

Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

Applicant & Bid Information

Local authority name / Applicant name(s)*: [The City of Edinburgh Council](#)

**If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

Bid Manager Name and position: [Sat Patel, Programme Lead, Edinburgh Waterfront](#)

Name and position of officer with day-to-day responsibility for delivering the proposed scheme.

Contact telephone number: [0131 469 3185](#) **Email address:**
satyam.patel@edinburgh.gov.uk

Postal address: [Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG](#)

Nominated Local Authority Single Point of Contact:
satyam.patel@edinburgh.gov.uk

Senior Responsible Officer contact details: [Paul Lawrence, Executive Director of Place](#)

Chief Finance Officer contact details: Hugh Dunn (hugh.dunn@edinburgh.gov.uk / 0131 469 3150)

Country:

England

Scotland

Wales

Northern Ireland

Please provide the name of any consultancy companies involved in the preparation of the bid:

[Rettie & Co Ltd, Arcadis](#)

For bids from **Northern Ireland applicants** please confirm type of organisation

Northern Ireland Executive

Third Sector

Public Sector Body

Private Sector

District Council

Other (please state)

PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Please ensure that you evidenced this in the financial case / profile.

Yes

No

1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

The City of Edinburgh Council uses an integrated impact assessment (IIA) tool to ensure that the equality and rights of all our citizens are considered when making decisions about the services or projects we deliver. The tool is designed to test our services by looking at evidence on the positive and negative effects on people's equality, human rights, sustainability and the environment.

The purpose of the IIA is to improve our services and ensure all our citizens can join in with the life and work of the city. We want to make sure no one loses out because of who they are, or the life choices they make and have access to services, jobs, housing, leisure and culture.

The IIA process highlighted that all protected characteristics were affected by the proposals. The following measures were identified as mitigation for potential negative effects on the groups identified:

- The design and refurbishment of the gas holder structure, creation of public realm and associated enabling and infrastructure will be carried out by external contractors. During the procurement of these services it will be key to ensure the contractors adhere to council policy on equality and human rights in order to be awarded the contract. It is also key that the contractors used are aligned to the Council's commitments and ethos to environmental and sustainable issues. Procurement award criteria will be weighted towards contractors that can demonstrate their low carbon impact or commitment to environmental protection and can demonstrate living wage compliance and robust anti-slavery strategies across their pipeline.
- In line with Council policy, the procurement process will seek to achieve and maximise Community Benefits. These are contractual requirements included in Council contracts relating to relating to training and recruitment, sub-contracting opportunities or a range of economic, social or environmental wellbeing outcomes when delivering Council goods, services and works and support the Council's economic and social regeneration objectives.
- A full communication and engagement plan to be implemented in line with the Council's guidelines for accessible information. Any written content will be easy to read and jargon free and available via the translation service if required.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: www.edinburgh.gov.uk

PART 3 BID SUMMARY

<p>3a Please specify the type of bid you are submitting</p>	<p><input checked="" type="checkbox"/> Single Bid (one project)</p> <p><input type="checkbox"/> Package Bid (up to 3 multiple complimentary projects)</p>
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3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

This bid proposal seeks to secure Levelling up Funding (LUF) of **£16.482m** to restore and open to the public, the category B listed Granton gas holder. The successful implementation of this project will unlock the wider regeneration of Granton Waterfront, securing further public and private sector investment of around **£1.2b** to deliver a new coastal town for Edinburgh and the region.

Granton Waterfront is a post-industrial site, located in the north west of the city, three miles from Edinburgh’s city centre. It suffers from high levels of contamination, steep topography and made ground. Subject to various masterplans and piecemeal development, construction ground to a halt in 2008 due to the financial crisis. In 2018, the Council purchased the former gas works from National Grid to accelerate regeneration. A condition of this purchase was the restoration of this historic structure. Together with other landholdings in the area, the council now own around 50 hectares of developable land.

In 2020, a development framework was approved by the Council for the regeneration of the area. An outline business case for delivery is now near completion. Delivery is made up of four key phases, with the gas holder restoration, forming part of phase 1 ‘Heart of Granton’.

The Heart of Granton forms the new town centre and is a key connection between existing communities and the shore. Due to the cost required to renovate the structure, private sector investment in phase 1 and the wider regeneration has not been forthcoming. In order to instil confidence and ensure delivery of this first phase, upfront investment of £18.314m by the government and the Council in the gas holder project will help de-risk this initial phase.

Over the next six years, phase 1 will bring over 788 homes, and around 4000 m2 of business and creative workspace. Key services will include a three-stream primary school, medical centre and a district heating energy network. Strong active travel connections within and to surrounding areas will be achieved with over 4100 m2 of new or enhanced networks of cycle and footpaths alongside a transport hub to offer

an integrated suite of mobility services, amenities and supporting technologies to support people in their travel journey.

Delivery of phase 1 will ensure confidence and lead to further investment in the remaining three phases to complete the regeneration over the next fifteen years.

The strategic and economic sections within this bid proposal focus on the benefits of unlocking the wider regeneration of Granton Waterfront and the outcomes that this will achieve for existing and emerging communities, some of which are within the 5% most deprived in Scotland (SIMD2020). These sections show strong alignment with key local and Government priorities including reducing carbon and strengthening the economy post Covid-19.

The Financial and Deliverability sections focus on the gas holder to allow a greater amount of detail and scrutiny to ensure alignment with key criteria.

The bid proposal also addresses the four key criteria of characteristic of place, deliverability, value for money and strategic fit.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:	£16,482,845	
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	100%
	Cultural	0%
	Transport	0%

PART 4 STRATEGIC FIT

4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes

No

Deidre Brock
Edinburgh North and Leith

4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

The Council has undertaken extensive consultation over the last two years with stakeholders including local businesses and the community, much of which has informed this bid. The refurbishment of the gas holder to preserve the important heritage whilst helping unlock the wider programme of regeneration, has received overwhelming support due to the long awaited, much needed benefits that this investment will bring to existing and emerging communities.

Community Consultations

Significant consultation was undertaken in the production of the Granton Waterfront Development Framework, including a three-stage consultation exercise where the gas holder featured strongly:

- Stage 1: November 2018 - "Tell us more about Granton Waterfront" (176 responses). The top priorities around place and identity were: "Bringing derelict buildings back into use", and "assets should be celebrated and made the focal point of new development". The gas holder project will directly contribute to these two priorities.
- Stage 2: January – February 2019 - "Granton Could Be..." (150 responses). When asked about priorities for the Waterfront Broadway area, responses included "repurposing the gas holder" and "improve derelict and forgotten spaces". The project will directly contribute to these two priorities.
- Stage 3: May 2019 - "Granton Should Be..." (123 responses). This suggested that "The waterfront has the potential to be like The Shore in Leith, with cafes, art places, community hubs, local businesses and recreational spaces". The restoration of the gas holder will contribute directly to this by creating a focal point at the heart of the development, unlocking wider regeneration.

This engagement has continued through 2020/21 as we move forward with early action projects; this has included live presentations, Q&A and consultation hubs.

Stakeholder Regular Meetings

The Council run a series of meetings with local stakeholders to provide opportunity for them to be informed and influence decision making:

- Regular meetings are held with the six community councils (Granton & District, West Pilton/West Granton, Muirhouse & Salvesen, Cramond & Barnton, Leith Harbour, and Newhaven & Trinity).
- The Edinburgh Waterfront All Parties Oversight Group – comprising the convenors of several Council committees and chaired by the Depute Leader of the Council - meet quarterly.
- The Strategic Partnership - comprising public sector partners, supported by a Memorandum of Understanding signed by all the key partners, (The City of Edinburgh Council, Edinburgh College, National Museums of Scotland, National Galleries of Scotland, Scottish Government and the Scottish Futures Trust) - meet quarterly.

Communications and Events

The Council has created online platforms and participation events for ongoing engagement with the community, including:

- A monthly newsletter and dedicated webpage providing programme updates;
- Regular press releases to showcase the success of the Granton programme and generate buy-in; and
- A programme of culture, learning opportunities and meanwhile uses to empower local people and build the brand, including the recent illumination of the gas holder and an upcoming Design Sprint event to generate ideas on future uses of the gas holder.

Through collaborative working with partners agencies and third sector organisations, the Council has been able to engage those hardest to reach.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

This project has been given overwhelming support from the community.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?

Yes

No

N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

Yes

No

N/A

4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Granton Waterfront is one of seven strategic sites prioritised for delivery as part of the Edinburgh and South East Scotland City Region Deal. For over two decades, this post-industrial area has been subject to various masterplans and piecemeal development which ground to a halt in 2008 following the financial crisis and the burden of extensive contamination, steep topography, poor connectivity and made ground.

In 2018, the Council purchased the former gas works site, a condition of the sale being the restoration of the category B listed gas holder. This bid seeks to secure funding to restore this historic structure, which is currently in a state of disrepair, to preserve it for future generations, whilst unlocking the wider site for regeneration.

The table below sets out key outputs, outcomes and indicators from the proposed intervention.

Project	Outputs	Outcomes	Outcome Indicators
Granton Gas Holder	<ul style="list-style-type: none"> Removal of the drum shaped tank which sits 11m into the ground. Infill of ground and remediation of 1.23 ha of land. Restoration of gas holder frame (77mx 43m) to maintain its structural integrity. 1,230 sq. m of landscaping and high-quality public space. 	<ul style="list-style-type: none"> Restoration of key cultural and heritage site and removal of blight. Key public realm and focal point to increase vitality and enhance connectivity to the waterfront. Attract visitors to support new town centre and commercial space within the 'heart of Granton' Around 12 ha of land unlocked in surrounding site, delivery of phase 1 'Heart of Granton' with 788 homes, and around 4000 m2 of business / creative workspace. Key services will include a primary school, medical centre and phase1 of a district heating energy network. Strong active travel connections within and to surrounding areas will be achieved with over 4100 m2 of new or enhanced networks of cycle and footpaths alongside a transport hub to offer an integrated suite of mobility services, amenities and supporting technologies to support people in their journey. Reduction in fuel poverty. 	<ul style="list-style-type: none"> Delivery of homes and key services. Enhanced identity and pride. Increased footfall to town centre. Increased land value. Increased modal shift. Enhanced mental health Reduced inequality in relation to quality homes, increased jobs, skills and reduced fuel bills.

		<ul style="list-style-type: none"> • Help unlock wider regeneration. • Create commercial opportunity for the private sector to invest. 	
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Supporting the UK Government’s ambitions around COP 26 and the “Race to Zero Carbon”, the regeneration of Granton Waterfront will create a new community of around 8,000 people, redefining Edinburgh’s Waterfront through a nature-based approach to climate mitigation and adaptation. It will bring forward a low carbon development making a significant contribution to Edinburgh’s target to become a net zero carbon city by 2030.

Investment in Granton is aimed at creating strong links to surrounding neighbourhoods which suffer from high levels of deprivation and contributing to their levelling up through inclusive economic growth which prioritises skills and jobs in modern methods of construction, renewable energy and green transport to build back better for now and future generations.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

The gas holder site has not been used to produce gas since 1987. National Grid (NG) started developing the site in the early 2000’s but development ground to a halt in 2007/8 when the financial crisis hit. By this point, around 700 homes (many of which had to be completed by housing associations) had been built alongside a college and local centre, including a supermarket. However, existing development is piecemeal and unconnected to the shore, facilities and other homes within the wider waterfront and existing communities.

In 2016, unable to secure private sector interest in their masterplan, NG put the site on the open market. The site, at time of marketing had capacity for around 1,500 additional homes with supporting services such as a school and medical centre. The Council purchased the site in 2018 as a restoring purchaser to accelerate and take a place-making approach to the development of the Granton Waterfront which was a local and national strategic priority regeneration area.

To date, very little development has taken place post 2008. Due to steep topography, post-industrial contamination and the need for major infrastructure investment, private sector investment has not been forthcoming. Restoring the gas holder and unlocking the surrounding sites to create the ‘Heart of Granton’ is currently cost prohibitive, making phase 1 of the regeneration currently challenging. Unlocking of this phase through government investment will accelerate the wider delivery and creation of a new coastal town for Edinburgh and the region.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

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The gas holder is currently in a state of disrepair, sitting within residual high levels of contaminates.

This proposal is seeking investment to unlock a large programme of regeneration, by de-risking the first phase of the programme as follows:

- restoration of the structure;
- removal of the bell;
- decontamination of surrounding land; and
- creation of high-quality public realm to form a focal point for those who live, work and visit the area.

Outcomes:

- removal of a blight on the proposed town centre;
- preserve the industrial heritage of the area;
- provide a key investment opportunity;
- help de-risk Phase 1; and
- help create a new coastal town.

The cost of gas holder project is set out in section 6.1a. This would unlock further public and private investment of around £1.2b through development of around 3,500 net-zero carbon homes, a school, medical centre, one of Europe’s largest coastal parks, creative/commercial space, new cycling/walking routes and enhanced sustainable transport connections.

Challenges and Rationale for Location

Granton Waterfront is three miles north of Edinburgh city centre. Surrounding areas suffer from high levels of deprivation and alongside a limited land supply, make investment in this area a top local and national priority.

Challenges / Barriers	Benefits
Derelict gas holder	Preserving listed structure, instilling local pride and identity and create destination.
Post-industrial brownfield land	Restoration of the gas holder will unlock 15-year regeneration programme
Surrounding communities falling within the bottom 5% and 10% SIMD	Construction spend and end uses creating 6,100 jobs and 220 apprenticeships Creating low cost work space and bringing in service providers such Wasps and Edinburgh Pallet provides opportunity to upskill and enter quality work. Provision of space for community use and enterprise.

	<p>Boosted visitor economy and inward investment.</p> <p>Improved public realm and greenspace creating opportunities to improve health & wellbeing for local residents.</p>
Educational attainment in the area is challenging.	Strong links with Edinburgh College, University of Edinburgh and contractors creating opportunities to upskill, train, and undertake work experience and apprenticeships in the emerging digital, green and modern methods of construction sector.
Parts of the area have twice the crime rate of Edinburgh	Increasing identity and pride in well designed and looked after space for creative and leisure use will help reduce crime.
Average household income in the area was 42% below the city average	Attracting investment in new enterprise and technologies, offering more and better jobs to break cycle of low earnings and poverty.
74% of the current housing stock in the area sit within the lowest three Council Tax bands. The housing stock includes multi-storey flats that are ageing and in declining condition.	<p>Around 3,500 Net Zero Carbon high quality homes of mixed tenure, a minimum of 35% affordable with access to high quality open space.</p> <p>Low carbon heat network will connect to existing properties and improved fabric will enhance value and reduce fuel poverty. This will increase local household spend, as well as creating local jobs in the emerging green sector.</p>
4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)	<input type="checkbox"/> Yes <input type="checkbox"/> No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

Intervention

The outputs required are the removal of the drum of the gas holder and subsequent infill and remediation, the restoration of the frame and the landscaping and creation of high-quality public space.

Delivery

Within Granton, the Council is seeking to take an Infrastructure First, Master Developer approach to deliver a high-quality place that keeps the community at the heart of all plans. This approach means there are high levels of upfront cost required prior to realisation of market value and place premium. Due to site specific challenges, public sector intervention is required to kick-start the regeneration.

The Council has an advanced understanding of the gas holder structure and has undertaken high level cost and constraints analysis to understand the full risk profile of the project. It is recognised that early contractor involvement in the design process with specialist construction expertise would be beneficial for a project of this nature. As such, a Two Stage tendering process will be utilised within an existing public sector framework to accelerate delivery and ensure competition, cost certainty and deliverability.

Stage 1 is aimed at ensuring best value can be achieved through early contractor engagement and a defined scope of pre-construction activities. This will test the contractor's cost; programme, construction methodology and innovation; agree contract conditions and risk apportionment and de-risk the project through any necessary site surveys and studies.

The Stage 2 works will consist of the decontamination, remediation and groundworks and is dependent on securing funding.

A programme of the two-stage process and works is outlined in the Delivery Plan. This provides a seamless process, allowing for works to commence this financial year and completion of the project prior to March 2024.

Outcomes

The intervention will remove a potentially dangerous structure and remediate ground conditions, thus securing the future of an important heritage asset which is decaying and becoming more costly to maintain each year. Due to potentially unstable elements on the structure, it currently has no public access near it.

The change this will bring about is to unlock phase 1 of regeneration and the surrounding sites for development, instill confidence to invest in the immediate area and signal to the local community and the city that the area is worthy of regeneration. Alongside aiding the delivery of homes, commercial and key services, it will increase

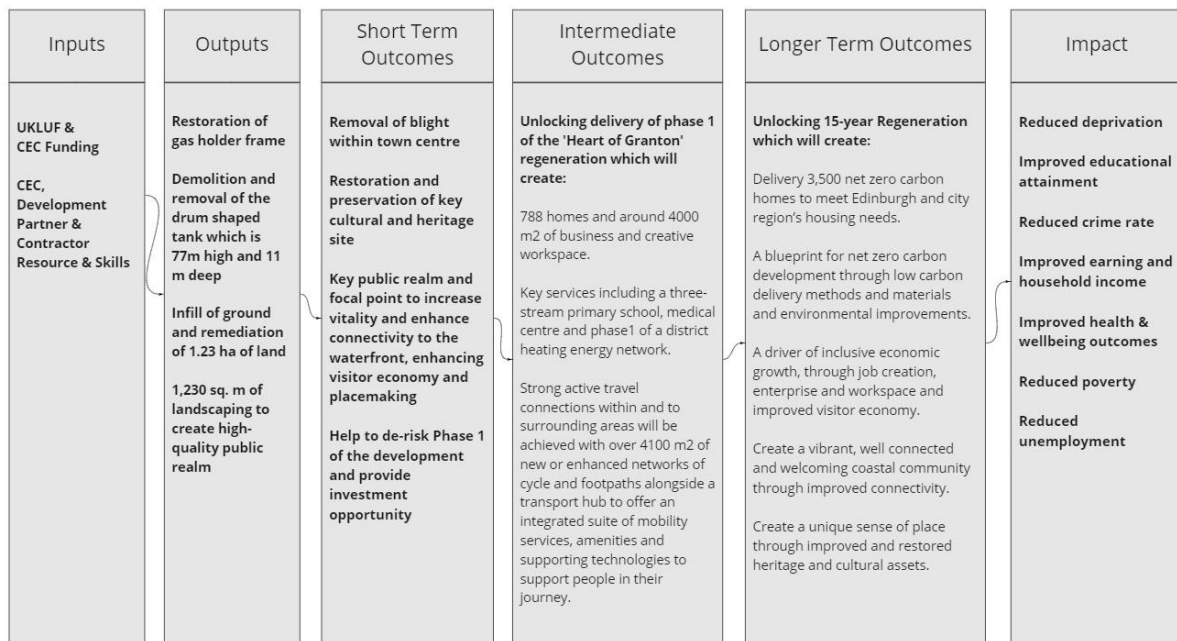
civic pride, identity and overall viability and vitality of the new town centre due to increased footfall.

This wider regeneration will create strong links to surrounding neighbourhoods suffering from high levels of deprivation and will contribute to levelling up through inclusive economic growth which prioritises skills and jobs in modern methods of construction, renewable energy and green transport to build back better for now and future generations

Restoration of the gasholder and in turn de-risking of the wider regeneration cannot be achieved without financial support. Investment of £18.3m in this site will unlock further public and private investment of around £1.2b in the wider area allowing the benefits to flow through.

Fig. 1: Theory of Change

Theory of Change



4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

Strategic context

The Edinburgh Local Development Plan 2016 (LDP) identifies Edinburgh Waterfront as one of four Strategic Development Areas for the city. Amongst the main requirements in the LDP are the retention of listed buildings, the safeguarding of local identity and the creation of a sense of place.

The listed Granton gas holder is an important historic asset in the local area in terms of industrial heritage and iconic appearance in the landscape and the Council is committed to retaining it.

The restoration of the gas holder will restore investor confidence in the wider area by removing a significant risk to surrounding sites from a decaying structure and introducing a fully restored, landmark feature.

This will unlock the wider regeneration and accelerate delivery of the homes, commercial, services, culture and leisure facilities.

CEC Business Plan

The business plan sets out the three priorities for the Council:

1. Ending poverty and preventing adverse outcomes such as homelessness and unemployment;
2. Becoming a net zero city; and
3. Ensuring wellbeing and equalities are enhanced for all.

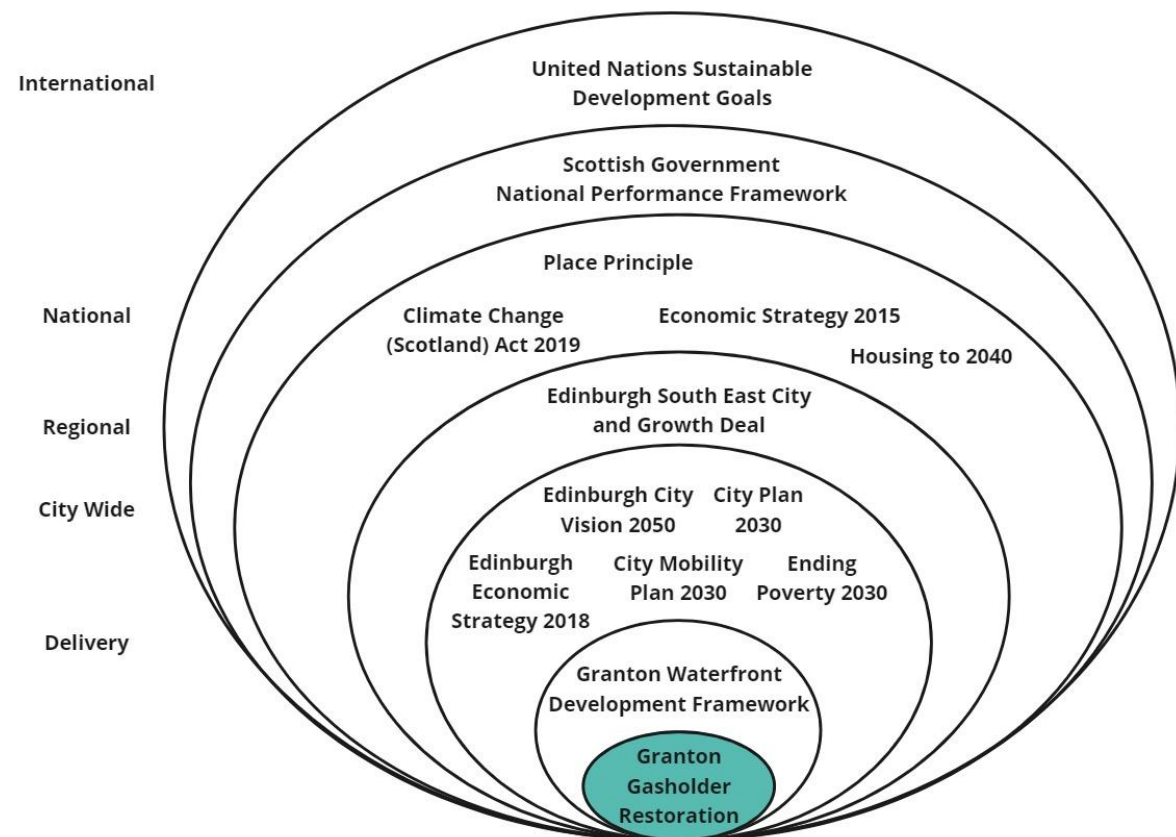
The regeneration of Granton Waterfront has the potential to help meet each of these priorities:

1. The Council has set ambitious goals of delivering at least 20,000 new affordable homes (alongside registered social landlord partners) in Edinburgh by 2027 and eliminating poverty in Edinburgh by 2030. Granton Waterfront will deliver at least 1,225 new affordable homes, both reducing poverty and reduce homelessness. Granton Waterfront will deliver thousands of new construction and end-use jobs, creating employment opportunities for people who are unemployed or underemployed, while new affordable workspaces will help people start their own businesses. Educational outcomes will be enhanced via new learning and upskilling opportunities. Heat energy provided through a district heating network solution will offer affordable supply to end users helping to alleviate fuel poverty.
2. The Council's ambition is to achieve net zero carbon by 2030. Granton Waterfront is an excellent opportunity to deliver a model community centred on sustainability. A suite of measures such as energy efficient well-insulated homes, a low carbon district heating network, natural flood defences, new and enhanced green spaces, improved public transport, minimal car ownership (with prioritisation of electric vehicles), new foot and cycle paths, innovative waste management strategies, and local food production will contribute to the net zero carbon goal.
3. The regeneration will give residents easy access to services via new facilities such as a health centre, a nursery, and leisure amenities. Access to a large coastal park will offer spaces to exercise and relax, in turn providing physical and mental health and wellbeing benefits.

Additionally, Granton Waterfront will help deliver other local policies, such as focussing on delivering high-density housing on brownfield land (as articulated in the Council's Choices for City Plan document) and a prioritisation of active travel and bus/tram-based mass rapid transit (as set out in the City Mobility Plan for Edinburgh).

Residents and community councils will shape the regeneration, ensuring it meets the diverse needs of the community.

Fig.2: Strategic Context



4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

The regeneration of Granton Waterfront will create a new community of around 8,000 people, redefining Edinburgh's waterfront through a nature-based approach to climate mitigation and adaptation.

It will bring around 3,500 new net zero carbon homes of which at least 35% will be affordable, a school, medical centre, creative and commercial space, 10 km of new or improved cycling and walking routes and enhanced sustainable transport

connections within the city, will make a significant contribution to Edinburgh's target to become a net zero carbon city by 2030.

The basis of the case is building Granton Waterfront as a net zero emissions economy helping to end the UK's contribution to climate change and supporting green jobs.

Measures such as encouraging active travel, reducing parking levels to 25%, enhancing green space and planting trees, will assist in improving air quality.

The Granton Waterfront vision and commitment to set the standard for how Edinburgh will evolve in the future aligns with the UK commitment to the 2030 agenda. It also aligns with Building Back Better: Our Plan for Growth, supporting targets set out within the three core Pillars, Infrastructure, skills and innovation as set out in section 5.2a.

The project therefore supports the UK Governments ambitions around COP 26 and the "Race to Zero Carbon".

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

The site on which the gas holder sits was purchased in 2018 by the Council through Housing Revenue Account funds. This funding is used to maintain and build new council homes within the City.

This bid to restore the gas holder will help unlock this site and accelerate the delivery of affordable homes, helping realise the vision and fulfil the purpose of the purchase. It will bring further public and private sector investment in homes for sale and rent alongside commercial, culture and leisure activity.

The Council has committed £265m of funding to accelerate the overall regeneration which will bring about a total investment of £1.2b. The Council's funding is to deliver affordable homes and a new primary school. However, further public investment is required to fund enabling and placemaking under an Infrastructure First approach.

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

The Granton Development Framework proposes layouts and street design which will align with the Edinburgh Design Guidance and Government's cycling design guidelines.

The layout will enhance views to the sea, city and historic assets and a network of safe and well-connected routes will provide access and views for all to the

waterfront, parks and key buildings. All routes will be publicly accessible, overlooked by development and will promote active travel. Over 10km of new or enhanced cycle and footway will be delivered as part of the project and will contribute to 17km of promenade along Edinburgh's coastline.

The transport strategy for Granton proposes a series of modal shifts in transport behaviour from car ownership to active travel, high speed sustainable public transport, electric car share with cycling routes and two new mobility hubs. Transport proposals support local, national and UK policy whilst demonstrating flexibility and foresight to be able to adapt and evolve with the fast paced innovative social and technological change.

Alongside the provision of bus priority where applicable, there is also a protected tram route running through the heart of the development. This proposal will connect with current and future tram links to create mass rapid transit, supporting the City's net zero carbon target of 2030 whilst enhancing sustainable economic growth through connectivity to and from the area with the wider city and region.

All measures will allow for decarbonisation, improved air quality, less congestion and great places to live.

PART 5 VALUE FOR MONEY

5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

The existing problems and issues facing Granton Waterfront can be quantified using the Scottish Index of Multiple Deprivation (SIMD). The SIMD is an index prepared by the Communities Analysis Division of the Scottish Government which uses a consistent methodology to quantifiably rank the 6,976 “datazones” which make up Scotland in terms of relative deprivation. Rankings are produced by assigning each datazone a score based upon its performance in terms of a basket of 33 indicators across seven domains: access to services; crime; education/skills; employment; health; housing; and income. The SIMD enables geographical areas within Scotland to be compared in terms of relative deprivation as well as enabling particular issues facing each area to be identified.

Granton Waterfront sits mainly within datazone S01008928. As of 2020, this datazone ranked the 1,999th most deprived of Scotland’s 6,976 datazones, placing it within the third most deprived decile. On the “Crime” domain, S01008928 ranked 251st of the 6,976 datazones, placing it in the bottom (most deprived) decile. On the “Housing” and “Education/Skills” domains, S01008928 ranked 1,091st and 1,134th respectively, placing it in the second bottom deciles.

Multiple datazones adjoining S01008928 making up the wider Granton Waterfront area sit within the most deprived decile.

It can therefore be seen that Granton Waterfront is a relatively deprived area with particular issues being crime and housing and education/skills. There is a need for interventions that will help reduce crime, improve the housing supply, and boost residents’ education/skills.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

As set out at 5.1a, the Scottish Index of Multiple Deprivation is a key resource used by the City of Edinburgh Council to identify and track challenges facing areas in Edinburgh. The SIMD is produced by the Communities Analysis Division of the Scottish Government, which produces research and analysis to support public policymaking, and was developed based on a methodology prepared by Oxford University. Similar indices are produced for England, Wales, and Northern Ireland. The SIMD has been produced since 2004, with the latest SIMD published in 2020.

As set out above the SIMD ranks datazones based upon a basket of 33 indicators, representing a comprehensive definition of deprivation. Granton Waterfront (datazone S01008928) ranks overall in the third bottom decile nationally of the SIMD. However, Granton Waterfront performs particularly poorly on the “Crime”, “Housing”, and “Education/Skills” domains. The methodology used to assess datazones on each of these domains is briefly summarised below:

- The “Crime” domain is assessed based on one indicator: the rate of recorded crimes of violence, sexual offences, domestic housebreaking, vandalism, drugs offences, and common assault per 10,000 people. This data is provided by Police Scotland.
- The “Housing” domain is assessed based on two indicators: the percentage of people who live in overcrowded households and the percentage who live in households without central heating. This data is provided by National Records of Scotland and the Census.
- The “Education/Skills” domain is based on five indicators: attendance rates by school pupils; school pupil attendance; the attainment score of school leaver; the standardised ratio of working age people with no qualifications; the standardised ratio of people aged 16-19 not participating in education, employment or training; and the proportion of 17-21 year olds entering university. The data for these indicators is variously provided by local authorities and managers of mainstream grant-aided schools; the Scottish Qualifications Authority, the Higher Education Statistics Agency; Skills Development Scotland; National Records of Scotland; and the Census.

In addition to the SIMD, certain other pieces of evidence are used to identify and track local problems/issues. These include:

- The Business Register and Employment Survey (BRES) produced by the Office for National Statistics. The BRES is used to assess the relative concentration of employment in particular industries. Analysis using the BRES shows that Granton Waterfront has a low concentration of employment in high-growth sectors (e.g. information and communication) and a high concentration in sectors such as manufacturing and primary industries which are generally stagnant or declining.

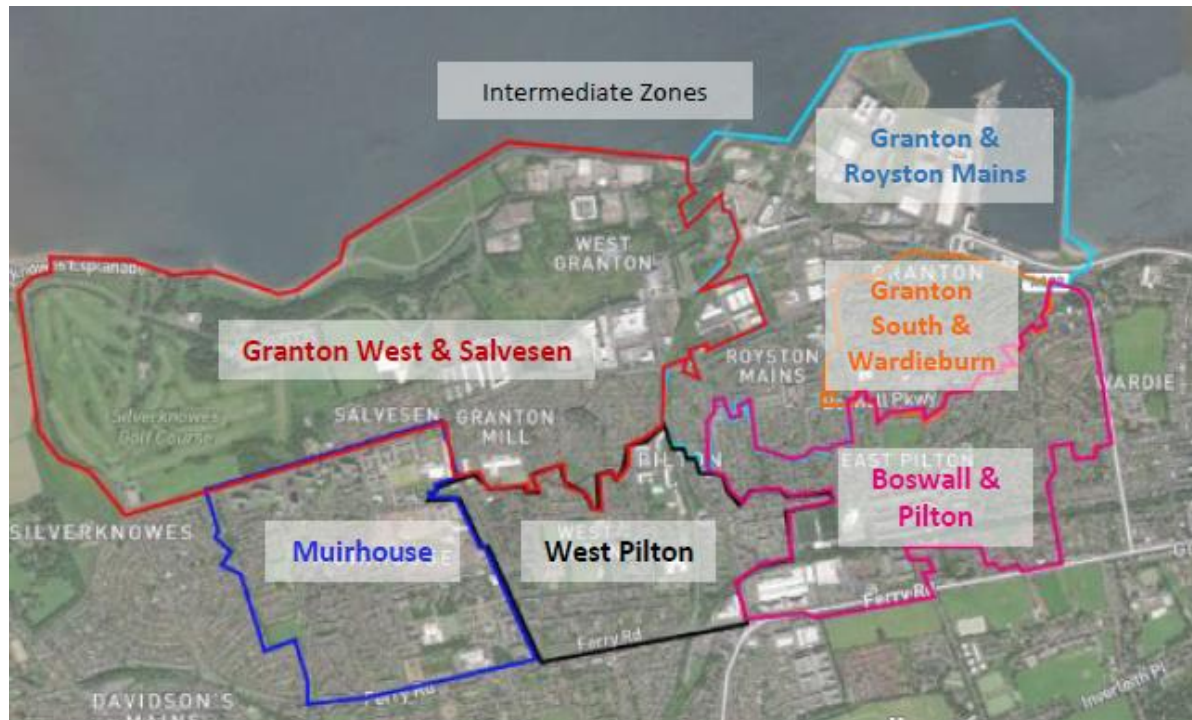
5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

To assess the wider impacts, a study area was identified comprising the “intermediate zones” of Boswall & Pilton, Granton & Royston Mains, Granton South & Wardieburn, Granton West & Salvesen, Muirhouse, and West Pilton - economically disadvantaged areas in and around Granton Waterfront area which the project aims to uplift.

To support the Granton Waterfront Regeneration Outline Business Case, Rettie conducted a socioeconomic assessment of the study area, giving an evidence base and dataset to track the performance of the regeneration project interventions.

This study provides the baseline of data and evidence.

Fig. 3: Data Boundary from Rettie's North Edinburgh Benchmarking Report (March 2020)



The datasets below can be used for local area analysis.

- Population growth and household growth, using data from National Records of Scotland.
- Earnings, using data from the Office for National Statistics' (ONS) Annual Survey of Hours and Earnings.
- Professional jobs, using data from the ONS' Annual Population Survey (APS).
- Employment rates, using data from the ONS' APS.
- Employment deprivation, using data from the Scottish Public Health Observatory (SPHO).
- Deprivation, using data from the Scottish Government's Scottish Index of Multiple Deprivation.
- School leavers' qualifications and destination, using data from Education Scotland.
- Crime rates, using data from the SPHO.
- Anti-social behaviour, using data from the City of Edinburgh Council (CEC).
- Health and mental health, using data from the SPHO.
- Housing stock and demand, using data from CEC.
- Poverty, using data from the Edinburgh Poverty Commission and CACI.

- Child poverty, using data from the Department of Work and Pensions.

5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

As part of the development of the Outline Business Case for the Granton Waterfront Regeneration, a Case for Change was developed in which the benefits of the programme (in terms of its anticipated impacts on the challenges/issues facing Granton Waterfront) were assessed. These impacts are summarised below:

Low Carbon & Environmental Improvements

- Reduced lifecycle costs to each home through better energy efficiency → household savings of £12m over a 30 year period
- Planting of circa 1,500 trees → potential carbon sequestration of over 2,000 tonnes over a 50 year period
- New natural based flood defences will give rise to cost savings → £1.6m (NPV) in savings over a 50 year period
- Over 100,000 sqm of enhanced high quality green space → biodiversity and wellbeing.

Connectivity & Modal Shift

- Provision of new bus services to key locations and re-routing of existing services to the development framework area → better accessibility to and from Granton Waterfront and improved journey times
- Environmental benefits associated with improved public transport and around 5 km of new active travel infrastructure → reduced emissions supporting better air quality and transition to net zero carbon
- Two new transport hubs providing multiple transport choice for users in one location → reinforces connectivity related benefits

Economic & Inclusive Growth

- Construction activity → 2,700 construction person years of employment (net) / additional £162m of GVA (Edinburgh)
- Jobs created via occupation of commercial space → additional 5,800 FTE jobs / £176m of GVA (Edinburgh) over a 40-year period
- Additional household spending through population growth → additional 4,200 FTE jobs / £54m of GVA (Edinburgh) over a 40-year period
- Over 700,000 visitors per annum to Granton Waterfront by the end of the delivery phase (y.15) → additional 5,900 FTE jobs / £67m of GVA (Edinburgh) over a 40-year period
- Economic activity supported by additional Council Tax revenue → additional 600 FTE jobs / £19m of GVA (Edinburgh) over a 40-year period

Enterprise & Workplaces

- Around 10,000 sqm of new commercial space provided across the Framework area → platform for entrepreneurial activity
- 11,000 sqm of new learning space → educational opportunities

Quality Public Realm & Open Space

- 60 ha of land remediated to unlock housing growth → housing and other uses supported on land previously vacant and derelict
- Over 200 hectares of new and enhanced natural coastal park → mental and physical wellbeing improved
- New linkages to create what will become 17km of new promenade → active enjoyment of the coastal location
- Granton Station building upgrades and new public square → placemaking benefit that will make Granton Waterfront more attractive and accessible

Delivery of Quality and Affordable Homes

- Over 1,200 affordable homes to be delivered
- Around 3,500 new homes delivered to net zero carbon standards
- Health and wellbeing benefits supported by more resilient homes

Built Heritage

- Reduction in long-term running and maintenance costs of heritage assets → long-term capital expenditure budgets can be directed to other projects
- Strategic Partner projects will deliver strong cultural led benefits → up to 50,000 visitors per year.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

The economic and inclusive growth impacts are derived from an economic impact assessment conducted by Rettie & Co that complies with HM Treasury Green Book guidance and other relevant guidance such as by the Ministry of Housing, Communities and Local Government. The analysis was based on a fully costed development programme developed by the cost consultancy Arcadis. This included a breakdown of all cost elements including enabling works, build costs for housing and commercial premises and transport improvement costs. Costs included ensuring development was net zero carbon through low carbon energy solutions. Costs were informed by benchmarking metrics, early action projects that are at design cost plan stage and detailed remediation and transport strategies. The former is based on a detailed analysis of site investigation information available since the early 2000s..

Figures for output and Gross Value Added per head were based on the latest Scottish Annual Business Statistics and multipliers were derived from the latest Input-Output Tables (both sourced from the Scottish Government). Assessment of jobs created assumed a gradual take-up in commercial space in keeping with take-up levels in other parts of the city. Assumptions around additionality were kept deliberately conservative to prevent optimism bias. Green Book and other additionality guidance was used throughout.

Phasing of homes delivery is based on a phasing strategy produced by Arcadis consultancy.

5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

Three options for delivering the Granton Waterfront programme were assessed as part of the economic case of the outline business case. The options were Do Minimum (a minimal intervention), Partial Investment (a moderate intervention), and Full Investment (the full-scale investment – the preferred option/the development as proposed).

The costs for each option were calculated for all the various project elements by cost consultants at Arcadis. This included a breakdown of all cost elements including enabling works, build costs for housing and commercial premises and transport improvement costs. Costs included ensuring development was net zero carbon through low carbon energy solutions.

The costs provided were all at 2021 current prices. Optimism bias was added to costs to account for uncertainty and risks. This increased costs by around 20%.

An allowance was also included in costs for maintenance. This was set at 1% of cumulative costs over the construction period and maintained at this level at the end of the construction period.

The construction costs for each of the options are outlined below:

Granton Waterfront construction costs			
Cost element	Do minimum	Partial investment	Full investment
Infrastructure and build costs	£60m	£216m	£721m
Optimism Bias	£12m	£43m	£144m
Maintenance costs	£22m	£70m	£226m
Land costs	£21m	£21m	£21m
Total costs (public and private)	£115m	£350m	£1.1bn
Net present value over 40 years	£99m	£263m	£793m
<i>Public sector costs</i>	<i>£115m</i>	<i>£151m</i>	<i>£600m</i>

<i>Value of land sales to private sector</i>	<i>£0m</i>	<i>£27m</i>	<i>£89m</i>
<i>Public sector costs minus land sales</i>	<i>£115m</i>	<i>£124m</i>	<i>£511m</i>
<i>Net present value of public sector costs</i>	<i>£99m</i>	<i>£113m</i>	<i>£380m</i>

The public sector economic costs for the options at an Edinburgh, Edinburgh City Region, and Scotland level have been set out below. This represents the net present value (NPV) of costs over a 40-year period.

Option	Do Minimum			Partial Investment			Full Investment		
Geographical area	Edin	ECR	Scot	Edin	ECR	Scot	Edin	ECR	Scot
Costs									
Public sector (discounted)	£99m	£99m	£99m	£113m	£113m	£113m	£380m	£380m	£380m

The assumptions underpinning the costs for each option are summarised below:

Category	Do Minimum	Partial Investment	Full Investment
Homes	Approximately 200 homes	Approximately 900 homes	Approximately 2,900 homes (minimum 35% affordable) – note that early action projects already committed (a further 600 homes) have been excluded from economic and financial modelling
Net zero carbon	Minimum requirements only	Individual air source heat pumps	Low carbon district heating network
Transport	Minimal active travel measures	One transport hub, partial investment in active travel	Transport hubs, expansive active travel network, improved public transport
Commercial	Existing commercial space only	2,000 sqm of new commercial space	9,000 sqm of new commercial space
Place making	None	Limited new public realm to join up plots	New school / healthcare facility / coastal park / public realm
Heritage	Maintenance of gas holder and other structures	Maintenance of gas holder and other structures	Refurbished gas holder with scope for commercial long-term reuse

5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey

times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

As part of the Economic Case for the Granton Waterfront regeneration project set out in the Outline Business Case, an economic impact assessment (EIA) of the project has been carried out in line with HM Treasury Green Book guidance. The net economic impacts of the project are calculated by considering the likely direct, indirect and induced impacts of the development, taking into account local and national multipliers and anticipated displacement and leakage. The discounted net gross value added (GVA) net present values over a 40-year period are set out below for each option:

Construction impact assumptions

The construction impacts are based on expenditure on infrastructure and development.

- Do Minimum – economic value of £16m (Edinburgh) / £17m (Edinburgh City Region) / £24m (Scotland) over 40 years
- Partial Investment – economic value of £51m (Edinburgh) / £54m (ECR) / £39m (Scotland) over 40 years
- Full Investment – economic value of £162m (Edinburgh) / £173m (ECR) / £125m (Scotland) over 40 years

Operating/expenditure impact assumptions

The operating/expenditure impact is based on four sources:

- The occupation of the commercial space.
 - Do Minimum – economic value of £0m (Edinburgh) / £0m (ECR) / £0m (Scotland) over 40 years
 - Partial Investment – economic value of £37m (Edinburgh) / £31m (ECR) / £28m (Scotland) over 40 years
 - Full Investment – economic value of £176m (Edinburgh) / £166m (ECR) / £169m (Scotland) over 40 years
- Additional spending in the local economy from new households:
 - Do Minimum – economic value of £5m (Edinburgh) / £5m (ECR) / £3m (Scotland) over 40 years
 - Partial Investment – economic value of £18m (Edinburgh) / £15m (ECR) / £12m (Scotland) over 40 years
 - Full Investment – economic value of £54m (Edinburgh) / £47m (ECR) / £37m (Scotland) over 40 years
- Visitor spend generated by the new development:
 - Do Minimum – economic value of £0m (Edinburgh) / £0m (ECR) / £0m (Scotland) over 40 years
 - Partial Investment – economic value of £0m (Edinburgh) / £0m (ECR) / £0m (Scotland) over 40 years
 - Full Investment – economic value of £67m (Edinburgh) / £50m (ECR) / £28m (Scotland) over 40 years
- Council Tax revenues generated by the new households – the impact of additional Council Tax revenues for the Council for the new houses being provided in the area. This would support new public sector-funded jobs.

- Do Minimum – economic value of £1m (Edinburgh) / £1m (ECR) / £1m (Scotland) over 40 years
- Partial Investment – economic value of £6m (Edinburgh) / £8m (ECR) / £9m (Scotland) over 40 years
- Full Investment – economic value of £19m (Edinburgh) / £24m (ECR) / £26m (Scotland) over 40 years

The overall net economic benefits for each of the are set out below. It can be seen that the Full Investment (the preferred option/the development as proposed) generates the highest level of economic benefits.

<i>Option</i>	<i>Do Minimum</i>			<i>Partial Investment</i>			<i>Full Investment</i>		
<i>Geographical area</i>	<i>Edin</i>	<i>ECR</i>	<i>Scot</i>	<i>Edin</i>	<i>ECR</i>	<i>Scot</i>	<i>Edin</i>	<i>ECR</i>	<i>Scot</i>
Construction phase									
Net GVA (£m)	£16	£17	£24	£51	£54	£39	£162	£173	£125
Jobs (PYEs)	231	240	316	800	800	600	2,700	2,800	1,900
Operating phase									
...Occupation of commercial space GVA (£m)	£0	£0	£0	£37	£31	£28	£176	£166	£169
...Additional household expenditure GVA (£m)	£5	£5	£3	£18	£15	£12	£54	£47	£37
...Visitor expenditure GVA (£m)	£0	£0	£0	£0	£0	£0	£67	£50	£28
...Additional Council Tax revenue GVA (£m)	£1	£1	£1	£6	£8	£9	£19	£24	£26
Net GVA (£m)	£6	£6	£4	£61	£54	£49	£316	£287	£260
...Occupation of commercial space jobs (FTEs)	0	0	0	1,300	1,100	1,000	5,800	5,200	5,200
...Additional household expenditure jobs (FTEs)	386	291	206	1,300	1,100	800	4,200	3,500	2,600
...Visitor expenditure jobs (FTEs)	0	0	0	0	0	0	5,900	4,200	2,300
...Additional Council Tax jobs (FTEs)	29	38	43	200	200	300	600	700	800
Jobs (FTEs)	415	329	249	2,800	2,400	2,100	16,500	13,600	10,900
Total GVA from construction and operating (£m)	£22	£23	£28	£112	£108	£87	£478	£460	£385
Total Jobs from construction and operating (PYEs)	646	569	565	3,600	3,200	2,700	19,200	16,400	12,800

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated ie a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The value for money for the Do Minimum Option, the Partial Investment Option, and the Full Investment Option (i.e. the Preferred Option/the development as proposed) at an Edinburgh, Edinburgh City Region, and Scotland level have been calculated in line with HM Treasury Green Book guidance and other relevant guidance, such as the MHCLG's.

Two benefit-cost ratios (BCRs) are provided. The public sector BCR uses total additional GVA benefits discounted over 40 years divided by the discounted public sector costs over the same period. In addition, a weighted public sector BCR was used by applying a welfare weighted estimate of the discounted net economic benefits and dividing by the discounted public sector costs.

Welfare weights can be applied to benefits when a project aims to improve a deprived area through some level of intervention. Green Book guidance was used to do this, with a welfare weight calculated by dividing the average income of Edinburgh households by that of the North of Edinburgh households and then multiplying this figure by a factor of 1.3. This factor is used to take account of the marginal utility of income i.e. that the impact of an increase to a household's income diminishes the higher that base income is. This welfare weight has been applied to the calculation of net additional discounted GVA to provide a weighted benefits figure to reflect the improvement to deprivation this regeneration programme seeks to deliver

It can be seen that the Full Investment/Preferred Option returns the strongest public sector BCR/weighted public sector BCR of the various options.

	Do minimum			Partial investment			Full investment		
Geographical location	Edin	ECR	Scot	Edin	ECR	Scot	Edin	ECR	Scot
Costs									
Public sector (discounted)	£99m	£99m	£99m	£113m	£113m	£113m	£380m	£380m	£380m
Gross benefits									
Construction (PYEs)	400	400	400	1,500	1,500	1,500	5,100	5,100	5,100
Operating (PYEs)	8,000	8,000	8,000	34,200	34,200	34,200	129,000	129,000	129,000
Gross GVA (discounted)	£138m	£138m	£138m	£583m	£583m	£583m	£2.1bn	£2.1bn	£2.1bn
Net benefits									
Construction (PYEs)	231	240	316	800	800	600	2,700	2,800	1,900
Operating (PYEs)	415	329	249	2,800	2,400	2,100	16,500	13,600	10,900
Net GVA (discounted)	£22m	£23m	£28m	£112m	£108m	£87m	£478m	£460m	£385m
Net GVA (discounted and welfare weighed)	£51m	£53m	£64m	£255m	£246m	£199m	£1.1bn	£1.0bn	£878m
Number of new homes	206	206	206	862	862	862	2,864	2,864	2,864
Value for money									
Public sector costs BCR	0.2	0.2	0.3	1.0	1.0	0.8	1.3	1.2	1.0
Welfare weighted public sector costs BCR	0.5	0.5	0.7	2.3	2.2	1.8	2.9	2.8	2.3

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

As part of the Economic Case of the Outline Business Case for the Granton Waterfront regeneration, a Benefits Appraisal was undertaken in which the contribution made by the Do Minimum Option, the Partial Investment Option, and the Full Investment Option (i.e. the Preferred Option) to the realisation of each Benefit was assessed/scored. These scores were then weighted to reflect the prioritisation of each Benefit. Overall, the Do Minimum Option was calculated to deliver a Weighted Benefits Score of 8; the Partial Investment Option, 17; and the Full Investment Option/Preferred Option, 28.2.

The contribution of the Full Investment/Preferred Option to each Benefit is:

- Low Carbon & Resilient Place: Deliver a low carbon district heating network; reduction in fuel poverty, promote active travel; provide natural coastal defences; and increase carbon sequestration.
- Economic Benefit & Inclusive Growth: [See 5.4a]
- Delivery of Quality & Affordable Homes: Deliver approximately 3,500 homes, with at least 35% of these being affordable.
- Connectivity & Modal Shift: Creation of expansive active travel network and infrastructure to promote sustainable forms of transport reducing reliance on car ownership, in turn supporting low carbon targets.).
- Quality Public Realm: Deliver a Coastal Park creating health and well-being benefits; new public realm; and safeguard heritage, particularly the gas holder restoration.
- Joined Up Services: Create opportunities to provide better health and education services promoting 20-minute neighbourhood principles.
- Enterprise & Workplaces – the delivery of new commercial space and encouraging enterprises to locate/grow in Granton Waterfront is a key component in fostering community wealth building principles.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

Description	Inherent			Action	Residual		
	Probability	Impact	Value		Probability	Impact	Value
Greater than expected contamination incurs additional remediation costs.	3	5	15	Detailed site investigations conducted to quantify remediation costs.	3	5	15
Gas Holder condition is poorer than expected.	4	4	16	Surveys indicate no significant deterioration recently.	4	4	16
The Gas Holder deteriorates prior to works commencing.	4	4	16	Accelerate project delivery to safeguard the structure.	3	3	9
Costs increase due to changed specifications.	1	2	2	Negotiate a fixed price contract with change allowances.	1	1	1
Procurement model fails to attract competitive bids due to risk.	4	4	16	Select contract with appropriate risk sharing.	2	2	4
A lack of specialist contractors results in insufficient competition.	4	4	16	Initial market testing has noted high levels of interest.	4	4	16
Contractor(s) underperforms.	4	2	8	Undertake appropriate due diligence on contractor(s).	2	2	4
Contractor(s) goes into administration.	4	4	16	Include step-in rights in the contract. Undertake quarterly financial checks.	2	3	6
Unidentified services.	4	4	16	In-depth site investigation carried out. Form of contract to factor in these risks.	2	2	4
Unidentified underground watercourses.	2	2	4	Further site investigations.	1	1	1
Contaminated material disposal costs increase due to regulatory changes.	4	4	16	Build contingencies into financial model. Review options for disposal.	3	4	12

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

PART 6 DELIVERABILITY

6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

The value for money section of this focussed on the economic case, including quantification of cost and benefits at the total regeneration programme level.

The restoration of the gas holder forms a key component of the infrastructure first approach to delivery of the overall regeneration programme. The ability to fund this key infrastructure intervention from the outset aids in de-risking the wider programme and making it more viable.

The financial section focusses on the gas holder restoration costs in line with the financial ask of the LUF, rather than the costs and funding of the wider regeneration programme.

Updated costs for the restoration and decontamination of the gas holder site have been provided by Arcadis who were brought on board to aid development and delivery of the OBC for the wider Granton Waterfront regeneration.

Costs estimates have been based on recent surveys of the gas holder and site investigations :

Item	Cost
Gas holder restoration, removal of Bell and localised remediation of contaminate	██████████
Wider site remediation and retaining walls	██████████
Additional Contingency	██████████
Total	£18,314,272

A minimum of 10% (£1,831,427) of the capital cost will be funded by the Council's Housing Revenue Account as part of enabling works to unlock the surrounding brownfield sites for affordable housing. The funding ask from the LUF is for **£16,482,845**

This will unlock a total public and private sector investment of around £1.2b to deliver the wider regeneration and realise the vision for a new coastal town for Edinburgh and the region.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Tabs C and D complete and appended

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

- Yes
 No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

The total cost of the gas holder restoration project would be contained with the provision of LUF grant and the Councils match funding. Should this application be successful there would be no funding gap or requirement to secure third party contributions.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

In October 2019, the City of Edinburgh Council submitted an Expression of Interest to the Heritage Horizon Awards, a funding programme run by the National Lottery Heritage Fund offering grants of £5 million plus for “transformative”, “innovative”, and “collaborative” heritage projects in the UK.

The Council's Expression of Interest was for "Edinburgh's Shoreline Heritage" (Project Ref: OL-19-04239). This project sought to open-up, enhance and safeguard built and natural heritage suffering from underutilisation and underinvestment along a 4km stretch of Edinburgh's coastline between Cramond and Granton Waterfront. The project aimed to halt the deterioration and help restore five historic structures in the project area: Stabilisation of the Granton gas holder; Lauriston Castle; Madelvic Car Factory; Granton Station; and Granton Castle Walled Garden, as well as excavating and preserving remnants of Cramond Roman Fort. £9.93 million was requested from the Heritage Horizon Awards, representing 50% of total project costs. The part restoration of the Granton gas holder was the costliest element of the project.

The Heritage Horizon Awards were heavily oversubscribed. A total of 146 Expressions of Interest were received representing a combined ask of £1.3 billion, against a total available budget of £50 million. In December 2019, the Council was advised that its submission would not progress to the next stage (18 of the 146 Expressions of Interest progressed to the next stage). The National Lottery Heritage Fund was unable to offer any specific feedback on the Council's submission.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

A client contingency allowance of [REDACTED] has been included in the cost plan to reflect risk associated with the level of information currently available. This may be reduced as the design progresses but it should be noted that this is a unique project that will rely on specialist knowledge in conservation, demolition and decontamination.

While an allowance for contingency is included in the Cost Plan, a Quantified Risk Assessment (QRA) will be undertaken for the project in collaboration with the design team and main contractor. This will give a detailed quantification of risks in the risk register and provide more cost certainty.

Given the early stage that the project is at, contractor involvement will help to further refine these costs and identify how to mitigate them in turn, highlighting any areas where there is potential for reducing the contingency.

To remain prudent there is also an additional allowance for optimism bias and inflation within the current cost plan.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

Full details of the projects financial risks are detailed within the project risk register however the top three financial risks to the project include:

1. Further site investigations during the pre-construction period highlights higher levels of contaminates than previously thought.
2. In-depth scans of the gas holder frame identify more extensive corrosion and damage than previous reports have identified.

3. Specialist contractors are in short supply reducing competitiveness of the tender process, potentially extending the programme and thus increasing cost.

See table below for top three risks and mitigating measures

Financial Risk	Mitigation
1. Higher levels of contamination	An extensive SI was carried out in 2017 as part of the due diligence process when purchasing the site from National Grid. This information has been further tested in 2020 as part of the OBC work to update the cost plan and takes into account all current regulations and guidance on best practice for remediation.
2. More extensive corrosion to gas holder frame following scans	<p>Since purchasing the gas holder site in 2018, the Council have appointed a consultant and engineering firm to undertake annual surveys and report on condition.</p> <p>Current surveys indicate that there has not been any significant deterioration over the last few years and that current costs estimates are in line with anticipated market prices.</p>
3. Limited tender returns due to specialist work thus extended programme and competition	<p>A notice for Expressions of interest has been sent out to test the current market for specialist contractors who can undertake this type of works.</p> <p>Initial market testing has provided a high level of interest indicating that there is current capacity in the industry.</p>

There is a [REDACTED] contingency added to updated project costs to allow for risk profile and inflation. In the event of project cost overrun, early contractor involvement will allow for value engineering where appropriate and innovative solutions to challenges encountered at an early stage. Any costs overrun will be contained within the Council's contribution to the project.

6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

All procurement activity related to the project will be carried out in line with local and national legislation.

The key objectives when assessing the most appropriate route to market were the ability to:

- access high quality contractors with capability and capacity to deliver the works
- Create a contracting model which tests cost and project viability prior to commencement of the works
- incorporate social, environmental and fair work considerations within the contractor's proposals
- Compliantly and efficiently assess best value

After assessing the objectives of the procurement outcomes, a number of routes were identified. Open tendering was not considered because of the length of the time to undertake the process; direct award utilising a national framework was not considered appropriate as the Council want to encourage competition and assess quality and cost to identify the right contractor.

The council has assessed the most appropriate route to market as a mini competition utilising the UK Government Crown Commercial Services Construction Works Framework. The Framework gives access to a pool of contractors who have extensive construction design and management experience; excellent financial standing and flexibility to ensure the Council can incorporate its own contracting strategy.

It is recognised that early contractor involvement in the design process and to provide specialist construction expertise input to the design team would be beneficial for a project of this nature. As such, Two Stage Tendering will be utilised to accelerate delivery and ensure cost certainty and deliverability.

Stage 1 is aimed at ensuring best value can be achieved through early contractor engagement and a defined scope of pre-construction activities. This will test the contractor's cost; programme, construction methodology and innovation; agree contract conditions and risk apportionment and de-risk the project through any necessary site surveys and studies. The Stage 1 agreement will include a break clause, limiting the Client's liability in the event that an agreement cannot be reached at the end of Stage One and ensure the client retains ownership of the design information.

The stage 2 works will consist of the decontamination, restoration, demolition and groundworks.

The contractors will submit a fixed cost for delivering the Stage 1 services. Stage 2 costs will initially be defined through prelim costs, profits and overheads and a defined risk pot to deal with considerations relating to the pandemic. The Stage 2 costs will be transferred to a fixed cost during the pre-construction period. This contracting strategy is industry

recognised as creating transparency, collaboration and allows strong knowledge transfer and relationship building between the client and the contractor prior to commencing the works on site.

The Council has an advanced understanding of the gas holder structure and undertaken high level costs and constraints analysis to understand the full risk profile of the project. However, the council will seek to collaborate on the design strategy with the lead contractor to bring further innovation to the approach and reduce the current risk allocation.

6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

The delivery plan outlines the high level programme for the project which will be refined and more detailed as appointments to key roles such as the main contractor are made. Clear milestones have been set to ensure the delivery of the project in line with the funding timescales as well as putting in place the appropriate resource required to ensure the milestones are achievable. Each role within the project team has a clear role within the governance structure and details of the responsibilities required to be undertaken throughout the project. For example, the Project Manager will be responsible for driving statutory consents to ensure timely sign off in line with the key milestones.

An initial investment in the gas holder would see the creation of a civic anchor for the regeneration. This infrastructure first approach will be managed in line with the delivery plan to ensure effective delivery and maximisation of the intended benefits.

Successful stakeholder management will be key to ensure the project delivers the aims and objectives of the city and its people. The delivery plan details the stakeholders identified and the level and method of communication the project will have with them. For example, Historic Environment Scotland will be engaged frequently from an early stage to

ensure successful and timely listed building consent. Due to the complex and specialist nature of the works risk, cost and programme management will be vital to ensure the project is deliverable within the budget and timeframes. From the outset clear milestones, roles, responsibilities and skills required have been established to ensure successful delivery.

The restoration and repurposing of the gas holder into a public asset would protect the heritage of the city and successful delivery would achieve the expected wide reaching benefits, including:

- Unlocking 50 hectares of vacant and brown field land;
- Kickstarting a £1.2b regeneration;
- Enable surrounding land to deliver around 3500 homes for a range of tenures;
- Supporting construction industry post pandemic and associated supply chain;
- Providing jobs and learning opportunities in both the short and long term; and
- Supporting Scotland’s blueprint for sustainable urban development and regeneration to transition towards a net zero carbon economy.

Early interventions in infrastructure and public realm will create a strong sense of place from the outset, setting a quality benchmark for all that follows. ‘Infrastructure-first’ is a tried and tested delivery approach. It brings a high degree of certainty to large, complex projects, reducing any sense of perceived risk for investors. This approach will drive delivery at pace, embed placemaking into the development process and ensure that Granton Waterfront will be a place people will want to live, work and visit from the earliest opportunity.

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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<p>6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):</p> <ul style="list-style-type: none"> • the barriers and level of risk to the delivery of your bid • appropriate and effective arrangements for managing and mitigating these risk • a clear understanding on roles / responsibilities for risk
--

The main barrier to delivery of the bid is funding. Due to the low commerciality of the project due to high restoration costs, private sector investment is not forthcoming. Government funding will unlock the regeneration, preserve the heritage and attract substantial public and private investment for the wider regeneration.

The level of risk is relatively low due to the level of information gathered through due diligence and consultation and there is a high level of certainty around the project risks with appropriate mitigation measure put in place to reduce or eradicate them.

The risk register has been prepared collaboratively and provides description, classification, assessment and mitigation of all risks. It is a live document subject to regular revision. Risks will be regularly reviewed and updated to provide an ongoing assessment of risks as the project develops and the impact of control actions assessed. The development of the Risk Register is an iterative process and requires sustained effort to fully capture, clear actions, action owners, completion dates and modelling outputs.

Management & Mitigation

A risk dashboard will highlight risks to the Programme Board, providing a snapshot of the risk profile to help prioritise risk events and mitigation. The dashboard will become a function within the monthly reporting to the Board. Risk will be a standard agenda item on the project team meetings.

Roles and Responsibilities

Role	Responsibilities
Programme Manager	<p>Establishing and taking overall ownership of the Programme's risk management process, accountable for identifying and managing all risk to the Programme whilst ensuring it is managed throughout in line with the process.</p> <p>Responsible for:-</p> <ul style="list-style-type: none"> ▪ Monthly review; ▪ Quality of the information within the register; ▪ Ensuring that workshops are attended by appropriate disciplines; ▪ Assigning risk and risk treatment owners and ensuring their effectiveness in managing risk; and ▪ Manages the risk escalation process including reporting key risks to the Programme Board.
Project Management Office (PMO) Risk Manager	<p>Responsible for the technical direction and effectiveness of the risk management process. Duties include:-</p> <ul style="list-style-type: none"> ▪ Facilitate and produce monthly risk reviews; ▪ Updating and maintenance of Risk Register; ▪ Provision of all Quantitative Risk Analysis activities; ▪ Report concerns regarding risk levels and risk management to the PMO Lead; and ▪ Build and maintain a risk management culture within the Programme.
Project Manager	<p>Responsible for informing the PMO Risk Manager of any risk associated with the Project and subsequent updates as required including providing risk treatment actions.</p> <p>Attend risk workshops.</p>

Risk Owners	Accountable for managing assigned individual risks; responsible for:- <ul style="list-style-type: none"> ▪ Agreeing responses to manage risk levels; ▪ Delivery of assigned actions to reduce threat or realise opportunity, maintaining awareness of and meeting action due dates; ▪ Monitoring risk treatment performance; ▪ Reporting progress on a regular basis; ▪ Escalate risks to PMO Risk Manager where they feel they have insufficient authority or ability to effectively manage a particular risk; ▪ Inform PMO Risk Manager where dates will not be met and updated delivery timescales; and ▪ Attend risk workshops.
6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)	
<p>The Council continues to be the largest housebuilding local authority in Scotland, with 2,813 new homes across all tenure types in 2018/19. This is 13% of all the homes completed in Scotland and almost double that of any other local authority. Due to the strong pipeline programme we expect another 2,000 homes across the city to be approved in 2020/21.</p> <p>We continue to invest in our school estate. In 2019/20, we registered two new schools with the Care Inspectorate. We have started to build three new primary schools, one special school and a replacement secondary school. The design for three further primary schools, another secondary school and three significant secondary extension projects has also started in 2019/20.</p> <p>Additionally, several complex projects rooted in the heritage fabric of the city are underway including:</p> <ul style="list-style-type: none"> • <u>North Bridge Renovation</u> - £22m in refurbishment of Category A listed bridge situated in the Edinburgh World Heritage Site. • <u>City Centre Transformation</u> - Edinburgh's City Centre Transformation is an ambitious plan for a vibrant and people-focussed capital city centre which seeks to improve community, economic and cultural life. • <u>Tram extension</u> - Adding 4.69 kilometres/2.91 miles of track connecting the waterfront to the current tram line. Offering residents access to high capacity light rail which will sit alongside the existing bus service as well as improved cycling and walking infrastructure along the route. Construction commenced in November 2019 with first customers expected in Spring 2023. 	

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

Local authorities are required by regulation to have regard to the Prudential Code when carrying out their duties under Part 7 of the Local Government in Scotland Act 2003. The Prudential Code was revised by CIPFA in 2017. A key element of the revised code is that local authorities should have a long-term capital strategy in place that sets out the long-term context in which capital and revenue decisions are made.

The implications of capital expenditure have been built into the Council's long-term financial planning assumptions to ensure that the proposed capital programme is prudent, affordable and sustainable.

A detailed Capital Strategy was approved by Elected Members in March 2021 incorporating these capital budgets. The report can be accessed [here](#).

6.4 Monitoring and Evaluation

See technical note Section 4 and Table 1 for further guidance.

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

M&E Objectives

- evaluate the effectiveness of the project in realising the proposed outcomes.
- compare planned costs and benefits with actual costs and benefits to determine overall value for money of the project
- document lessons learned making recommendations for future projects
- highlight opportunities for improvements

Theory of Change Approach

A Theory of Change has been developed to help to articulate how change will happen in the short, intermediate and long term to achieve the intended impact.

Following realisation of the final outputs outlined in the Theory of Change an evaluation of the collective impact and success of the project will be undertaken through a post project review (PPR) to maximise the value of return on the investment made across the wider Granton Waterfront Programme. Outcomes will be assessed against the baseline data as well as qualitative feedback from community consultation.

The PPR report will:

- outline which outcomes have been realised including planned, unplanned and disbenefits
- identify which outcomes have not been achieved and recommend any follow-up action
- analyse and document the factors and influences of success or failure
- give an assessment of the value for money provided by the investment
- provides an assessment of the cumulative net benefit yield
- make recommendations for future investment derived from both positive and negative lessons.

Key Metrics

Evaluation Stage	Indicator	Data Collection Method
Input	<ul style="list-style-type: none"> • Progress against Programme Delivery Plan • Financial spend 	<ul style="list-style-type: none"> • Review plans held by CEC • Feedback from project partners
Outputs	<ul style="list-style-type: none"> • Restoration of Granton gas holder frame • Remediation of 1.23 ha of land • 1,230 sq. m of landscaping and high-quality public space • Demolition and removal of the drum shaped tank which is 11 m deep 	<ul style="list-style-type: none"> • Review plans held by CEC
Outcomes	<ul style="list-style-type: none"> • Total number of houses built • Sqm of greenspace created • Total number of transport hubs and links created • Total number of jobs created • Total number of visitor footfall • Additional household spend GVA • Sqm of learning, cultural and commercial spaces built • Ha of derelict land development 	<ul style="list-style-type: none"> • Review plans held by CEC & Contractors • Insight Data • Automated sensors

Impact	<ul style="list-style-type: none"> • Reduced fuel poverty • Improved educational attainment • Reduced crime rates • Improved earning and household income • Improved health and wellbeing outcomes • Reduced poverty • Reduced unemployment 	<ul style="list-style-type: none"> • Scottish Index of Multiple Deprivation (SIMD)
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Resourcing and governance arrangements for bid level M&E

As outlined in tab F of the supporting document for this section, realisation of outcomes will be monitored at appropriate meaningful intervals by means of data collection, focus groups and interviews. This will in part be carried out by the project team where appropriate data is held in-house such as housing completions.

Where data is not held in-house, we will appoint a consultant to carry out the required monitoring and evaluation to ensure that we have adequate resources to capture all the data required to inform the effectiveness of the project intervention.

Roles and responsibilities have been highlighted within the tab F of the supporting document and the evaluation of the success of the intervention will be reported through the Granton Waterfront Programme Gov structure. This will allow for the project team to report through the SRO/ Programme Manager to the board on a monthly basis.

Dissemination of the success of the intervention in achieving target outcomes will also be undertaken within the wider partners meetings and also to other key stakeholders within an annual report.

PART 7 DECLARATIONS	
7.1 Senior Responsible Owner Declaration	
<p>As Senior Responsible Owner for Granton Waterfront regeneration programme I hereby submit this request for approval to UKG on behalf of The City of Edinburgh Council and confirm that I have the necessary authority to do so.</p> <p>I confirm that The City of Edinburgh Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.</p>	
Name:	Signed:

Paul Lawrence, Executive Director of Place	
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7.2 Chief Finance Officer Declaration

As Chief Finance Officer for The City of Edinburgh Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that The City Of Edinburgh Council

- Will¹ allocate sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

1 Note this has been changed from 'has' to 'will' on the basis that the gasholder is currently an unfunded project and therefore no budget is allocated within the Council's current Capital Investment Programme. If this LUF bid is successful, the Council will approve the 10% match funding budget as part of rolling forward its Capital Investment Programme.

Name:

Signed:

7.3 Data Protection

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government

departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

You can find more information about how the Department deals with your data [here](#).

Annex A - Project One Summary (only required for a package bid)

Project 1	
A1. Project Name	
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
A3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
A4. OS Grid Reference	
A5. Postcode	
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
A9. Value of capital grant being requested for this project (£):	
A10. Value of match funding and sources (£):	
A11. Value for Money	

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word)

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A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

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A13. Where available, please provide the BCR for this project	
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A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
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A15. Deliverability
 Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

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A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

A17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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A19. Please provide evidence	
A20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	
Statutory Powers and Consents	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

Annex B - Project Two description and funding profile (only required for package bid)

Project 2	
B1. Project Name	
B2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
B3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
B4. OS Grid Reference	
B5. Postcode	
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
B8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
B9. Value of capital grant being requested for this project (£):	
B10. Value of match funding and sources (£):	
B11. Value for Money	

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

B13. Where available, please provide the BCR for this project	
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B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
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B15. Deliverability
 Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

B17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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B19. Please provide evidence	
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	
Statutory Powers and Consents	
B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

Annex C – Project Three- description and funding profile (only required for package bid)

Project 3	
C1. Project Name	
C2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
C3. Geographical area: Please provide a short description of the area covered by the bid (<u>in no more than 100 words</u>)	
C4. OS Grid Reference	
C5. Postcode	
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
C8. Project theme Please select the project theme	<input type="checkbox"/> Transport investment <input type="checkbox"/> Regeneration and town centre investment <input type="checkbox"/> Cultural investment
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
C11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>C13. Where available, please provide the BCR for this project</p>	
<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p>C15. Deliverability Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

C19. Please provide evidence	
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	
Statutory Powers and Consents	
C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
4.1a Member of Parliament support		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?		
Part 4.2 Stakeholder Engagement and Support		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?		
Part 4.3 The Case for Investment		
For Transport Bids: Have you provided an Option Assessment Report (OAR)		
Part 6.1 Financial		
Have you appended copies of confirmed match funding?		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land. Have you appended a letter to support this case?		
Part 6.3 Management		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		

Annex E Checklist for Northern Ireland Bidding Entities

Questions	Y/N	Comments
Part 1 Gateway Criteria		
You have attached two years of audited accounts		
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years		
Part 4.2 Stakeholder Engagement and Support		
For transport bids, have you appended a letter of support from the relevant district council		
Part 6.1 Financial		
Have you appended copies of confirmed match funding		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.		
Part 6.3 Management		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
Annex A-C - Project description Summary (only required for package bid)		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		