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Tender

## **TDEP Phase 2 Quayside Development**

PORT OF TYNE PUBLIC LIMITED COMPANY

F04: Periodic indicative notice – utilities

Call for competition

Notice identifier: 2023/S 000-028689

Procurement identifier (OCID): ocds-h6vhtk-040663

Published 28 September 2023, 4:45pm

### **Section I: Contracting entity**

#### **I.1) Name and addresses**

PORT OF TYNE PUBLIC LIMITED COMPANY

Maritime House, Tyne Dock

SOUTH SHIELDS

NE349PT

#### **Contact**

Kevin Emmett

#### **Email**

[kevin.emmett@portoftyne.co.uk](mailto:kevin.emmett@portoftyne.co.uk)

#### **Telephone**

+44 1914552671

**Country**

United Kingdom

**Region code**

UKC22 - Tyneside

**Companies House**

2566501

**Internet address(es)**

Main address

[www.portoftyne.co.uk](http://www.portoftyne.co.uk)

**I.3) Communication**

Access to the procurement documents is restricted. Further information can be obtained at

[www.portoftyneonline.co.uk/downloads/](http://www.portoftyneonline.co.uk/downloads/)

Additional information can be obtained from the above-mentioned address

Tenders or requests to participate must be submitted to the following address:

Mr Kevin Emmett

Merchant House

South Shields

NE34 9PY

**Email**

[tenders@portoftyne.co.uk](mailto:tenders@portoftyne.co.uk)

**Country**

United Kingdom

**Region code**

UKC - North East (England)

**Internet address(es)**

Main address

[www.portoftyne.co.uk](http://www.portoftyne.co.uk)

**I.6) Main activity**

Port-related activities

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## **Section II: Object**

### **II.1) Scope of the procurement**

#### **II.1.1) Title**

TDEP Phase 2 Quayside Development

#### **II.1.2) Main CPV code**

- 45000000 - Construction work

#### **II.1.3) Type of contract**

Works

#### **II.1.4) Short description**

This project is to extend the already completed Phase 1 section of the quay which is currently been used by the Equinor SOV. The TDEP site is currently the operational and maintenance base for the windfarm with a permanent facility employing up to 150 people.

The existing quayside consists of an existing dilapidated jetty and a concrete suspended quay which extends from a quay top level of approximately +6.60m CD (+4.00m OD) down to the riverbed at a depth of about -6m to -7m CD, so a retained height of between 12 to 13.5m. The riverbed in this area consists of soft alluvium and silt overlying alternating layers of strong sandstone, mudstone and siltstone bedrock of the carboniferous coal series which is relatively shallow (-10.00m CD). The existing quay structures along the section are old and is approaching the end of its serviceable life due to sub-aerial corrosion, marine corrosion and accelerated low water corrosion of the steel sheet piles.

The proposed wall in this contract continues from the end of Phase 1 section along the remainder of the quay up to near the former graving dock entrance, a distance of 90m. The Phase 1 works is the initial 122m length from the existing wall at the South end of the site. To ensure a straight berthing line for shipping, the 2.6m offset distance will be retained although this does reduce in places due to the variation in the alignment of the existing wall. It is envisaged that the new quay wall will be of a similar construction to that installed in the Phase 1 section, consisting of a steel combi-wall tied back at the top with anchor rods to an anchorage system located in the ground approximately 25m to the rear. A reinforced concrete cope will connect the tops of the piles together to form a continuous hard edge to the quay front. A shorter length of anchor ties will be utilised where the wall will be installed adjacent to existing suspended deck structure.

The current dredge depth varies from -6m to -7m CD. The quay is to be designed for a future dredge depth of -10m CD. Due to the high level of the sandstone bedrock, spigots will be required, or the piles will have to be cored through the sandstone to achieve the necessary toe depth to ensure stability when the berth is dredged to the -10m CD depth in the future and to prevent undermining from scour.

The quay will be fitted out as part of the works with new bollards, fenders, ladders, grab chains and hand railing as shown on the drawings. Provision will also be made for quay side services (installed by others) and drainage. New concrete surfacing and topping will be installed to the rear to facilitate drainage, some of this will be new ground slabs which will be piled to reduce the loading on the new quay wall from the proposed applied ground surcharge loading of 10tonnes/m<sup>2</sup>.

The existing ground contains a number of relic structures from the previous use of the site including disused jetty, building foundations, bollard foundations, dock closure walls. There is also a suspended slab which is a piled structure located towards the end of the works. The supplementary information provided with the tender documents contains archive drawings of the Phase one works and other historical records relating to the quay side. The tenderer is to consider this information when designing and positioning the new quay, anchorage system and all piles to make due allowance for these old structures.

The Equinor SOV currently using the TDEP Phase 1 berth will be visiting the site twice a week and be in berth for 12 to 24 hours. Contractor shall take this into consideration in pricing the job.

### **II.1.5) Estimated total value**

Value excluding VAT: £8,500,000

### **II.1.6) Information about lots**

This contract is divided into lots: No

## **II.2) Description**

### **II.2.2) Additional CPV code(s)**

- 45000000 - Construction work

### **II.2.3) Place of performance**

NUTS codes

- UKC - North East (England)

#### Main site or place of performance

The proposed works is located on the south bank of the River Tyne within a Port and industrialised environment. Immediately to the East is part of the TDEP site which is a level area of land that has been stoned and is ready for development. North of this over a boundary wall is currently being developed as the Holborn Development. Further to the East of the TDEP site is West Holborn Road and Windmill Hill which is a residential area overlooking the TDEP site (230m to the nearest house) and also commercial properties along Commercial Road and Corstophine Town. To the South is the newly developed Phase 1 quay wall and Equinor O and M facility. Further to the South and Southwest is the Port of Tyne dock estate with its main commercial quay called Riverside Quay extending for about a km. The site is connected to the Port of Tyne dock estate by an unsurfaced access road. To the SE is a Port tenancy called Ford Components which manufactures aerospace components.

### **II.2.4) Description of the procurement**

ICC Design & Construct form of tender.

### **II.2.5) Award criteria**

Quality criterion - Name: Experience in quay construction in tidal water / Weighting: 50

Cost criterion - Name: Adherence to performance specification / Weighting: 50

### **II.2.6) Estimated value**

Value excluding VAT: £8,500,000

### **II.2.7) Duration of the contract, framework agreement or dynamic purchasing system**

Start date

1 April 2024

End date

1 April 2025

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## **Section III. Legal, economic, financial and technical information**

### **III.1) Conditions for participation**

#### **III.1.1) Suitability to pursue the professional activity, including requirements relating to enrolment on professional or trade registers**

List and brief description of conditions

Demonstration in ability and experience to undertake quayside construction, including piling works over tidal water. Demonstration in ability to design and construct these works.

Demonstration to sufficient financial stability to undertake the works throughout the contract period.

Demonstration of sufficient insurances.

Providing evidence of meeting high standards of Health and Safety and Environmental requirements.

#### **III.1.2) Economic and financial standing**

Selection criteria as stated in the procurement documents

#### **III.1.3) Technical and professional ability**

Selection criteria as stated in the procurement documents

### **III.2) Conditions related to the contract**

#### **III.2.2) Contract performance conditions**

Infrastructure Conditions of Contract; Design and Construct Version (ICC - August 2011)

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.1) Type of procedure**

Restricted procedure

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: No

### **IV.2) Administrative information**

#### **IV.2.2) Time limit for the receipt of applications for an invitation to tender or to negotiate**

Date

20 October 2023

Local time

12:00pm

#### **IV.2.4) Languages in which tenders or requests to participate may be submitted**

English



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## **Section VI. Complementary information**

### **VI.2) Information about electronic workflows**

Electronic ordering will be used

Electronic invoicing will be accepted

Electronic payment will be used

### **VI.4) Procedures for review**

#### **VI.4.1) Review body**

Port of Tyne Authority

Maritime House

South Shields

NE34 9PT

Email

[tenders@portoftyne.co.uk](mailto:tenders@portoftyne.co.uk)

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+44 1914567122

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