

# Design Brief for The Provision of DDA Access from The Prince of Wales Pier, Falmouth to the water

<b>Project Name / Ref:</b>	Provision of DDA compliant access to the water from the Prince of Wales Pier Falmouth
<b>Supplier:</b>	Pelagic Design Ltd
<b>For the attention of:</b>	
<b>E-mail:</b>	
<b>Telephone number:</b>	
<b>Address:</b>	

<p><b>Requirement Overview</b></p>	<p>The provision of a world class, weather protected and DDA compliant managed access to the water from the Prince of Wales pier, linked to a series of modular floating pontoons. The solution will enable the pier to be used as a stepping off point for commercial boats, ferry boats and visiting vessels.</p> <p>Attached with this design brief are illustrative drawings to help illustrate the design vision for this project, and for which detailed design drawings are now being commissioned. It should be noted that these drawings set out the vision of the CIC and are not a final scheme. Any detailed design should be guided and informed by these drawings, acknowledging that the detailed design process will provide the final design.</p>
<p><b>Description of Services / deliverables required from Pelagic Design Ltd:</b></p>	<p>To provide design guidance and detailed design and maintenance strategy as appropriate for a DDA compliant managed access to the water from the pier to a pontoon system, and which addresses the following key criteria:</p> <p><b>1. Access from the pier</b></p> <p>A DDA compliant new fixed walkway to link the main pier structure to a link bridge; supported independently from the pier structure by piled columns.</p> <p>Access from the pier to that walkway would need to be possible both with the existing café building in place or is replaced by a new building such that:</p>

- i. If the existing buildings were demolished and redeveloped, the stepping off point from the pier would be adjacent to the end of the fixed height walkway nearest the town
- ii. With the current café and toilet block remaining, access to the link bridge would be via the new fixed height walkway with a stepping off point beyond the café
- iii. Any fixed link must be capable of allowing safe access and manoeuvring for wheelchairs, motorised chairs and buggies as well as pushchairs and children's buggies.

## **2. Link Bridge**

A flexible movement, link bridge between an upper fixed access and the lower level floating pontoon system, and which enables DDA compliant movement at all states of the tide, and includes:

- a) Design to provide high quality / key feature design [arched or similar] framed structure and to be finished appropriately for its maritime location / exposure and use type
- b) Maximum gradient of link bridge ( at lowest low water) to be compliant with DDA requirements
- c) Appropriate gangway width to enabling safe use of disabled / electric / mobility / children's buggies and similar

## **3. Security**

Any design shall make appropriate provision for the installation of the following security measures as appropriate:

- a) Security gates at the top of the link bridge and the head of each of the existing pier steps in order to prevent access to the pontoon (existing steps on the north west side of the pier could still provide access to boats without security);
- b) Anti-climb features as appropriate to minimise opportunities for unauthorised access onto the access / link bridges / pontoons;
- c) Handrails (or appropriate alternatives) with removable/opening sections for access to boats along the front side of the pontoon

## **4. Protection from adverse weather conditions**

Any design solution should demonstrate how appropriate and cost efficient solutions can be encouraged to protect users from adverse weather, and which might include:

- a) Glazed balustrading along the length of the new fixed walkway (which as a bonus would provide some wind protection for the café terrace) [Note: consideration should be given to the relationship between this and the Listed status of the Pier structure – this might require additional input from Council Heritage officers]
- b) Partially covered link bridge, constructed from low maintenance, easy clean material e.g. stainless steel / glass, allowing introduction of laser cut / etched artwork
- c) A series of shelter modules along the north west side of the floating pontoon - construction materials as per the link bridge
  - i. Illustration shown as protection only from the north west but could be double sided as per the link bridge

#### **5. Pontoon Construction**

- a) Having a sufficient safety factor to withstand year-round storm conditions
- b) Modular construction incorporating 'end of life' disposal considerations
- c) During festivals and other special events
  - i. Sufficient circulation space and buoyancy to carry several hundred people
  - ii. Provision made for attaching ancillary 'fingers' to increase capacity for the number of boats moored at one time
- d) Freeboard to suit existing ferries etc and the stern-loading boats of the future
- e) Secured either by driven piles or Seaflex subject to fundus, bedrock and other constraints
- f) Ability to be partially grounded at the lowest tide levels
- g) Potential for attaching additional pontoon sections or modular 'barges' in the future subject to feasibility and demand

#### **6. Utilities**

- a) Any design should include the ability to make provision for the following infrastructure elements via the bridge link to the pontoons either during construction or as a later addition to the :
  - i. 3-phase electric supply providing capacity for the charging of electric vessels
  - ii. Fresh water
  - iii. Sewage connection for the provision of a 'black tank' facility for accepting discharge from boats

#### **7. Maintenance**

	<p>a) During initial design, consideration must be given to ease of access, continuity of use, type of process and equipment required for on-going maintenance to keep costs and potential pollution to a minimum</p> <p>b) A maintenance plan / programme for the design solution including likely maintenance costs for the lifetime of the design solution</p> <p><b>8. End-of-life Disposal</b></p> <p>a) Where possible, materials used in construction must be suited to safe ecological disposal or appropriate re-use;</p> <p><b>9. During Construction</b></p> <p>Any design approach shall include provision for the Continuity of operation required for:</p> <ul style="list-style-type: none"> <li>i. Commercial boat operators</li> <li>ii. Commercial tenants operating businesses on the pier</li> <li>iii. South West Water and other utility infrastructure</li> </ul> <p><b>10.Costs to deliver the scheme</b></p> <p>A breakdown of the costs associated with the delivery / construction of the detailed design and any associated maintenance costs (linked to item 7 above) for the lifetime of the designed system.</p>												
<p><b>Key Milestones</b></p>	<table border="1"> <thead> <tr> <th data-bbox="655 1357 967 1451"><b>Title:</b></th> <th data-bbox="967 1357 1177 1451"><b>Description:</b></th> <th data-bbox="1177 1357 1286 1451"><b>Start Date:</b></th> <th data-bbox="1286 1357 1409 1451"><b>End Date:</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="655 1451 967 1653"> <p><b>1) Initial meeting with working group</b></p> </td> <td data-bbox="967 1451 1177 1653"> <p>CIC and CC officers plus Place Shaping Board Chair</p> </td> <td data-bbox="1177 1451 1286 1653"> <p>TBC</p> </td> <td data-bbox="1286 1451 1409 1653"></td> </tr> <tr> <td data-bbox="655 1653 967 2040"> <p><b>2) Feedback of initial findings and any early options appraisal - meeting with working group</b></p> </td> <td data-bbox="967 1653 1177 2040"> <p>Consists of Falmouth CIC and Falmouth Place Shaping Board Chair plus CC officers [Opportunity for additional</p> </td> <td data-bbox="1177 1653 1286 2040"> <p>TBC</p> </td> <td data-bbox="1286 1653 1409 2040"></td> </tr> </tbody> </table>	<b>Title:</b>	<b>Description:</b>	<b>Start Date:</b>	<b>End Date:</b>	<p><b>1) Initial meeting with working group</b></p>	<p>CIC and CC officers plus Place Shaping Board Chair</p>	<p>TBC</p>		<p><b>2) Feedback of initial findings and any early options appraisal - meeting with working group</b></p>	<p>Consists of Falmouth CIC and Falmouth Place Shaping Board Chair plus CC officers [Opportunity for additional</p>	<p>TBC</p>	
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		feed into design process from associated specialities (planning / Harbours / Historic Env)]		
	<b>3) Presentation of preferred option(s) to working</b>	CIC / CC officers and Place Shaping Chair	TBC	
	<b>4) Internal review of draft final documentation / design</b>	CIC and CC officers	TBC	
	<b>5) Handover of final document</b>	CIC	TBC	

<b>Commencement Date</b>	<b><i>Essential to be identified</i></b>
<b>Completion Date</b>	<b><i>Essential to be identified</i></b>
<b>Total price payable (inc / Exc VAT)</b>	<b><i>Essential to be identified</i></b>
<b>Agreed Payment schedule</b> (Milestone schedules to be detailed below)	<b>Payment (milestones) an important aspect to ensure that you as customer retain control over services being provided to you – consider staged payment linked to key milestones above</b>  <b>[my view is that the services should be provided prior to any payments being made to the appointed consultancy]</b>
<b>Insurance Cover required</b>	Public Liability 5,000,000TBC Employers Liability 10,000,000TBC Professional Indemnity 5,000,000 TBC
<b>Any further specific requirements</b>	<b>Note here if applicable</b>

**Milestone reporting and Payment (Subject to agreed 'Highlight Reports')**

ID	Task/milestone	Timescale / date	Fixed-Fee (£)	Daily-Rate (£)
	1) CIC and CC officers plus Place Shaping Board Chair			
	2) Consists of Falmouth CIC and Falmouth Place Shaping Board Chair plus CC officers [Opportunity for additional feed into design process from associated specialities (planning / Harbours / Historic Env)]			
	3) CIC / CC officers and Place Shaping Chair			
	4) CIC and CC officers			
	5) Handover of final documents to CIC			