



Brief for Consultants

Lochboisdale Port of Entry Project

Stòras Uibhist

Phase 1 Feasibility Study

- **Introduction**

A vision for Lochboisdale regeneration has been established following extensive consultation and partnership working to create an ambitious strategic development project for Lochboisdale which will be the principle vehicle for sustainable economic, social and environmental regeneration of Lochboisdale and its surrounding area.

The project will ultimately be delivered in a number of phases and by a number of different partners and developers. However, Stòras Uibhist as the community company which owns the South Uist estate will retain the overall control and integrity of the regeneration project. Phase 1 of the project relates to the provision of core infrastructure to create development sites and a harbour area with potential for future developments. The phase 1 infrastructure project is anticipated to be delivered as a publically funded community led development.

Consultants are being sought to provide a technical appraisal of the phase 1 requirements of the infrastructure project, and cost estimates for the work. The details of the technical requirements and costs will then be used to inform the detailed design and tender process for construction, and to secure finance from suitable bodies.

In addition to the technical appraisal of the phase 1 infrastructure project, the report is required to assess the feasibility and best use of the newly created development sites.

- **Background**

An Outline Engineering Feasibility Study was undertaken in September 2003 by Halcrow on behalf of UBC Group Ltd. The Study looked at the provision of breakwaters and improved facilities within a sheltered area of water adjacent to the existing ferry terminal at Lochboisdale.

In 2005 the Lochboisdale Harbour Development Group (LHDG) was formed and produced a Vision Paper in association with Stòras Uibhist, the company formed by the Community to purchase, manage, and develop South Uist Estates. This Group, comprising representatives of Comhairle nan Eilean Siar, Western Isles Enterprise, Western Isles Fishermen's Association, Stòras Uibhist and UBC Group Ltd, was charged with taking forward the development of Lochboisdale Harbour area on behalf of the local community. In the Vision Paper, the engineering works described in the Halcrow study were set out and the nature of potential development which could take place as a result of these infrastructure works was identified.

The development proposals under consideration at the time were presented to the local community at a meeting in Lochboisdale in February 2006 and found general favour.

In 2006 the Lochboisdale harbour vision document was produced by Murdo Murray in consultation with Halcrow.

Following the South Uist Estate community buy-out the project was incorporated into the business plan for Stòras Uibhist. The development team in Stòras Uibhist have further refined the vision for the Lochboisdale regeneration project, including a full appraisal exercise of existing facilities and future options, completed in 2008.

- **The Vision**

It is anticipated that redevelopment of the harbour and its surroundings will be the principal vehicle for a sustainable economic, social and environmental regeneration of Lochboisdale.

It will be an essential feature of the development that it is designed and detailed in such a way as to maximize opportunities to compliment and enhance the existing landforms, and to minimize intrusion and damage to flora and fauna.

The existing harbour facilities are located in a shallow bay accessed by a narrow approach channel. These factors impose operational restrictions on both the use of facilities and the growth of harbour operations at Lochboisdale.

In order to avoid these restrictions and maximise the potential market and long term benefit for the community the marine elements of the proposed development are focused on the deeper water around Gasay Island. These are shown on the enclosed drawing and include:

- A new area of sheltered water where fishing and leisure facilities can be developed.
 - A new fishing quay providing some 150m of berthing space and adequate water depth to ensure all tides access.
- Leisure pontoons.
- A finger pier providing a new ferry berth one side and a multi-user berth the other side.
- Areas for future industrial development
- Hard-standing area for the storage of boats, live storage and other related facilities.
- A range of housing developments on both sides of the road through Rubha Bhuailt.
- A pedestrian access to Eilean Dubh to allow the development of a public amenity area.

In addition to the foregoing it is anticipated that a tidal energy device could be located in the deep water channel immediately to the south of Rubha Bhuailt (*see below*).

In order to create development land for the provision of the above facilities, new infrastructure is required which includes:

- A new causeway linking Gasay Island to Rubha Bhuaile
- A road from the existing public road to Gasay Island, initially crossing the foreshore at the head of the existing harbour.
- The creation of serviced development sites on Gasay and Rubha Bhuaile.

It is the development of this phase 1 infrastructure project which is to be considered in the technical feasibility report commissioned here.

No consideration of the tidal energy device is to be given in the phase 1 study, beyond assessment of likely provision of berthing space at the Finger pier for vessels used to install and service the device.

- **The Study**

1. Aims and Objectives

The main objectives of the study can be summarized as:-

(i) To develop outline Engineering proposals with preliminary cost estimates for the development of the scheme.

(ii) Consider the cost benefit ratio of the project and the future development potential.

(iii) Consider how the infrastructure development may be best delivered to retain the integrity and character of the existing landforms and landscape and ensure an aesthetically pleasing, efficient and eco friendly design which fits with the character of Lochboisdale and the Outer Hebrides.

2. Detailed Requirements

- Visit site and attend scoping /workshop session with Steering Group.
- Details of the technical requirements of the creation of a road, causeway and associated development sites.
- Bathymetric survey of the area between Gasay and Rubha Bhuaile
- Analysis of the shore side infrastructure requirements and best possible locations for each element
- Consideration of the most appropriate design of the project to ensure that the development sites created are as in keeping with the natural environment as possible.
- Full cost estimate of delivery of the phase 1 infrastructure project.
- Analysis of the costs and benefits of the development

- Analysis of the development potential of the serviced sites created as a result of the phase 1 project.
- Recommendation of future development options.

The consultants are required to take account of all the above considerations and to make clear recommendations for the most appropriate development options.

3. Outputs

The Consultant appointed would be expected to provide the following outputs: -

Interim Report (1 copy)

- Brief outline giving results of initial consideration and giving interim view to Steering Group on progress/options and emerging preferences/problems.
- Consultation with key stakeholders on interim report

Draft Final Report (6 copies)

- Include clear assessment of options
- Identify option preferences with supporting evidence
- Provide outline technical proposals

Final Report (10 copies and CD)

- Include presentation of findings to Public or other meeting.

The copyright of and ownership in all work executed as part of the consultancy appointment will be assigned and will rest in and become the property of the Steering Group for Stòras Uibhist.

4. Consultancy Team

The selected consultants will be predominantly Engineering by expertise but will also have to cover a range of skills including Financial Analysis, Economic Development, Environmental Impact, Aesthetics and Architectural Design.

5. Steering and Management

The project will be managed by Stòras Uibhist, in the first instance by the Development Manager, Kirsty Campbell.

6. Timetable

The proposed timetable is as follows :-

- Proposals submitted by June 30th 2009
- Selection
- Consultants appointed by 8th July 2009
- Final Report submitted by August 2009

7. Budget /Costs

The budget for the Study is circa £15,000

8. Initial Proposal Document

Prospective consultants are invited to submit a detailed and costed proposal for the study. Proposal documents should contain the following information:-

- Details of proposed method
- A work plan detailing programme phasing with key milestones and demonstrating integrated working arrangements across the different expertise inputs.
- The names and CV of key personnel who would comprise the Study team.
- Details of previous work undertaken which is relevant to this work.
- Details of how the cost of the phase 1 works will be estimated.
- Details of how the environmental and aesthetic objectives of the project will be realised.
- A clear specification of the data required to undertake this work and where it is to be sourced. If any of this data is to be provided by the Steering Group members or other contacts this should be clearly stated by the consultant.
- Details of fee proposal for the study; providing a fixed price including all expenses for the study, and individual staff costs for any additional work that may be required. The fixed price fee should include all detailed requirements and outputs as described in Section 2 and Section 3.

9. Closing Date

One hard copy and an electronic of the consultant's proposals must be submitted by 5pm on Monday 27th April to:

Kirsty Campbell
Storas Uibhist
1 Bornish
South Uist
Western Isles
HS8 5SA

10. Assessment and Marking of Tenders

Tenders will be marked on the basis of quality and price, with 60% of the marks allocated to quality and 40% to price.

Allocation of marks will be as follows:-

a) Previous experience	10
b) Experience of staff	10
c) Method statement	10
d) Approach to cost estimation	10
e) Environment & aesthetics	20
f) Timescale	10
g) Proposed fee	40

Each of items a) to e) will be marked against the available amount (eg 8 out of 10).

Item f) will be marked by comparing the tenderer's fee with the lowest fee, which will be awarded 40 marks. Each tenderer will be awarded marks in inverse proportion to the ratio of their fee to the lowest fee

$$\left[\text{ie } \frac{\text{lowest} \times 40}{\text{tender}} \right]$$

The sum of all the marks for each tenderer will provide their score for comparison.

While it is the intention to appoint the consultants with the highest score, the Client reserves the right to appoint a consultant with a lower score, if they consider it is in their best interests. They also reserve the right not to accept any tender.