



**EDINBURGH TRAM
Highlight Report to the
Chief Executive's
Internal Planning Group
20 January 2010**



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 the 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 along with progress on agreeing a further on-street supplemental agreement.

Communications Update

Information is provided on the communications being undertaken for the promotion of the tram TROs, the Year Ahead brand map and the progress made on the Leith Walk business centre.

Tram Legal Agreement with Forth Ports

The legal agreement between the Council and Forth Ports remains a difficult issue and the Directors of City Development and Finance have met again with FP to resolve this.

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.

Cycling Accidents around Tram Infrastructure

There have been a couple of cycle related accidents on or around the new tram infrastructure on Princes Street and an investigation has been undertaken and remedial action taken.

Land Acquisition and Certificate(s) of Appropriate Alternative Development (CAAD)

The Director of City Development has set up an internal meeting to ensure that the financial risks associated with the CAAD applications are managed appropriately.

Opportunities for more Joint Working with tie ltd

The Council has identified further joint working opportunities with tie ltd and it is recommended that senior officials meet with tie ltd to realise those benefits.

Planned Future Tram Council Reports

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



2.2 Matters to Note or for a Decision

- To note the update on the financial contingency planning and financial update.
- To note the Tram Monitoring Officers update on DRP and the further on-street supplemental agreements.
- To note the communications update.
- To note the position with regard to the legal agreement with Forth Ports.
- To note the progress with the Statutory Approvals and consents.
- To note that there have been a couple of accidents with cyclist and the tram rails and note that remedial action is being taken.
- To note the position regarding land acquisition and CAAD applications.
- To note that there are more opportunities for Joint Working with **tie ltd** and that a meeting is required with senior officials and **tie ltd**.
- To note that planned tram related Council reports planned.

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

Since the last IPG, **tie ltd** has continued negotiations with BSC over a revised on street supplemental agreement (OSSA) to progress the on-street construction works. As highlighted in previous reports, the experience gained from Princes Street would result in an unmitigated cost exposure of £42m should full depth reconstruction, amongst other things, be adopted along the remaining on-street sections of the project. This cost exposure as well as a number of other risks have resulted in a potential final capital cost in excess of the previous planning assumptions.

tie ltd also continues to work with BSC on a commercially agreed programme. The timetable for delivery of this programme is in two phases; initial programme to be delivered by the end of January 2010 with commercial agreement of the programme settled throughout February 2010. This has now slipped to mid March 2010.

Given the continuing difficulties with BSC and the history of the behaviours of the contractor it is prudent and appropriate that work continues on contingency planning options should agreement on programme and OSSA not be achieved.

Discussions have taken place at the Tram Project Board and a remit has been drafted setting out what is required from the contingency planning work for strategic options. The options that will be considered are summarised in Appendix 1 of this report with evaluation of Legal, Financial and Procurement implications of each of the options being considered.

It will be critical that in the event of no agreement on programme that work on strategic options is robust to allow alternative delivery methods for the tram project to be considered.

The results of the strategic options work will further inform the work Finance are undertaking on contingency planning for additional funding should this be required.



Financial Contingency Planning

Finance have now commenced work on identifying and evaluating contingency planning options should the capital cost of Phase 1a exceed the amount of funding currently available. The initial value of these options has been communicated to Transport Scotland.

The options that are currently being considered include;

- Prudential Borrowing funded through TEL Profits - (TEL forecast Net Profit of £180m to 2031)
- Prudential Borrowing funded through asset lease payments from TEL - (Initial qualifying assets for leasing purposes of £80m)
- Inclusion of borrowing costs funded through the Council's long term financial plan
- Potential funding through the Council's Tax Incremental Financing (TIF) Pilot - (Current TIF pilot to fund £80m of Infrastructure on North Edinburgh)

These options are at the opportunity cost of other projects but do not require the cancellation or savings to current Council commitments.

Finance Update

Transport Scotland have now contributed £313.8m to the project to facilitate spending to the end of period 12 of financial year 2009-10 (period ending 27 February 2010). The latest cash application to Transport Scotland is for £3.6m with the Council contributing £295k.

The current forecast call on Transport Scotland funding for 2009/10 is £105m. Sensitivities around the current year figure are largely dependant on agreement of an on-street supplemental agreement with BSC.

Governance

A meeting has been planned, chaired by the Director of City Development on the 2 February to start the detailed planning for revised governance arrangements, which is phase 2 of the transfer to a single operating company for trams and buses.



Council’s £45m Contribution

The Council’s achieved contribution currently £16.2m and has been achieved from the following sources;

CEC Contribution Breakdown	Planned Contribution	Achieved Contribution
Council Cash	£2.5m	£2.5m
Council Land	£6.2m	£6.2m
Developer Contributions – Cash	£25.4m	£4.3m
Developer Contributions – Land	£1.2m	£1.2m
Capital Receipts (Development Gains)	£2.8m	£0.0m
Capital Receipts	£6.9m	£2.0m
Total	£45.0m	£16.2m

The Council’s financial strategy means the Council have to fund its contribution in advance of recovering the funding from developers and capital receipts. Therefore, the Council have now contributed a total of £30.7m to the project – the difference of £14.5m against the contributions secured is currently being funded through the Council cash flow management. Transport Scotland had committed to £149m of funding in the current year. The current forecast call on Transport Scotland funding in 2009/10 is £105m.

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

Negotiations continue between **tie ltd** and BSC on a commercially agreed programme encompassing a solution for an On-Street Supplemental Agreement (OSSA). The OSSA has to be linked to the agreement on programme. The timetable for agreement on programme is now mid-March which has slipped from the previous target of the end of February. There is still a significant difference between **tie ltd** and BSC regarding an OSSA to the extent that, in current form, the OSSA will not be signed up to.

Aside from the work on strategic options, **tie ltd** are about to embark on a more aggressive approach to auditing BSC. Particular attention will be given to audit of Design Issues, Failure to provide a programme and Failure to mitigate programme delays. The findings of these audits will help demonstrate failure by BSC to comply with the contract terms.

The result of the Dispute Resolution Process (DRP) on Russell Road Bridge has now been received. The adjudicator has deemed that **tie ltd** must pay for the design changes which counters **tie ltd’s** view that the design changes were part of design development. The cost of the changes is £1.5m, which is less than **tie ltd** have allowed for in the recent review of costs.

Currently, there are no further DRP’s being pursued although **tie ltd** have identified a number of items they are likely to refer to DRP. The table below provides a summary of items that are likely to be referred to the Dispute Resolution Process (DRP) in the next period.

The approximate value of each DRP is noted below (though it should be noted that the value of a DRP principle may significantly differ from the value of the DRP dispute itself).



BSC Dispute Summary (Potential Cases)

Case Number	DRP Item	Status	Summary Description	tie view	BSC View	Delta	Outcome/ Financial Impact	Notes
				£k	£k	£k	£k	
	5e	P	Tower Bridge (BDDI-IFC)	-	-	-	-	No estimate currently provided
	5h	P	Bankhead Drive (BDDI-IFC)	1,000	-	-	-	No estimate currently from BSC
	5m	P	A8 Underpass (BDDI-IFC)	175	-	-	-	No estimate currently from BSC
	5L	P	Section 7 Drainage (BDDI-IFC)	125	-	-	-	No estimate currently from BSC
	5k	P	A8 Underpass Piles (Ground Conditions)	-	-	-	-	No estimate currently from BSC
	5i	P	Baird Drive (BDDI-IFC)	1,900	3,431	1,531		

O=Outgoing
P=Proposed
I=Incoming
C=Complete
S=Settled
A= Awaiting Adjudication

5 Communications Update (Presented by Isabell Reid)

Tram Traffic Regulation Orders (TRO)

The Traffic Regulation Order (TRO1), which is required to allow the tram to operate in accordance with its business case, must be implemented as quickly as possible to allow the road network to be managed upon completion of the tram construction work. Not implementing TRO1 would create difficult issues arising from an unregulated road network.

TRO1, in draft form, underwent statutory consultation in October 2009 and a report will be tabled at the Transport, Infrastructure and Environment Committee on 9 February detailing the outcome of this process.

Approval will also be sought to continue the statutory process for the promotion of the TRO1 orders: this will entail a 28 day public consultation starting in late February 2010.

As this process is necessary for the tram to meet its business case and for the road network to be managed, any comments received during the consultation period in February will be set aside and considered under a separate TRO (designated TRO2) which will be advertised from July 2010 onwards.

This communications plan outlines how the general public will be informed of the consultation process and how responses will be dealt with. The plan also details the communications activities need to do this; these include placing adverts in press, design and





print of a simple TRO booklet explaining the main changes in the on-street areas affected and placing updated drawings placed on Council and Edinburgh trams websites.

Target Audiences:

- Residents along the affected areas of the tram route
- Business owners and users along the affected areas of the tram route
- Community and other interest groups
- Politicians, local and national
- General public
- Media

Key messages

- Edinburgh’s tram system will be operational in 2012 and changes to the road network are required to accommodate the tram route.
- This consultation period is designed to alert people to the changes along the route and hear their views and some changes to the draft TRO1 may be possible.
- In order to make the necessary changes to the road network, comments received will be continued until a second TRO (designated TRO2) is promoted and refinements can be made to the TRO1.

Tram mock up

The tram mock was moved to the Gyle shopping centre on 23 November despite the Arctic conditions the mock and a total of 5,630 people visited in the 4 weeks it was open. The mock up closed on the 23 December and the total number of visitors to the mock-up since January 2009 stands at 140,000. Edinburgh Trams is planning to locate the mock up to the Airport at the end of January 2010, but an official decision has yet to be made.

Year ahead brand map 2010

tie ltd, DEMA and the Council are currently working together on a Brand/Events Map for 2010. This will be a comprehensive document of all major events planned within the city for the coming year and will allow all parties to plan communications and work schedules around the events. The plan will be available upon completion.

Statues and Monuments

A regular meeting has been arranged with the Council, **tie ltd** and the contractor to discuss the removal of the statues/monuments and sculptures along the route. Details are below on specific removals.

- Royal Marines Memorial at Ocean Terminal - The Royal Marines Memorial at Ocean Terminal has now been dismantled and uplifted to storage. **tie ltd** is keeping the Royal Marines Association informed of the progress.
- Paolozzi sculptures - **tie ltd** has informed the Council that they are preparing to put out the 28 day notice for the removal of the Paolozzi sculptures.





The notice, which will go out in the few next weeks, will state that the sculptures will be removed some time in early 2010. A further letter will be sent out giving 7 days notice of the removal. **tie ltd** will be contacting various people in the Council for assistance in this to make sure that all the relevant parties are informed.

With Broughton Street currently closed the need to remove the Paolozzi sculptures is moving up the list of priorities. **tie ltd** are currently looking into the possibility of a temporary location for the Paolozzi sculptures which would allow the public to continue to view them, rather than them being put into storage as is in the current plan.

Leith Walk business centre progress

Key activities:

- Delivering business support in partnership with McDonald Road Library
- New banners erected over festive period
- Another version of Spotlight in preparation
- Support from Business Gateway in delivering services
- Exciting opportunities to link into complementary services through the library programme.

Meetings are currently taking place in the West End to further develop the area.

6 Tram Legal Agreements with Forth Ports (Presented by Dave Anderson)

Since the last IPG meeting a further meeting has taken place with Forth Ports (FP) and the directors of City Development and Finance. Focus continues to be around concluding FPs Section 75 contribution. FP have offered to consider an overage payment on top of the £3.2m basic contribution, however the precise terms of this payment and the housing market conditions that would trigger it have not yet been resolved. A further meeting has been organised to seek to conclude this.

7 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 2.

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	64	61	95%
Full Planning Permission	10	9	90%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	18	15	83%
Technical Approvals (including Structures, Roads and Drainage)	125	107	86%
Total	229	204	89%





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 ltd** to produce a delivery programme that demonstrates how these issues can be dealt with.

8 Cycling Accidents around Tram Infrastructure (Presented by Andy Conway)

Since the re-opening of Princes Street at the end of November, there have been a couple of accidents with cyclists slipping on or around the new rails. An investigation has been undertaken and remedial actions identified which includes new signs and markings to warn cyclist of the new risks. This issue was compounded by the partial completion of all the construction work (**tie ltd** are currently compiling a complete remedial action list which will require further work to be carried out on Princes Street) and that there remains a need for additional bus stops on Princes Street until trams become operation.

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

To ensure that the Council manages the financial risks associated with the CAAD applications, the Director of City Development plans to chair a meeting on 1 February with all those involved in the CAAD applications, which includes the Planning, Corporate Property and the tram team.

Appendix 4 details the plots of land which are expected to be subject to CAAD applications aimed at confirming development value.

10 Opportunities for more Joint Working with tie ltd (Presented by Andy Conway)

Officials have identified a number of joint working opportunities and a meeting with senior officials and **tie ltd** is required to pursue these opportunities. **tie ltd** have also undertaken an internal review to reduce their overall overhead costs following the completion of the utility diversion work.



11 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.

		2010											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Update on governance - conclusion of Stage 1												
2	DRP progress, including costs and programme implications				29/4/10								
3	Lothian Buses transfer proposals				29/4/10								
4	Lothian Buses transfer - approval of final arrangements								19/8/10				
5	Remuneration Strategy (for all Council companies) - does this include TEL and tie ltd						24/6/10						
6	Tram Traffic Regulation Orders		9/2/10				24/6/10						
7	Magdala area traffic calming					4/5/10							
8	Consultation on the future pedestrianisation of Princes St, plus update on the success of winter festivals embargo		23/2/10										

Key

Full Council
Transport, Infrastructure and Environment Committee
Policy and Strategy
Tram Sub Committee

List of Appendices:

- 1 Strategic Options – Contingency Planning
- 2 Statutory Council Approvals – Tables 1 and 2
- 3 Statutory Council Approvals – Tracker
- 4 Certificate of Appropriate Alternative Development (CAAD)



Edinburgh Tram Project
Strategic Options – Contingency Planning
January 2010

As a result of the current contractual and commercial difficulties with BSC it is critical that work is undertaken on an analysis of strategic options available to us in the event that a commercially agreed programme, encompassing a sensible and affordable solution for on-street works, cannot be reached.

Therefore, in the lead up to the target for agreement on programme at the end of February, the following scenarios should be examined.

Continuation with BSC (subject to agreed programme/ On-Street Supplemental Agreement (OSSA))

- Identification of Value Engineering Opportunities
- Mitigations/Costs savings
- Greater control over design solutions to ensure the project is not over engineered
- Clarification of legal position to deter further claims

Potential Exit of BB as Civils Partner

- Assessment of legal and procurement issues which may impact as a result of part or full termination of the contract with the Consortium including scope and membership considerations
- Consortium continue but make alternative arrangements for civils works
- Assessment of financial impact of BB exit including the costs of tie managing civils work or an alternative civils partner

Given the impending deadline of mid March for agreement on programme it would be prudent to target the Tram Project Board in March for completion of this work. There will also be the added pressure of reporting to Council some time in the early spring.

It will also be important for the Council to have information on the capital and business implications in the event of any scope changes.

Liaison with stakeholders, including Transport Scotland will be essential when the time is right.



Statutory Council Approvals Summary Table

CEC Statutory Council Approvals and Consents	Total Number of Submissions	Total number of Approvals	% Complete
Prior Approval	64	61	95%
Full Planning Permission	10	9	90%
Listed Building Consent	11	11	100%
Scheduled Monument Consent	1	1	100%
Building Warrant	18	15	83%
Technical Approvals (including Structures, Roads and Drainage)	125	107	86%
Total	229	204	89%

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	3	1	0	0	0	1
Informal consultation started	3	2	0	0	0	1
Application submitted	1	0	1	0	0	1
Approval granted	97	61	9	11	1	15
GRAND TOTAL and Sub Totals	104	64	10	11	1	18
% Complete	93%	95%	90%	100%	100%	83%

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 Construction 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	16	11	0	4		1	1
Technical Approval Granted	107	84	12	10	1	0	
Not Yet Due	2	2	0	0	0	0	1
Delay	0	0	0	0	0	0	0
GRAND TOTAL and Sub Totals	125	97	12	14	1	1	1
% Complete	86%	86%	100%	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.



APPENDIX 3

Prior Approvals Status					Approved by CEC	IFC	
Section	Batch	CEC Delay	SDS/ TIE/ BSC Delay	Activity ID	Current forecast (live)	v31	Notes
1	1/02a			Ocean Terminal Bypass Road	TBC		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			29 Roseburn Street – JB McLean (Building Warrant)			Pending Consideration. BSC to provide information to SDS. Target date TBC
	5/23			Redesign of Retaining Wall/Roseburn Street Bridge			Application on hold. tie to provide 'as built' details
5C	5/30			Tram Stop Gogarburn	11/09/2008	11/09/2008	Awaiting concept design comments from tie.
7	7/29a			Airport Kiosk – Full PP			Following meeting 15/08 change is on hold. tie to confirm final scope of works
	7/29b			Airport Kiosk – Building Warrant			SDS to confirm with CEC scope of Building Warrant

Technical Approvals Status - Structures

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

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				31/10/09	?	Progressing application in accordance with priority list
3B	Roads & Drainage				31/10/09	?	Progressing application in accordance with priority list
3C	Roads & Drainage				31/10/09	?	Progressing application in accordance with priority list

APPENDIX 4

COMPULSORY ACQUISITION

RISKS TO LAND BUDGET FROM PLANNING ISSUES

LOCATION	OWNERSHIP	PLOT NO	AREA (m2)	DV VALUE	PLANNING BASIS	PLANNING/ CAAD RISK	RISK VALUE	COST RISK	ADDITIONAL FEES	ADDITIONAL INTEREST	TOTAL AT RISK	BUDGET RISK
FORTH PORTS	CALA	47										
"	CALA	48	566	£10,000	Transport Reservation/ amenity	residential	£1,500,000	£250,000	£30,000	£130,356	£1,910,356	£1,900,356
"	CEC	49	310		Transport Reservation/ amenity	residential	incl in above					
HAYMARKET YARDS	Haymarket SPV Ltd	516	206		Transport Reservation/ amenity	office/ business	£0					
"	Haymarket Yards Ltd	517	1056	£28,750	Transport Reservation/ amenity	office/ business	£250,000	£75,000	£5,000	£21,726	£351,726	£322,976
"	The Institute of Chartered Accountants of Scotland, 1 unknown owner, & Begbies Traynor (as liquidator for Braemar Homes Ltd in respect of 21 m2)	518	1000	£50,000	Transport Reservation/ amenity	office/ business	£250,000	£75,000	£5,000	£21,726	£351,726	£301,726
"	CEC & Jones Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	523	1245	£45,104	Transport Reservation/ amenity	office/ business	£250,000	£75,000	£5,000	£21,726	£351,726	£306,622
GYLE	CEC & Jones Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	478	1966	£57,500	Transport Reservation/ amenity	retail	£1,000,000	£50,000	£20,000	£86,904	£1,156,904	£1,099,404

APPENDIX 4

LOCATION	OWNERSHIP	PLOT NO	AREA (m2)	DV VALUE	PLANNING BASIS	PLANNING/ CAAD RISK	RISK VALUE	COST RISK	ADDITIONAL FEES	ADDITIONAL INTEREST	TOTAL AT RISK	BUDGET RISK
"	CEC	479	111	£1,150	Transport Reservation/ amenity	retail	£60,000	£50,000	£1,200	£5,214	£116,414	£115,264
"	CEC & Jones Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	480	69		Transport Reservation/ amenity	retail	£35,000	£50,000	£700	£3,041	£88,742	£88,742
"	CEC	481	5619	£33,580	Transport Reservation/ amenity	retail	£3,000,000	£50,000	£60,000	£260,712	£3,370,712	£3,337,132
"	CEC & Jones Lang LaSalle Ltd as agents for the Universities Superannuation Scheme Ltd	482	1196		Transport Reservation/ amenity	retail	£600,000	£50,000	£12,000	£52,142	£714,142	£714,142
"	CEC	483	3152	£14,407	Transport Reservation/ amenity	retail	£1,600,000	£50,000	£32,000	£139,046	£1,821,046	£1,806,639
AIRPORT/A8	CEC	495	505	£7,266	hope value	hope value	£100,000	£50,000	£2,000	£8,690	£160,690	£153,424
"	Haslemere Estates as agents for Meadowfield Developments Ltd	496	10724	£153,841	hope value	hope value	£450,000	£50,000	£9,000	£39,106	£548,107	£394,266
"	CEC	497	25817	£213,645	hope value	hope value	£1,100,000	£50,000	£22,000	£95,594	£1,267,594	£1,053,949
"	Haslemere Estates as agents for Meadowfield Developments Ltd	259	14551	£86,430	hope value	hope value	£600,000	£50,000	£12,000	£52,142	£714,142	£627,712
"	BAA plc, Edinburgh Airport Ltd, & Scottish Airports Ltd	499	41805	£779,174	hope value	hope value	£2,100,000	£50,000	£42,000	£182,498	£2,374,498	£1,595,324

APPENDIX 4

LOCATION	OWNERSHIP	PLOT NO	AREA (m2)	DV VALUE	PLANNING BASIS	PLANNING/ CAAD RISK	RISK VALUE	COST RISK	ADDITIONAL FEES	ADDITIONAL INTEREST	TOTAL AT RISK	BUDGET RISK
"	Haslemere Estates as agents for Meadowfield Developments Ltd	498	16016	-	hope value BAA?	hope value	£650,000	£50,000	£13,000	£56,487	£769,488	£769,488
"	Pinnacle Towers Ltd, 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
"	Haslemere Estates as agents for Meadowfield Developments Ltd	289	1188	£69,000	hope value	hope value	£120,000	£50,000	£2,400	£10,428.48	£182,828	£113,828
"	New Ingliston Ltd	291	8046	£175,000	hope value	hope value	£850,000	£50,000	£17,000	£73,868.40	£990,868	£815,868
"	New Ingliston Ltd	303	10064	£150,000	hope value	hope value	£1,100,000	£50,000	£22,000	£95,594.40	£1,267,594	£1,117,594
"	New Ingliston Ltd	312	17728	£180,000	hope value	hope value	£1,800,000	£50,000	£36,000	£156,427.20	£2,042,427	£1,862,427
"	New Ingliston Ltd	318	5616	£100,000	hope value	hope value	£600,000	£50,000	£12,000	£52,142.40	£714,142	£614,142
"	FSH Airport (Edinburgh) Services Ltd	322	29477	£550,000	hope value	hope value	£3,000,000	£50,000	£60,000	£260,712.00	£3,370,712	£2,820,712
"		327	3360	£75,000	hope value	hope value	£450,000	£50,000	£9,000	£39,106.80	£548,107	£473,107
		TOTALS		£2,894,847			£21,715,000	£1,475,000	£434,300	£1,887,120	£25,511,420	£22,616,573

Notes

- 1 No allowances for Injurious Affection, Severance or change in Planning**
- 2 No offset for betterment**

FORTH
PORTS
HAYMARKET
YARDS

GYLE

AIRPORT/A8

RISK OF ADVERSE CAAD REQUIRING REVISED
BASIS OF VALUATION
RISK OF ADVERSE CAAD REQUIRING REVISED
BASIS OF VALUATION

RISK FROM CHANGING PLANNING REQUIREMENTS FOR SHOPPING CENTRES PERMITTING ADDITIONAL DEVELOPMENT
THEREFORE INCREASED VALUATION
ONGOING PLANNING DISCUSSIONS INCREASING HOPE VALUE PLUS CHANGE OF PLANNING CONSENT WITHIN 10 YEAR PERIOD
ALLOWS CLAIMANT TO REVISIT CLAIM

CALA CAAD being
considered
BAM CAAD being
considered

GENERAL

CONSIDERABLE EXPOSURE TO COSTS FOR CAADS, LANDS TRIBUNAL AND COURT REFERRALS
ADDITIONAL SETTLEMENTS ALSO RESULT IN ADDITIONAL FEES AND INTEREST PAYMENTS

CLAIMS
LODGED

WEST	
CRAIGS	£8,500,000
NIL	£11,500,000
BAM	£ 2,000,000
CALA	£1,500,000