



Briefing Note

FBC Briefing Note – Edinburgh St James Interface

Edinburgh Tram - York Place to Newhaven

City of Edinburgh Council

1 Purpose

This paper outlines the interface the Edinburgh Tram – York Place to Newhaven project has with the Edinburgh St James development and how the interface is managed.

2 Background

On 4 June 2009, the Council approved planning permission in principle (08/03361/OUT) for the redevelopment, refurbishment and demolition works to provide a major mixed use scheme on the site of the existing St James Centre. The development is one of the largest currently underway in the UK at the current time

As part of the Agreement between the developer and the Council, an Agreement has been entered into titled the Growth Accelerator Model Agreement ("GAM"). The GAM was signed on behalf of the Council and the developer on the 21 June 2016.

The GAM agreement commits to delivering a number of 'Growth Assets as part of the development

- Public realm and infrastructure improvements at James Craig Walk;
- Accessibility and permeability improvements around the New St James Centre;
- Public realm and tram proofing works at Picardy Place;
- A multi-modal transport interchange at the junction of Leith Walk, Leith Street and York Place; and

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Report

- The Energy Centre (to be constructed in the New St James Centre for the purposes of providing electricity to the grid and hot and chilled water to the New St James Centre and also to allow for external connections).

The project including delivery of the CEC growth assets is now under construction and due for completion by the end of 2020.

3 Interface

The interface with Edinburgh St James relates in broad terms to the following areas:

- **Design of Picardy Place** – The ESJ team are responsible for the road layout design at Picardy Place aligned with the delivery of the CEC growth assets noted above. To allow this road layout design to be finalised the tram alignment (both horizontal and vertical) had to be taken into consideration. Through various design workshops, the project designers along with the ESJ designers developed the road layout design supporting the tram alignment. The initial design resulted in a number of constraints which, through working between the parties, were resolved. The design for Picardy Place was completed to the satisfaction of both parties allowing for Council approval of the design and construction works commenced
- **Delivery of Picardy Place & the tram proofing works as part of the CEC growth assets** – ESJ have now commenced construction of the Picardy Place growth asset with an expected completion of September 2019. The project team continue to engage with the ESJ team through regular interface meetings to review outputs of initial site investigation to assess works required to the tram proofing zone and monitor programme and key issues including review of utilities unable to be diverted and assessing if there is a tram infrastructure solution to mitigate the need for ESJ to divert. The programmed completion of Picardy Place in September 2019 has no real interface with the project works as sequencing of the project works sees Picardy Place within latter phases of the project some 1.5-2 years after ESJ completing the Picardy Place works
- **Tram Construction/ESJ Construction Interface** – The project team continue to engage with the ESJ team through interface meetings to establish programme alignment and understand key issues during both projects construction, this includes reviewing matters such as deliveries to the ESJ site during project road closures on Leith Walk/ Constitution Street.
- **Tram Construction during ESJ operations** – The project team are also engaging with ESJ regarding the construction works by the project during anticipated opening of the new shopping centre. This is mitigated through the tram proofing works being carried out by ESJ reducing time required in the area and ensuring access to the car park is maintained during tram construction.

4 Interface Management

The project team hold regular interface meetings with the delivery team for Edinburgh St James to ensure sharing of information, programme updates and aligning requirements. These meetings have been positive to date with successful delivery of the Picardy Place design and review of tram proofing works. It is envisaged that these meetings will progress for the duration of the projects to continue to manage this interface.

In the event that an issue cannot be resolved, this will be escalated by the project team to the Tram Project Board who will engage with ESJ through Senior Stakeholder meetings to secure resolution within the terms of the GAM.