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Bath & North East  
Somerset Council

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**BATH QUAYS BRIDGE**  
DESIGN COMPETITION  
PART 1 – PRE-QUALIFICATION BRIEF

FOREWORD

Bath Quays is set to become a brand new riverside quarter connecting across the River Avon at the heart of the magnificent World Heritage City of Bath. As one of only two city-wide designations in the UNESCO World Heritage list for the United Kingdom, development opportunities within the city are extremely rare. A development site of the scale of the Quays is a fantastic opportunity for the city to reinvent one of its more neglected corners and connect it to the vibrant and beautiful historic city.

The regeneration of the Quays will form the basis for a brand new business location for the growing ICT, low carbon and creative sectors within the city. It will link with the research and academic base in the City’s two Universities. It is a regionally significant site with the potential to deliver the capacity required for future economic growth.

Its location will allow a fully connected, contemporary development, which connects the historic heart of the city to a previously overlooked quayside district, opening up new riverside leisure and cultural opportunities alongside new commercial activities. Providing a new bridge for this new place will set the Council’s ambitions and intentions out to realise this exciting new destination.

*“There has never been a better time for Bath to reconnect with its river. Our commitment to Bath Quays has started by delivering a stunning new riverside landscape and the next exciting element will be to commission this new bridge.*

*We want the Quays to be the physical embodiment of “beautifully inventive”, building on the City’s reputation for enterprise and innovation.”*

Dr Jo Farrar  
Chief Executive  
Bath and North East Somerset Council





## CITY OF BATH WORLD HERITAGE SITE: STATEMENT OF OUTSTANDING UNIVERSAL VALUE

The City of Bath is of outstanding universal value for the following cultural attributes:

- The Roman remains, especially the Temple of Sulis Minerva and the baths complex (based around the hot springs at the heart of the Roman city of Aquae Sulis, which have remained at the heart of the City's development ever since) are amongst the most famous and important Roman remains north of the Alps, and marked the beginning of Bath's history as a spa town.
- The Georgian city reflects the ambitions of John Wood Senior (1704-1754), Ralph Allen (1693-1764) and Richard "Beau" Nash (1674-1761) to make Bath into one of the most beautiful cities in Europe, with architecture and landscape combined harmoniously for the enjoyment of the spa town's cure takers.
- The Neo-classical style of the public buildings (such as the Assembly Rooms and the Pump Room) harmonises with the grandiose proportions of the monumental ensembles (such as Queen Square, Circus and Royal Crescent) and collectively reflects the ambitions, particularly social, of the spa city in the 18th century.
- The individual Georgian buildings reflect the profound influence of Palladio (1508-1580) and their collective scale, style and the organisation of the spaces between buildings epitomises the success of architects such as the John Woods (elder 1704-1754, younger 1728-1782), Robert Adam (1728-1792), Thomas Baldwin (1750-1820) and John Palmer (1738-1817) in transposing Palladio's ideas to the scale of a complete city, situated in a hollow in the hills and built to a picturesque landscape aestheticism creating a strong garden city feel, more akin to the 19th century garden cities than the 17th century Renaissance cities.





## INTRODUCTION

Bath & North East Somerset Council is seeking to appoint an outstanding team to deliver the design for what will be the first new crossing of the River Avon in Bath City Centre for over 100 years.

As a key component of the Innovation Quays scheme, [Bath Quays Bridge](#) will provide a new route for pedestrians and cyclists between the development areas to the north and south of the River at the southern periphery of Bath's historic city.

The project budget has been set at £2.5m (including construction costs, fees and contingencies) which is based on an assumed span of 55 to 65m.

The bridge will form an integral part of the spatial and environmental enhancements that are proposed to re-connect the riverside area to the city and, critically provide a direct and viable alternative to the poor quality pedestrian routes along the A36 Lower Bristol Road.

The Council's vision for the bridge is encompassed by the following core values which should be a material consideration in guiding the bridge design:

- Beautiful object that belongs to the place
- Simple and elegant – fascinating to all ages
- Modern statement taking the heritage of the city forward
- Special
- Innovation – superb engineering
- Linking spaces designed to delight
- Lasting appeal

As part of a wider enabling infrastructure the design and construction of the bridge is to be financed using Economic Development Funding made available through the City Deal.

Given the importance of the bridge in contributing to the wider infrastructure of Bath and the significance of its location in a UNESCO world heritage site, the Council has chosen a design competition as the means to select a concept design for the bridge and appoint a design team whose members share the Council's ambition and aspirations for the project. The Council welcomes the possibility of innovative, high quality designs coming forward through multi-discipline collaborations and as such has not prescribed requirements for the composition of design teams other than requiring that design teams must have bridge engineering capability and expertise within them.

Expressions of interest are being sought on an open and international basis with interested firms being required to respond to the questionnaire enclosed as Part 2. Responses will be evaluated against a scoring matrix with the five to six most suitable firms selected by the Council's Jury to participate in the design competition.

The selected firms will be invited to submit competition entries for the design of the bridge and fee proposals for the design team appointment. The competition entries will be evaluated by a Jury against a scoring matrix. The successful design team will be appointed to develop their winning competition entry under an NEC3 (Option A) Professional Services Contract.

## BACKGROUND AND CONTEXT

### Bath and the River Avon

The City of Bath is a globally renowned UNESCO world heritage site and is particularly known for its Roman remains and fine examples of Georgian architecture.

Water is at the centre of the identity of Bath: from the thermal spa waters which rise in the city centre, to the way in which the health giving and recreational properties of water have inspired its architecture. The slopes of Bath – which provide the catchment area of the River Avon – also provide the picturesque landscape setting of the World Heritage City.

The regeneration of Bath's river corridor offers the key to the next series of development opportunities within the city. Bath's river corridor is a wonderful resource for the future development of the city. Forming the valley floor of the World Heritage City it has an amazing potential to provide spaces for new jobs and homes, and spaces for leisure and play – and create a great future for both people and wildlife.

### Bath Enterprise Area Masterplan and Innovation Quays

With the potential to accommodate up to 9,000 new jobs and 3,400 homes Bath's enterprise area includes 98 hectares of land along the river corridor in central and western Bath, some 36 hectares of which is developable brownfield land. New employment will focus on Bath's strength in growth sectors: creative industries, professional financial and business services, information technology and software development. Overall, the Enterprise Area has the potential to increase the value of the Bath economy by £620 million (an increase of 16%) per annum.

The aim of the Enterprise Area is to drive employment growth. On the majority of sites the private sector will lead, and on others the public sector will invest in enabling infrastructure to facilitate private sector investment, unlocking the delivery of over £1 billion of development over the next 15 years.

Core Values that the Enterprise Area is seeking to deliver are as follows. These should also inform the design of the new bridge:

- [Quality](#) – of life, of place, of developers, of occupiers
- [Enterprise](#) – fostering knowledge, inventiveness and creativity
- [Design](#) – inspirational public realm, connectivity of streets, spaces and bridges, integration of form and streetscape, respect for the character of "Bathness"
- [Heritage](#) – architectural, urban design and landscape excellence in a World Heritage setting
- [Green](#) – green building, green infrastructure, walking and cycling, biodiversity and ecology
- [Water](#) – at the heart of Bath's identity, River Avon, spa water, Kennet and Avon Canal
- [Health and Wellbeing](#) – promoting leisure, the outdoors, socialising and promenading

**The Big Idea: Rediscovering and reconnecting the River, to bring Bath Riverside to Life...**

Innovation Quay sits midway along the Enterprise area and comprises two key development sites; North Quay and South Quay, on either side of the River Avon. The Bridge will link North and South Quay to create a new quarter of the city focussed upon innovation and enterprise.

## **RIVERSIDE** *life*

### **Employment, Commercial, Industrial, Retail**

Bath's riverside has witnessed huge changes along its banks: the creation of amazing architecture, the rise and fall of industry, the opening and closure of railways, and the periodic effect of flooding.

The time has come for the riverside itself to play a key role in the future life of the World Heritage City. We believe there are five key themes, **WORKING***life*, **WILD***life*, **WATER***life*, **HUMAN***life*, **PARK***life*, which reflect the unique character and opportunity for the future and open opportunities to explore solutions with broad appeal and engagement.

There is an unprecedented opportunity, with this report, to highlight and celebrate the real potential that exists and *bring Bath's riverside to life!*









BATH QUAYS BRIDGE

Scope

The Bridge project includes the design, fabrication, construction/installation, testing and commissioning of the Bridge and all associated components.

The project also includes the design and construction of high quality public realm spaces to connect the Bridge to the existing pedestrian and cycling networks to the north and south as well as to adjacent riverside public spaces.

Funding and Budget

Finance for the project will be provided via EDF funding through the West of England Local Enterprise Partnership, (LEP). The Bridge is one of a number of infrastructure elements that contribute to the Innovation Quay development, which will be funded in this way.

An outline business case for Innovation Quay was submitted for funding approval to the LEP board in December 2014. Subject to successful receipt of a grant funding offer, the project is proposed to form part of the Council’s Capital Programme for 2015/16. The winning design will support the submission of the detailed business case to enable funding to be drawn down.

A £2.5m budget for the Bridge, (including construction costs, fees and contingencies) has been allowed for within the overall £25m funding application. This assumes a bridge span of between 55 to 65m and a deck width of between 4.5 to 5.5m.

Statutory Requirements

The design and works are to comply fully with statutory procedures.

The Bridge will become part of the Highway network and as such will be adopted and maintained by B&NES Council in its role as the Highway Authority. Highway Authority technical approval of the proposed design will need to be obtained and the works signed off as compliant with the technically approved design.

The Bridge will require a planning and conservation area consent, (the proposed bridge location is within a Conservation Area) and a listed building consent, (the bridge location lies partly within the curtilage of a Grade II listing). The Council will require these consents to have been granted prior to award of the construction contract.

The design and works will also require a flood defence consent from the Environment Agency and a consent from the Canal and River Trust (as the relevant Navigation Authority) in accordance with their Code of Practice for 3rd party works affecting the Trust. The Design team will be required to obtain design approval from the Environment Agency and the Canal and Rivers Trust prior to inviting tenders for construction of the bridge.

Programme and Procurement

The procurement strategy requires the bridge design to be developed by the appointed design team to a sufficient level of detail to secure planning and listed building consents, and to a level that will ensure that prior to inviting tenders for construction, the selected design is developed and detailed by the designer to a level that will not allow the aesthetic and engineering quality to be compromised by the contractor.

A contractor is likely to be appointed using a single stage tender process and it may be that the Contractor will be required to deliver the detailed design of the Bridge. If so, it is possible that the appointed design team will be novated to the successful contractor. Firms responding to the questionnaire are required to provide a statement confirming they are, in principle, happy to be novated, should it be required.

Key project milestones taken from the project master programme are as follows:

- Deadline for expressions of interest – March 2015 (4 week response period)
- Competition shortlist confirmed – April 2015
- Competition entries and fee proposals invited – April 2015
- Competition entry deadline – June 2015 (8 week competition period)
- Design team appointed/concept design selected – August 2015
- Submit planning application – February 2016
- Planning consent granted – May 2016
- Contractor shortlist confirmed – November 2015
- Tenders invited from contractors – March 2016
- Contract award – June 2016



DESIGN COMPETITION OVERVIEW

Competition Format

The competition process will be strongly guided by the International Association of Bridge Engineers (IABSE) Guidelines for Design Competitions for Bridges.

It will be split into two stages with pre-qualification as the first stage; a short-listing process to select 5 or 6 competition entrants. An initial evaluation of the pre-qualification responses will be undertaken by the Client Team, together with an examination of compliance with the minimum pre-qualification requirements. This will lead to the recommendation to the Jury of a long-list of competition entrants. The Jury will then undertake a further evaluation to derive the competition shortlist.

The second stage is a design competition featuring the submission of concept designs for the Bridge and a lump sum fee proposal for the design team role, and culminating in the selection of a winning design and appointment of its design team. Submissions, not including the competition entries, will be evaluated by the Client team for compliance and scored against a pre-agreed scoring matrix. The jury will evaluate the competition entries, also against a pre-agreed scoring matrix, and this will include an evaluation of bridge delivery cost and buildability. The competition entries will be displayed in public in parallel with the evaluation process and although feedback from the public will be passed on to the Jury, it will not contribute to the evaluation of the entries. The Client Team and jury findings will be combined to derive a ranking of the submissions with the highest ranking entrant winning the design competition and securing the design team appointment.

The Council will be running a separate bridge design competition, for children, in parallel with this one. Input will be required from the Design Team to judge the entries.

Minimum criteria for competition entrants.

This invitation for expressions of interest is open to design teams who consider that they fulfil the criteria set out below. The invitation is open to teams comprising individual firms or consortia.

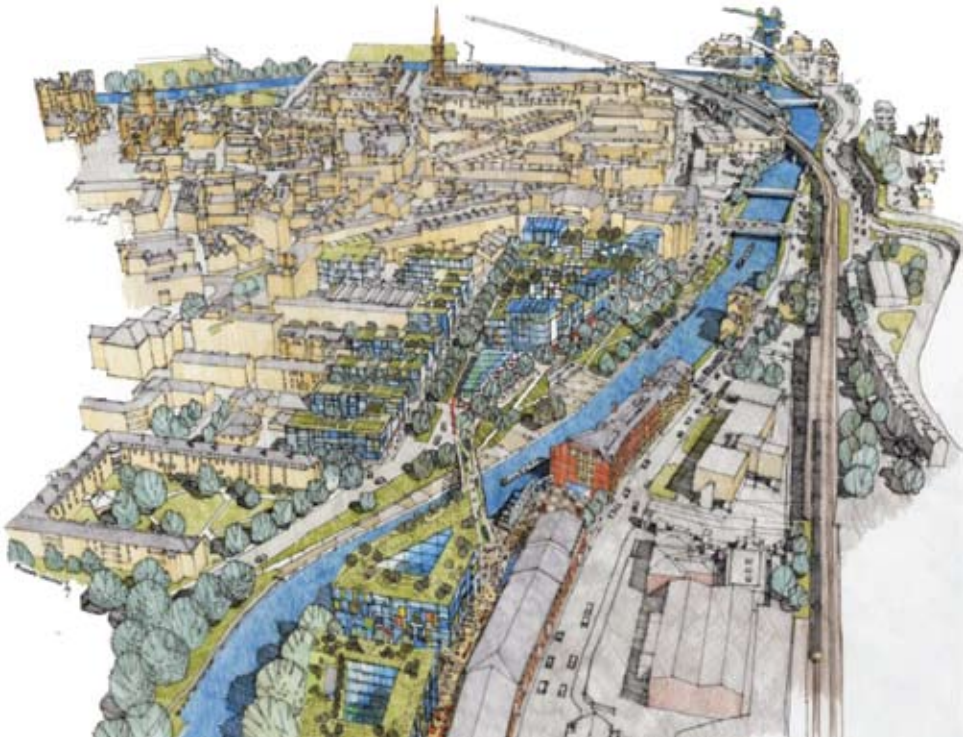
The minimum requirements for long-listing and presentation to the jury for short-listing are:

- Compliance with the requirements of the pre-qualification questionnaire
- Demonstrable evidence within the design team of capability and expertise in bridge engineering
- Design team firms to be of firm financial status
- Resource and capacity to deliver the project

Pre-qualification Evaluation Criteria

The questionnaire responses will be evaluated using the following scoring weightings to derive rankings and ultimately a competition shortlist:

PQQ SECTION	PQQ SUB-SECTION	WEIGHTING
A – CAPABILITY AND EXPERIENCE		
	A1 – Service delivery	5%
	A2 – CVs	35%
	A3 – Project understanding, motivation and enthusiasm	15%
	A4 – Relevant projects	40%
	A5 – Sustainability	5%
B – COMPLIANCE INFORMATION		
	B1 – General information (Lead Designer)	PASS/FAIL
	B2 – General information – (other design team organisations)	PASS/FAIL
	B3 – Health & Safety	PASS/FAIL
	B4 – Resources/ Capacity	PASS/FAIL
	B5 – Management systems	PASS/FAIL
	B6 – Equal Opportunities	PASS/FAIL
SIGNED DECLARATION		PASS/FAIL





**Submissions for the Second Stage**

For guidance, competition entrants will be required to submit the following in two parts; a quality submission and a price submission.

**Quality submission (competition entry)**

- Design drawings showing the bridge and adjoining public realm
- 3D visualisations of the bridge and adjoining public realm from pre-defined viewing points
- Engineering drawings showing the principle member sizes
- A written description of the design
- An outline construction methodology
- An preliminary construction cost estimate for the Bridge and associated works, based on a preliminary bill of quantities and unit rates to be provided by the competition entrant.
- A programme to completion and handover

Evaluation of the submissions will consider:

- Examination for compliance with the minimum requirements of the brief by the client team
- Evaluation of the submitted bridge designs by the jury.
- A review of buildability by an independent expert who will report to the jury
- A review of construction cost against the project budget by the Client’s cost consultant who will report to the jury.

**Price/commercial submission**

- A lump sum design fee supported by a resource schedule
- A schedule of rates for any other design team input including for the construction phase
- Design programme
- Activity Schedule for design work
- Completed Contract Data Part 2

The price/commercial submissions will be evaluated by the Client team, the weighted scores from which will be combined with the weighted scores from the evaluation of the quality submissions to derive an overall score for each entrant. The scores will be heavily weighted in favour of the quality submission. The highest scoring competition entrant will be appointed to developed and complete their bridge design.

**Client Team Appointments**

The following have been appointed:

■ Project Manager

■ Engineering Technical Advisor

■ Jury members:

- *Roger Buckby MSc CEng FICE FIStructE* – Formerly Director of Bridge Engineering, Halcrow Group, now Senior Consultant Bridge Engineering, CH2MHill. Member of IABSE Working Group 3 responsible for writing and publishing IABSE ‘Guidelines for Design Competitions for Bridges’.
- *Jo Farrar* – Chief Executive, Bath & Northeast Somerset Council
- *Andrew Grant RDI, CMII, Hon FRIBA, FRSA* – landscape architect and founder of the international, award winning practice of Grant Associates based in Bath. He is best known for his work on Gardens by the Bay in Singapore and for his ecological approach to the design of landscape and structures.
- *Simon Martin BEng CEng MICE* – Operations Manager for Bath and Northeast Somerset Council’s major regeneration projects. Formerly with Arup (1992-1998) and a director of WYG Engineering (1998-2009). Responsible for numerous city centre regeneration schemes.
- *Trevor Osborne FRICS FRSA* – Chairman of the Trevor Osborne Property Group and an expert in the field of buildings of architectural and historic interest. In Bath his service as a Trustee saw the extension and re-launch of The Holburne Museum. He continues as a Governor and Trustee of Bath Spa University and the Mozart Festival. He is a member of the Bath Initiative and Greater Bath Ltd.
- *Cllr Ben Stephens* – Bath and North East Somerset Council Cabinet Member for Sustainable Development
- *Jane Wernick CBE FREng Hon FRIBA FIStructE FICE* was with Arup from 1976-1998, starting and running their Los Angeles office from 1986-88. In 1998 she founded Jane Wernick Associates. She teaches and is a member of the Design Council CABE’s Design Review Panel, as well as various think-tanks.

**Payment**

Competition entrants will be paid an honorarium of £5,000. The ownership and copyright in the work of the competitors will be in accordance with the Copyright and Patents Act 1988; that is copyright rests with the author. The promoters and the competition organisers will exercise all reasonable care but will not be responsible for loss or damage of submission material. In making their submissions, each entrant is granting permission for their submissions to be put on public display and used in any publicity surrounding this competition. Please note that it is the intention of the Council to use images of the design to promote the bridge going forward beyond the end of the competition phase, the winner should be prepared to co-operate with the Council in achieving this.







## DETAILED REQUIREMENTS FOR PREQUALIFICATION SUBMISSIONS

### Submission Information

It is important that all questions in the Pre-qualification Questionnaire are fully answered.

Submissions shall be written in English.

Do not include promotional or general publicity material or additional information except where requested.

No design proposals for the Bridge are to be included.

Where necessary, and within the word or size limitations where specified, please include additional information on separate pages, clearly annotated to the relevant PQQ question.

Once you have completed your submission please upload back through the portal to arrive no later than Midday on 12 March 2015. Please do not send emails, hard copies or CDs. The submission should be uploaded as no more than 3 pdf files, (one for the Section A response, one for the section B response and one for the signed declaration) with the name of the Firm included in the file titles.

The applicant should note that should they be successful in being awarded any contract with the Council, the Council reserves the right to terminate the contract if it is discovered that the applicant has made any material misrepresentation in the submission.

The Council is committed to the principles of Best Value which are incorporated within its “Visions and Values” statement and is continually seeking to improve its delivery of services to its customers.

### Queries and Communications

Any queries or questions should be raised via the ProContract portal using the ‘view discussion’ section. Please do not telephone or send emails. Any such queries will be answered by the Client’s Project Manager with input from others as required.

### Site Visits

Interested firms are welcome to visit the site at their convenience. There is no need to pre-arrange such visits with the Council. Firms should note that the location can most easily be viewed from the north bank of the River, alongside Green Park Road.

The proposed siting of the southern end of the bridge lies on what is currently private land. A limited view of this area from the south can be obtained from the A36 Lower Bristol Road.

An organised visit of the site for the shortlisted firms will be held as part of the tender/design competition process.

### Timetable

The procurement timetable is as follows:

- Expressions of interest invited – 12 February 2015
- Deadline for expressions of interest – 12 March 2015
- Competition shortlist confirmed – April 2015
- Competition entries invited – April 2015
- Competition briefing/site visit – April 2015
- Competition entry deadline – June 2015
- Design team appointed/concept design selected – August 2015

### Additional Information

The Authority expressly reserves the right to require a Firm to provide additional information supplementing or clarifying any of the information provided in response to the requests set out in this PQQ. The Authority may seek independent financial and market advice to validate information declared, or to assist in the evaluation.

### Freedom of Information

In accordance with the obligations and duties placed upon public authorities by the Freedom of Information Act 2000 (the ‘FoIA’), all information submitted to the Authority may be disclosed in response to a request made pursuant to the FoIA.

In respect of any information submitted by a Firm that it considers to be commercially sensitive the Firm should:

1. clearly identify such information as commercially sensitive;
2. explain the potential implications of disclosure of such information; and
3. provide an estimate of the period of time during which the Firm believes that such information will remain commercially sensitive.

Please submit responses to 1, 2 or 3 as an Annex with the completed PQQ.

Where a Firm identifies information as commercially sensitive, the Authority will endeavour to maintain confidentiality. Firms should note, however, that, even where information is identified as commercially sensitive, the Authority might be required to disclose such information in accordance with the FoIA. Accordingly, the Authority cannot guarantee that any information marked ‘commercially sensitive’ will not be disclosed





BATH QUAYS BRIDGE DESIGN COMPETITION PRE-QUALIFICATION BRIEF