



EDINBURGH TRAM Highlight Report to the Chief Executive's Internal Planning Group 12 May 2010

		Key Main interchanges	Carsen de	Ocean Drive
		Airport 🛧 Bus 🛱 Rail 🎓 Park & Ride 🛱	• West Granton	
Trams for l	Edinburgh	Phase la 💼 Phase 2 🚃	🗢 Crewe Tall 属	Constitution Street
Trains for i	connecting our Capital	Phase tb 🚃 Phase 3 —	Telford Road	Foot of the Walk
			• Craigleith	Balfour Street
9	Edinburgh		Ravelston Dykes	McDonald Road
orth Station	Edinov Gogarburn Par	rgh South k Gyle Balgreen	• Roseburn	Picardy Place

1



1 Background

This 'highlight report' is an update to the Chief Executive's Internal Planning Group (IPG) on the Edinburgh Tram Project to inform on the progress on this project and any decisions required.

A redacted version of this report is also to be circulated within the Council as a means of communicating progress with the Tram project.

2 Executive Summary

2.1 Matters Arising

Evaluation of Financial Contingency Measures, Strategic Options and Financial update An update is provided on project 'pitchfork', financial contingency planning, Governance and the Council's £45m contribution.

Tram Monitoring Officer Update

An update on the Dispute Resolution Process (DRP) including a summary of DRPs is provided.

Communications Update

A media update is provided along with information on the arrival of the first tram and FOISA requests received.

Council meeting on 27 May 2010

A draft report has been prepared to update the Council on the tram project. The main headings in the report are provided.

Statutory Council Approvals and Consents

As the detailed design continues, there are several statutory consents that the Council must provide. These include Planning Prior Approvals, Building Warrants, Roads and Structures Technical Approvals.

Land Acquisition and Certificate(s) of Appropriate Alternative Development (CAAD) An updated position for the CAADs is provided.

Planned Future Tram Council Reports

A list of planned future tram related Council reports is provided.

Risk Review

A review of the Council's Tram Risk Management Plan has been undertaken and the risks with the highest impacts are contained within this report.





2.2 Matters to Note or for a Decision

- To note the update on project 'pitchfork', the financial contingency planning and Financial update, the alignment of roads programme and the Governance update.
- To note the Tram Monitoring Officers (TMO) update on DRP and that the TMO is now based at Citypoint 3 days a week.
- To note the communications update.
- To note the contents of the report being prepared for the Council meeting on 27 May 2010. This should be the main topic for the meeting.
- To note the progress with the Statutory Approvals and consents.
- To note the position regarding land acquisition and CAAD applications.
- To note the planned tram related Council reports planned.
- To note that a review has been undertaken of the Council's tram risk management plan.

3 Evaluation of Financial Contingency Measures, Strategic Options and Financial Update (Presented by Alan Coyle)

Project "Pitchfork" Update

tie Itd continue to follow through the recommendations of the Pitchfork report.

There are primarily two strands to this work.

In tandem with the continuing contractually assertive approach, **tie ltd** have begun negotiations with BSC with a view to achieving agreement on a phased approach to the delivery of Phase 1a and what part Bilfinger Berger play in this. Discussions have so far been constructive but there remain significant issues to overcome such as Design responsibility and commercial settlement on a Guaranteed Maximum Price. **tie ltd** have set a 4/6 week deadline for finalising these work streams.

Clause 80 – 4 targeted 80.13 instructions have been sent to BSC covering a series of issues. BSC have, neither responded to, nor progressed any of these instructions.

Schedule Part 4 – Pricing Assumption 1. This issue relates to the BDDI/IFC dispute. CEC have now received the report from McGrigors which summarises the position from Davies QC and Keen QC. Whilst the position is very technical the conclusion of both QC's is broadly that it is difficult to say with any certainty how a court would rule on this issue.

"Siemens 33" – Bilfinger Berger continue to procrastinate on resolving the 33 issues in the Airport to Edinburgh Park section.

Bilfinger Berger Letter to CEC – CEC are seeking assurance from **tie ltd** on the points made in Bilfinger Berger's letter to the Chief Executive of CEC, dated 1st April 2010. The letter broadly accused **tie ltd** of failing in a number of areas in their management of the project. CEC have followed up on each point and evidence supporting **tie ltd's** case will be available by week commencing 17th May 2010.





Incremental Delivery Options

Further work has been undertaken to assess the impacts on the TEL Business Plan of Incremental Delivery Options. This work, to assess the revenue and profit impacts, is in draft form and requires a root and branch review of patronage numbers and operating costs for both tram and bus. A workshop will be set up in the next week to discuss the patronage drivers and the changes to these assumptions since the TEL Business Plan was last reviewed.

Indicative forecasts of the impacts of Incremental Delivery are shown in the table below, though it should be noted a significant amount of work is required to firm up these numbers.

	Phase 1a £m	Haymarket £m	St Andrews Square £m	Foot of the Walk £m
Total TEL Patronage	127.2	125.9	126.2	127.1
TEL Operating Profit	14.9	5.2	6.7	11.3

Both the capital costs and TEL Business Plan impacts of incremental delivery will continue to be reported to the IPG over the coming weeks as work is finalised. It will be important to assess the capability and affordability of the TEL Business Plan to absorb leasing costs and any borrowing costs to pay for Prudential funding.

Financial Contingency Planning

Contingency Planning options continue to be evaluated. The Director of Finance will discuss contingency planning options and Incremental Delivery options with Transport Scotland in the near future.

Finance Update

No update this period.

Alignment of Roads Programme

A meeting has now been arranged with SfC for 18th May to discuss possibilities to align the Council's roads programme with on-street construction of the tram. Feeding into this meeting will be information from a meeting being held between **tie Itd** and Council colleagues from SfC, Finance and City Development to discuss the design life and maintenance implications of the Councils roads that have been impacted on by the tram works.

		Key Main interchanges O Airport 🛧 Bus 🛱 Rail 🛨 Park & Ride 🛱	West Granton	Ocean Drive
Tuning for	Talin horses to	Phase ta Pank & Ride Ph	O Crewe Tall	Constitution Street
Trams for	Edinburgh	Phase to Phase 3	Telford Road	Foot of the Walk
			- Craigleith	Balfour Street
	Airport		Ravelston Dykes	McDonald Road
wbridge Ratho North Station	Edinbu Gogarburn Pari	rgh South k Gyle Balgreen	Roseburn	Picardy Place



Update of Council's Tram Funding Strategy

There will be a report to the next IPG on the Council's funding strategy. The review will be undertaken by Finance and City Development. This review will include the impact of incremental delivery on developers contributions.

4 Tram Monitoring Officer (TMO) Update (Presented by Marshall Poulton)

One of the possible delivery models for Phase 1a, as detailed in project Pitchfork, was the delivery of the on-street works where **tie Itd** step in to manage the civil engineering subcontractors directly. One of the areas of concern related to this delivery mechanism would be the interface risk that could fall on **tie Itd** under this arrangement. A workshop will be set up in the near future with **tie Itd** to assess the apparent risks and the financial exposure of these risks.

As reported previously, BSC have commenced works at Lindsay Road on the retaining wall required in this section. **tie Itd** are also seeking tenders for Utilities works at Baltic Street. It is important, with Incremental Delivery in mind that ownership is taken by the Council to instruct **tie Itd** that no further works are undertaken that would be prone to construction phasing.

The TMO is currently undertaking an assurance role for the Council on Programme and Project management related issues. It is envisaged that the report will be completed by mid June. The main issues being examined are Programme, Princes Street Supplemental Agreement, Inspection and Testing, Audit, Temporary Traffic Management and Compliance with Operating Agreements.

Consideration must be given to how the full time TMO role will be developed going forward. Given the current issues around the project, it will be important, to protect the Council's interest that the role is given greater consideration than has previously been the case. The role should scrutinise all Programme, Project Management, Commercial, Financial and TMO compliance issues in the future.

There are currently four active DRP's. Three of the items relate to design issues for the Depot Access Bridge, Track Drainage and Tower Place Bridge. The fourth item relates to delay resulting from utility works (MUDFA Rev 8).

Baird Drive Retaining Wall item was previously referred to adjudication; it is now likely that this will be settled through negotiation at c£1m. Tower Place adjudication took place on 11th May 2010; details of this adjudication will be in included in the next report to the IPG.

Following a decision taken by the IPG, due to lack of progress and concerns on the project, the TMO is now undertaking a more intensive role in the project, with particular focus on Project Management and Programme related issues. The TMO will provide a comprehensive report to the IPG in June.





5 Communications Update (Presented by Isabell Reid) Media update

The last two weeks has been a quiet media time for the tram project, probably as a result of the interest in the General Election. The only significant coverage has been on the arrival of the first tram vehicle, including its subsequent visitor numbers, the lifting of traffic management restrictions at the West End and the branding of tram vehicles. This has been largely positive. We are expecting media interest to pick up in the coming weeks, particularly with the publication of the Council report.

Tram vehicle update

As mentioned, the first tram vehicle has been open to the public on Princes Street for 12 days now and recorded 17,442 visitors during that period. So far the feedback from visitors has been extremely positive. The exhibit is open daily from 11am and 6pm with knowledgeable staff on hand to answer visitor questions. There has been a lot of interest from schools and a programme of class visits is currently being considered.

Launch of Leith Business Hub

On Monday (10th May) the Leith Business Hub officially opened at the MacDonald Road Library. Sir Tom Farmer, spoke at the launch event.

The Hub delivers key business support and education services in the local community and a programme of courses began at the centre in April and May, including popular workshops like "Mastering Selling Skills". The project is part of "I Love Leith," a cross-agency development project to promote the identity of Leith, support its existing business community and encourage inward investment and trade and tourism.

Agencies involved in the project include; **tie**, the Council's Economic Development Unit, City Libraries Service, Leith Neighbourhood Partnership and the Business Gateway.

6 Council meeting on 27 May 2010 – draft issues (Presented by Alan Coyle)

The report proposed for Full Council on the 27th May is now well progressed. The report will be tabled at the meeting for discussion. The main areas where a decision is required are;

- Disclosure of Princes Street Costs
- Utilities Costs
- Legal Review of Commercially Sensitive Issues
- TMO view of Programme
- Detail of Incremental Delivery Options
- Recommended timing for Reporting

7 Remit and membership of IPG

The Director of City Development is currently reviewing the remit and membership of the IPG.





8 Statutory Council Approvals and Consents (Presented by Andy Conway)

The table below provides an updated summary position on all the necessary approvals required from the Council for the tram project. A further detailed breakdown is attached as Appendix 1.

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	65	61	94%
Full Planning Permission	15	9	60%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	19	15	79%
Technical Approvals (including Structures, Roads and Drainage)	129	91	70%
Total	240	188	78%

There remains a significant amount of conditioned matters that need to be addressed as part of the statutory Planning and Technical approvals and pressure is being placed on **tie Itd** to produce a delivery programme that demonstrates how these issues can be dealt with.

9 Certificate of Appropriate Alternative Development (CAAD) (Presented by Dave Anderson)

There is no significant change in the tram CAAD position. The current status is set out in Appendix 3.

10 Planned Future Tram Council Reports (Presented by Andy Conway)

The table below identifies the planned tram related Council reports and will be a standing item on the IPG for agenda planning purposes.

Item number 6 – The reporting on the objections from the tram TROs was planned for the Council meeting in June, however Councillor Mackenzie has asked that it be reported to the Transport, Infrastructure and Environment Committee in July instead as this would help with obtain support from the other political parties.

Councillor Mackenzie has set a provisional date for the next tram sub-committee on Thursday 3 June, and it has been provisionally agreed that this time can be used for a site visit by sub-committee members.





							20	10					
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Update on governance – on ETL					27/5/10							
2	DRP progress, including costs and programme implications					27/5/10	•						
3	Lothian Buses integration proposals and approval of final arrangements						24/6/10						
4	Remuneration Strategy (for all Council companies) - including TEL and tie Itd			6			24/6/10						
5	Tram Traffic Regulation Orders		9/2/10					27/7/10	19/8/10				
6	Magdala area traffic calming							27/7/10				6	
7	Consultation on the future pedestrianisation of Princes St, plus update on the success of winter festivals embargo			23/3/10									
8	Update reports to the Tram Sub			22/3/10			3/06/10					C.	-

Key

Full Council	
Transport, Infrastructu	ire and Environment Committee
Policy and Strategy	
Tram Sub Committee	

11 Risk Review (Presented by Alan Coyle)

There is no update to the Risk Register in the current period.

List of Appendices:

- 1 2 3 Statutory Council Approvals – Tables 1 and 2 Statutory Council Approvals – Tracker
- Certificate of Appropriate Alternative Development (CAAD)

	Key Main interchanges	Park Waterfront Squa	re Granton Newhaven Terminal
	Airport 🛧 Bus 💭	• West Granton	Ocean Drive
	Rail 🐲 Park & Ride 👼	O Crewe Toll	Constitution Street
Trams for Edinburgh	Phase 1a Phase 2 Phase 3	• Telford Road	Foot of the Walk
		Craigleith	Balfour Street
Airport + -		Ravelston Dykes	McDonald Road
bridge Ratho orth Station Gogarburn	Edinburgh South Park Gyle Balgreen	- Roseburn	Picardy Place

Summary Table

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
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Building Warrant	19	15	79%
Technical Approvals (including Structures, Roads and Drainage)	129	91	70%
Total	240	188	78%

Table 1 - Planning and Building Warrant Approvals

CURRENT STATUS	Sub Totals	Prior Approval	Full Planning Permission	Listed Building Consent	Scheduled Monument Consent	Building Warrant
Informal consultation not started	10	2	6	0	٥	2
Informal consultation started	1	1	0	0	0	0
Application submitted	3	1		0	0	2
Approval granted	97	61	9	11	1	15
GRAND TOTAL and Sub Totals	111	65	15	11	1	19
% Complete	87%	94%	60%	100%	100%	79%

Table 2 - Roads & Structures Technical Approvals

CURRENT STATUS	Sub Totals	CEC Technical Approval	*Network Rail Form A	*SW Drainage Outfall Consent	*SNH	*BAA Approval	Roads Constructior Consent
TA delayed due to recent change	0	0	0	0	0	0	0
Issued for informal consultation	0	0	0	0	0	0	0
Issued for Technical Approval	13	8	0	4		1	1
Technical Approval Granted	114	91	12	10	1	0	
Not Yet Due	33	30	2	0	0	0	1
Delay	0	0	0	0	0	0	0
GRAND TOTAL and Sub Totals	159	129	14	14	1	1	1
% Complete	71%	70%	85%	71%	100%	0%	0%

* These consents are not CEC's responsibility, but for completeness they have been included as they are required to allow construction to commence.

	Key Main Interchanges O Airport 🛧 Bus 🖨 Rail 🗢 Park & Ride 📾	- West Granton	Ocean Drive
Trams for Edinburgh	Phase Ia Phase 2 Phase 2 Phase 1b Phase 3	Crowe Tall	Constitution Street
Scienburgh		 Graigleith Havelston Dykes 	Ballour Street
wbridge Ratho Edinbu North Station Gogarburn Paris	rgh South Gyle Balgreen	- Roseburn	Picardy Place

APPENDIX 2

Prior A	Approvals	Status	5		Approved by CEC	IFC	
Section	Batch	CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
1	1/02a		I	Ocean Terminal Bypass Road	твс		Forth Port require the design to be changed to accommodate their floorplan of a proposed future building. Agreed with Director of City Development on 13/10/09.
5A	5/05c		1	29 Roseburn Street – JB McLean (Building Warrant)			Pending Consideration. BSC to provide information to SDS. Target date TBC
	5/23			Redesign of Retaining Wall/Roseb urn Street Bridge			Application on hold. tie to provide 'as built' details
5C	5/30		1	Tram Stop Gogarburn	11/09/2008	11/09/2008	Awaiting concept design comments from tie.
7	7/29a		I	Airport Kiosk – Full PP			Following meeting 15/08 change is on hold. tie to confirm final scope of works
	7/29b		I	Airport Kiosk – Building Warrant			SDS to confirm with CEC scope of Building Warrant

0			2	Approved by CEC	IFC	
Section	CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
						SDS has responded to NR concerns. NR is re-evaluating its points following clarification and will provide a response. Potential meeting
5A		I.	S22B Balgreen Road NR Access Bridge	?	16/01/2009	required dependent on NR response.

Technical Approvals Status - Structures

Technical Approvals Status - Roads & Drainage

					Approved by CEC	IFC	
Section		CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
1A3	Roads & Drainage				28/08/2009	21/01/2009	TA ongoing
1C1	Roads & Drainage						On hold awaiting drainage design/revised RSA
3A	Roads & Drainage	1			31/10/09	?	Progressing application in accordance with priority list
3B	Roads & Drainage	1			31/10/09	?	Progressing application in accordance with priority list
3C	Roads & Drainage	1			31/10/09	?	Progressing application in accordance with priority list

APPENDIX 3

	PREVIOUS OWNERSHIP					-							1	
LOCATION	DETAILS	PLOT NO	AREA (m2)	DV VALUE	PLANNING BASIS	PLANNING/CAAD RISK	RISK VALUE	COST RISK	ADDITIONAL FEES	ADDITIONAL INTEREST	TOTAL AT RISK	BUDGET RISK	ACTION TO MITIGATE	LIKELY OUTCOM
H PORTS	CALA Management Ltd	47											CAAD appeal in front of reporter	
	CALA Management Ltd	48	566 1	10,000		residential	£1,500,000 £	E 250,000	£ 30,000	£ 130,366	£ 1,910,356	£ 1,900,355		
WARKET YARDS	Haymarket SPV Ltd	49	206 £	e	transport reservation/amenity	residential	incl in above	e: 303	r .	E	e	é	risk arises from CAAD decisions where	
WRACI IMAUS	Haymarket Yards Ltd	517	1055 6	£ 28.750	transport reservation/amenity transport reservation/amenity	office/husiness	£250,000 £	E 75,000	£ 5,000	£ 21,726	£ 361,726	£ 322,976	different from planning advice given to	
	risymance rards Lid		1000 1		transport reservation americy	onderoconteros	1230,000 1	10,000	z 5,000	K 61,7.60	k	x 346.910	District Valuer when estimates were	
	The Institute of Chartered												prepared, BAM have application for CAAD	
/	Accountants of Scotland, 1												currently live CALA at appeal and likely to	
	unknown owner, & Begbies												go further to appeal. Thereafter to Lands	
1	Traynor (as liquidator for												Tribunal, considerable costs already	
	Braemar Homes Ltd in	7010		in the second		Comparison and the Company of Comp	200220000000000000000000000000000000000		23 22222			12 227 222	incurred and not recoveable possible	
	respect of 21 m2) CEC & Jones Lang LaSalle	518	1000 £	1 50,000	transport reservation/amenity	office/business	£250,000 x	£ 75,000	£ 5,000	\$ 21,726	£ 361,726	£ 301.725	substantial third party costs to meet.	
	Ltd as agents for the												Statutory obligation to pay. CEC defending actions. Planning dept confirming Negative	
1	Universities												CAADs appropriate. All legal routes of	
	Superannuation Scheme												detending applications being employed.	
1	Ltd	523	1245 \$	£ 45.104	transport reservation/amenity	office/business	\$250,000 \$	75,000	£ 5,000	£ 21,725	£ 361,726	£ 306,622		
1	CEC & Jones Lang LaSalle		100-00-1	1.14600	Construction of the Constr		and the second s	1	1.1 Page 1		Concernant of the second se			
1	Ltd as agents for the													
	Universities													
	Superannuation Scheme												Risk caused by changes to planning	
E .	Ltd	478	1966 £	£ 57,600		retail	£1,000,000 £	60,000	£ 20,000	£ 86,904	£ 1,166,904	£ 1,099,404	framework rules regarding retail	
	CEC	479	111 £	£ 1,150	transport reservation/amenity	retail	£0 £	C	£ ·	£	£	£	developments. This land previously thought	
	CEC & Jones Lang LaSalle												of as amenity land now has potential to be	
	Ltd as agents for the Universities												considered as extension to car park to permit larger shopping centre so much	
	Superannuation Scheme							A contract of the second	a construction of the				permit larger shopping centre so much more valuable. Hopefully claimants have not	
	Ltd	490	69.1	e	transport reservation/amenity	retail	£35,000 F	60,000	٤ 700	£ 3,042	£ 68,742	£ 89.742	picked up on this so we may not have to	
	CEC	480	5619 £	33,590	transport reservation/amenity	retail	50 5	100,000	5	2	£	£	pay no claim lodged yet so nothing we can	
	CEC & Jones Lang LaSalle			50,000	and a state of the					3			do as yet, no real betterment issue here,	
	Ltd as agents for the												although having the tram stop will help value	
	Universities												of centre_	
	Superannuation Scheme	1.000	10000		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		in the second	it same	St. Marca	23 (A. 1997)	i secondar	1 200 AM		
	Ltd	482	1196 1		transport reservation/amenity transport reservation/amenity	retail	\$500,000	60,000	£ 12,000	£ 52,142	£ 714,142	£ 714,142 -£ 14,407		
CONTRACT.	GEC	483	3152 £			retail	20 3		2 .	2 -	ž -			
PORT/A8	CEC Haslemere Estates as	495	505 £	1 7,205	hope value	hope value	20 1	C	<u>x</u> .	λ	£ •	-5 7,265		
	agents for Meadowfield													
	Developments Ltd	495	10724	153841	hope value	hope value	£450,000 £	£0,000	£ 9.000	£ 39,107	£ 548,107	£ 394,265		
	CEC	497	25817 £		hope value	hope value	2 03		£	£	£	£		
9	Haslemere Estates as		12000000	20022552.00	1220200000	Marcado Contra		· · · · · · · · · · · · · · · · · · ·						
	agents for Meadowfield						0.0000000000000000000000000000000000000	an constants		541			Risk here arises from the evolving planning	
	Developments Ltd	259	14551 £	£ 86,430	hope value	hope value	2600,000 £	50,000	£ 12,000	£ 52,142	€ 714,142	£ 627,712	position with prospect of development now	
	BAA plc, Edinburgh Airport												more realistic than when estimates were	
	Ltd, & Scottish Airports	499	41805 £		hope value	hope value	£2,100,000 £	50,000	£ 42,000	£ 182,498	£ 2,374,498	£ 1,595,324	done. Land valued on a hope value basis and hope element is increasing. Risk being	
	Haslemere Estates as	499	41805 5	1/9,1/4	hope value	hope value	\$2,100,000 \$	e 50,000	2 42,000	2 182,498	2,374,495	x 1,595,324	managed by betterment issue which could	
	agents for Meadowfield												offset any compensation amounts.	
	Developments Ltd	496	16016 £	£	hope value BAA?	hope value	£650,000 ¥	50,000	٤ 13,000	\$ 55,488	£ 769,486	£ 769,488		
													without Lands Tribunal decision so we are	
	Pinnacle Towers Ltd,	100	5550-51				92502278	z) 55.65	8 1053	80 (MART)			looking to pick our case. EAL currently front	
	Royal Bank of Scotland plc	273	4418 \$	115,000	hope value	hope value	£250,000 £	£ 50,000	£ 5,000	£ 21,726	£ 326,726	£ 211,726	runners as we consider it would be very difficult politically for them to claim that the	
	Haslemere Estates as						1						tram was of no benefit to the airport.	
	agents for Meadowfield Developments Ltd	260	1188 9	e 00.000	Internet and Total	hope value	£120.000 £	e 50,000	£ 2.400	£ 10.428	£ 182,828	£ 113.828	Consider CEC applying for CAAD on future	
	New Ingliston Ltd	202	8048 £	4 175 000	hope value hope value	hope value	£850,000 £	6 50,000 60,000		£ 73,868	£ 990,868		basis so we are on the front foot.	
	New Ingliston Ltd	207	10064 5	£ 150.000	hope value	hope value	£1,100,000 F	E 50,000 E 50,000	£ 22,000	£ 95.594	£ 1,267,594	£ 1,117,594		
						hope value	£1,800,000 f	£ 50,000	€ 22,000 € 36,000 € 12,000	£ 156.427	6 2,042,427			
	New Ingliston Ltd	312		£ 180,000	mope value						π Z,042,427	£ 1,862,427		
	New Ingliston Ltd New Ingliston Ltd	312	17728 £	£ 180,000	hope value	hope value	£600,000 £	50,000	£ 12,000	€ 95,594 € 156,427 € 52,142	£ 2,042,427 £ 714,142	£ 1,862,427 £ 614,142		
	New Ingliston Ltd New Ingliston Ltd FSH Airport (Edinburgh)	312 318	17728 £ 5616 £	£ 180,000 £ 100,000	hope value			E 50,000 E 50,000			£ 714,142	£ 614,142		
	New Ingliston Ltd New Ingliston Ltd	312 318 322		£ 180,000 £ 100,000 £ 550,000	hope value hope value	hope value	£4,000,000 £	50,000	£ 80,000	£ 347,616	£ 714,142 £ 4,477,616	£ 614,142 £ 3,927,616		
	New Ingliston Ltd New Ingliston Ltd FSH Airport (Edinburgh)	327	17728 £ 5616 £	£ 180,000 £ 100,000 £ 550,000 £ 75,000	hope value hope value hope value		£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
	New Ingliston Ltd New Ingliston Ltd FSH Airport (Edinburgh)	303 312 318 322 327 TOTALS	17728 £ 5616 £	£ 180,000 £ 100,000 £ 550,000	hope value hope value hope value	hope value	£4,000,000 £	50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
	New Ingliston Ltd New Ingliston Ltd FSH Airport (Edinburgh)	327	17728 £ 5616 £	£ 180,000 £ 100,000 £ 550,000 £ 75,000	hope value hope value hope value	hope value	£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
tas	New Ingliston Ltd New Ingliston Ltd FSH Airport (Edinburgh) Services Ltd	327 TOTALS	17728 £ 5616 £ 29477 £ 3360 £	€ 180,000 € 100,000 € 550,000 € 75,000 € 2,894,847	hope value hope value hope value	hope value	£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
ites	New Ingliston Ltd New Ingliston Ltd FSH Aipport (Edinburgh) Services Ltd	327 TOTALS No allowance	17728 £ 5516 £ 29477 £ 3360 £ es for Injurious Af	€ 180,000 € 100,000 € 550,000 € 75,000 € 2,894,847	hope value hope value hope value	hope value	£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
ites	New ingliston Ltd New ingliston Ltd FSH Airport (Edinburgh) Services Ltd 1 2 2 2 2 2 2 2 2 2 2	327 TOTALS No allowance No allowance	17728 £ 5516 £ 29477 £ 3360 £ es for Injurious Af	€ 180,000 € 100,000 € 550,000 € 75,000 € 2,894,847	hope value hope value hope value	hope value	£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
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tes	New ingliston Ltd New ingliston Ltd FSH Airport (Edinburgh) Services Ltd 1 2 3 3 3	327 TOTALS No allowance No allowance No offset for l	17728 £ 5516 £ 29477 £ 3360 £ es for Injurious Af	€ 180,000 € 100,000 € 550,000 € 75,000 € 2,894,847 ffection	hope value hope value hope value	hope value	£4,000,000 £ £450,000 £	50,000 50,000	£ 80,000 £ 9000	£ 347,616 £ 39,107	£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
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tes	New ingliston Ltd FSH Airpot (Edinburgh) Services Ltd 1 2 3 4 FORTH PORTS HAYMARKET YARDS	No allowance No allowance No offset for No allowance RISK OF ADVE RISK OF ADVE	17738 § 5515 £ 23477 £ 3300 £ 55 for severance betterment e for change of PI ERSE CAAD REQ ERSE CAAD REQ	180,000 £ 100,000 £ 550,000 £ 75,000 £ 2,894,847 ffection lanning DUIRING REVISE UURING REVISE UURING REVISE UURING REVISE	hope value hope value fope value ED BASIS OF VALUATION ED BASIS OF VALUATION	hope value hope value CALA CAAD at appeal stage BAM CAAD being considered	£4,000,000 \$ £450,0001 \$ £ 16,855,000 \$ Awaiting appointment of	E 50,000 E 50,000 E 1,225,000	€ 80,000 £ 9,000 € 337,100		£ 714,142 £ 4,477,616 £ 548,107	£ 614,142 £ 3,927,616 £ 473,107		
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