



City Chambers
DUNDEE
DD1 3BY

14th June, 2024

TO: ALL MEMBERS OF THE TAY
CITIES REGION JOINT COMMITTEE

Dear Colleague

TAY CITIES REGION JOINT COMMITTEE

Will you please attend a MEETING of the **TAY CITIES REGION JOINT COMMITTEE** on Friday, 21st June, 2024 at 10:00am, to be held in person at James Hutton Institute, Invergowrie, Dundee, DD2 5DA.

Please submit any apologies to Veronica Thomson, Committee Services Officer on telephone (01382) 434205 or by e-mail at veronica.thomson@dundeecity.gov.uk.

Members of the Press or Public wishing to join the meeting should contact Veronica Thomson, Committee Services Officer on telephone (01382) 434205 or by e-mail at veronica.thomson@dundeecity.gov.uk by **12 noon on 19th June, 2024.**

Yours faithfully

ROGER MENNIE

Clerk to the Joint Committee

- 1 **WELCOME AND APOLOGIES**
- 2 **DECLARATIONS OF INTEREST**
- 3 **MINUTE OF MEETING OF 28TH MARCH, 2024 - Page 1**

(Copy enclosed).

PART 1: REGIONAL COLLABORATION

- 4 **INDUSTRIAL INVESTMENT PROGRAMME MONTROSE PORT (SIDE PACKAGE) UPDATE
- Page 7**

(Report No TCRJC06-2024 and presentation for information by Jamie Bell, Scottish Enterprise).

PART 2: TAY CITIES REGION DEAL

5 TAY CITIES REGION DEAL UPDATE

(Presentation by Mo Saunders, TCRD Programme Manager, PMO).

6 BROXDEN LOW CARBON TRANSPORT HUB REQUEST FOR FUNDING FROM PHASE 3 TO PHASE 1 - Page 20

(Report No TCRJ05-2024 by Alison Williams, Perth & Kinross Council and presentation by Michael Figures, Perth & Kinross Council).

7 PROGRAMME OF MEETINGS 2024

Friday, 20th September, 2024, to be held remotely.

Friday, 13th December, 2024, to be held remotely.

8 AOCB

9 DATE OF NEXT MEETING

Friday, 20th September, 2024.

ITEM No ...3.....

At a MEETING of the TAY CITIES REGION JOINT COMMITTEE held remotely on Thursday, 28th March, 2024

Present: -

Angus Council

Councillor Beth WHITESIDE
Councillor Bill DUFF
Councillor Ronnie PROCTER

Dundee City Council

Councillor John ALEXANDER
Councillor Steven ROME

Fife Council

Councillor Altany CRAIK
Councillor Jane LISTON
Councillor Alycia HAYES

Perth & Kinross Council

Councillor Eric DRYSDALE
Councillor John DUFF

Non-Elected Members

Alison HENDERSON, Dundee and Angus Chamber of Commerce
Alison CARRINGTON, Skills Development Scotland
Matt LOCKLEY, Scottish Enterprise
Colin CAMPBELL, James Hutton Institute

Also Present

Roger MENNIE, Dundee City Council
Robert EMMOTT, Dundee City Council
Robin PRESSWOOD, Dundee City Council
Katherine LINDSAY, Angus Council
Ken GOURLAY, Fife Council
Carol CONNELLY, Fife Council
Mark SPEED, TACTRAN
Steve BELL, Tay Cities Deal Comms
Gordon MOLE, Fife Council
Alison WILLIAMS, Perth and Kinross Council
Nora FERDA-MCKAY, Scottish Enterprise
Mo SAUNDERS, Tay Cities Deal Programme Manager
Lauren HOLLAS, Tay Cities Deal Project Manager

Councillor John Alexander, in the Chair

I APOLOGIES

Apologies had been intimated from Councillor Cruickshank, Councillor Ross, Councillor Tepp, Councillor Laing, Councillor Parrott, Greg Colgan, Iain Gillespie, Hayley Mearns and Ronnie Palin.

II DECLARATIONS OF INTEREST

There were no declarations of interest.

III MINUTE OF MEETING OF 8TH DECEMBER, 2023

The minute of meeting of 8th December, 2023 was submitted and approved

PART 1: REGIONAL COLLABORATION

IV HEADS OF ECONOMIC DEVELOPMENT GROUP UPDATE

A presentation by Gordon Mole, Fife Council, was given to the Joint Committee on Regional Collaboration.

Gordon gave an overview of the changing economic context, and it was noted that there had been some significant events that had impacted on the Regional Economy since 2019, such as EU Exit, COVID, War in Ukraine, and Cost of Living Crisis. New Strategies/policies/thinking had also emerged including NSET, Fair Work, Community Wealth Building, Levelling Up, Just Transition. There was greater encouragement from the Scottish Government for regional working particularly in respect of Economic Development which had resulted in the emergence of Regional Economic Partnerships and a Regional economic Policy review. The UK Government's Levelling up agenda had also affected the Regional Economy.

Sectoral focus had largely been in the following areas :-

- Visitor Economy
- Cultural & Creative Economy
- Food & Drink
- Engineering & Manufacturing
- Energy (including renewables, offshore wind, oil & gas decommissioning)
- Digital Economy
- Life Sciences
- Foundational Economy (including construction and care)

With regards to Business support context, new strategies and approaches were being used to assist business growth.

Gordon advised the focus was now on delivering the Regional Skills Investment Plan (to build on business sector strengths and opportunities, raise productivity, and address employment inequalities). In order to achieve this there were six strategic goals :-

- Build a larger supply of more appropriately skilled new entrants to the workforce.
- Reduce economic inactivity and tackle obstacles to employment for disadvantaged groups.
- Stimulate employer investment in existing employees and wider adoption of Fair Work practices.
- Enhance entrepreneurial skills for business start-ups and small business growth and resilience.
- Develop a skills system that is characterised by greater agility, inclusivity and resilience.
- Establish a robust and effective governance structure to drive delivery of the new Skills Investment Plan & to facilitate further regional programmes.

The strategic themes build on the move to delivery of Skills programmes within the TCRD and align to proposed skills approaches being taken forward through the Regional Economic Partnership Network.

Gordon noted that with regards to the theme for Place (investment and Infrastructure) current themes were:-

- Creating Vibrancy in Our City Centres
- Digital Connectivity
- Transport Connectivity
- Business Infrastructure (including land and premises)

In conclusion, Gordon noted that future consideration would be given to the Development of a Regional Intelligence Hub, the impact of the UK Government Local Economy Review and a mapping exercise to consider the range of investment opportunities.

The Chair thanked Gordon for his presentation.

V TAY CITIES CLEAN GROWTH INITIATIVE PROGRESS UPDATE 2 -2023/24

There was submitted Report No TCRJC1-2024, introduced by Nora Ferda-McKay, Scottish Enterprise, providing an update on the progress against the Programme of Activity, set out in the Clean Growth Initiative (CGI). This was part of the commitment to provide annual updates to the Joint Committee on Clean Growth activity, stated in the report.

A presentation was also given to supplement the report, which was circulated to the Joint Committee prior to the meeting.

The Joint Committee agreed to note: -

- (i) the tracked progress against the originally submitted Programme of Activity from March 2023, shown in Appendix 1 to the report;
- (ii) the upcoming events and future activities;
- (iii) that the Clean Growth Initiative included roundtables and meetings in its Events

Programme definition, to allow for in-person workshops with external parties on upcoming topics such as Skills, Business engagement; and,

- (iv) that a new way of measuring success for the website had been agreed by which a new reporting was to be based on website use and businesses engaged as opposed to number of members signed up.

PART 2: TAY CITIES REGION DEAL

VI TAY CITIES REGION DEAL UPDATE

A presentation by PMO Programme Manager, Mo Saunders, was given to the Joint Committee outlining the current position with regards to the Tay Cities Region Deal.

Mo gave members a brief overview of the Annual Conversation, noting that the purpose of the Annual Conversation was for the UK & Scottish Governments' Scottish City Region and Growth Deal Delivery Board to engage with each Deal at senior official level, to celebrate success and discuss progress for both the Deal and Regional Collaboration.

The Annual Conversation was informed by the Annual Performance Report and the Annual Benefits Realisation Plan. This meeting also presented an opportunity to reflect and work through any concerns that either the Regional Partners or Governments had about the implementation of the Programme and the ambitions for the Programme going forward. The Tay Cities Region Deal Third Annual Conversation was held on Friday, 16th February, 2024 at the James Hutton Institute and the Partnership were represented by:

- Chief Executive of the Accountable Body, Greg Colgan
- Section 95 Officer, Robert Emmott
- Barbara Renton, Management Group chair 23/24
- Ken Gourley, representing the Management Group chair 24/25
- HE/FE Forum, Colin Campbell
- Regional/HoED, Gordon Mole
- PMO Programme Manager, Mo Saunders

The Partnership were complimented by both Governments on their on-going ambition and drive and the progress that they have made in delivering their commitments.

To date strong Partnership working had enabled the release of £127.4m of the Deal Funding, 42.3% of commitment securing of £145.8m investment, 36.5% of commitment, allowing for the creation of 1,411 jobs, and 23.5% of commitment achieved through Partnership collaboration ambition and drive.

Furthermore, the Governments commended the Partnership for their progress with delivery (both the release of funding, as well as investment secured, and jobs created), indicated that they were pleased to see the work being undertaken with regards to assurance of delivery of the overall Programme, indicated that they remain open and flexible to any proposals from the Partnership around effective delivery of the Deal. They also welcomed the refresh of the Regional Economic Strategy.

The Deal programme timetable was highlighted for Capital Business cases and Revenue Business cases with approval detailed. There was a commitment in the Deal Document to inform the Joint Committee when the Management Group and Governments have approved an Outline Business Case (OBC), and it was noted that there had not been any OBCs approved by the Management Group since the December 2023 Joint Committee.

With regards to the 2023/24 Year 4 Capital Programme, the Joint Committee were advised that the capital profile for 2023/24 is £42.57m which included the £13m acceleration awarded by the Scottish Government in spring 2023. This was the highest capital Programme allocation of any Scottish Deal this year 2023/24, and subject to no further underspends being declared, the 23/24 Capital Programme Year end forecast had the potential to end delivery at £42.57m which would be 100% of the awarded funding.

The Joint Committee noted that for Year 4, the revenue profile awarded at Deal Signing for 2023/24 was £2.43m for both the Regional Skills & Employability Development Programme and Tay Cities Engineering Partnership (TCEP). In May, there was a confirmed underspend of £828k against the Skills Programme which informed the Grant Offer Letter. Therefore, the revenue programme this year had a value of £1.602m. Subject to no further underspends being declared and confirmation of all claims at year end, the 23/24 revenue programme had the potential to end delivery against the Grant Offer Letter value at £1.151m. This was 72% of the awarded revenue funding. Against the value awarded at Deal Signing, the Revenue Programme was forecast to deliver 47% of the allocation with a full underspend of £1.279m. (This included the approved transfer of £305k capital to revenue for Dundee Airport Investment).

It was noted that an update on the final Year 4 Capital and Revenue Programme would be shared for information with the Joint Committee at the next meeting.

Thereafter information was given regarding the Year 5 profile and the Grant Offer Letter for 2024/25. The Scottish Government had asked that Partnership provide assurance on all Projects which were programmed to drawdown in 2024/25 ahead of the Grant Offer Letter being awarded. The assurance should include the Partnership's confirmation that a business case could be secured within the timescales to enable drawdown of a Project's allocation in 2024/25. This approach was similar to that sought for the revenue allocation in 2023/24 for the Skills Programme and was now being requested for both Capital and Revenue.

It was noted that in the first four years of the Deal, there had been capital underspend declared by Projects to a total value of £30.979m. To date the Partnership had been able to manage this by Projects being able to draw down additional funding, and from 24/25, there would be limited opportunities for the Partnership to manage the Deal Programme in this way.

For Year 5, it was noted that the Management Group considered there to be high confidence that £13.065m can be drawn down.

- Profiled Projects with a 24/25 allocation considered high confidence for delivery - £7.823m
- Projects with approved Joint Committee Business Cases indicating spend over their allocation with a high confidence of delivery - £5.242m

The Partnership were awarded £33.9m Capital at Deal Signing and this was the first year that the Partnership would be requesting a reduction in its annual Capital award. Both Governments and the Partnership remained committed to delivering the full £300m investment over the term of the Deal.

It was thereafter noted that the revenue allocation for 24/25 was £2.537m at Deal Signing.

In the first four years of the Deal, there had been an underspend declared in the Revenue Programme to a total value of £5.05m. The Management Group considered that there was high confidence that £2.376m could be drawn down in 24/25.

The recommendation, subject to year 4 end changes, was that the Partnership make a request to Scottish Government for a revenue allocation of £2.376m which would be £619k lower than the current agreed profile.

It was noted that the Year 5 2024/25 capital and revenue profile would be shared with Joint Committee for information at the next meeting once all year 4 claims were confirmed.

In conclusion, areas for concern on the Risk Register were highlighted, noting that these were being kept under constant review by the Partnership.

The Chair thanked Mo for her presentation.

VII TCD012b ANGUS RURAL MOBILITY HUB FULL BUSINESS CASE (FBC)

This item was withdrawn at the request of Angus Council.

VIII TAY CITIES DEAL ANNUAL PERFORMANCE REPORT AND BENEFITS REALISATION PLAN

There was submitted Report No TCRJC3-2024, introduced by Lauren Hollas, Tay Cities TCD Project Manager updating the Joint Committee 2023/24 Annual Performance Report (Appendix 1) & Benefits Realisation Plan update (Appendix 2) and seeking approval of both documents.

A presentation was also given to supplement the report, which had been circulated to the Joint Committee prior to the meeting.

The Joint Committee agreed to:-

- (i) note that the Management Group recommended and agreed both the Annual Performance Report and Benefits Realisation Plan to the Joint Committee on 7th March 2024;
- (ii) approve the updated Annual Performance Report; and
- (iii) approve the updated Benefits Realisation Plan.

IX PROGRAMME MANAGEMENT OFFICE REVENUE (PMO) OPERATIONAL BUDGET 2024/25

There was submitted Report No TCRJC02-2024, introduced by the S95 Officer, Robert Emmott and Mo Saunders, TCRD Programme Manager, PMO seeking approval for the 2024/25 PMO Operational Budget.

The Joint Committee agreed to: -

- (i) approve the PMO Operational Budget for 2024/25.

X PROPOSED PROGRAMME OF MEETINGS 2024

The Joint Committee agreed the undernoted programme of meetings for 2024:-

Friday, 21st June, 2024, to be held at the James Hutton Institute.

Friday, 20th September, 2024, to be held remotely.

Friday, 13th December, 2024, to be held remotely.

XI AOCB**(i) ANNUAL AUDIT**

The Joint Committee agreed to formally note feedback regarding the Annual Audit and gave confirmation of the effectiveness of reporting by the PMO.

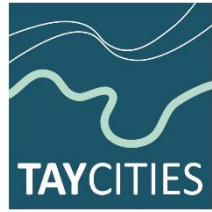
(ii) VALEDICTORY

On behalf of the Joint Committee, the Chair extended thanks to Barbara Renton, Executive Director(Communities) Perth and Kinross Council for her services and commitment to the Joint Committee, and wished her well in her forthcoming retirement.

XII DATE OF NEXT MEETING

Friday, 21st June, 2024.

Councillor John Alexander, in the Chair.



Smarter + Fairer

REPORT TO: TAY CITIES REGION JOINT COMMITTEE – 21st JUNE 2024

REPORT ON: TAY CITIES INDUSTRIAL INVESTMENT PROGRAMME PROJECT UPDATE

REPORT BY: JAMIE BELL, TEAM LEADER INNOVATION & PLACE – SCOTTISH ENTERPRISE & ALISON SMITH, DIRECTOR OF VIBRANT COMMUNITIES AND SUSTAINABLE GROWTH – ANGUS COUNCIL

REPORT NO: TCRJC06-2024

1. PURPOSE OF REPORT

- 1.1. The Joint Committee is asked to note the project outline proposal for the Montrose Port Offshore Skills Academy for funding support from the Tay Cities Industrial Investment Programme. The project replaces previously assigned Programme funding to the Zero Four, Montrose project.

2. RECOMMENDATIONS

- 2.1. It is recommended that the Joint Committee:
 - a) Note for information the attached project outline proposal for subsequent development to Outline Business Case for funding support from the Tay Cities Industrial Investment Programme, amounting to £1.25m.

3. FINANCIAL IMPLICATIONS

- 3.1. None. The £10m for the Industrial Investment Programme is Scottish Government funding as part of its additional investment to the region over and above the Tay Cities Deal. The project proposal attached to this report will seek £1.25m from the overall Programme fund following completion of the Outline Business Case in 2024/25.

4. BACKGROUND

- 4.1. The Scottish Government awarded £50m additional funding to the regional partnership complementing its Tay Cities Deal investment. This project in turn forms part of the £10m Industrial Investment Programme that falls within the £50m package of support.
- 4.2. The Joint Committee at its meeting of 8th December 2023 received a verbal update on a proposed project change under the Tay Cities Industrial Investment Programme. The Committee supported the change of development, noting that a report be brought back for its consideration in due course.

- 4.3. The overall Industrial Investment Programme OBC (updated and approved by Joint Committee, 23rd September 2022) articulated funding support for three constituent projects:
- **Michelin Scotland Innovation Parc** – £7.5m contribution from the Industrial Investment Programme for Enabling Infrastructure Works (£4m) and the Innovation Hub (£3.5m) at Michelin Scotland Innovation Parc, approved by Joint Committee on 21st February 2020.
 - **Zero Four, Montrose** – An initial allocation of £1.25m from the balance of the Industrial Investment Programme was approved by the Joint Committee at its meeting of 19th June 2020 and as part of the approved and updated Industrial Investment Programme OBC, 23rd September 2022, subject to formal business case approval.
 - **Manufacturing Investment for new Poultry Processing Plant (2 Sisters Group), Coupar Angus** - An initial allocation of £1.25m from the balance of the Industrial Investment Programme was approved by the Joint Committee at its meeting of 19th June 2020, and as part of the approved and updated Industrial Investment Programme OBC, 23rd September 2022, subject to formal business case approval.
- 4.4. As outlined by Alison Smith, Director of Vibrant Communities and Sustainable Growth, Angus Council to the Joint Committee of 8th December 2023 the Zero Four project has not progressed as quickly as anticipated. As a lead project partner Crown Estate Scotland advised, upon a re-evaluation of the site, that the project would unlikely progress to the point where a business case could be developed for funding support for the Industrial Investment Programme during 2024/25. Crown Estate Scotland has been consulted on the matter and content to apply the funding allocation to another project.
- 4.5. Therefore, an alternative project has been proposed by Angus Council which similarly aligns very strongly to the supporting clean growth development and particularly offshore wind opportunities in the same geography as the previous project proposal i.e. in Montrose.

5. PROPOSED PROJECT

- 5.1. The proposed project, Montrose Port Offshore Skills Academy, centres on the conversion of the former Customs House/granary building to a new skills and training academy to support the region's renewable industry and particularly the offshore wind sector and associated wind turbine developments off the Angus coast and beyond. The building is under the ownership of the Montrose Port Authority who are lead partners in the project along with Angus Council and Dundee & Angus College. The more detailed Project Outline Proposal is appended to this report (**see Appendix 1**).
- 5.2. Importantly, the project will support the delivery of the Tay Cities Industrial Investment Programme 'side deal' and its key objectives, specifically to;
- Support projects of region-wide significance and strategic fit by investing £2.5 million¹, ensuring economic and environmental sustainability are considered; and
 - Support leverage opportunities to add value arising from other funding streams and alignment with other programmes and projects (including but not limited to those within the Tay Cities Region Deal).

- Minimise carbon emissions and make a net positive contribution to Scotland's Climate Change Plan to deliver Net Zero by 2045.

¹Note: this project seeks a £1.25m contribution from the overall Industrial Investment Programme fund.

5.3. There is also alignment with other underpinning priorities within the Programme in the provision of premises aligned to the principles of Industry 4.0 (technology skills driven advanced manufacturing production and processes supportive of reducing carbon emissions), the circular economy and along with collaboration opportunities between public and private sectors (i.e., Montrose Port Authority and energy-based companies).

5.4. Furthermore, the Montrose Port Offshore Skills Academy provides an aligned replacement project to the previously scoped Zero Four project under the Industrial Investment Programme:

“Zero Four Hub proposes new entrants/upskilling opportunities as they emerge from offshore wind development. In collaboration with partners in the FE/HE sector the project has the potential to become a training centre/hub for the offshore renewables sector.” (Tay Cities Industrial Investment Programme Outline Business Case Update v.01.08.22, p19)

5.5. The Project Outline Proposal in **Appendix 1** defines a strength of alignment and fit with the Tay Cities Regional Economic Strategy, 2019-39, the region's Clean Growth Initiative and other Tay Cities Deal programmes and projects, namely the Regional Skills Investment Programme and the Tay Cities Engineering Partnership. The project can make an impactful contribution to the growth of the region's, indeed Scotland's, offshore wind sector with the Seagreen development and the related Operations and Maintenance work at Montrose Port.

5.6. The commitment by the Port Authority to invest in the project represents significant private sector funding leverage ensuring deliverability and financial sustainability while also acting as an incentive to attract other investment from energy-based companies, particularly those in offshore wind development.

5.7. The Joint Committee should note that an Outline Business case will require to be presented to the Tay Cities Management Group for its approval in due course, accompanied by an updated OBC for the overall Industrial Investment Programme to reflect the inclusion of the new project. To meet spend profiling this will require to be submitted as soon as possible. Full Project Business Case approval will be sought from Joint Committee later in 2024.

5.8. The Scottish Government as the funding source for the Industrial Investment Programme is supportive of the project change for presentation to both the Management Group and Joint Committee.

6. POLICY IMPLICATIONS

6.1. This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

7. CONSULTATIONS

- 7.1. The Tay Cities Management Group at its meeting of 30th May 2024 endorsed the change of project and outline project proposal for development to Outline Business Case, together with supporting the informing of and updating of the Tay Cities Joint Committee by presenting the project proposal to its meeting of 21st June 2024.
- 7.2. The Scottish Government has been consulted (see 5.8 above) in the preparation of this report, along with the lead partners of the Tay Cities Regional Skills Investment Programme and Tay Cities Engineering Partnership.

8. BACKGROUND PAPERS

- 8.1. There are none. The Joint Committee received a verbal update at its meeting of 8th December 2023, approved the original Programme Business Case on 21st February 2020 and approved an updated Programme Business Case on 23rd September 2022. In June 2020, the Committee received a report on the allocation of the balance of Programme funding (£2.5m) support for specific projects, subject to business case development and approval.

Jamie Bell, Team Leader Innovation & Place, Scottish Enterprise

5th June 2024

Mark Davidson, Manager – Economic Development, Angus Council.

Mark McGee, Team Leader – Economic Development, Vibrant Communities & Sustainable Growth, Angus Council.

TAY CITIES DEAL

Industrial Investment Programme

Project Outline Proposal

1. Project name

Tay Cities Industrial Investment Programme – Montrose Port Offshore Skills Academy

2. Lead organisation(s) and contact email address

Angus Council, Lesley Walker WalkerLE@angus.gov.uk
 Montrose Port, Lynn Sayer Lynn@montroseport.co.uk
 Dundee & Angus College, Julie Grace j.grace@dundeeandangus.ac.uk

3. Key partners/collaboration

There should be evidence of collaborative working across public and private sector and collaborative alignment with wider needs of industry and other programmes e.g. premises, business support, skills demands, and community benefits.

Angus Council has engaged with Montrose Port Authority and Dundee & Angus College as key stakeholders and partners to deliver the Montrose Port Offshore Skills Academy.

As Europe's largest chain handling port, the Port Authority is a cutting-edge hub that offers vital support, logistics and services for the North Sea's energy and general cargo markets. Whilst continuing to grow its operations, the port provides a diverse range of marine and third-party port services, such as pilotage, bunkering and stevedoring to its clients.

Due to Montrose's prime location on the Northeast coast, the port has significant involvement in the oil and gas and renewables sectors, becoming known as a major operations and maintenance (O&M) hub for the growing offshore wind industry. The Port Authority is the O&M base for the Seagreen Offshore Wind Farm, which will enter full commercial operation during 2024 and has been selected as the O&M base for the Inch Cape Offshore Wind Farm development. The port's remaining throughput and cargo volumes stem from various other sectors including fertilisers, agricultural bulks, forest products and steel.

With commercial revenues of over £8million per annum, and directly employing over 33 FTE, the Port Authority indirectly sustains several hundred jobs through its supply chain and is a vital employer within the town of Montrose and surrounding region. The Port's ambition is to become one of the first 'green' ports in Scotland and is currently developing several proposals to support this aim.

The specific project's purpose is to position the Port and region to Tier 2 and Tier 3 offshore wind suppliers within the industry and to secure further O&M contracts. In this context Tier 2 suppliers are subcontractors to Tier 1, involved in the engineering, fabrication, manufacturing and construction of turbine parts and would include for example

the installation of onshore cabling routes to existing substations, or the supply of main bearings. Tier 3 suppliers would be SMEs who supply specialist services to Tier 2 and would include for example the ongoing maintenance of turbines on site or professional intermediaries such as legal, accountancy, consultancy or indeed local suppliers offering catering, recruitment or vehicle repair.

An early-stage event was held by Seagreen in 2020 and over 90 supply chain businesses attended, many of whom have registered to be part of the wind sector offering via Public Contract Scotland, ready to bid for tenders.

Dundee & Angus College as the other key partner will deliver the training and upskilling required by the offshore wind sector to enable developers to maintain and enhance job enhancement, recruitment and upskilling for the workforce of the future.

Offering accredited qualifications and/or bespoke training to the sector will support efforts underway to secure employment for residents within the Angus region, to secure well paid sustainable jobs and improve the prospects for both employees and existing supply chain businesses.

4. Overview of project objectives (no more than 100 words)

The project's main objective is to provide facilities offering training courses for the renewables sector within and outwith the Angus area, support job creation, aligning to Angus' vision as a great place to live, work and visit and the Tay Cities objectives of creating a smarter, fairer region creating investment and encouraging skills.

Through the conversion and fit-out of the former Customs House building at Montrose Port, the project will create within it, space for a new green training centre – Montrose Port Skills Academy.

The project will enable Montrose Port Academy to provide vital facilities bringing together Tier 2 and 3 employers and Dundee & Angus College in a repurposed and bespoke training centre that will provide a full spectrum of skills development services. The project will contribute to industrial energy transition from offshore oil & gas to renewable energy particularly the offshore wind sector, to help the support the delivery of newly secured O&M contracts and acquisition of new contracts.

Accredited qualifications will be delivered by Dundee & Angus College at the converted Customs House building, owned by the Port and based in Montrose.

5. Fit with vision and objectives of Tay Cities Regional Strategy and other relevant strategies and Tay Cities Deal projects and programmes

The project links with key strategic themes identified in the Tay Cities Region Economic Strategy 2019 – 2039. It will provide training facilities to new and existing businesses in the region's key renewables sectors and most notably through the strong offshore wind links.

Linking to skills and employability, the creation of this development will result in significant potential to develop a larger supply of more appropriately skilled new entrants to the workforce, as well as upskilling existing workforces.

Importantly the project will support the delivery of the £10m Tay Cities Industrial Investment Programme and its key objectives, specifically to:

- Support projects of region-wide significance and strategic fit by investing £1.25 million¹, ensuring economic and environmental sustainability are considered; and
- Support leverage opportunities to add value arising from other funding streams and alignment with other programmes and projects (including but not limited to those within the Tay Cities Region Deal).
- Minimise carbon emissions and make a net positive contribution to Scotland's Climate Change Plan to deliver Net Zero by 2045.

¹Note: this project seeks a £1.25m contribution from the overall Industrial Investment Programme fund.

The project clearly aligns to Component 1, *Clean Growth*, of Angus Council's Mercury Programme. The Mercury Programme's purpose and ambition is to increase productivity through clean growth, protecting places for future generations to live, work and visit. Angus Council has an ambition to become a flagship, sustainable, low carbon region embedding innovative, green technologies and culture into our economy, people and places.

Angus Council has been supporting the development of the region's Offshore Wind sector with the landfall from the Seagreen windfarm at Carnoustie and pipelines across Angus to the grid connection at Tealing. With the emerging Offshore Wind developments of Seagreen – Alpha and Inchcape – Redrock, there is also potential for a revitalised energy sector leading to the expansion of the area's manufacturing sector.

This is a time-critical opportunity to make a step change towards clean energy solutions to support these growth ambitions and meet what is likely to be the expectation of future Government low carbon policy targets. Having secured the O&M from Seagreen in Montrose Port, project partners are collaborating across the Tay Cities area through the Forth and Tay Valley partnership, which in turn is linking to developments to support the growth in the sector for the whole of the Northeast of Scotland.

There are further linkages to projects within the Tay Cities Deal including TCD 024 Regional Skills Investment Programme and TCD 025 Tay Cities Engineering Partnership. With a focus on the provision of renewable energy skills the project aligns well with the Tay Cities region's Clean Growth Initiative by supporting investment and skills into the Clean Energy – one of the 5 pillars within the Clean Growth Initiative.

6. Innovation

Evidence of a contribution to innovation.

The North Sea's offshore oil & gas sector is undergoing significant change as it transitions to a leading force in the UK's drive towards a net zero economy. Montrose Port has the opportunity to play an important role in this transition by providing the facilities and skills

requirements to support the growth of the offshore renewable industry and meet the changing needs of shipping industry support.

The development of the site at Montrose Port offers a unique chance to provide much needed modern office and training accommodation as well as offering a broader benefit to the economy of Montrose. The heritage and architecture of Montrose will also benefit from this development by the retention of existing protected listed buildings which are in a very poor state of repair.

The conversion of the Customs House building to the skills academy will deploy innovative sustainable energy solutions, as follows:

- **Space Heating** - an early decision was made to eliminate the on-site burning of Fossil Fuels in keeping with the requirements of the Scottish Governments intension to eliminate the use of 'Direct Emissions Heating Systems' by 2024. As such a combination of electrically driven heating systems have been selected.
- **Air Source Heat Pump** systems are considered to be the most efficient solution available for the development. A refrigeration based ASHP system has been selected for the main habited spaced to make use of the technology and its inherent efficiencies. This takes the form of 3-pipe VRF / VRV technology and delivers heating via ceiling mounted Fan Coil Units.
- **Electric Panel Heaters** will provide heat to the individual rooms not requiring cooling due to their high level of controllability, allowing the building management to ensure that heaters are not left on needlessly when areas are not occupied.
- **Space Cooling** - the refrigerant based ASHP system also provides cooling to rooms and provides simultaneous heating and cooling on a heat recovery basis, removing and recovering heat energy from rooms which require cooling and delivering this to rooms requiring heat.
- **General Lighting** LED light sources are the most efficient option available and shall be utilised throughout all luminaires within the development. Luminaires shall be controlled via automatic occupancy sensors throughout.
- **Hot Water** Consideration has been given to providing hot water by either direct electrical energy or via an electrically driving ASHP. Point of use electrically driven hot waters operate at close to 100% efficiency. This system type has been selected due to its low construction material impact and the low demand for hot water seen within the building.
- **Ventilation** A mixed mode ventilation strategy has been selected to make use of the benefits of Natural Ventilation via openable windows and Mechanical Ventilation Heat Recovery (MVHR) where appropriate.

It is proposed that this project will provide for the first time in Angus an offshore Skills Academy which will be used by a group of stakeholders and businesses, who can share joint facilities to the benefit of an expanding renewables sector, thus providing additional opportunities for local businesses, supporting growth and increasing jobs.

The Skills Academy will support the innovation required by the offshore industry to transition to a new low carbon economy by addressing current skill gaps within the sector.

Consultations suggest there is a shortage of skills regarding turbine technicians and other staff involved in the operations and maintenance of offshore wind farms. For instance, Vestas found it challenging to recruit personnel living in proximity of Montrose Port to work on the maintenance of Seagreen Offshore Wind Farm. Similarly, SSE initially sought to recruit within an-hour radius from Montrose but had soon to expand its catchment area to the rest of the UK and Ireland. To address these shortages, offshore wind businesses are seeking to recruit from other industries, including among those with a military background and those working in the oil and gas sector.

Whilst some ad-hoc training is provided, turbine manufacturers and operators tend to look for personnel with mechanical, hydraulic and electrical engineering skills. Similarly, developers such as SSE require their staff to understand electrical systems, of how the sea environment affects electric infrastructure, of safety at sea and regulatory compliance. Some turbine manufacturers have sought to provide their own apprenticeship programmes. However, the scale of similar initiatives is not enough to meet industry needs.

In addition, skill provision is not part of the core business of these organisations, which means they would welcome external provision and are already seeking collaboration with skill providers (e.g., Vestas and North East Scotland College). The range of roles involved in the operations and maintenance of an offshore wind farm require different skills and qualifications. For instance, technicians, in addition to possessing the relevant engineering skills, need to undergo a rigorous training accredited by the Global Wind Organisation (GWO) allowing them to perform their job at sea safely. Other qualification and courses that could support those involved in the operations and maintenance of offshore windfarms include GWO Basic Technical Training, Basic Safety Training, and courses on high voltage elements and work in a hazardous environment.

Developers who were consulted are encouraged by the pro-active role Montrose Port is taking in conjunction with Dundee & Angus College and are keen to take advantage of the training and qualifications which will be made available.

Given its role in supporting skills delivery across Angus and its commitment to the regeneration of the region and Montrose in particular, the College remains a key stakeholder for Montrose Port Skills Academy. The College has capacity to scale-up activity and offer bespoke training where and when demand emerges from offshore wind employers.

7. Sustainability

Projects will be both economically and environmentally sustainable ensuring fit with low carbon/clean growth.

Angus Council working in partnership with Montrose Port and Dundee & Angus College aims to ensure positive outcomes for economic development and growth in Angus and the wider region, from initial conception through to launch and delivery of training to the offshore wind sector.

The goal is to capture the opportunities that an early and growing sector will offer now and in the future. The project will therefore provide a catalyst and contribute to the increasing

demand for sustainable renewable energy and ensure that Angus is placed as an important hub for the offshore wind sector in Scotland.

As defined in Section 6 above, Customs House will be built to modern and technologically advanced standards innovative and sustainable conversion and fit-out.

Montrose Port are currently in discussions with developers to secure additional O&M contracts, boosting numbers to the Academy for employees requiring initial training and/or upskilling. Discussions are also underway to investigate private sector investment leverage from these developers to secure financial support in the short and longer term for the training facility and importantly ensure financial sustainability.

The project will also connect to other projects within the region, like ZeroFour, which will offer additional opportunities for the facility. ZeroFour will provide the infrastructure and new business accommodation to service needs and generate additional demand from the Skills Academy strengthening its future financial viability. As Montrose's reputation grows as a location of choice for businesses in the region it is evident that current commercial and business unit offering can neither meet current or future demand.

The new site will offer jobs from apprenticeships to higher level posts. Currently the average salary in Angus is below other areas of Tay Cities and Scotland and this will help raise the threshold as well as attractiveness of working in the area. The location and improved connectivity to/from the site will support accessibility and increase opportunities for people right across the region to work in the Tay Cities area.

8. Added Value

Projects should demonstrate the funding need or gap to ensure delivery or enhance the quality or pace of delivery.

The Tay Cities Industrial Fund will support private investment in Montrose Port. The contribution from this fund will support recognised demand of the offshore wind sector to deliver suitable qualified personnel, to maintain accredited and mandatory qualifications and to offer upskilling to both existing and new employees.

Funding will address current market failure (there is a lack of suitably qualified and/or skilled personnel required by the industry) by bringing forward financial intervention and allow the project to progress at pace.

To support the economic growth in Montrose and the wider Angus and Tay Cities regions and in line with the aims of the Tay Cities Region Economic Strategy, £1.25 million will be used to support the above aims and objectives. Importantly this level of public investment will leverage additional private sector investment of £3.25m from Montrose Port Authority, in turn potentially attracting other investment from businesses engaged in offshore wind development.

To secure spending within the allotted timeline, it is considered business critical to secure approval and to allow the speedy progression of the project at this stage.

9. Project funding

Total project costs	£4.5million	June 2023 to present. Costs already incurred by MPA via planning and statutory applications, professional fees and remedial construction work
Total request from Industrial Fund	£1.25million	By March 2025
Match Funding Source	£3.25million	Private investment – Montrose Port

Private sector leveraged contributions are to be explored and Montrose Port are currently in discussion with O&M companies.

10. Impact

Economic impact should evidence job creation, output growth and inclusive growth benefits direct and indirect, referencing LOIP priorities where relevant and demonstrate region wide scale or impact.

The Angus Council Plan (2019-2024) Priorities are: we want Angus to be a go to place for business; maximise inclusion and reduce inequalities; we want our communities to be strong, resilient, and led by citizens.

Linking into Angus Council's Community Plan (formerly LOIP) the project will address and contribute to:

- Support Angus to achieve inclusive and sustainable economic growth, with a particular focus on the long-term potential of private and public investment opportunities in offshore renewable energy.
- Encourage and invest in fair work opportunities for those that live, work and study in Angus.
- Protect and enhance our natural and built environment.
- Improve connectivity in and around Angus.

The Tay Cities Region Economic Strategy 2019 – 2039 has within it the following aim:

- Energy Sector - Establish North Angus and Montrose as a clean growth zone to encourage and promote the use of innovative green and clean technologies to improve efficiencies and create new energy sources to contribute to lower carbon emissions targets.

The completion of the Scoping Study for the project, undertaken by consultants Biggar Economics Ltd, states that a successful Montrose Port Offshore Skills Academy will support economic activity at multiple levels:

- Increase the port's competitiveness and ability to attract projects setting up their O&M in Montrose. With eight to nine opportunities with major developers, each

project has the potential to support up to 100 jobs. Two projects have already been secured.

- Provide those projects with a skilled local workforce, ensuring more activity is retained locally.
- Contribute to bringing long-term green (and higher paid) jobs to the area, with substantial socio-economic implications, including improved productivity levels and reduced levels of unemployment.
- an analysis of vacancy data found most vacancies for green jobs were in south western (32%) and eastern Scotland (47%)
- Activity is expected to increase throughout this decade due to floating offshore wind, Offshore Wind Leasing Round 4 and Scotwind awards scheduled before the end of 2030. As a result of this investment, by 2030 the UK offshore wind sector could employ 97,465 people, of which 29,434 will be based in Scotland.
- Over the period to 2030, offshore employment in the energy sector is expected to move away from oil and gas and towards green offshore industries such as offshore wind. By 2030 jobs in offshore wind are expected to increase almost six times from 9,813 to 53,988.
- Jobs in operations and maintenance, which provide long-term employment, are expected to increase from 1,139 to 2,868 (+1,729 jobs or +151%).
- Having a skills facility at the port will bridge the gap between teaching and practice with a smoother transition into working on one of the offshore wind projects based at Montrose Port.

11. Any other supporting information you may wish to provide

The wider and longer-term ambition for the Montrose Port Offshore Skills Academy is supported by major developers (such as SSE Seagreen and Inchcape and Berwick Bank), Dundee & Angus College as well as Angus Council.

Montrose Port have ambitions to become Scotland first “green” port.

It is an economic intention through the Tay Cities Deal and other initiatives that supporting infrastructure and facilities will be provided within Montrose and these will further maximise and enhance the outcomes from this project and the Zero Four project, demonstrating a joined-up approach within Tay Cities region and their consequential success.

Connecting to Angus Council’s Community Plan (formerly LOIP) the project will address and contribute to:

- Supporting Angus achieve inclusive and sustainable economic growth, with a particular focus on the long-term potential of private and public investment opportunities in offshore renewable energy.
- Support entrepreneurship across Angus
- Provide the best start in life for children.
- Improve physical, mental health and wellbeing.
- Protect and enhance our natural and built environment.
- Make our local services available.

The Montrose Port Skills Academy will meet the above priorities and provide community benefits by:

- Including a community café which also will be open to the public. Montrose Port are currently providing funding for a catering trailer which goes around Montrose offering food to children who require a hot meal. They are looking to develop food vouchers to allow more families to be supported in a discreet manner.
- Developing a communal classroom for all Montrose primary schools to use – this could be a music room/library or for teaching STEM subjects depending on feedback from the schools on their specific requirements/needs.
- Offering rooms that can be hired out by port stakeholders when additional space is required.
- Offering shared office space which will allow businesses to hot desk as there is currently nowhere suitable in Montrose.

Montrose Port are currently in discussion with local charities/organisations who could potentially use some space at evening/weekends.

The area in which Customs House is located has a high poverty and deprivation rate so this would help regenerate this area of the town.

ITEM No ...6.....

REPORT TO: TAY CITIES REGION JOINT COMMITTEE – 21ST JUNE 2024

REPORT ON: BROXDEN LOW CARBON TRANSPORT & ACTIVE TRAVEL HUBS
REQUEST FOR TRANSFER OF FUNDING FROM PHASE 3 TO
PHASE 1

REPORT BY: ALISON WILLIAMS, PERTH & KINROSS COUNCIL

REPORT NO: TCRJC05-2024

1. PURPOSE OF REPORT

- 1.1. This report seeks approval by Joint Committee for the movement of TCRD funding of £153,948 from within the TCD008 Low Carbon & Active Travel Hubs Programme, from Phase 3 (Hydrogen Development) to cover additional costs incurred in Phase 1 (Broxden-Low Carbon Transport Hub).
- 1.2. Please note this request was presented to Management Group on 18th April and recommended for approval.

2. RECOMMENDATIONS

- 2.1. The Joint Committee is asked to consider this report and:
 - i. Approve the request to move TCRD funds from within the TCD008 Low Carbon & Active Travel Hubs Programme from Phase 3 to Phase 1 to the value of £153,948.

3. BACKGROUND

- 3.1. The Low Carbon Transport & Active Travel Hubs project was awarded up to £3.5m at Deal Signing. Per the Deal Document the Scottish Government will commit up to £3.5m to support three complementary transport developments. These innovative, low carbon technologies aim to improve the range of available sustainable travel options and to improve workforce mobility, social inclusion and reduce environmental impact.
- 3.2. As the different elements were progressing at different paces and not all the information was available for Phase 2 and Phase 3, it was agreed with the Scottish Government that the project would be developed as a Programme of three related but separately delivered projects to enable phase 2 and 3 to be worked on without holding up phase 1, which had time limited matched funding from ERDF.
- 3.3. The FBC for Phase 1: Broxden – Low Carbon Transport Hub, was approved by the TCRD Joint Committee on 1st July 2022, along with approval of the Programme OBC for the three-phase programme of TCD008. The 3 phases of the TCD008 programme have a total funding allocation of £3.5m.

TCD008 – Low Carbon Transport & Active Travel Hubs Programme	
Phase 1: Broxden Low Carbon Transport Hub	£635k
Phase 2: Perth – Active Travel Hubs	£1.265m
Phase 3: Perth – Hydrogen Refuelling Station	£1.6m
Total TCRD Allocation	£3.5m

- 3.4. Issues encountered in the delivery of Phase 1 of the project at Broxden (largely for the grid reinforcement work required for a new grid connection at Broxden Park & Ride) has left £153,948 required for Phase 1 as an overspend for unexpected additional costs and delays to delivery. PKC is seeking 100% of this cost through the TCRD deal.

Request to Tay Cities Deal

- 3.5. PKC is seeking to move TCRD deal funding (£154k) within the TCD008 Programme funding allocation from Phase 3 (Hydrogen Refuelling Station) to Phase 1 (Broxden Low Carbon Hub). Currently there is £1.6m allocated to phase 3 of the TCD008 (Low Carbon Transport & Active Travel Hubs Programme) for the development of a hydrogen refuelling station in 2027-29.
- 3.6. PKC is asking to move £154k of this phase 3 TCRD funding allocation to cover additional cost incurred by Phase 1. This has predominantly been due to unexpected grid reinforcement works required for a new grid connection at Broxden Park & Ride, as enforced by SSE. This was unknown at the time of the FBC for Phase 1 being approved by Joint Committee.
- 3.7. The requested profile for Phase 1 and change to Phase 3 is shown below. The remaining £1.265m of the full allocation is for Phase 2.

	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Phase 1	0	0	361	274	57	97	0	0	0	0	789
Phase 3	0	0	0	0	0	0	0	720	727	0	1,447

New Grid Connection and Sub-Station - SSE

- 3.8. The project required a new grid connection and an upgrade of the sites electricity sub-station to accommodate the new EV chargers, solar canopy and battery system to be deployed by the project at Broxden Park & Ride. We applied for a quote to SSE for the work in 2019, in preparation for delivery in 2020. This quote came back with no grid reinforcement at approx. £46k.
- 3.9. When PKC re-applied to SSE in 2022 for a new quote it came back at £216k because other unrelated work in the area had triggered grid reinforcement work at Burghmuir (elsewhere in Perth). However, as well as the additional cost, the grid reinforcement work wasn't scheduled to be carried out by SSE until Dec 2025.
- 3.10. The new sub-station to be supplied by SSE was not installed by them until late Sept 2023. The project needed to connect up the new sub-station and various new systems (Solar, Battery & EV chargers) so that when the new grid connection comes in 2025, we can just make a software change (to use the new grid connection) rather than connected everything up in 2025 (for further expense). This also has delayed the project delivery.

- 3.11. PKC has met most of the SSE cost of £216k, with £145k paid to SSE to date, but £71,422.23 remains to be paid to SSE in two instalments (May & Dec) in 2025 for the new grid connection at the Broxden Park & Ride site.

Phase 1 Project Finance & Claims to Date

- 3.12. The project has claimed £635,565.30, so far over seven TCD claims to date, of an original budget allocation for phase 1 of £635,910. That leaves £344.70 of the original TCD allocation for phase 1 (Broxden-LCTH) as unclaimed.

Additional Costs

- 3.13. Additional costs are to be incurred towards the delivery of Phase 1. As such, **£154k is requested to be utilised for Phase 1 from the Phase 3 allocation.**

Proposed TCD drawdown of additional funds for Phase 1:

- 2024/25 – £57,134.97
- 2025/26 - £96,813.03

Impact and implications of moving funds from Phase 3 (Hydrogen Refuelling Station)

- 3.14. Phase 3 (Hydrogen station development) has £1.6m allocated (2027-29) and has been approved in principle by the TCRD Joint Committee as part of the Programme OBC (01/07/22). PKC is proposing to move £153,948 from phase 3 to phase 1 to cover the overspend in Phase 1 (Broxden-LCTH). PKC do not believe the movement of £154k from phase 3 to phase 1 will have a significant impact on the Phase 3 development.
- 3.15. PKC is carefully watching developments in hydrogen generation technologies and hydrogen distribution technologies. The plans are to develop a publicly accessible Hydrogen Refuelling Station at the new Tibbermore Junction (close to Broxden), catering for all hydrogen road transport but with a focus on provision for larger Hydrogen vehicles such as HGV's.
- 3.16. At present an electrolyser (Hydrogen generation) of sufficient size and capacity would cost in the region of £1.5 - 2.5m and the Hydrogen Refuelling Station to accompany the electrolyser of approximately £500k – £1m.
- 3.17. With an electrolyser alone costing as much as £2.5m, PKC will look to develop partnerships and leverage private funding to deliver the public access Hydrogen Refuelling Station (HRS). However, advances in Hydrogen generation technologies may reduce the cost of an electrolyser by 2027/28 and advances in Hydrogen distribution technologies, such as the bulk movement of hydrogen as Ammonia may negate the need for an on-site electrolyser completely.
- 3.18. PKC is continuing to consult the market and has received promising local proposals for the external generation of hydrogen that PKC could potentially access. These discussions are at an early stage but demonstrate the potential for PKC to develop a Hydrogen Refuelling Station that may not require an on-site electrolyser.
- 3.19. Hydrogen technologies are developing rapidly and will continue to do so. PKC is closely watching the hydrogen road transport market and hydrogen generation and distribution technologies. We do not believe the reduction of £153,948 from phase 3 (£1.6m) will have a significant impact on our plans to develop a publicly accessible Hydrogen Refuelling Station in the Broxden area by 2029.

Impact on Economic Case of Business Case (Phase 3 – Hydrogen Development).

- 3.20. The Project does not foresee any significant impact on the economic case for Phase 3 – Perth - Hydrogen Refuelling Station (HRS). The strategic objective - To increase the usage of low carbon hydrogen refuelling infrastructure by 50% from baseline by 2034. And its context, to provide easily accessible low carbon hydrogen refuelling infrastructure – To encourage uptake of hydrogen zero-emission vehicles in line with Scottish Government climate change targets (phasing out of the need for new petrol and diesel cars and vans by 2030 (Now 2035)) remain the same.
- 3.21. The benefit of meeting the strategic objective remains the same also – Phase 3, Perth-HRS; to support the uptake of Hydrogen Vehicles through the provision of a publicly accessible Hydrogen refuelling station and contribute towards meeting the Scottish Government climate change targets (phasing out of the need for new petrol and diesel cars and vans by 2035).

4. DECISION PATHWAY

Governance	Status	Date Received	Comments
Transport Thematic Board	Approved	26/03/2024	No comments.
UK & Scottish Governments	Approved	09/04/2024	Project to ensure that future reporting reflects updated allocated funding.
Management Group	Recommended for Approval	18/04/2024	No comments.
Joint Committee	<i>Pending</i>	<i>Meeting 21/06/2024</i>	

5. CONSULTATIONS

- 5.1. The Management Group sponsor (Alison Williams) has approved this report.

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Date: 25th March 2024