

**FOI(S)A Exempt**

**Commercially Confidential**

**St James Quarter**

**Redevelopment, Edinburgh**

**Agreement Completions**

# St James Quarter Redevelopment – Agreement Completions

## Briefing Note

### Tram Section 75 Contribution

It has been verbally reported by Martin Perry and Mike Prentice that it had been agreed with CEC Economic Development pre-May 2014 that if the transport node at Picardy, including removal of utilities to facilitate future proofing the tram to go through Picardy at a future time, the need for a Section 75 tram contribution would be obviated.

[Redacted content]

# St James Quarter Redevelopment – Agreement Completions

## Briefing Note

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# St James Quarter Redevelopment – Agreement Completions

## Briefing Note

Appendix IV  
Tram Section 75 Contribution – Approach to Planning

**From:** [redacted] (Bilfinger GVA) <[redacted]@gvajb.co.uk>  
**Sent:** 02 June 2016 12:45  
**To:** Colin Smith  
**Cc:** Martin Perry (TIAA Henderson); [redacted] ([redacted]@cbre.com); [redacted] ([redacted]@cms-cmck.com); [redacted] (Bilfinger GVA)  
**Subject:** ESJ: Tram Contribution S75

Dear Colin;

Edinburgh St James - Section 75 amendments.

[redacted]  
I understand these changes will arise from various budgeted proofing works in the funding / implementation of the GAM. These GAM works (in the vicinity of Picardy Place) will effectively constitute tram-proofing works and will make prior provision for the same works which were inferred in the original Section 75 under tram requirements. [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

*The infrastructure requirement in connection with the development under the existing section 75 agreement is the provision of a tram stop at Picardy Place (Clause 4.2). The existing section 75 agreement makes provision for a financial contribution for the estimated cost of providing that tram stop of £1,400,000 (Clause 4.1).*

*The GAM agreement will make provision for 'tram proofing works' which will include the reconfiguration of Picardy Place, which formed part of the original tram contract. This reconfiguration will facilitate the extension of the tram from York Place to Newhaven and the delivery of the tram stop at Picardy Place envisaged in the existing section 75 agreement.* [redacted]

*The existing section 75 agreement also requires the Council to use the money to deliver the tram stop at Picardy Place by 31 December 2020 and if not so used, the financial contribution requires to be refunded.*

[redacted]  
*The completion of the GAM works will mean the Council does not have to cater for the reconfiguration of Picardy Place should they proceed with the extension of the tram and will also mean*

that the tram stop at Picardy Place is no longer subject to the 2020 deadline which exists under the existing section 75 agreement.

[Redacted]

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On 30 May 2016, at 12:47, [Redacted] (Bilfinger GVA) <[Redacted]@gvajb.co.uk> wrote:

Colin;

[Redacted]

Separately I have emailed [Redacted] last Friday to clarify that the Picardy Place traffic and realm works should be progressed by way of Section 56 of the Roads Act and that, although this is a route to be led by CEC, the THRE team can assist in the process.

[Redacted]

[Redacted] Planning Development and Regeneration,  
GVA

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