092 million (35%) reduction on the budget of £0.26 million for 2016/17. The reduction is mainly a result of lower staff cost, printing costs and the fall out of examination costs in 2017/18.

**32.** We have concluded that budget monitoring processes are effective.

## Financial capacity within the Authority

**33.** Dundee City Council's Executive Director of Corporate Services (Section 95 officer) has the role of Treasurer with responsibility for finance, and has direct access to the Acting SDPA manager and the Joint Committee. We concluded that the Section 95 officer has appropriate status within the Authority and complies with the principles set out in CIPFA's *Role of the Chief Financial Officer (2016)*.

## Internal controls

**34.** Dundee City Council, as host authority, provides support in some key areas of business, particularly in finance, legal services and information technology.

**35.** As part of our audit we identified and inspected the key internal controls in a number of Dundee City Council's systems used by the Authority for the processing and recording of transactions and the preparation of the financial statements. Our objective was to gain assurance that the Authority has systems of recording and processing transactions which provide a sound basis for the preparation of the financial statements.

**36.** No significant control weaknesses were identified which could affect the Authority's ability to record, process, summarise and report financial and other relevant data so as to result in a material misstatement in the financial statements.

### **Prevention and detection of fraud**

**37.** We have responsibility for reviewing the arrangements put in place by management for the prevention and detection of fraud. Dundee City Council acts as the host authority responsible for the financial arrangements for the Authority. We reviewed these arrangements including policies and codes of conduct for staff and elected members, whistleblowing and fraud prevention and how they impact on the Authority.

**38.** Based on the evidence reviewed by us, we concluded that the Authority has adequate arrangements for the prevention and detection of fraud.

# Part 3

## Financial sustainability



### Main judgement

**The Authority's financial position is sustainable in the foreseeable future. It has a sufficient level of reserves in place and there is a medium term financial plan. However it is difficult to assess whether future demand and reductions potentially arising from the Scottish Government's planning review will place a strain on the Authority's capacity to deliver services at the current levels.**

### Financial planning

**39.** It is important that longer-term financial strategies are in place which link spending to the Authority's strategies. The [\*Local Government in Scotland: Financial overview 2015/16\*](#) (November 2016) highlighted that the need for budgets and forecasts to reflect actual spending and should be linked to the organisation's business objectives.

**40.** As highlighted above, the Authority approved a three year budget in February 2017 that forecast the impact of relevant pressures based on delivering the existing Project Plan (as agreed by the Joint Committee in October 2012) together with assumptions about the continuation of current legal duties.

**41.** The Planning etc. (Scotland) Act 2006 requires the next Strategic Development Plan (SDP) to be submitted within 4 years after the approval date of the current plan. The proposed plan was submitted to Scottish Ministers in June 2016 and is awaiting approval.

**42.** The Scottish Government published a consultation document with 22 proposals for the future of the Scottish planning system and invited comments on these proposals by 4 April 2017. The proposals include the removal of Strategic Development Plans and the transfer of strategic planning from councils to the Scottish Government through an enhanced National Planning Framework. By 2019/20 the Scottish Government is expected to have announced and progressed any legislation associated with the current Scottish planning review. No further work is to be taken on Tayplan 3 (the next iteration of the SDP) until there is further clarity on the future of the Authority.

Financial sustainability looks forward to the medium and longer term to consider whether the body is planning effectively to continue to deliver its services or the way in which they should be delivered.

### Reserves

**43.** The Authority holds a general fund reserve, the main purpose of which is to provide a contingency fund to meet unexpected expenditure and as a working balance to help cushion the impact of uneven cash flows. The Joint Committee agreed in February 2014 to hold a minimum of £0.025 million as a balance in reserve. The usable reserves held by the Authority at 31 March 2017 were £0.196 million (2015/16 £0.206 million).

**44.** The budget update report presented to the Joint Committee in February 2017, projected that the general reserve balance would reduce to £0.026 million by 31 March 2017 (mainly as a result of the rebate to constituent authorities). This will reduce the reserve balance closer to the Authority's approved reserve policy. The report projected the reserve balance to increase to £0.095 million by March 2020, but this is dependant on any impact arising from the Scottish Government's planning review.

**45.** We consider the Authority's financial position to be sustainable in the foreseeable future, however further information would be required to conclude on long term financial sustainability given the ongoing planning review.



# Part 4

## Governance and transparency



### Main Judgements

**The Authority has appropriate governance arrangements in place for an organisation of its size.**

**The Authority is open and transparent in the way that it conducts its business, with the public able to attend meetings. Minutes of meetings and agenda papers and most other key documents are available on the Authority’s website for public inspection.**

### Governance arrangements

- 46. Governance and transparency is concerned with the effectiveness of scrutiny and governance arrangements, leadership and decision-making and transparent reporting of financial and performance information.
- 47. Members and management of the Authority are responsible for establishing arrangements to ensure that its business is conducted in accordance with the law and proper standards, that public money is safeguarded and for monitoring the adequacy and effectiveness of these arrangements.
- 48. We considered the role and responsibility of Authority’s governing committee, (the Joint Committee), comprising of three members from each of the constituent authorities. The Joint Committee is responsible for oversight of the creation and review of the area’s Strategic Development Plan, meeting not less than twice a year to discuss any matters. We considered the frequency of meetings, and quality of information provided to the Joint Committee to be sufficient.
- 49. Overall we have concluded that the governance arrangements in place are appropriate for an organisation the size of the Authority.

Governance and transparency is concerned with the effectiveness of scrutiny and governance arrangements, leadership and decision making and transparent reporting of financial and performance information.

### Proposed change to the Scottish planning system

- 50. An independent review published in 2016 recommended that Strategic Development Plans should be replaced by an enhanced National Planning Framework. The Scottish Government published its consultation document in January 2017 which outlined proposed changes to the system.
- 51. An independent analysis of the responses to the consultation and a position statement were published in June 2017. A Planning Bill is expected to go to Parliament in winter 2017 which should clarify the role of planning authorities in the future.

## Internal Audit

**52.** Internal audit provides senior management and members with independent assurance on an organisation's overall risk management, internal control and corporate governance processes. The Authority uses Dundee City Council's main financial systems and therefore relies on the work of the Council's internal audit service to provide assurances over the controls in place for those systems.

**53.** We carried out a review of the adequacy of the internal audit function and concluded that overall, the internal audit service operates in accordance with Public Sector Internal Audit Standards (PSIAS) and has sound documentation standards and reporting procedures in place.

**54.** The internal auditor's annual report to Dundee City Council provides the internal auditor's opinion on the systems of control and is relied on for the purposes of providing assurance to the Authority, although this is not reported to the Joint Committee.

**55.** The internal audit assurance is a key source of assurance for the Authority's Annual Governance Statement and in our view, formalising the reporting of the reviews to the Joint Committee would provide evidence that all appropriate areas have been considered for inclusion in its annual governance statement.

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### Recommendation 2

**The Authority should report annually to the Joint Committee on internal audit's work on the main financial systems used by the Authority. This would provide evidence to support the content of the Authority's Annual Governance Statement.**

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## Transparency

**56.** Transparency means that the public has access to understandable, relevant and timely information about how the Authority is taking decisions and how it is using resources such as money, people and assets.

**57.** The Authority demonstrates a commitment to transparency with Joint Committee meetings open to members of the public and agendas and minutes of the meetings available on the Authority's website. Many key documents including the strategic development plan (and progress on update) and planning performance framework are available on the website.

**58.** As highlighted in our Annual Audit Plan *the Local Authority Accounts (Scotland) Regulations 2014 requires an Authority to publish on its website its signed audited annual accounts and the audit certificate by 31 October*. Officers are aware of this requirement and are committed to publishing the 2016/17 audited annual accounts on the Authority's website by 31 October 2017.

**59.** Overall, we concluded that the Authority conducts its business in an open and transparent manner

# Appendix 1

## Action plan 2016/17

### 2016/17 recommendations for improvement

Page no.	Issue/risk	Recommendation	Agreed management action/timing
9	<p><b>1. Management Commentary, Annual Governance Statement and Annual Remuneration Report</b></p> <p>A number of disclosures required by extant guidance and regulations had not been presented appropriately in the annual accounts.</p> <p><b>Risk:</b> <i>The accounts may not comply with current guidance and regulations.</i></p>	<p>The Authority should ensure that there is a process in place to ensure that the requirements of existing guidance and regulations are met.</p>	<p>The Statements have been amended to ensure compliance with guidance and Regulations.</p> <p>Any further requirements will be reflected in future years.</p> <p><b>Responsible officer:</b> Treasurer</p> <p><b>Action by:</b> June 2018</p>
17	<p><b>2. Internal Audit</b></p> <p>The internal auditor's annual report to Dundee City Council provides the internal auditor's opinion on the systems of control and is relied on for the purposes of providing assurance to the Authority. This is not reported to the Joint Committee.</p> <p>The internal auditor's annual report is a key source of assurance for the Authority's Annual Governance Statement and in our view, formalising the reporting of the reviews to the Joint Committee would provide evidence that all appropriate areas have been considered for inclusion in its annual governance statement</p> <p><b>Risk:</b> <i>Members may not be able to fully scrutinise the control arrangements impacting on the Authority.</i></p>	<p>The Authority should report annually to the Joint Committee on internal audit's work on the main financial systems used by the Authority. This would provide evidence to support the content of the Authority's Annual Governance Statement.</p>	<p>Dundee City Council's Senior Manager – Internal Audit has agreed to compile an assurance statement proportionate to the operations of the SDPA. This statement will be presented to the Joint Committee annually and refer them to her Internal Audit Report (reported to the Council's Scrutiny Committee in June each year), which summarises the activities of Dundee City Council's (DCC's) Internal Audit Service during the period and provides an independent annual opinion on the overall adequacy and effectiveness of DCC's governance, risk management and control framework.</p> <p><b>Responsible officer:</b> Senior Manager – Internal Audit</p> <p><b>Action by:</b> June 2018</p>

# Appendix 2

## Significant audit risks identified during planning

The table below sets out the audit risks we identified during our planning of the audit and how we addressed each risk in arriving at our opinion on the financial statements.





















Audit risk	Assurance procedure	Results and conclusions
<b>Risks of material misstatement in the financial statements</b>		
<b>1 Risk of management override of controls</b>  ISA 240 also requires auditors to consider management's ability to manipulate accounting records and prepare fraudulent or biased financial statements by overriding controls that otherwise appear to be operating effectively.	<ul style="list-style-type: none"> <li>detailed testing of journal entries</li> <li>review of accounting estimates for bias</li> <li>evaluation of significant transactions that are outside the normal course of business.</li> </ul>	<p>Journal entry adjustments were tested and no indications of management override of controls were found.</p> <p>Judgements and estimations applied were tested to confirm they were appropriate and reasonable. No issues were highlighted with the judgements and estimates applied.</p> <p>We confirmed that income and expenditure was properly accounted for in the financial year.</p> <p>We reviewed transactions during the year – no issues were highlighted where significant transactions were outside the normal course of business.</p>
<b>2 Risk of fraud over expenditure</b>  <i>ISA 240 The auditor's responsibilities relating to fraud in an audit of financial statements</i> include certain requirements relating to the auditor's consideration of fraud. The Code of Audit Practice requires consideration of risk of fraud over expenditure. The Authority incurs material expenditure which requires audit coverage.	<ul style="list-style-type: none"> <li>detailed testing of transactions focusing on the areas of greatest risk.</li> </ul>	<p>No significant issues were found in relation to controls in place across the key financial systems.</p> <p>We reviewed expenditure transactions during the year – no issues highlighted in relation to the risk of fraud over expenditure.</p>
<b>3 Revisions to the presentation of the financial statements</b>  The 2016/17 Code of Practice on Local Authority Accounting makes a number of changes in the presentation of the financial statements. These changes	<ul style="list-style-type: none"> <li>focussed testing on the financial statements to ensure that the changes have been properly actioned.</li> </ul>	<p>Review of annual accounts to confirm they were appropriate and reasonable. Issues highlighted in relation to compliance with regulation and guidance. The Annual Accounts were amended to ensure compliance (see 'significant</p>

Audit risk	Assurance procedure	Results and conclusions
<p>include revisions to the Comprehensive Income and Expenditure Statement, Movement in Reserves Statement, the Annual Governance Statement and the requirement for a new Expenditure and Funding Analysis. These changes present a risk of material misstatement in the financial statements if they are not properly actioned.</p>		<p>findings' at exhibit 3 on page 9).</p>
<p><b>4 The Local Authority Accounts (Scotland) Regulations 2014</b></p> <p>The regulation stipulate that:</p> <ul style="list-style-type: none"> <li>• unaudited accounts are required to be considered by the Authority by 31 August</li> <li>• audited accounts are to be approved by the Authority by 30 September</li> <li>• publication on the Authority's website of: the signed audited financial statements by 31 October; and the annual audit report by 31 December</li> </ul> <p>In previous years, the Authority's schedule of meetings resulted in the Authority not adhering to these regulations. Further to this, the audited financial statements and annual audit report are yet to be published on the Authority's website. There is a risk that the Authority is in breach of regulatory requirements.</p>	<ul style="list-style-type: none"> <li>• communication with management and those charged with governance regarding timetable of accounts process.</li> </ul>	<p>Officers confirmed that the 2016/17 accounts will be placed on the Authority's website.</p> <p>Reviewed the Authority's arrangements during 2016/17 to confirm compliance with the regulations.</p> <p>Meeting of the Joint Committee was held on 31 August 2017 to allow the Authority to comply with the requirement to consider the accounts in 2016/17 and approve the audited accounts in line with the regulations.</p> <p>No issues highlighted.</p>
<b>Wider dimension</b>		
<p><b>5 Members training</b></p> <p>The 2017 local government elections may result in changes in the Authority's membership. There is a risk that there is a loss of skills and experience amongst members.</p>	<ul style="list-style-type: none"> <li>• review of the Authority's induction and training arrangements for members following the local government elections.</li> </ul>	<p>Reliance is placed on the training provided by constituent authorities.</p> <p>Consideration of training, specific to the functions undertaken by the Authority will be considered once the future of the Authority is known.</p>

# Appendix 3

## Summary of national performance reports 2016/17



Apr			
May		Common Agricultural Policy Futures programme: an update	
Jun		South Ayrshire Council: Best Value audit report	 The National Fraud Initiative in Scotland
Jul		Audit of higher education in Scottish universities	 Supporting Scotland's economic growth
Aug		Maintaining Scotland's roads: a follow-up report	 Superfast broadband for Scotland: a progress update
			 Scotland's colleges 2016
Sept		Social work in Scotland	 Scotland's new financial powers
Oct		Angus Council: Best Value audit report	 NHS in Scotland 2016
Nov		How councils work – Roles and working relationships in councils	 Local government in Scotland: Financial overview 2015/16
Dec		Falkirk Council: Best Value audit report	 East Dunbartonshire Council: Best Value audit report
Jan			
Feb		Scotland's NHS workforce	
Mar		Local government in Scotland: Performance and challenges 2017	 i6: a review
			 Managing new financial powers: an update

### Local government relevant reports

[Local government in Scotland: Financial overview 2015/16 – November 2016](#)

[Local government in Scotland: Performance and challenges 2017 – March 2017](#)

# Dundee, Perth, Angus & North Fife Strategic Development Planning Authority

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Kevin Stewart MSP



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Councillor Ron Sturrock  
Convener  
TAYplan

3<sup>rd</sup> January 2018

Dear Cllr Sturrock

### **PLANNING PERFORMANCE FRAMEWORK FEEDBACK 2016/17**

Please find attached feedback on your planning performance framework report for the period April 2016 to March 2017.

You will be aware that we recently introduced the Planning Bill to the Scottish Parliament. The Bill aims to support effective performance across a range of planning functions. It includes specific provisions to strengthen and improve performance monitoring; to appoint a national performance co-ordinator to provide advice and recommendations; and powers to conduct assessments and if necessary require improvements to be made. This structured approach is essential to improving the reputation of the system across the country. It aims to provide better support to authorities, whilst recognising that other factors and stakeholders, impact on your performance.

I appreciate that resourcing is a critical issue for you, and the Bill includes provisions for discretionary charging to allow greater local flexibility. Following the Bill, we will consult on revising the fee regime to better reflect the developments which are being brought forward.

We will continue to liaise with COSLA, SOLACE and Heads of Planning Scotland as the Bill progresses through the Parliamentary process. I would like to take this opportunity to encourage you all to actively engage - this is a fantastic opportunity to make our system work better to enable planners to deliver the high-quality development our communities need, and it is important that voices from all viewpoints are heard. You can monitor the progress of the Bill on the Parliament website at: [www.parliament.scot/parliamentarybusiness/Bills/106768.aspx](http://www.parliament.scot/parliamentarybusiness/Bills/106768.aspx)

Kind Regards

**KEVIN STEWART**

CC: David Littlejohn, SDP Manager



## PERFORMANCE MARKERS REPORT 2016-17

Name of planning authority: **TAYplan**

The Red, Amber, Green ratings are based on the evidence provided within the PPF reports. Where no information or insufficient evidence has been provided, a 'red' marking has been allocated.

No.	Performance Marker	RAG rating	Comments
6	<b>Continuous improvement:</b> <ul style="list-style-type: none"> <li>progress/improvement in relation to PPF National Headline Indicators; and</li> <li>progress ambitious and relevant service improvement commitments identified through PPF report</li> </ul>	Green	<p>National headline Indicators are being met and exceeded in some cases.</p> <p>Your service improvements for 2017/18 are clear and focussed on the flexibility needed to deal with possible changes coming out of the planning review.</p>
7	<b>Local development plan</b> less than 5 years since adoption	Green	Your SDP remains up-to-date.
8	<b>Development plan scheme</b> – next LDP: <ul style="list-style-type: none"> <li>on course for adoption within 5 years of current plan(s) adoption; and</li> <li>project planned and expected to be delivered to planned timescale</li> </ul>	Green	<p>Your SDP is on course for adoption within the statutory period.</p> <p>Your DPS is project planned, has a timeline clearly set out and looks to be delivered ahead of its projected timescale.</p>
9	<b>Elected members engaged early</b> (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i>	N/A	
10	<b>Cross sector stakeholders* engaged early</b> (pre-MIR) in development plan preparation – <i>if plan has been at pre-MIR stage during reporting year</i>  <i>*including industry, agencies and Scottish Government</i>	N/A	
13	<b>Sharing good practice, skills and knowledge</b> between authorities	Green	Your report provides strong evidence of collaborative working with an emphasis on skills and knowledge sharing. This is evidenced in the section about co-locating with Tay Cities Deal and your subsequent contributions to the Regional Economic Strategy.

## TAYPLAN

## Performance against Key Markers

Marker		2012-13	2013-14	2014-15	2015-16	2016-17
1	Decision making timescales	N/A	N/A	N/A	N/A	N/A
2	Processing agreements	N/A	N/A	N/A	N/A	N/A
3	Early collaboration	N/A	N/A	N/A	N/A	N/A
4	Legal agreements	N/A	N/A	N/A	N/A	N/A
5	Enforcement charter	N/A	N/A	N/A	N/A	N/A
6	Continuous improvement					
7	Local development plan					
8	Development plan scheme					
9	Elected members engaged early (pre-MIR)	N/A			N/A	N/A
10	Stakeholders engaged early (pre-MIR)	N/A			N/A	N/A
11	Regular and proportionate advice to support applications	N/A	N/A	N/A	N/A	N/A
12	Corporate working across services	N/A	N/A	N/A	N/A	N/A
13	Sharing good practice, skills and knowledge					
14	Stalled sites/legacy cases	N/A	N/A	N/A	N/A	N/A
15	Developer contributions	N/A	N/A	N/A	N/A	N/A

## Overall Markings (total numbers for red, amber and green)

2012-13	0	2	2
2013-14	0	3	3
2014-15	0	0	6
2015-16	0	0	4
2016-17	0	0	4