



Aros Waterfront Development

Engineering Services – Pier Restoration

INVITATION TO TENDER

November 2019

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Information for Tenderers

You are invited to submit a tender for the supply of engineering services in connection with the planned redevelopment of the Aros Waterfront comprising the existing pier and sea wall.

The Tobermory Harbour Association proposes to redevelop the Aros Waterfront, comprising the existing pier and sea wall, to provide recreational facilities and a visitor attraction that complements that area of Tobermory Bay. The THA recently completed the purchase of the site from Forrestry and Land Scotland with funding from the Scottish Land Fund.

In addition to this invitation to tender, the THA is also tendering for architectural services in connection with the development of the site as a whole and specifically the redevelopment of the existing buildings. You will be expected to liaise with the selected architect insofar as the design for the overall site layout may impact on your work.

The Project

Tobermory Harbour Association is in the first stages of an ambitious project to create a destination for the benefit of the community and visitors at the iconic Aros Waterfront in Tobermory Bay. Having purchased the site in August 2019, the THA plans to preserve the cultural heritage of this historically significant site, while sensitively developing the its assets in stages to offer sustainable social, economic and environmental benefits for residents and visitors alike. Our vision fits with the THA's ethos of 'facilities for all', and specifically to continue to grow the economic value of the harbour through an understanding of the community's needs and the building of community assets.

Please see the attached Project Overview for details of the project.

1. Scope of Supply:

- Review April 2016 Engineering Report and assess any further deterioration;
- Prepare Specifications and a Reconstruction Plan for the pier with two options:
 - o Reinstatement to as-built dimensions including a stable foundation slab.
 - o Refurbishment of the undamaged structure i.e. reducing the length of the pier and stabilising the undamaged portion.
- Advise and specify a repair regime for the sea wall;
- Advice and guidance regarding permissions and consents;
- Develop a design to address health and safety factors with regard to public access;
- Provide an estimate of costs and timescale;
- Provide technical support in connection with THA funding applications;

2. You are required to complete and return the following items:

- You are requested to provide a formal declaration of your offer which is to include a fixed price, timescale and any terms and conditions you propose to apply.
- You are also requested to provide the following basic details of your organisation by completing the attached form.
- You are requested to provide a statement of the proposed environmental impact to comply with the Marine License.
- You are requested to provide two references from previous or ongoing work.

You are encouraged to be innovative in your thinking when preparing your bid and to provide any suggestions or solutions that may provide a more cost-effective service.

3. Instructions to Tenderers

Please return your Tender using the enclosed pre-addressed labels no later than 1600 hrs **on 31st January 2020.**

Tenders may not be considered if the basic details of your organisation are not included in your return.

If you do not wish to submit a tender, it would be appreciated if you could state your reasons, though you are of course under no obligation to do so.

Contact Information

For clarifications or other requests please contact:

Jenny Hampson, Project Officer
Tobermory Harbour

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Tel: 01688 302876

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You may also find extensive information about Tobermory Harbour Authority on the company website at www.tobermoryharbour.co.uk

About your organisation

1	BASIC DETAILS OF YOUR ORGANISATION		
1.1	Name of the organisation in whose name the contract would be submitted:		
1.2	Contact name for enquiries:		
1.3	Contact position (Job Title):		
1.4	Address: Post Code:		
1.5	Telephone number:		
1.6	E-mail address:		
1.7	Website address (if any):		
1.8	Company Registration number (if this applies):		
1.9	VAT Registration number:		
1.10	Is your organisation: (Please tick one)	i) a public limited company?	
		ii) a limited company?	
		iii) a partnership	
		iv) a sole trader v) other (please specify)	

2	FINANCIAL INFORMATION	
2.1	Please tick box showing your company turnover for the year ended December 2011	<input type="checkbox"/> Up to £50,000 <input type="checkbox"/> Up to £100,000 <input type="checkbox"/> Up to £200,000 <input type="checkbox"/> Over £500,000
2.2	What is the name and branch of your bankers (who could provide a reference)?	Bank:
Branch:		
Contact name:		

3	INSURANCE	
	Please provide details of your current insurance cover	Value
3.1	Employer's Liability:	£
3.2	Public Liability:	£
3.3	Other (please provide details):	£

FORM COMPLETED BY

4	HEALTH & SAFETY	
4.1	Does your organisation have a written health and safety at work policy?	Yes / No
4.2	Does your organisation have an environmental management policy	Yes / No

Name:

Position:

Date:

General Description of Site

Location

The subjects are located on the shoreline of Aros Park which is around a mile from Tobermory, the principle town of Mull. From the shoreline position there are good views back towards Tobermory. The property is within a principally recreational area although there is one dwelling house nearby and Aros Park, as a whole, is owned by Forestry Commission Scotland including the access roads.

Land Below High Water Mark

Where visible this includes a slipway, sea wall and approximately 20 metre long stone pier which is in poor condition and has collapsed at the seaward end. In its current condition the pier is unusable and fenced off and would not be a safe berth for a boat. Many of the boulders from the slip way have fallen into the shallow water below and will require retrieving to fill these gaps which currently present a safety hazard. There is currently a section of pontoon tethered to the land off the slip way. To the back of the large slip way there is a rocky section that mostly remains above the high water mark.

Site Area

The site area above high water mark is 0.977 hectares according to the measurements given by Forestry Commission and that below high water mark 0.21 hectares. These areas are shown on attached plan, Attachment 1.

Access and Roads

Roadways within Aros Park are the responsibility of Forestry Commission Scotland and would require the THA will be responsible for a proportionate share of maintenance expenditure. It is noted that there are two weak bridges on the road to the subjects which would require to be upgraded to allow passage of emergency services and larger construction vehicles.

AROS WATERFRONT DEVELOPMENT

Project Overview

A destination that celebrates culture and heritage whilst also embracing enterprise and community wellbeing, through the restoration of an iconic site.

DECEMBER 2019

Jenny Hampson
Project Officer

Jenny.hampson@tobermoryharbour.co.uk



Project Overview

Purpose

To create a destination that promotes the health and well-being of the community and visitors through exposure to the land and sea, reinvigorating their connection with the natural and historic heritage of this iconic site in Tobermory Bay.



Figure 1. Artist impression of the regenerated buildings leading down to the waterfront.

Aros Waterfront will be a hub of community well-being that is more than the sum of its parts. Generating opportunities for enterprise, learning and cultural exchange, Aros Waterfront will be operated as a social enterprise by Tobermory Harbour Association, where the profits are re-invested back into the community. We envisage that the spaces created will become a home for many different community groups, enterprises and organisations. By repairing and reinvigorating the historic pier and buildings, the site will be preserved for the future and offer a space for all ages to learn, enjoy and be part of for many generations to come.

Opportunity

Having purchased the site in August 2019 with support from the Scottish Land Fund, Tobermory Harbour Association plans to preserve the cultural heritage of this historically significant site, while sensitively developing the assets in stages to offer sustainable social, economic and environmental benefits for locals and visitors alike. Our vision fits with the THA's ethos of 'facilities for all', and specifically to continue to grow the economic value of the harbour through an understanding of the community's needs and the building of community assets.

The economic imperative is determined by a series of challenges historically and currently facing Tobermory. These include, but are not limited to:

- High outward migration of young people and ageing population (27% of the population are pensionable, compared to 22% for Argyll and Bute).
- Fragile economy because of employment diversity and limited markets/demand
- Poor visitor infrastructure

- A focus on temporary/part time short-season tourism employment
- Limited leisure and sports facilities, particularly all weather and indoor amenities
- One of the most 'access deprived communities in Scotland'
- Limitations on land access, planning and development; the need to balance development with protecting Mull's natural assets.

Our Priorities

- ✓ **Young people** – create opportunities to develop skills and confidence
- ✓ **Physical and mental wellbeing** – encourage the community to connect with one another through nature, thereby improving happiness and reducing loneliness and isolation
- ✓ **Environmentally sustainable** – preserve the wealth of ecologically and historically important areas at the site, while utilising the environment to generate green energy to support activities

Proposal

Extensive community consultation has taken place to identify options for the development. In addition to the opinions expressed within the community, the THA has undertaken scoping to assess what is viable and necessary at the site and have found several potential options for the development, as outlined below.

THE PIER

The THA now looks to begin the first development phase of this ambitious and innovative regeneration project by repairing and reinstating the pier and installing a section of pontoon. These

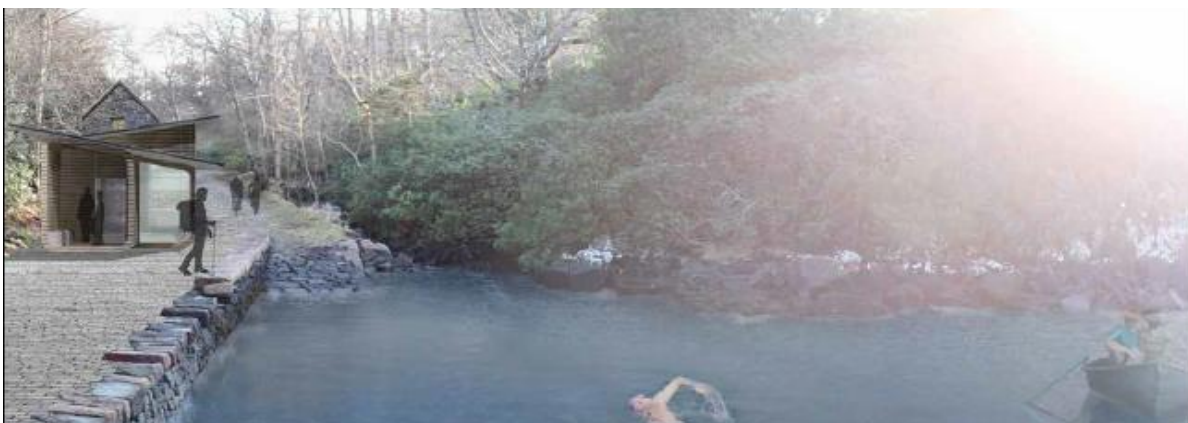


Figure 2. Artist impression of the repaired waterfront leading up to the buildings.

will benefit the community and visitors by reconnecting the site to Tobermory and increase access via the water. Tobermory Harbour will facilitate and promote a water-taxi service across the bay to encourage use of the site in the first instance and allow others to take up the opportunity. The THA will offer berthing and booking advantages during start up to ensure the viability of the Water Taxi. Community groups, such as the local Dinghy Sailing Club and the Skiff Club, will be encouraged to use the site as a safe space within Tobermory Bay to practice and teach.

THE BUILDINGS

We are currently working with architects to sensitively design and redevelop the two buildings at the shorefront for community groups and small businesses to utilise.

A café will encourage people to visit the site in all weathers and provide a space to connect with others and dry off. This venture will also increase visitor spend at the site and support additional free activities. Toilets and changing rooms will benefit community groups and businesses that primarily operate on the water or in the wider park.

An outdoor centre will provide opportunities for young people to learn new skills and create skilled employment prospects for local people. Crafting workshops will create spaces for local artists, weavers and craftsmen to work, display their produce and provide an interactive display for visitors.

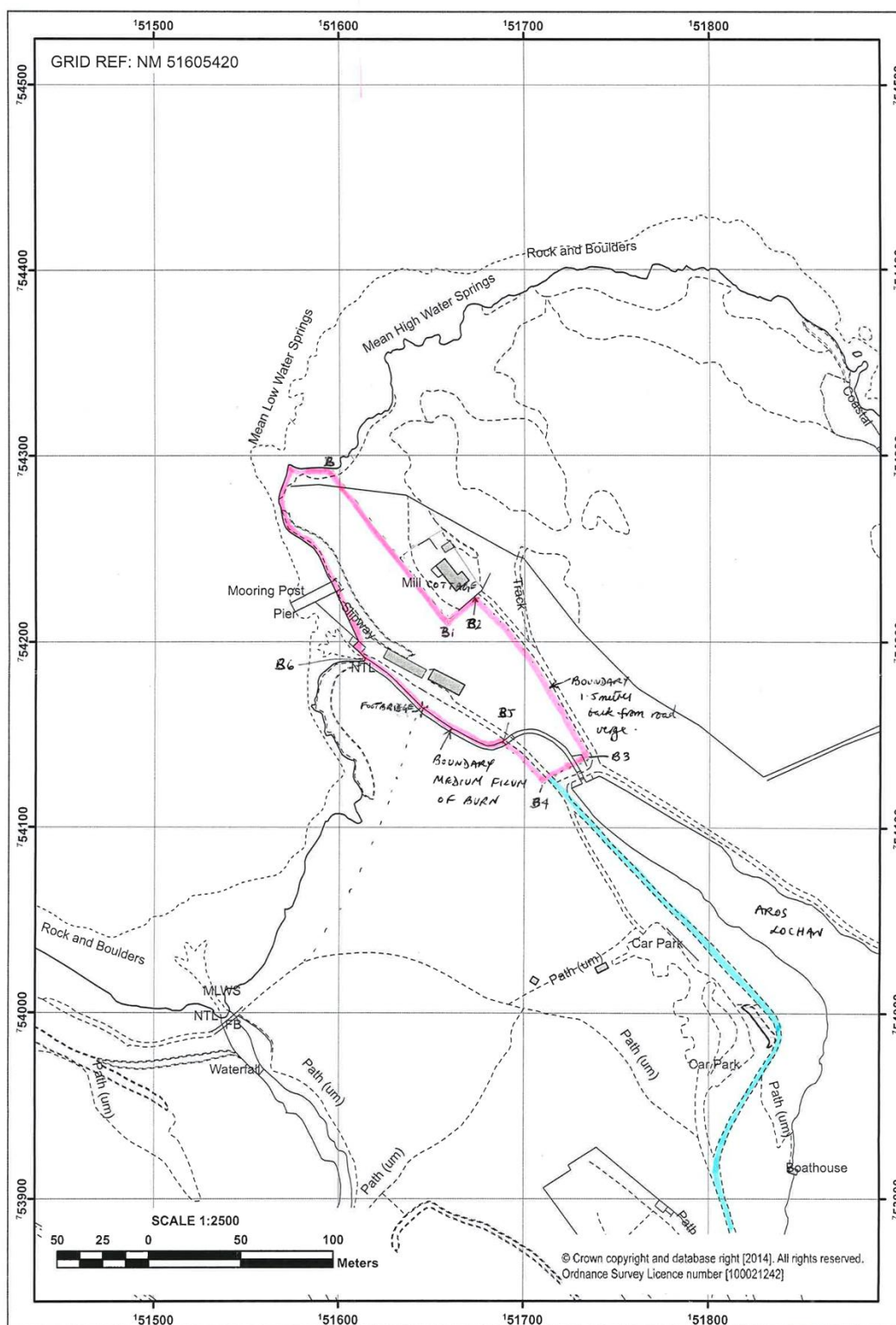
THE LAND

In addition to the pier and buildings, the THA has purchased a piece of land above the waterfront on a scenic headland. An undercover, high-quality playpark will be installed on the section of land nearest to the buildings to attract visitors and address the lack of wet-weather activities for children in Tobermory.

THE VISION

The THA are looking at the opportunity of improving the footpath linking Tobermory to Aros Waterfront to make it wheelchair and buggy accessible. This scenic route comprises of a 30-minute walk from the town round the edge of the harbour. Its repair will encourage visitors to travel via foot or water to Aros Waterfront, increasing time outside, allowing visitors to enjoy exercise while taking in the beautiful scenery and encouraging environmentally sustainable travel, reducing the carbon footprint of the area.

ATTACHMENT 2 – Project Area



ATTACHMENT 3 - Wallace Stone Structural Report, April 2016



Supported by
The National Lottery[®]
through the Heritage Lottery Fund



**Wallace
Stone**

TOBERMORY HARBOUR ASSOCIATION

AROS PARK PIER AND BUILDINGS



consultancy engineering business environment



REPORT ON STRUCTURAL INSPECTIONS

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TOBERMORY HARBOUR ASSOCIATION
AROS PARK PIER AND BUILDINGS

REPORT ON STRUCTURAL INSPECTIONS

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APPENDICES

Appendix A – Location Plan

Appendix B - Sketch Plans

TOBERMORY HARBOUR ASSOCIATION
AROS PARK PIER AND BUILDINGS

REPORT ON STRUCTURAL INSPECTIONS

1. Introduction

Tobermory Harbour Association has plans for the development of the area of Aros Park which includes the old sawmill and boathouse, and the pier and slipway. Wallace Stone was appointed to carry out structural surveys of the facilities to determine their suitability for re-use, and provide indicative cost estimates for any necessary remedial works.

Aros Park is situated on the coast about 2km south of Tobermory, on the Isle of Mull. The site is accessed off the main A848 road at grid reference NM 508 540, via a track on the line of the old road, and past the public car park (on the site of the former Aros House) to the shore.

The inspections were carried out on the 9th and 10th of March 2016, by a Chartered Civil and Structural Engineer. The inspections started at low tide on the Wednesday, and progressed on Thursday morning towards low tide, when THA provided a boat in order to access the seaward end of the pier. The weather on both days was dry and sunny, with a temperature of around 9°C. Basic dimensions of the facilities were obtained in order to provide the sketch layouts found in Appendix B.

Comment is provided on the structural condition of each facility and its suitability for the proposed use. Cost estimates are provided for any remedial works required to bring the facilities into a useable condition.

2. Details of Structures

The structures and facilities covered by this report are as below. Sketch plans for each are provided in Appendix B.

2.1 Boathouse

The boathouse comprises an original single storey stone building of about 10.4m x 5.2m externally. There are blockwork extensions to both ends, 4.7 metres long on the south end and 9.1 metres long on the north end. From historic maps, the original building appears to have been constructed between 1872 and 1898, with the extensions understood to have been built around the 1970s to accommodate a fish hatchery (the tanks are still located within the building). The floor level in the south extension is above that of the original building. The floor level in the north end is similar to the original; this end also has an upper floor of timber joists and boarding.

The roof comprises corrugated iron sheeting on timber rafters. The rafters in the north extension have ceiling ties close to the ridge, and in the original section have ceiling ties at eaves level, but with widely spaced rafters. The south extension has only widely spaced rafters.

There are small windows on the west face of the original building, and a door at the south end of the north extension. There is also a door on the south gable.

The internal floor area is about 104 square metres.

2.2 Sawmill

The sawmill comprises a rectangular random stone walled two storey building about 18.2m x 5.54m in plan. The roof comprises slates on timber sarking boards, with timber rafters and mid height ceiling ties. There is an upper floor over most of the length of the building, supported on timber joists of about 200x100mm section at centres varying from 530mm to 610mm. The slates are covered

externally with netting. The north end of the building is open the full height to the roof. From historic maps, the building was constructed before 1872.

The walls are generally whitewashed internally, with plasterboard linings to the lower floor under the two storey section, and to part of the upper floor. There are no linings to any part of the ceiling. The lower floor to the north end is currently used as a log store.

Outside the building, adjacent to the north east corner, there is a pit which formerly housed the mill wheel. There is evidence of an outfall pipe from this pit, but no sign has been found of its outfall. The remains of the mill lade are visible at the south east corner.

The internal floor area is about 71 square metres on the ground floor, with about 58 square metres on the upper floor as existing.

2.3 Pier and Slipway

To the north of the buildings there is a stone slipway, a sloping stone loading quay and a stone pier. The pier is constructed mostly of random dry stone rubble, with some pointing in areas towards the root on the north face. The deck comprises a concrete slab between stone copes, with grass growing over much of the surface. A metal fence restricts access to the pier at present.

Part of the seaward (west) end of the pier has collapsed, with stone and concrete debris lying around the base of the pier. Much of the south face of this section is still intact, at a level about 0.7 metres below original, and the majority of the collapse is on the north west corner which is subject to the worst of the wave attack.

The pier is about 25m long and 4.35m wide at the top, with a slight batter on the walls. The slipway is about 2.9m wide by 8.4m long, and is located at the south end of the loading quay wall which extends about 37.5m from the pier. The surface behind the loading quay wall is generally stone pitched, with bedrock

exposed towards the bank at the east. It is assumed that the loading quay was formerly used for the loading and offloading of shallow draft vessels at suitable states of the tide.

The pier was constructed for the estate in the early 19th century, and was rebuilt around 30 years ago.



Boathouse



Sawmill



Pier and Slipway

3. Inspection Reports

3.1 Boathouse

The west face and both gables of the boathouse are rendered externally with a cement render. There is some minor cracking to this render, and a diagonal crack at the door in the south gable. This latter appears to have been caused by impact damage.

There is surface corrosion of the steel lintels at the windows with cracking of the render extending from these. The window frames are rotten and most of the paint is missing. The windows are all single glazed. The door on the west face is in fair condition. The door opening in the south gable has been boarded up.

The east face has no external render and the stone and blockwork are exposed. All are generally in good condition, with well pointed joints, and with a vertical crack in the blockwork below the window in the south extension. The ground level along most of this face is well above the internal floor level, leading to damp penetration inside the building. There is some vegetation growth on the north gable, extending round the corner to the east side where the ground level is above the internal floor level.

The roof is all of corrugated iron which has corroded to a varying extent. The lower ends of the sheets on the east side have corroded to the extent that some of the sheeting is missing, allowing moisture penetration into the eaves and the wallplate level. The roof timber rafters all appear in fair condition, but the spacing of rafters, and lack of ties, suggests that the roof would not meet current design standards. The floor joists on the north extension are in fair condition, but the boarding shows signs of damp. The ceiling joists on the south extension are sagging.

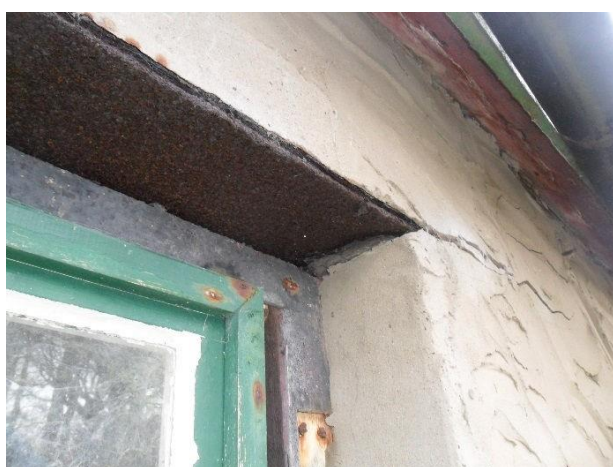
The gutters and downpipes on the west side are uneven with some missing. There is no gutter to the east side.



Vegetation to north gable



South gable showing crack at door



Corrosion to lintel; cracking



Rear view showing ground level; roof corrosion



North extension block and upper floor joists



Middle section roof trusses

3.2 Sawmill

The random rubble stonework of the sawmill building is generally in good condition. There are a few vertical or diagonal cracks in the walls, generally close to openings for windows or doors. Many of the joints in the stonework are open.

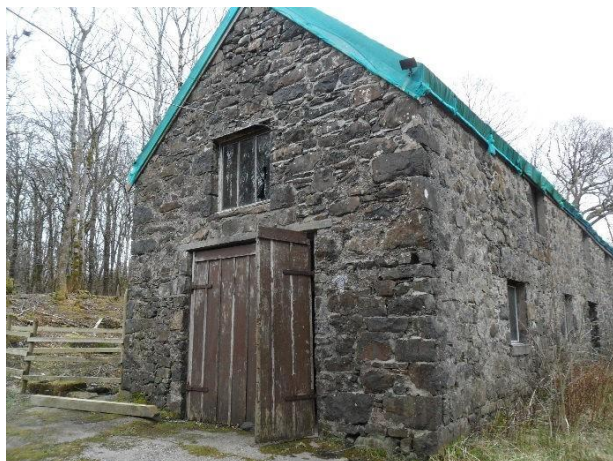
The lintels over the north gable door are all of precast concrete and are in good condition. All other lintels are of steel on the outer face and timber on the inner faces. There is extensive surface corrosion to most of the steel lintels. The timber lintels are mostly in fair condition, but there is some rot to the lintels on the south gable opening. The windows and doors (where present) are generally in poor condition with some rot, and flaking paint. Windows are all single glazed.

The east face stonework is generally in fair condition, well pointed and pinned, but particularly towards the south end where a stream flows towards the building there is some vegetation growth and damp. The pit to the north end of this face (where the mill wheel was formerly situated) is still present, and there is extensive moss growth both within the pit and on the adjacent wall.

There are no gutters or downpipes to this building.

The roof line is good with no evidence of sag of the roof timbers. The slates are currently covered with mesh netting. Internally the roof timbers are generally in good condition, with some damp evident on some of the sarking boards. Some of the rafters are formed from sections of log and are not dressed square. There are occasional signs of rot to the lower ends of some of the rafters.

The upper floor joists and boards appear in good condition. The plasterboard linings to parts of the lower and upper levels are fair, but are unlikely to include for insulation meeting current standards.



North gable



Cracking to west wall near windows



Corrosion to lintel; cracking to wall



Vertical cracks adjacent to openings



South gable: propped lintel; cracking upper lintel



East face showing vegetation and old pit



Inner lintels of south opening



Floor joists at south end



North end internal showing stair and upper floor



View of roof timbers

3.3 Pier, Loading Quay and Slipway

The old stone pier has collapsed towards its outer end, particularly on the north side which is exposed to the sea. Part of the south west corner is still intact to almost its original height. The rubble from the collapsed section is lying in and around the bed at the toe of the pier head. The foundation still appears intact.

The remaining parts of the pier stonework are generally in good condition. Most of the pier is of random dry stone construction, with some pointing towards the landward end. There are stone copes to both sides which are mostly intact (apart from the collapsed end), with a few stones missing at other locations where these appear to have been torn out by the action of waves.

The concrete surface is in poor condition, with extensive cracking and large areas of grass growth. The pier is filled with random rubble, which has moved at the end adjacent to the collapsed areas, and there is some settlement in other areas. A metal fence currently restricts access to most of the pier.

The bed is sandy with some exposed rock, and shelves quickly from close to the end of the pier.

The loading quay walls are generally in good condition. Again there are missing cope stones, and some open joints in the lower parts of the walls. The surface behind the wall is generally stone pitched, but is uneven with some voids between stones. Within the tidal zone the surfacing also has some seaweed growth. Towards the bank the surfacing comprises rock outcrops. The stone steps adjacent to the pier are in poor condition, and are completely collapsed from about 3.7 metres from the wall.

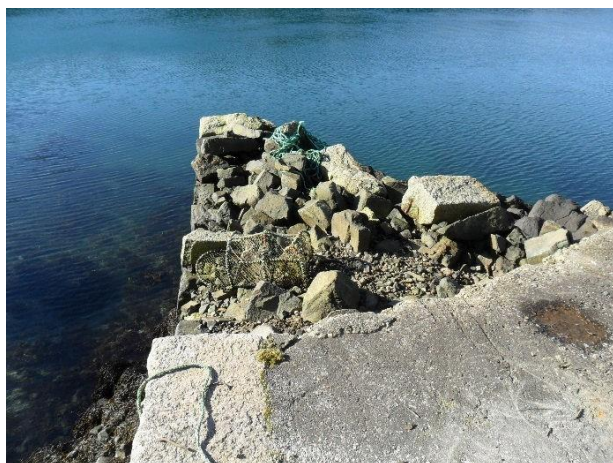
The stone slipway leading from the south end of the wall is in fair condition. Its surface is of stone pitching which has some open joints. The side wall is in good condition. There is vegetation and marine growth towards the lower end of the slipway, which is partially covered at high tide.



End of pier showing collapse



Collapsed end of steps



South end of pier



Pier surface



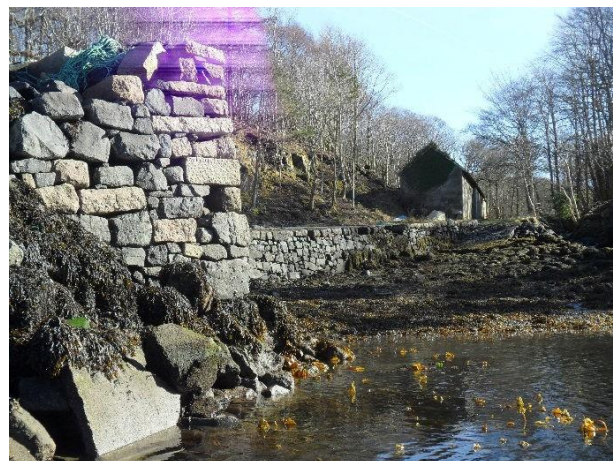
Pier north face at root showing pointing



End of pier north face showing collapse



View of loading quay and slipway



End of pier, loading quay wall and buildings



Displaced coping stones to wall



Voids under wall by steps



Stone pitched and rock surface



Slipway and vegetation

4. Outline Proposals (from THA)

The plans contained within the THA document "Aros Waterfront Development" include various possible options for the regeneration and use of the buildings and facilities. These may include:

- ☐ provision of watersports facilities, with a building in which to base it and provide storage;
- ☐ refurbishment and reconstruction of pier and sea wall for use with watersports facility and water taxi to Tobermory (including possible pontoon and access bridge – not included in this report);
- ☐ heritage centre which may include restoration of the sawmill or provision of a hydro power generator;
- ☐ café/tearoom, with potential also for outdoor seating area;
- ☐ craft workshop and gallery
- ☐ refurbishment of historic buildings (although neither is Listed);
- ☐ provide a base for visitors, particularly on foot or bicycle, as part of a visit to the Estate

Together the upgraded facilities will serve to enhance the tourist experience in this part of Mull, and provide access to and from Tobermory for those visitors who do not have their own transport, or who wish to take advantage of the coastal walks in one or both directions. They will also provide local employment opportunities.

5. Recommendations for Refurbishment Works

Based on the preferred use options outlined above, the following works will be required in order to make the facilities serviceable for the proposed uses. In addition to these works, services such as power and water will be required. An allowance has also been made for block paving or similar to the access track and entrances to the buildings, and down to the existing paving on the pier and slipway.

5.1 Boathouse

It is considered that the roof will require complete replacement. The timber rafters and trusses are inadequate for current design loadings, and there are areas of deterioration in them. The sheeting will in any case require to be replaced. This could be done with modern profiled metal sheeting, or to match the historic nature of the building it may be desirable to use natural slate. Insulation to current standards would be required. In order to replace the roof, it will be necessary to carry out some repair work to the tops of the walls to provide a suitable uniform seating.

The ground level around the building, particularly on the east side, is above the internal floor level. The ground should be excavated back to at least 150mm below floor level and a drainage path created around the building. A damp proof course may also be required. It is recommended that the east face be rendered to match the other faces of the building.

The internal floor level varies through the length of the building. That at the south end is higher than the north – this is partly due to the installation of the fish tanks, which are set below the floor level. The level will need to be rationalised to suit its intended use.

The upper floor in the north extension should be removed, and a new ceiling installed (probably as part of the new roof), or the roof structure designed to be open to full height.

Again depending on the use, internal lining of the walls may be required, incorporating suitable insulation material.

All windows and doors require replacement, along with lintels where these have corroded or are rotten. It may be desirable to provide larger or additional window openings. New gutters and downpipes will be required along both side faces of the building, connected to a suitable outfall.

5.2 Sawmill

The roof trusses are generally considered adequate. Some rafter ends will require to be replaced where these are rotten. The sarking boards and slates will require a detailed inspection, and replacement as necessary.

The upper floor could be retained and used for any new scheme, provided the levels suit. If required, the upper floor could be extended to the full length towards the north end of the building. A new stair will be required to meet current standards.

The cracks in the walls, particularly on the west face, should be repointed with a suitable mortar to match that existing, and monitored for any signs of further movement. It is considered that the movement noted is historic and will not be ongoing.

A drainage channel should be provided on the east face where the water currently runs against the wall. The moss growth should then be cleaned off. The outfall from the former mill wheel pit should be investigated, and cleaned out or replaced as necessary, particularly if it is intended to restore a wheel here for electricity generation.

Windows and doors should be replaced, or added on the south lower floor where there are no doors in the present openings. The steel lintels should all be replaced, along with those timber ones showing signs of deterioration. New gutters and

downpipes will be required along both side faces of the building, connected to a suitable outfall.

Internal linings to the walls may be required, depending on the proposed use.

5.3 Pier, Loading Quay and Slipway

If it is intended to use the pier, the outer end should be rebuilt to match the remaining part. It is recommended that in order to reduce its liability to future erosion, it is formed from a stone masonry facing with a mass concrete core, using the masonry as formwork. The existing broken concrete slab should be removed and a new concrete slab incorporating mesh reinforcement laid on a suitably prepared base. Cope stones should be replaced and bedded where these have been displaced.

Unless it is require to reuse the steps, it is not considered necessary to carry out any remedial works to them.

Cope stones should be replaced to the loading quay wall. Voids in the wall face should be filled with suitable stone and packed with pinnings and/or mortar to keep them in place.

The stone pitched surface should have the joints filled, or a new surface of concrete or paving could be laid. As much of this area is under water at high tide, it may be desirable to provide a walkway toward the rock face which would remain above the high tide level, in order to access the pier.

The slipway is considered to be in a suitable condition for use with no remedial works.

6. Cost Estimates

Cost estimates for the works recommended in Section 5 above have been prepared. These are based on the assumption that all works will be carried out under a single contract by a suitably experienced Contractor, procured by competitive tender or negotiation. The figures do not allow for new services such as water or power, nor for decoration or fitting out of buildings. VAT would be applicable to all costs and fees.

Boathouse

remove existing roof	10,000	
remove ex upper floor	4,800	
excavate bank outside E	3,500	
drain along E side	1,250	
render E wall	4,250	
repair wall tops	1,200	
new roof structure & covering	18,750	
internal wall linings	20,000	
new windows / doors	5,000	
replace lintels	1,250	
gutters and downpipes	7,500	£77,500

Sawmill

replace rafter ends (allow)	2,000	
new stair	2,000	
repair wall cracks	2,050	
drain along E side	1,000	
clean out pit and outfall	1,000	
remove vegetation from walls	4,100	
new windows / doors	10,000	
replace lintels	2,500	
gutters and downpipes	5,400	£30,050

Pier and Loading Quay

rebuild stone facing to end	25,000	
mass concrete infill	25,000	
remove and replace concrete slab	10,000	
replace copes to pier and wall	5,000	
repair voids to wall	5,000	
walkway / surface repair	27,500	£97,500

External Works

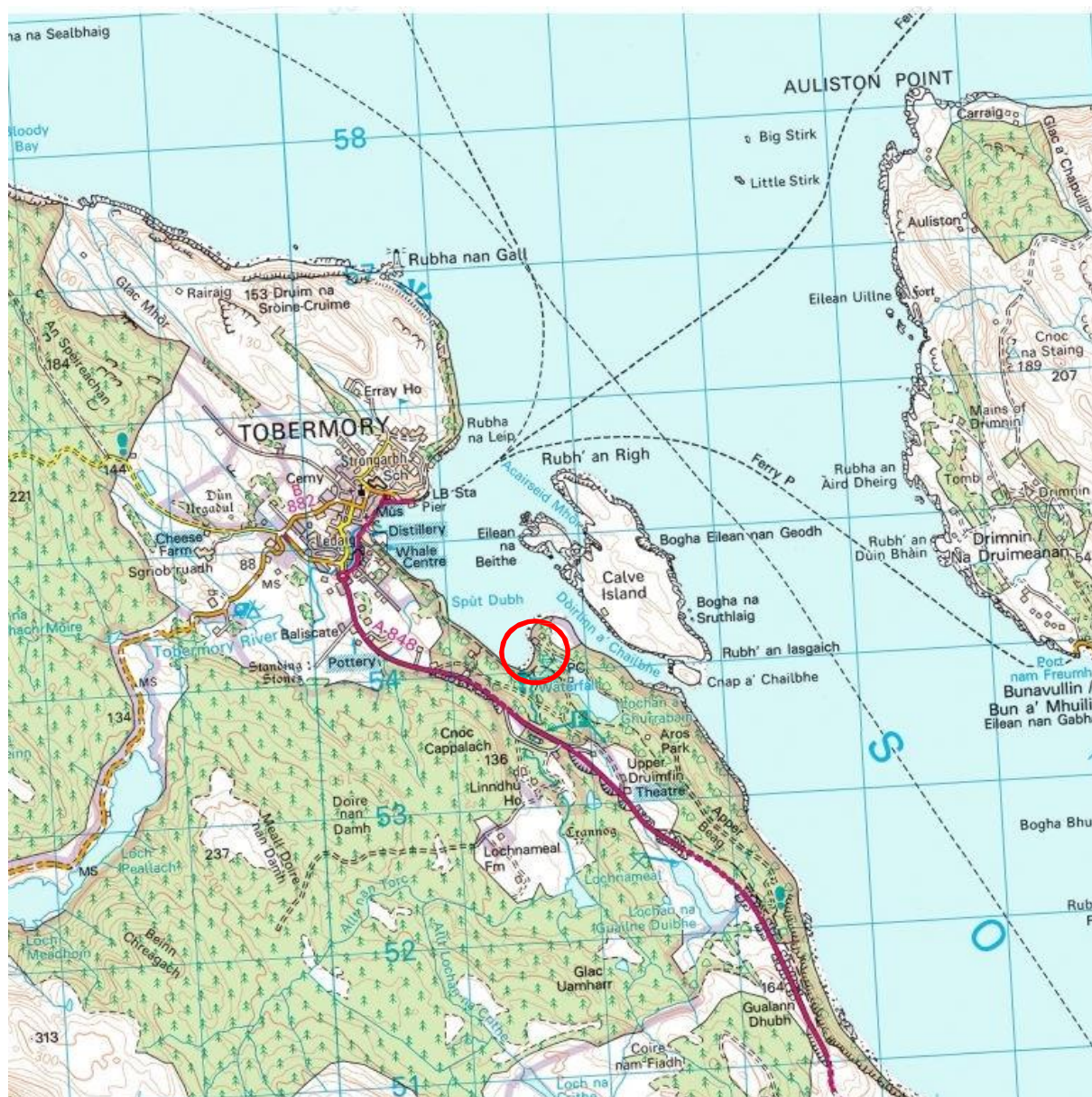
Block paving to access track	£18,250
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SUB TOTAL	£223,300
allow 25% prelims	£55,850
CONSTRUCTION COST ESTIMATE	£279,150

Fees and Outlays

Consents – planning, Marine License	20,000	
Professional fees (Architect, Structural Engineer, etc)	35,000	
Project Management	15,000	
Supervision	40,000	£110,000
SUB TOTAL		£389,150
Allow 20% contingencies		£77,850
BUDGET COST		£467,000

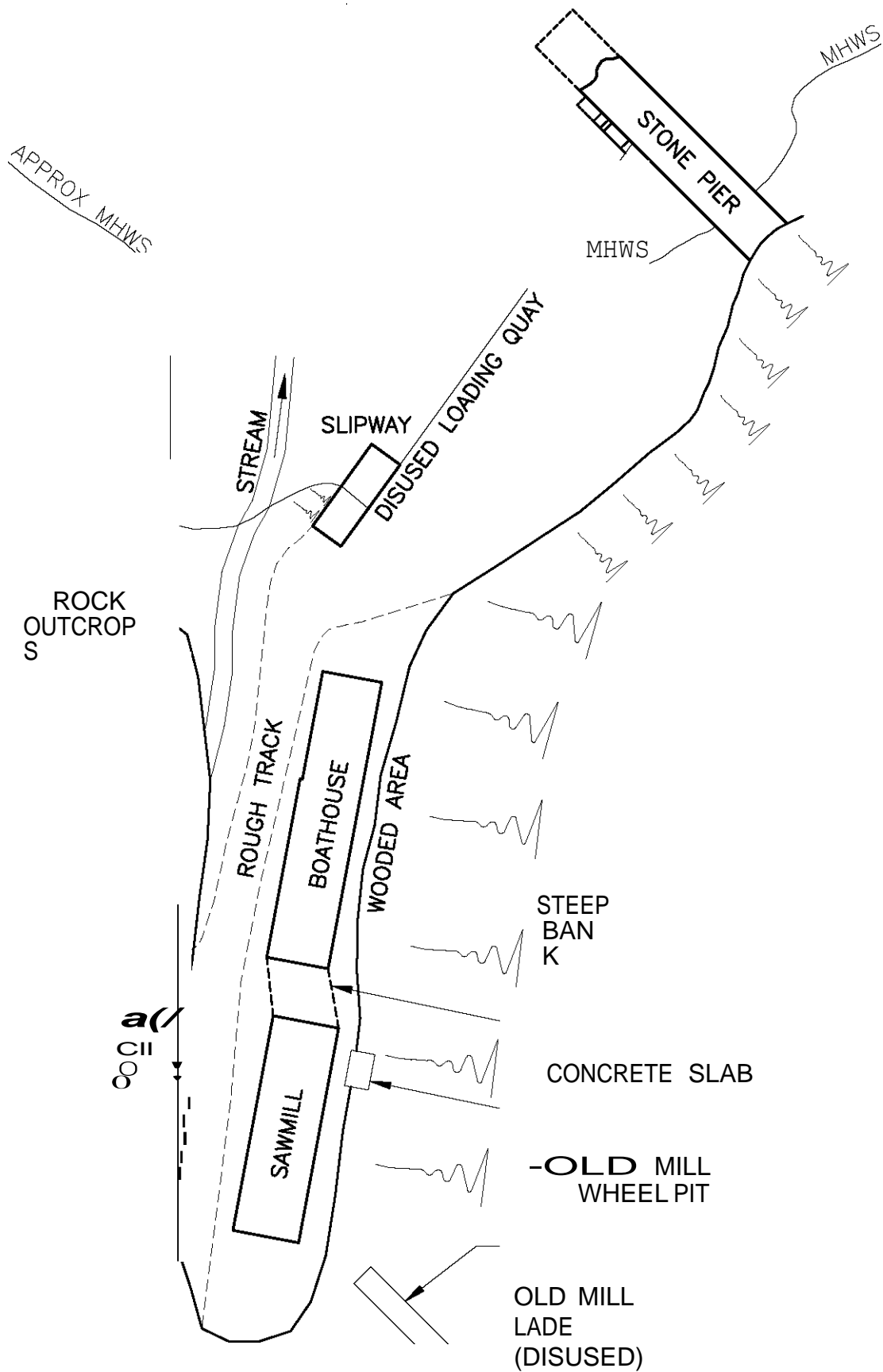
Appendix A - Location Plan



Location Plan – Scale 1 : 50 000 approx

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Appendix B - Sketch Plans



**Wace
Stone**

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GLASGOW
0141 554 8233
glasgow@wallacestone.co.uk

**TOBERMORY HARBOUR ASSOCIATION
AROS PARK PIER & BUILDINGS KEY
PLAN
SCALE 1:500**

ATTACHMENT 4 – Recent Photographs of Site

Pier on approach from the sea, straight on. There is clearly more wear on the left side than the right.

Right side of the pier that is closest to the slipway. The steps from the sea that previously provided access are now not a safe point of access and are surrounded by boulders at low tide.



Gaps in the edge of the slip way present a hazard to members of the public walking along the space.





A section of pontoon owned by Tobermory Harbour Association is being stored on the slip. The slip is constructed of large, uneven, slippery boulders and filled with gravel.

ATTACHMENT 5 – Criteria for Scoring Tenders

Name of consultant:

Criterion	Score (0-4)	Comments
Understanding of the brief		
Demonstrates understanding of the tasks to be carried out		
Understands the overall aims of the group and the project		
Methodology and approach		
Time allocation		
Time able to complete work		
Consultation with board		
Consultation with other stakeholders		
Innovative ideas and added value		
Environmentally sustainable		
Skills and experience		
Technical skills appropriate to the tender (specify)		
Working experience of delivering similar projects		
Examples of recent relevant work		
Total Quality score		
Price		
Total Price score		