هيئة الأشغال العامة
PUBLIC WORKS AUTHORITY

PREQUALIFICATION DOCUMENT

FOR

PRE CONTRACT AND GENERAL SUPERVISION PROFESSIONAL CONSULTANCY SERVICES FOR TWO SPECIFIC HEALTHCARE PROJECTS AT HAMAD BIN KHALIFA MEDICAL CITY (HBKMC)

S/No.	Project Name	Project ID
1	Design accessory administrative offices above the first phase of the metro station & Crescent Gardens	BA 14/15 D 046 ST
2	Design of Multi Level Car Park on Rumailah Hospital Campus	BA 14/15 D 047 ST

PROCEDURES AND PROJECT BRIEF
PART 2: PROJECT BRIEF (for each Project)

Authority

Public Works Authority
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1. INTRODUCTION

1.1 General

1.1.1 The State of Qatar is a peninsula located on the northeast coast of the much larger Arabian Peninsula with a total land area of approximately 11,500 square kilometres. The population is approximately 1.7 million inhabitants (2009 census) with almost 83% of the inhabitants residing in Doha and its main suburb Al-Rayyan.

1.1.2 The State of Qatar has experienced rapid economic growth over the last several years. This economic growth has resulted in increased demand for the State to construct and provide first-class infrastructure such as government buildings (hospital, schools, and the like) transportation networks (harbours, airports, highways, pavements etc.) and services (power, water, sewerage, waste disposal etc.).

1.1.3 This increased demand has consequently placed extraordinary requirements on the relevant government entities and their resources. It has become necessary to enhance the capacity of these government entities in order to deliver the required infrastructure.

1.1.4 The Public Works Authority (PWA) also known as Ashghal, hereinafter referred to as the "Authority" is responsible for the planning, design, procurement construction, assets management, and delivery of infrastructure and building works in the State of Qatar.

1.1.5 The Authority contributes to the economic and social development of the State of Qatar through implementing public projects in accordance with the approved plans of the State. In coordination with other agencies in the State, the Authority implements and programs the execution of public projects consistent with the approved State objectives and allocated budget.

1.1.6 The Authority's tasks also include preparation of studies, designs, and technical specifications for the public projects; Contracting for implementation of public projects and overseeing the work; implementing major maintenance projects according to the plans, programs and studies developed; as well as implementation, management, operation and maintenance of drainage, groundwater, surface water and water treatment projects.

1.1.7 Through its major departments, the Authority strives to develop the State's infrastructure and public amenities to the level of international standard achieved by developed countries and communities, and in general, it contributes to the overall sustainable development of the State in economic and social areas of the State.

1.1.8 The Authority consists of administrative units set out below:

- First: Administrative units under the Minister of Municipality and Urban Planning: The Internal Audit Unit.
- Second: Administrative units under the President including Office of the President, Public Relations and Communication Unit, Legal Affairs Department and Corporate Development & Planning Department.

1.1.9 The Authority's major business unit consists of five major sectors as below:

- Asset Affairs
- Buildings Affairs
- Infrastructure Affairs
- Shared Services Affairs

1.1.10 **Asset Affairs:** This sector handles operation and maintenance of assets through two departments namely, Drainage Operation and Maintenance (O&M) Department and Road O&M Department.

1.1.11 **Buildings Affairs:** This sector is subdivided into Designs and Projects Departments; dedicated to government building projects such as schools, ports, recreational facilities, healthcare facilities and other government buildings.

1.1.12 **Infrastructure Affairs:** This sector is subdivided into Local Roads and Drainage and Expressway departments.

1.1.13 **Technical Support Affairs:** this sector consists of three departments:

- Contracts Department, which is responsible for procurement, process and procedures in the delivery of the Authority Projects.
- Engineering Business Support Department, which provides technical support for the Projects in terms of project planning, estimating, tracking and documentation.
- Quality and Safety Department, which is responsible for the quality control of projects and safety at work sites and offices.

1.1.14 **Shared Services Affairs**: All other departments that deal with technical support come under this sector including Administration and Finance Department, Human Resources Department, General Services Department and Information Services Department.

1.1.15 In addition to internal departments, the Authority has recently appointed a number of Program Management Contracts and Management Contractors to deliver services on behalf of Infrastructure Affairs, Asset Affairs and Building Affairs respectively.

1.2 Project Procurement

1.2.1 The Project shall be procured via two (2) stages:

1. Pre-qualification for Pre and Post Contract Professional Consultancy Services for Two specific Projects at Hamad Bin Khalifa Medical City (HBKMC); and

2. Invitation to Tender for Pre and Post Contract Professional Consultancy Services for Two specific Projects at Hamad Bin Khalifa Medical City (HBKMC); and

2. PROJECT BRIEF

2.1. General

2.1.1. This document forms part of the brief for the proposed construction of five different projects within Hamad Bin Khalifa Medical City vicinity at different locations, the projects are as follows:

S/No.	Project Name	Project ID
1	Design accessory administrative offices above the first phase of the metro station & Crescent Gardens	BA 14/15 D 046 ST
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2.1.2. The Clinical and Facilities Master plan is a vital component of HMC's Strategic Plan to achieve its purpose of delivering the best and safest care in the region. It is an integrated plan which weaves together clinical, academic, research plans and related services. The outcome of the Clinical and Facilities Master plan will be the creation of a peaceful and healing environment that best serves the needs of HMC's patients; and attracts and retains highly talented people.

To sustain this environment, HMC's central Doha campus will be transformed into Hamad Bin Khalifa Medical City (HBKMC), a sophisticated urban healthcare district with completely integrated infrastructure and facilities. HBKMC will be formed of distinct quarters, one of which will house the above five projects that are some of them healthcare projects and others are for public services.
Each of the above projects has a Design Brief and this Design Brief outlines the requirements for a key facility within the HBKMC Master plan.

2.2. Project Brief and Location

This document contains the project brief for each of the aforesaid projects along with its location; However, Detailed project description will be issued later during the Tender Stage.

2.2.2. Design accessory administrate offices above the first phase of the metro station & Crescent Gardens- BA 14/15 D 046 ST

A) Project Brief for BA 14/15 D 046 ST

The Project consists of four components and all are to be GSAS certified minimum of 4stars.

A.1 Project no.1: Administration offices on plot F-01.

It consists of 2B+G+10 floors, the two basement floors are for car parking spaces to accommodate 519 car parking slots.

A.2 Project no.2: Administration offices on plot F-02.

It consists of 1B+G+10 floors, the basement floor is for car parking spaces to accommodate 79 car parking slots.

A.3 Project no.3: Administration offices on plot F-03.

It consists of 2B+G+7 floors, the two basement floors are for car parking spaces to accommodate 345 car parking slots.

Approximate floor area is indicated in the table below

PLOT F GEA LAND USE TARGET

FACILITY NAME	PARCEL	TOTAL GEA	OFFICE	RELIGIOUS	PARKING	RETAIL/ AMENITIES	INFRASTRUCTURE/ LOGISTIC	TRANSPORT FACILITIES
ADMIN. OFFICES	**F01**	**34,160**	**33,313**	**-**	**24,620**	**851**	**-**	**-**
Admin. Offices	F02	34,000	32,350	-	4,835	1,677	-	-
Admin. Offices	F03	31,480	30,772	-	23,440	717	-	-
TOTAL		**99,640**	**96,435**	**-**	**52,895**	**3,245**	**-**	**-**

A.4 Project no.4: Crescent Garden on plot Y-02.

The Crescent Gardens is to be an attractive feature to be overlooked by the Medical City Hospitals, Ambulatory Specialty Center, Lab Tower and Administration Offices. Below ground elements, plant, entrances and vents and their ground level interfaces should therefore be hidden, or carefully entrances and vents and their ground level interfaces should therefore be hidden, or carefully screened from view.
The Crescent Gardens is also a movement space. Its landscape design and structures should facilitate shaded walking and routes for cycling and public transport. Where it interfaces with streets at its perimeter the built edges and planting should form a elegant and calming setting for the public and an attractive outlook from the ground floor level of adjacent buildings.
The experience of arrival and departure by car should be simple and gracious. The car park is to be bright, with good access to daylight and to clear walking routes from parking spaces to vertical circulation and building access. It is to be user-experience focused as well as efficiently planned screened from view. The Crescent Gardens is also a movement space. Its landscape design and structures should facilitate shaded walking and routes for cycling and public transport. Where it interfaces with streets at its perimeter the built edges and planting should form an elegant and calming setting for the public and an attractive outlook from the ground floor level of adjacent buildings. The experience of arrival and departure by car should be simple and gracious. The car park is to be bright, with good access to daylight and to clear walking routes from parking spaces to vertical circulation and building access. It is to be user-experience focused as well as efficiently planned.

The Crescent Gardens project contains five distinct phases:

1. Parking Facility on plot Y-01

It includes public car parking spaces for 634 slots for women's, AMIS and PM & R Hospital. Two alternative entry and exit points are to be provided as minimum and dedicated pedestrian pathways are to be provided.

2. Qatar Rail station Entrance and Plant components on plot Y-02

The Station Entrance forms part of a wider Doha City transport network that is described in the HBKMC Master plan and Transport Design report that will be provided in a later stage.

3. Land Bridge on plot Y-03

The bridge is 150m long concrete bridge structure spanning East-West to connect the district over the highway. To be provided by the Ashghal Highways project.

4. Arcades on plot F-01

Arcades will form important connections between facilities providing comfortable and accessible pedestrian routes to connect from adjacent to Women's Hospital entrance and PM&R Hospital entrance to the Doha Metro station entrance pavilion, via car park pedestrian entrances.

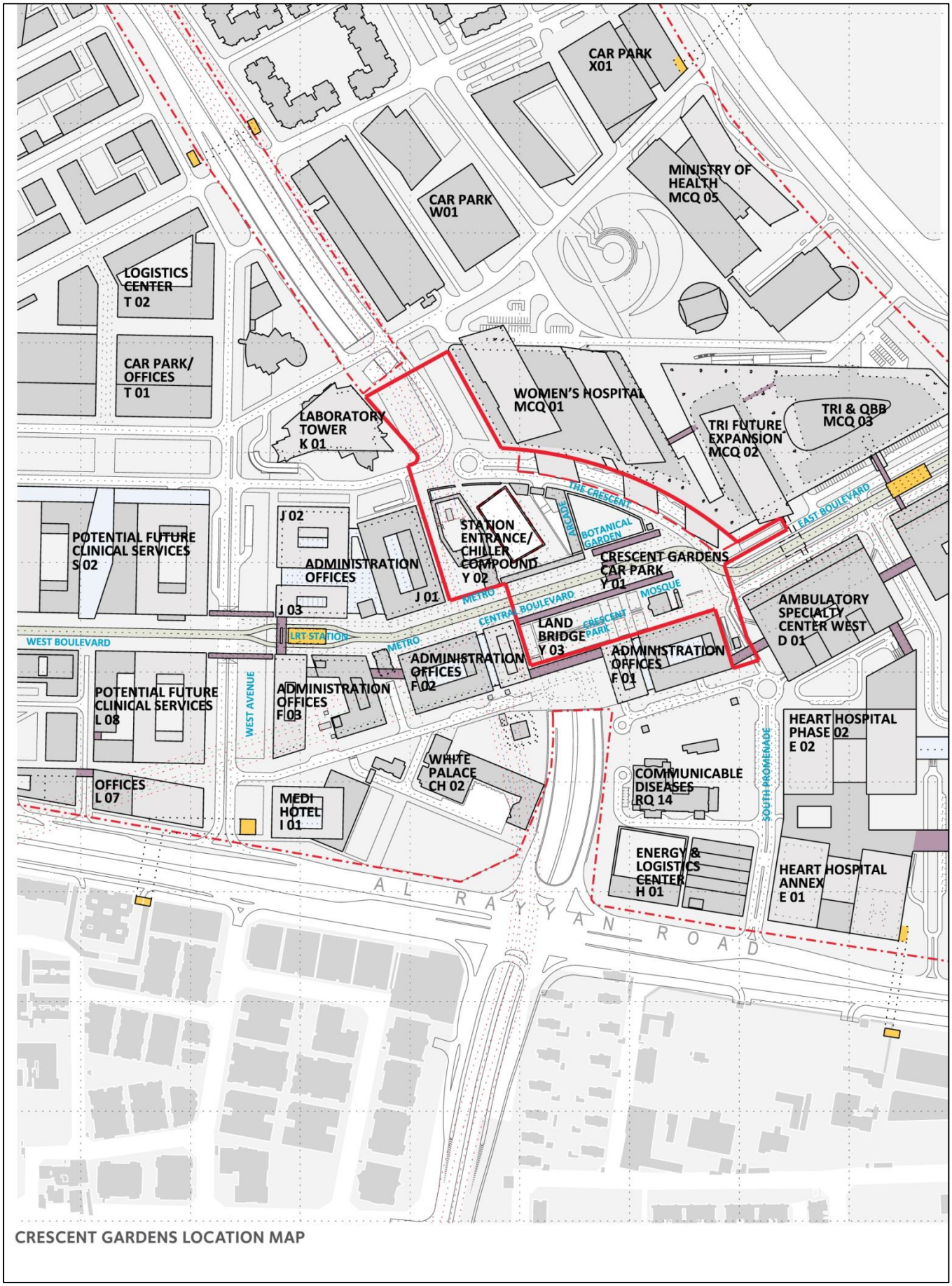
5. Mosque on Plot MOS-02

The Mosque contains Men's prayer hall, Women's prayer hall, a pollution area, and Minaret and car parking spaces outside. The Individual prayer space allocation to meet the Ministry of Endowments and Islamic Affairs (Awqaf) national standards. Prayer capacity to meet HMC strategy requirements.

6. Landscape

Landscape components should be designed to be elegant and help to provide calm, healing environment across the public realm. The interface of landscape components with adjacent buildings, potential views from within buildings must be considered in addition to the experience of the landscape at ground level.

B) Project no.1 : Location for BA 14/15 D 046 ST



CRESCENT GARDENS LOCATION MAP

(Design of Multi Level Car Park on Rumailah Hospital Campus)

In its master plan context the car park will serve general staff, but it should be designed with the potential to serve visitors and patients also. An arrival lounge will be located on the ground floor on the south façade with adjacent catering facilities and shops to also serve commuting staff on their way past the building.
While the building has a technical main function, it also forms part of the overall HBKMC urban master plan vision, creating healing spaces for a patient centered hospital model.
Environmental performance is to meet or exceed the GSAS 'four star' rating.
The Project consists of two car parking blocks on plots W-01 & X-01 with administration offices on plot X-02

A) Project Brief for BA 14/15 D 047 ST

The car park is part of a Park and Ride facilities network, serving general staff.
The ground floor of the facility within the car park includes an arrivals lounge, retail and direct links to HBKMC internal transport systems. Ventilation of the car park will be by natural means.
For the site wide transport and parking strategy, HBKMC Clinical and Facilities Master plan, Transport report, Master plan strategy and Component briefs will be provided for the winner consultant.

A.1 Project no.1 :Car parking in Plot W-01

GEA LAND USE TARGET

FACILITY NAME	PARCEL	TOTAL GEA	PARKING	RETAIL
CAR PARK	W01	28,176	27,390	786
TOTAL		**28,176**	**27,390**	**786**

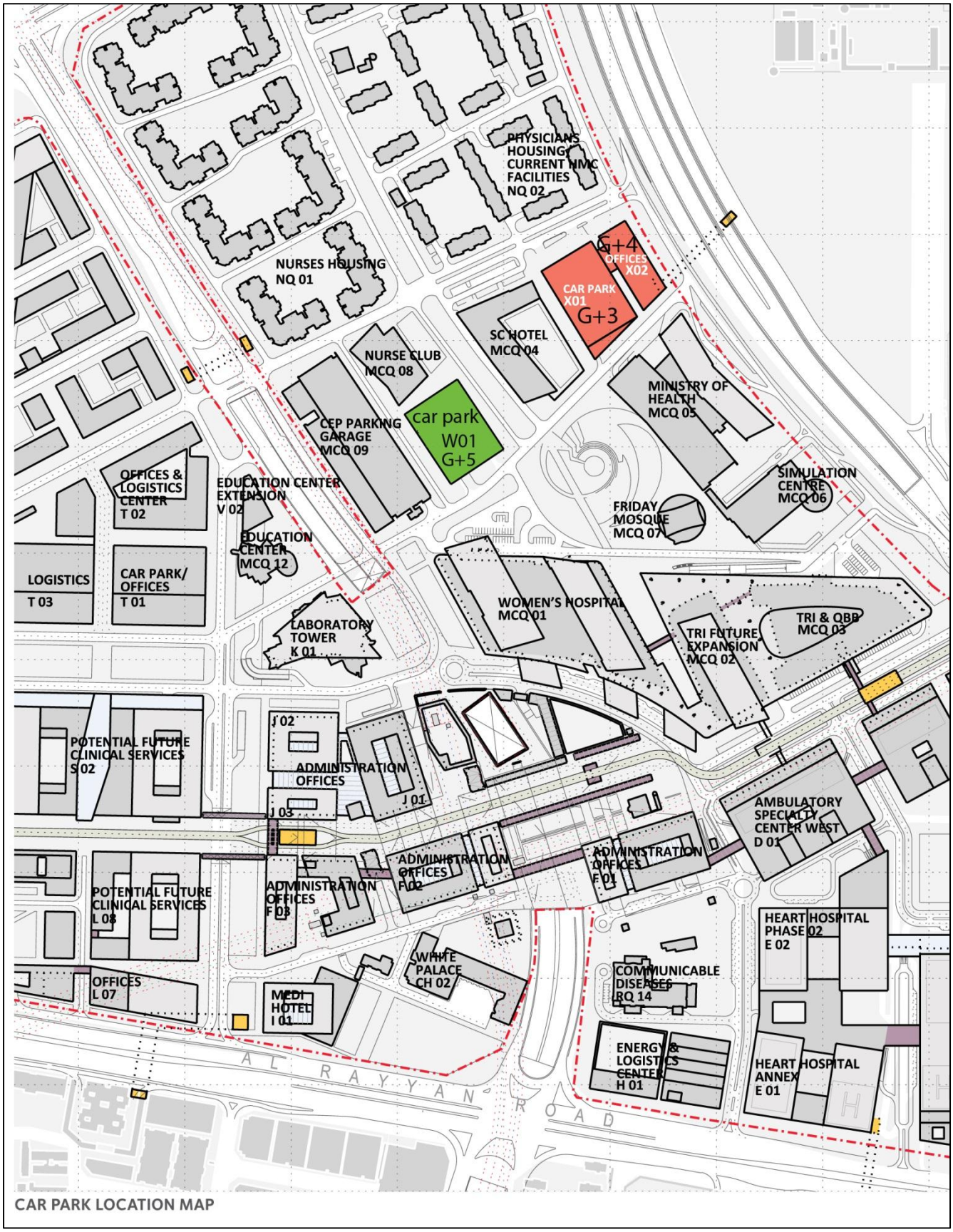
ANTICIPATED VEHICLE MOVEMENTS

TYPE	POPULATION
HMC Senior Staff	-
HMC General Staff	514
Patients	-
Visitors	-
TOTAL	**514**

CAR PARKING SPACE PROVISION

TYPE	REQUIREMENT	ON PLOT	LOCATION	OFF PLOT	LOCATION
Patient / Visitor	N/A	-	-	-	-
Senior Staff	N/A	-	-	-	-
General Staff	-	514	-	-	-
TOTAL	**N/A**	**514**	**-**	**-**	-

B) Project Location for BA 14/15 D 047 ST

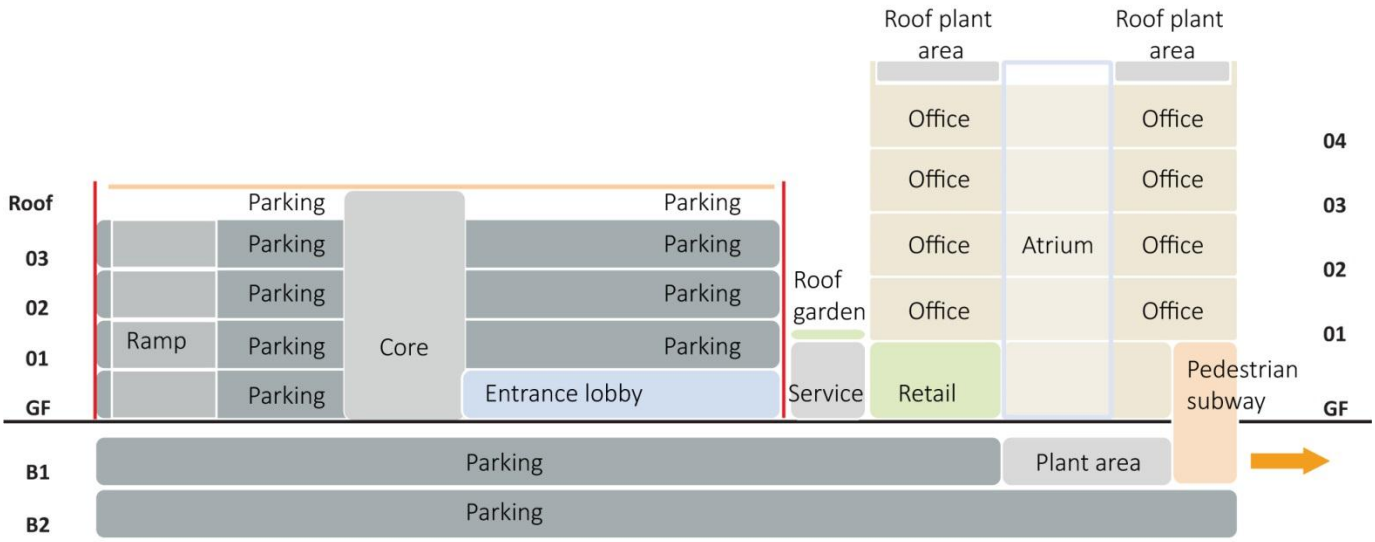


CAR PARK LOCATION MAP

A.2 Project no.2: Car parking on Plot X-01 and Administration offices on Plot X-02

Plot X consists of two main facilities, the car park X01 and the office building X02.
In its master plan context the car park will serve general staff, but it should be designed with the potential to serve visitors and patients also. An arrival lounge will be located on the ground floor on the south façade with adjacent catering facilities and shops to also serve commuting staff on their way past the building.

The office block consists of G+3 floors and the Administration offices consists of G+4 with built up area of approximate 11,600.0 m². Two continuous basement floors are below the two buildings.



Stacking Diagram shows the relation between projects on plots X-01 & X-02

2.3. Key Success Criteria

2.3.2. General

The key success criteria for the project are as follows:

- optimisation of the project schedule is paramount, to bring the facility on line as soon as this can be achieved;
- that the project is delivered within the agreed budget and with a minimum level of client change;
- that the design and completed project is delivered and commissioned to a high standard of finish and function;
- that the scheme will provide state-of-the-art facilities, intended to support tertiary care excellence and expanded capacity, delivered in a safe and sustainable way; and
- that the delivery of the project exploits the opportunities around prefabrication for the principal elements of the scheme; in support of the schedule and quality objectives identified above.

2.3.3. Hamad Bin Khalifa Medical City Master plan

2.3.4. HMC have appointed a master planner, to develop a strategic and holistic approach to the development of the Hamad Bin Khalifa Medical City.

2.3.5. It is important to note that the master planning exercise is due to be completed by December 2013. Considerations include an understanding of the following:

- the number and extent of any interfaces;
- requirements for clinical service connectivity to optimise medical services for Qatar;
- the extent of physical interface that require architectural consideration;
- opportunities for landscaping spaces;
- demands on infrastructure; and
- The timing of the respective projects to unitise design development activities.

2.3.6. Road Widening Scheme

2.3.7. There are a number of planned changes to the road networks inside and outside the site boundary of Hamad Bin Khalifa Medical City. The size, position and capacity of the road networks close to the site are changing and it is necessary for the changes to be fully understood and the design for entry and egress to the site, circulation etc. considered accordingly.

2.3.8. Further information is available from the PWA's Highways Department. The designers are expected to liaise with the Highway Department on current available information.

2.3.9. HMC Design Standards

2.3.10. The Hamad Medical Corporation generally adopts Qatari and British design standards. Consultants are to design in accordance with and to exceed the minimum requirements of the British Standards and the UK's Department of Health planning and design guidance, i.e. Space for Health Planning and Design Manuals, Health Technical Memoranda and Health Building Notes.

2.3.11. The Consultant shall submit a full list of supporting design and construction standards documents upon which they intend to base their design. For the avoidance of doubt, facility operation and maintenance regimes must be catered for by the design.

2.3.12. HMC standards for space planning and design are subject firstly to Qatar law, followed by Qatari guidance documents or manuals, and finally the departmental polices which will direct planners, designers, contractors and consultants as well as end users to the relevant planning and design manuals and industry standards.

2.3.13. Qatar Metro

2.3.14. As part of an integrated approach to transport the State of Qatar are working to establish an attractive, safe and highly sophisticated railway system within Qatar and connected to the Kingdoms of Bahrain and Saudi Arabia.

2.3.15. The railway network will comprise of four Metro lines and high speed long distance passenger lines and freight lines. The Qatar Integrated Railway Project (QIRP) has a budget of QAR130 Billion and is intended to be operational for the World Cup in 2022 and fully complete by 2026.

2.3.16. The Qatar Metro is planned to be four lines, comprise of 100 stations and have an overall length of 358km. The lines will run in tunnels, at grade and elevated viaducts.

The “RAILS Distribution Centre” will provide logistics support for the entire HBKMC campus. In the current scenario it will be the primary distribution center for goods which will come from the central warehouse in logistics village. The goods will come picked into carts ready to be transported where they are required (ordering department) by the AGV’s through a network of dedicated tunnels, pathways, bridges and elevators. Combined with the RAILS center will be the CSSD which is to be placed in the same facility to combine the synergies of distribution. Since the CSSD function is planned to be located on campus as proven in the CSSD feasibility studies (that will be provided during the Tender stage) the best location is at the distribution center to reduce dependency on road transport and the associated challenges.

2.3.17. Academic Health System

2.3.18. The National Health Strategy (NHS) 2011-2016 “Caring for the Future” identifies as one of its principle goals ‘A skilled national workforce’. It highlights the importance of the recruitment, retention and education of a high quality workforce – a modern, learning and supported workforce.

2.3.19. Academic Health Systems (AHS) are partnerships between learning and research institutions and healthcare providers. They are recognised internationally as a model for pioneering research and medical discoveries and for making them available to patients. They are synonymous around the World with the delivery of the highest quality patient care, academic and research excellence, and overall health improvement.

2.3.20. The AHS, while drawing on international experience, is intended to meet the healthcare needs of Qatar today and in the future. It also seeks to improve health and wellbeing whilst expanding the boundaries of knowledge and ensuring a modern, flexible and sustainable workforce. The system will see partners build joint infrastructures in clinical care, research, education, community engagement, human resources development and information systems.

2.3.21. Qatar’s AHS is the first of its kind in the Middle East region and is being developed with local partners in health care delivery, education and research and in collaboration with a number of renowned international centres of excellence

2.3.22. The AHS initiative emphasises maximization of physical adjacencies, improving care pathways, ensuring internal mobility of multidisciplinary care, and integrating clinical practice with education and research; in effect to put the patient at the centre of care and to refine care pathways.

2.3.23. Infrastructure

2.3.24. Given the extent of on-going development and improvement works being carried out and planned in the near future at the Hamad Bin Khalifa Hospital campus, the impact on the existing infrastructure such as power, water and drainage are key considerations.

2.3.25. Accordingly, the design team are expected to engage with HMC's master planner, Statutory Authorities, service providers and the other design teams on adjacent developments in order that robust and reliable solutions can be developed.

2.3.26. Early estimates of projected power loadings will be required in order to permit discussions to commence with Kahramaa and provisions secured in good time.

2.3.27. GSAS Requirements

2.3.28. The Global Sustainability Assessment System (GSAS) is a 'green building' rating system developed and administered by an independent body known as the Gulf Organisation for Research and Development (GORD). As a matter of internal policy all PWA projects are expected to achieve a minimum target rating of 3 stars; this target may be higher for particular projects depending on other project specific considerations. All the projects are required to be 3 stars status.

2.3.29. The rating system addresses a range of locally relevant sustainability issues that are encapsulated into 8 overarching categories. In each of these categories, there are a number of credits that set out specific design requirements and performance targets. While the level of performance of any given building might vary across the different credits; typically, every credit within the GSAS rating system is required to be attempted.

2.3.30. At each stage in the building lifecycle – design, construction and operation – a qualified GSAS Certified Green Professional (CGP) needs to be involved to ensure that appropriate strategies and documentation have been undertaken/ produced and for all liaison required with the GORD. The designers are requested to incorporate within their design team a suitably qualified and experienced person, along with all fees associated with the submission and approvals process for GSAS and GORD.

2.4. Schedule of Accommodation

3.4.1 Summary – a schedule of accommodation detailing the required net room areas for each department is to be prepared by the Consultant.

2.4.2 Validation - HMC will support re-evaluation of the schedule of accommodation.

3. Brief scope of services required

3.1 A detailed description of scope of work to be delivered under this appointment will be provided in the Invitation to Tender (ITT) documentation. For the purposes of this Pre-Qualification Questionnaire document the services can be summarised -not limited-as:

- Review/Validate the Project Brief and schedule of accommodation.
- Concept Design;
- Scheme Design;
- Technical Design;
- Production Information….etc as per the contract documents
- Tender Documents and Services;
- General Supervision during construction stage
- DCU services

4. Initiated projects – key stages

Stage	Admin Offices	Car Parks
A - Mobilisation	CD + 30	CD + 30
B - Pre-Design	CD + 75	CD + 75
C - Concept Design	CD + 150	CD + 135
D - Scheme Design	CD + 265	CD + 210
E - Technical Design	CD + 385	CD + 300
E1 - Tender Action	CD + 740	CD + 580
F - Tender and Construction Documents	CD + 420	CD + 330
F1 - Design Clarifications	CD + 2200	CD + 1320
G - Completion of Pre Contract Commercial Management	CD + 740	CD + 480
H - Completion of Pre Contract Project Management	CD + 740	CD + 480
I - Construction Supervision - **Enabling Works** - **Main Contract**	CD + 2200	CD + 1320
J - Demobilisation	CD + 2230	CD + 1350
K - Project Close / Maintenance Period	CD + 2630	CD + 1750