APPENDIX 1 – REQUEST FOR INFORMATION (RFI) SCOPE

BOURNEMOUTH PIER STRUCTURAL WORKS

Strategic Procurement

DN716721

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Section 1 : Preliminary Market Consultation Brief
Bournemouth Pier Structural Works

Purpose of this brief:

Bournemouth, Christchurch and Poole (BCP) Council is looking to engage the market to gain a better understanding of the potential interest and approach for repair works to Bournemouth Pier. A grant has been awarded to undertake the works.

Pursuant to Regulation 40 of the Public Contract Regulations 2015, the aim of this Preliminary Market Consultation is to:

Inform the preparation of the procurement and inform economic operators of our procurement plans and requirements.

Seek advice from independent experts, authorities and market participants.

Use such advice in the planning and conduct of the procurement procedure, provided that it does not have the effect of distorting competition and does not result in a violation of the principles of non-discrimination and transparency.

Understand the potential methodology required to undertake the works, for BCP Council to complete the required licencing processes.

Site location:

Bournemouth Pier, Pier Approach, Bournemouth BH2 5AA

Background:

The Bournemouth, Christchurch and Poole area is one of the country's most popular seaside destinations and a major southern seaside resort. The area offers highly valued

and beautiful beaches and sites for nature, as well as a host of cultural, and fun social activities and events.

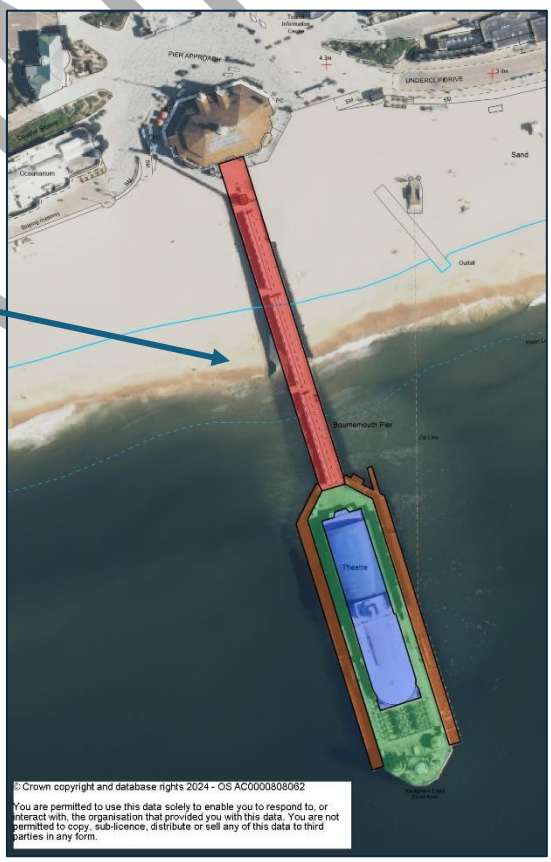
The 15 miles of seafront and further 26 miles of harbour landscape form the principal visitor attraction, which is also a much-valued public space for residents.

Bournemouth Pier is an iconic structure within the central beaches area of the seafront. A pier has stood in this location since 1856. The original wooden structure has since been replaced and extended, with significant works taking place between 1950s-1980s.

The pier is owned by BCP Council but currently leased to Openwide.

The site:

Bournemouth Pier is comprised of four independent structures: the concrete substructures of the pier neck; the theatre; promenade, and the timber landing stages.



Promenade

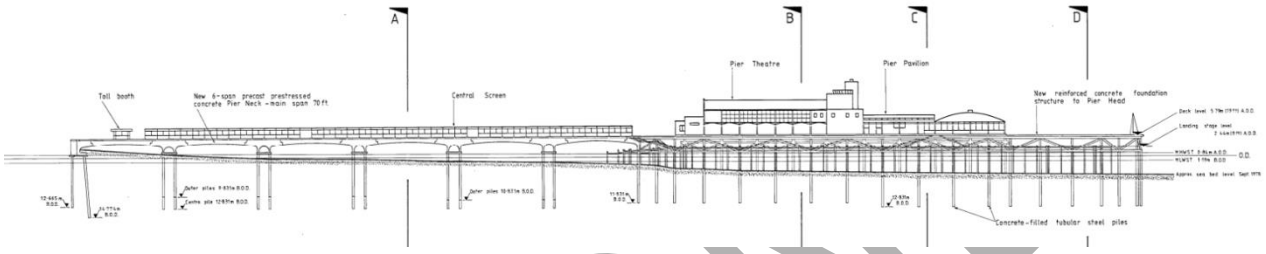
Theatre

Landing Stages

Pier Neck

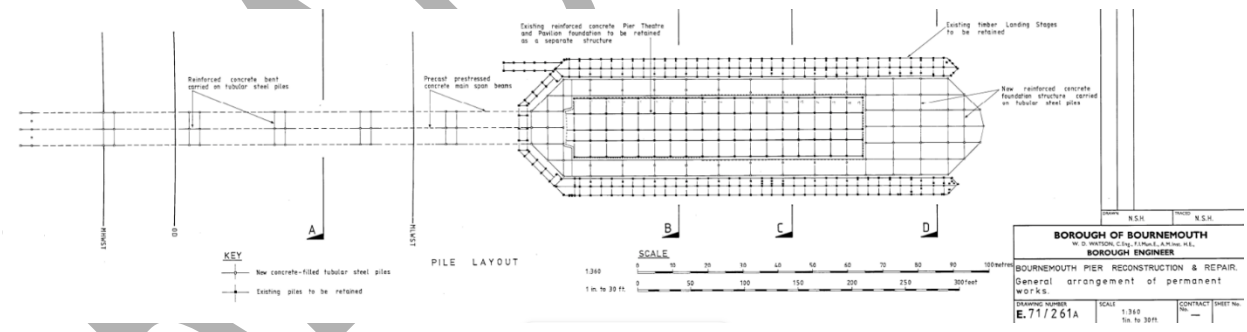
Concrete Substructures

The pier neck, constructed in 1979, was the link from the land at the sea wall to the promenade substructure. It consists of six spans, each of three, parallel, pre-tensioned concrete beams supporting a timber deck. Its intermediate bents, consisted of reinforced concrete capping beams and columns founded on a three-by-two grid of vertical piles and in-situ concrete cantilever sections, forming half-joints for the drop-in spans. It sits on a grid of reinforced concrete, permanent steelwork encapsulated, piles. At the southern end, it was supported on the promenade sub-structure and on the abutment head wall at its northern end.



Extract of 1979 general arrangement

The theatre sub-structure, constructed in 1960, was founded on square, pre-cast piles driven into the foundation layer below bed level. The piles support a grid of in-situ cast, reinforced concrete beams and diagonal bracing members capped with a reinforced concrete slab supporting the facilities above.



Extract of 1979 general arrangement

The promenade sub-structure constructed during the 1979 refurbishment, surrounds the theatre substructure. It is founded on a regular grid of tubular, steel piles filled with reinforced concrete. The piles support a grid of in-situ cast, reinforced concrete beams and diagonal bracing members. The reinforced concrete beams are at two levels and the top level supports the timber decking around the theatre.

Timber Substructure

The timber landing stages surround the theatre and promenade.

The landing stages have gone through several stages of repairs, modifications, and improvement over the years, the latest of these were carried out in 2010 when the south-western and south-eastern sections were repaired.

Pier Condition as of 2021

Pier Neck

The condition of the members consistently became worse from the Pier entrance and towards the Pier itself. Where exposed, mid-level beam were in a consistent, deteriorated condition with significant cracking and delamination to arrises, rust staining and failed previous repairs. Upper-level beams (Bends 1 to 3) were in a general sound condition, with minor to moderate cracking. Arched and cantilevered sections were in a general, sound condition with localised spalling and cracking at arrises. PC beams were in a comparatively better condition than the in-situ members with localised, minor cracking. Significant cracking was noted to the arched and PC members at ½ joint interface at pier head.

The Neck structure [inclusive of drop in sections] presently requires 82.5 m2 of repair area

Theatre Substructure

In comparison to the promenade, the theatre substructure was in a significantly better condition with approximately 30% of the members displaying a varying degree of localised distress, predominantly to the low-level beams.

The Pavilion sub-structure requires 18.7m2 of repair area.

Promenade Substructure

Roughly 60% - 70% of the members suffered from variable degrees and extents of deterioration. The worst affected were the low-level beams where significant, generalised distress was noted with a large number of beams. These displayed significant spalling and cracking throughout their length / section. Bracing, columns and upper beams were in a comparatively better condition with more localised distress.

The Prominade structure presently requires 400 m2 of repair area.

Timber Landing Stages as of 2023

All the landing stages are now out of bounds and inaccessible to the public.

The small boat landing stage is in poor condition with some elements of the access steps and handrails almost entirely corroded.

The lower eastern landing stages are in a poor state. The access steps are damaged and there are a number of dislodged stage panels.

The upper eastern landing stage suffered significant damage during the storms in November and December 2023 and is in very poor condition.

The piles supporting the eastern landing stage are generally in a poor to very poor condition.

The western landing stages also suffered significant damage in the storms. Flooring panels have become displaced and are now lying on the seabed. The lower western landing stage is in a very poor condition, as are the piles along the western landing stage.

Scope of Proposed Works:

The work to undertake concrete repairs, install the Impressed Current Cathodic Protection (ICCP) system and any timber landing stages works will be covered by a single contract.

The objective is to extend the life of the pier by 25 years. The scope of the works required are as follows:

1. Concrete Repairs

The works require the repair of cracked and spalled concrete.

The concrete repairs are mainly vertical and horizontal ariss repairs with few flat repairs.

2. Concrete Treatment

Installation of an **Impressed Current Cathodic Protection** system on the whole structure to extend the life of the pier by a minimum of 25 years.

3. Timber Landing Stages

3 options are currently being considered for the works to the landing stages (see drawings provided). These involve different extents of removal, and minor works to make good previous interfaces. Please note that timber removed will be retained by the Council for use in future projects.

1. Do nothing - no removal
2. Remove small and north boat landing stages (bents 15 to 113a) and carry out works to make safe the previous interfaces.
3. Remove all landing stages – and carry out works to make safe the previous interfaces.

Constraints

Access

The area of Pier Approach, the prom, and the foreshore is extremely busy through the season and shoulder seasons.

The promenade around the pier can be accessed via Pier Approach, through a gated entry open between 6am-10am.

The Pier Approach area is designed for highway loading limits, outside the area of the attenuation tanks. There is a weight limit of 30 tons over the Bourn tank, and 40 tons on top of the Wessex Water Attenuation Tank.

The weight limit on the pier is 1 ton per axle; up to 2 tons total.

Designated Sites:

The pier is not listed but is recognised as a Dorset Monument.

The area below mean low water is part of the Solent and Dorset Coast Special Protection Area.

The pier lies within the Poole Bay Cliffs SSSI Impact Risk Zone.

The cliff slopes on the approach to the pier are listed under the Coastal 'Priority Habitat Inventory – Maritime Cliffs and Slopes (England)'.

The cliff slopes either side of the pier are part of a Higher-level Countryside Stewardship, part of a recognised ecological network, with some areas designated SNCI (behind seafront offices).

The area is classified as Bathing Water and a Blue Flag Beach.

Flood Zones:

The entrance to and neck of the pier is classified as being Flood Zone 3.

Other Information

Power Supply:

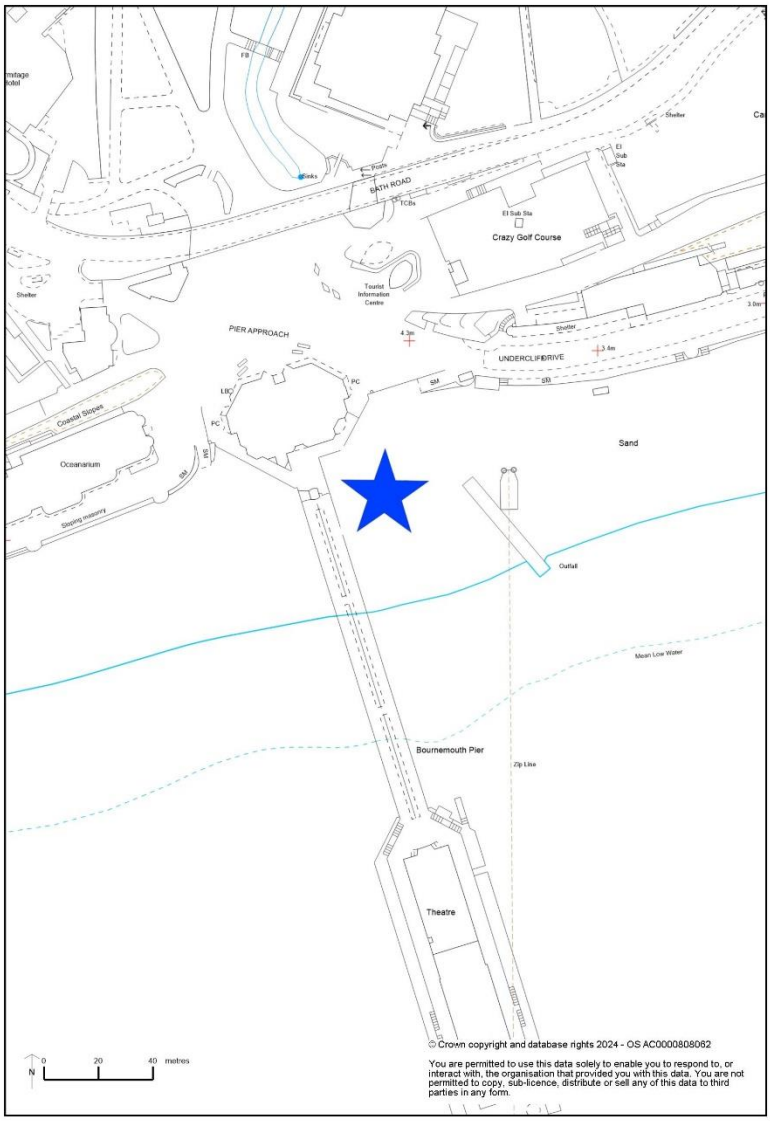
There is a 3-phase 230/415v supply which runs on the West side of the Pier from the Main Building. The SSEN Transformer room has 11Kv coming into it with multiple supplies for the Pier buildings.

Other services:

There are freshwater supply lines running along the pier, as well as a gas line.

Site Compound:

The site compound will be located on the beach, East of the pier. In the approximate location indicated by a blue star on the map below.



Permissions:

It is intended that BCP Council will secure the following approvals/licences:

Marine Licence (Marine Management Organisation);

Environmental Impact Assessment Screening;

Habitats Regulations Assessment (HRA);

Water Framework Directive Assessment;

Site of Special Scientific Interest (SSSI) Assent;

Historic England Assent;

Trinity;

Crown Estate Licence;

Notice to Mariners;

Land Matters;

Environmental Health;

Fisheries;

Ministry of Defence;

Consent to work near to utilities;

Coast Protection Consent;

Land Owner Permission;

Within BCP : Planning, Highways, Environment & Seafront.

Funding:

The project is funded through the Levelling Up Fund. A contractor will need to be on board by early March 2025 to meet the requirements of the funding.

Note that we have ringfenced £6M for these purposes.

Procurement Approach

Our approach will be informed by this Preliminary Market Consultation.

We have assumed UK Open competition.

Land Ownership:

The pier and approximately 12m either side of the pier neck is BCP Council freehold.

The remaining beach area and pier approach is leased by BCP Council on a long lease from the Meyrick Estate.

Buildings on the pier are leased by BCP Council to Openwide International Ltd until 2030.

Other projects that might be taking place during the works:

BCP Council is undertaking groyne replacement works approximately 1km east of the site over winter 2025/26. These works will be using the same access route at Pier Approach.

There will be an engineering project in progress to address cliff stability at East Cliff landslip approximately 600m east of the site. This project is likely to use the access via Pier Approach and along the prom during Winter 2024/25.

Beach renourishment works will be taking place over the coming years and will be using Pier Approach access.

There is a project planned to provide new utilities connections from Boscombe Pier to the west along to Bournemouth Pier, along the promenade. These works may continue beyond March 2025.

Section 2 : Response Form

Instructions:

The following questions are designed to enable the necessary licence applications to run concurrently with the design and tender for the works. It is imperative that sufficient information is obtained at this stage in order to meet a timeline that results in construction during 2025/26.

Please note that your responses are given freely and without any obligation or commitment on either side. The Council will not reimburse any costs associated with responding. Submit a written response by 5pm on 19th April 2024.

If you would like to meet on site to view the project site, please contact BCP Council LUF Programme Manager Helen Clarke MEng CEng MICE at helen.clarke@bcpcouncil.gov.uk.

Please respond to the following points.

Your responses should be brief and to the point, ideally no more than:

- One side (page) of A4 in total for question 1 Site Set-Up
- Two sides (pages) of A4 in total for question 2 Methodology
- One side (page) of A4 in total for question 3 Programming
- One side (page) of A4 in total for question 4 Management of Public Access
- One side (page) of A4 in total for question 5 Waste Handling
- One side (page) of A4 in total for question 6 Pollution Control
- Two sides (pages) of A4 in total for question 7 Estimated Costs

Responses to each question should be completed on separate documents, clearly identified as being a response to each question. Once the response has been completed, it should be saved (preferably as a PDF document) in the naming format 'Response to question 1 - Company Name' for that question. Please ensure when you upload your response to ProContract, that you attach your document for each of the questions below.

Please do not upload or refer to brochures or marketing material as an answer to any question. You may wish to provide a link to a relevant website for your organisation.

Once a review of the submissions has been undertaken, BCP Council may invite a number of respondents to participate in further discussions. These respondents will be selected based on the quality of the responses provided against our questionnaire below.

Questions

Please expand response sections as required.

1. Site Set-Up

1.1. How would you access the site? (routes, turning areas, frequency of access, location, timings, additional requirements)

1.2. What works area will you require within the area designated for the site compound?

1.3. How would you secure the site both landside and seaside?

1.4. What power and utilities supply connections would you need to undertake the works?

2. Methodology

Given the scope of works, please can you describe the methodology you would use for the following works:

2.1. Please list activities that could create dust, noise, vibrations, may cause disturbance to the seabed (either by standing on the seabed, or causing turbulence), changes in water quality, hot works. Please indicate whether there is a particular time of year when those activities would need to be carried out.

Concrete Repairs	
Impressed Current Cathodic Protection	
Landing Stage Removal	

2.2. What equipment would you use, and where would these be placed – e.g. jack up barges or other approaches? (it would be helpful if you are able to provide the type/ground pressure/fuel etc)

2.3. How would you access the different parts of the structure to undertake the works? (e.g. suspended scaffolding, access via barge, from the landing stages (note the dilapidated state of these))

Pier Neck	
Pier Theatre	

Pier Promenade	
Timber landing stages	

3. Programming

3.1. Please provide a high-level programme for the works, assuming a contract would begin in March 2025.

3.2. What are the specific considerations or restrictions relating to the timing of each proposed operation? (eg. weather, sea or ground conditions)?

4. Management of public access

4.1. How would you ensure H&S for the public during the works landside and seaside?

4.2. Please describe how the impact of these works would affect the current operations on the deck of the pier (i.e. vibrations, noise, dust, visitor comfort etc).

5. Waste Handling

5.1. Describe how you propose to store and dispose of materials? (it would be helpful if you could include any information on the nature of materials, frequency and expected volumes of output/discharge)

5.2. Would any materials need to be imported, such as new timber? (Describe the provenance and chemical nature of imported materials).

6. Pollution Control

6.1. What mitigation measures would you propose for pollution control for access routes, site compound and works area (considerations include: emissions and fuel management, run-off and wastewater handling, storage of materials and equipment, dust, vibration, temperature changes, noise, Biosecurity Plan, fire control)?

7. Estimated Costs

7.1. Please set out your high-level estimated costs for the works split out as follows:

	Option 1	**Option 2**	**Option 3**
Preliminaries			

Concrete Repairs			
Impressed Current CP System			
Timber Removal Option 1	N/A	N/A	N/A
Timber Removal Option 2	N/A		N/A
Timber Removal Option 3	N/A	N/A	
Total			

7.2. Would you require any specific surveys or information before undertaking the works?

7.3. How would you advise we apply Government Buying Standards (GBS) for Construction to this major refurbishment to achieve as a minimum a 'Very Good' rating. This assumes using an appropriate environmental assessment method such as CEEQUAL appropriate to the size, nature and impact of the project.

7.4. What form of contract would you recommend? We have assumed NEC4. Please provide your thinking on main option choice.

7.5. Please state what insurance levels your company currently holds.

Drawings Attached

- See Appendix A - Concrete Structure Drawings: LUF - Concrete Structures Drawings combined
- See Appendix B - Timber Landing Stages Drawings: LUF-100-01_Bournemouth Pier_Options

Submission of response

Your **RFI Response Documents** should detail your responses to each of the questions presented in Section 2 above.

Please submit your detailed **RFI Response Documents** in accordance with **Appendix 2 - Request for Information - PIN Process**.

Please ensure **Appendix 3 - Supplier Information** has been completed and submitted with all other RFI response documents.