

THE FORGOTTEN LINK

Our proposal for the Tintagel Castle footbridge is based on a simple concept: to recreate the link that once existed and filled the current void. Instead of introducing a third element that spans from side to side, we propose two independent cantilevers that reach out and touch, almost, in the middle.

Visually the proposal highlights the void through the absence of material in the middle of the crossing. The structure,

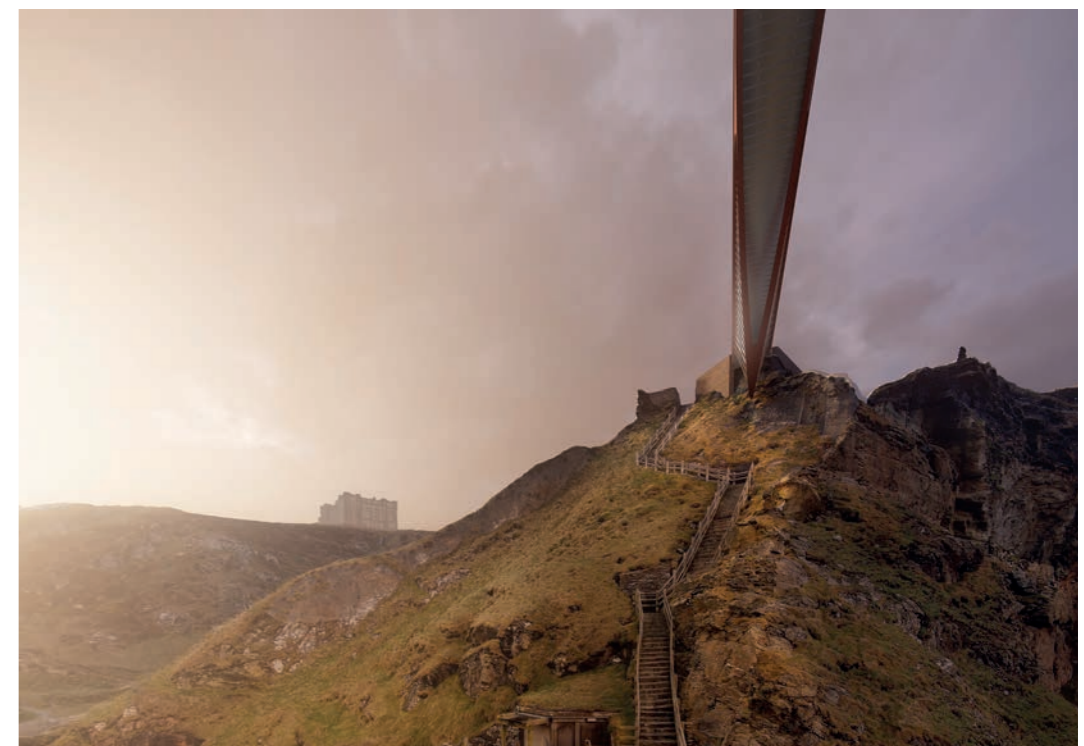
4.5m high where it springs from the rock face, tapers to a thickness of 120mm in the centre, with an open joint between the mainland and island halves. The narrow gap between them represents the transition between the mainland and the island, here and there, the present and the past, the known and the unknown, reality and legend: all the things that make Tintagel so special and fascinating.

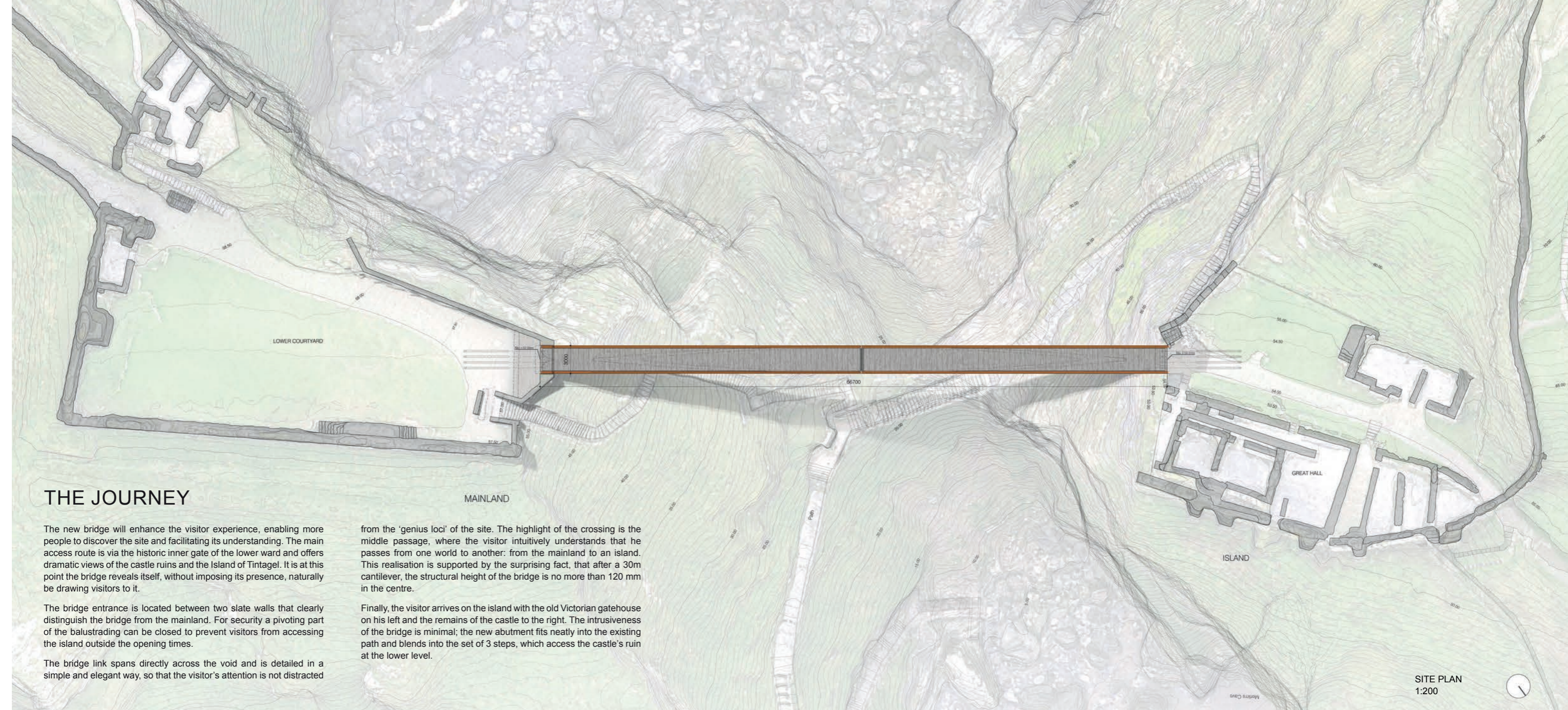


THE BRIDGE IN THE LANDSCAPE

The successful and harmonious integration of the new bridge into the landscape was our biggest concern. We believed that whilst the design should definitely be of our time, it should also be timeless. This mix of confidence and harmony would reflect the rugged nature of the surrounding landscape and the

fragility of the historic remains and ecology. We liked the idea that from a distance the passer-by might not know when the bridge was built, but on closer inspection the detailing would reveal the techniques and capacities available to us today.





THE JOURNEY

The new bridge will enhance the visitor experience, enabling more people to discover the site and facilitating its understanding. The main access route is via the historic inner gate of the lower ward and offers dramatic views of the castle ruins and the Island of Tintagel. It is at this point the bridge reveals itself, without imposing its presence, naturally drawing visitors to it.

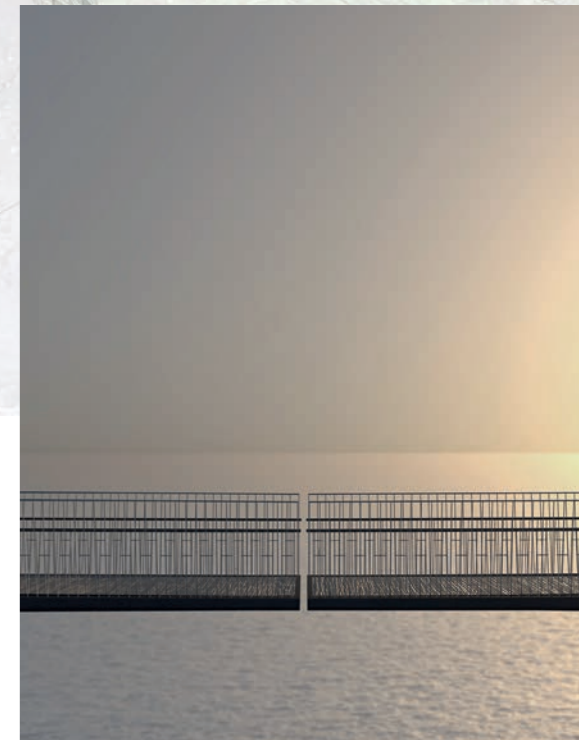
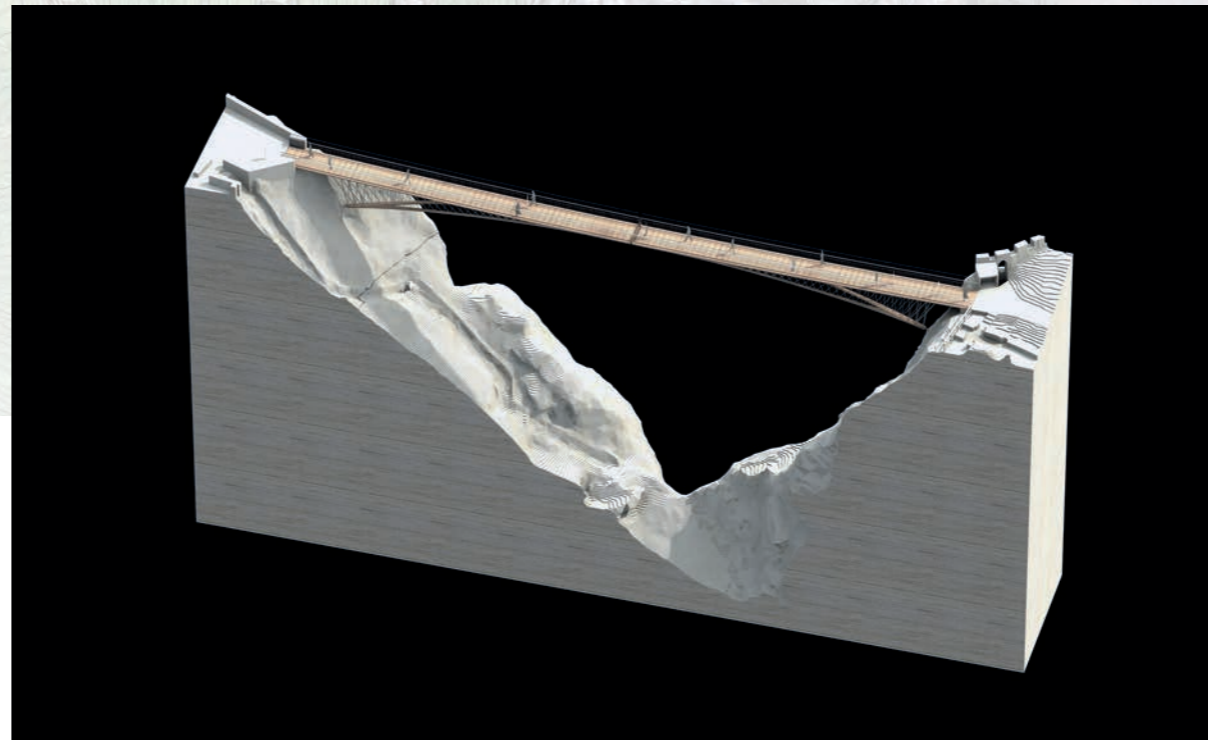
The bridge entrance is located between two slate walls that clearly distinguish the bridge from the mainland. For security a pivoting part of the balustrading can be closed to prevent visitors from accessing the island outside the opening times.

The bridge link spans directly across the void and is detailed in a simple and elegant way, so that the visitor's attention is not distracted

from the 'genius loci' of the site. The highlight of the crossing is the middle passage, where the visitor intuitively understands that he passes from one world to another: from the mainland to an island. This realisation is supported by the surprising fact, that after a 30m cantilever, the structural height of the bridge is no more than 120 mm in the centre.

Finally, the visitor arrives on the island with the old Victorian gatehouse on his left and the remains of the castle to the right. The intrusiveness of the bridge is minimal; the new abutment fits neatly into the existing path and blends into the set of 3 steps, which access the castle's ruin at the lower level.

SITE PLAN
1:200

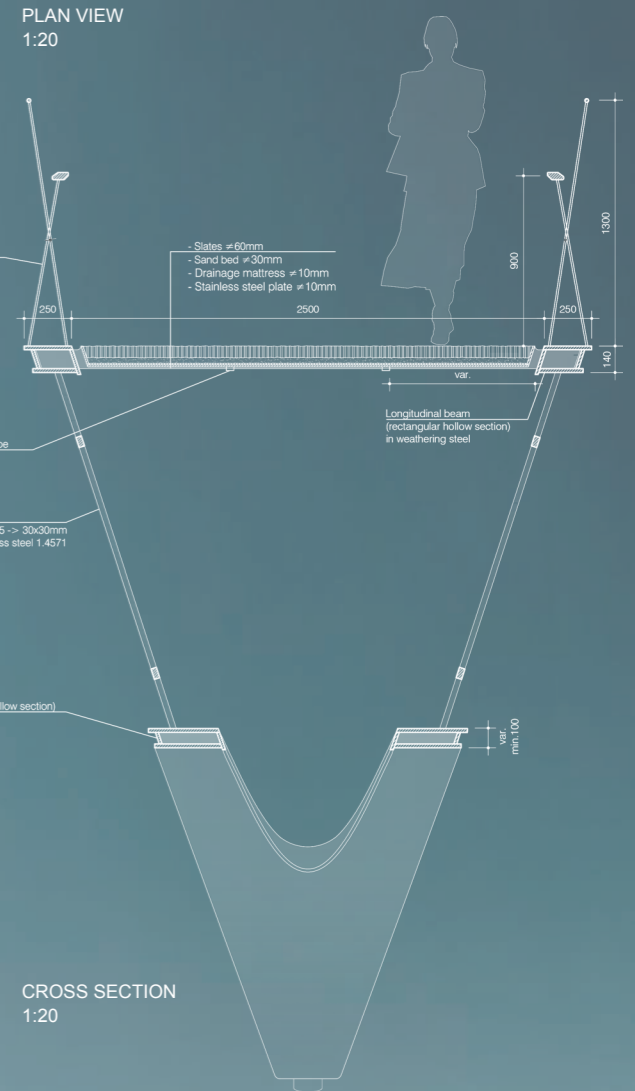
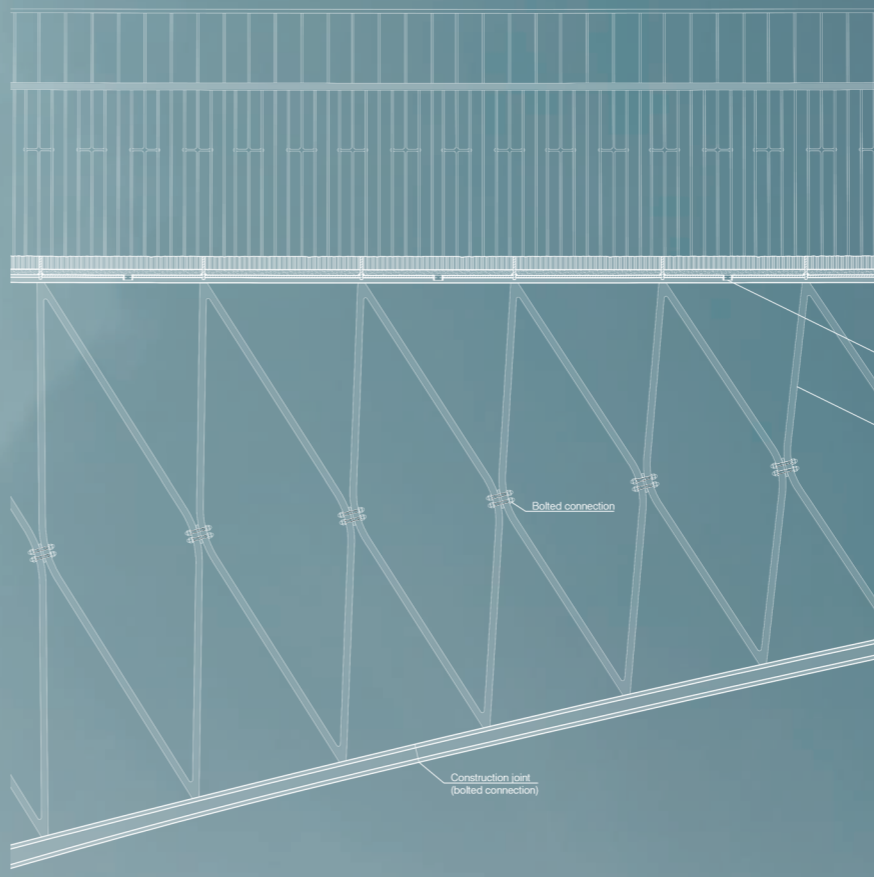
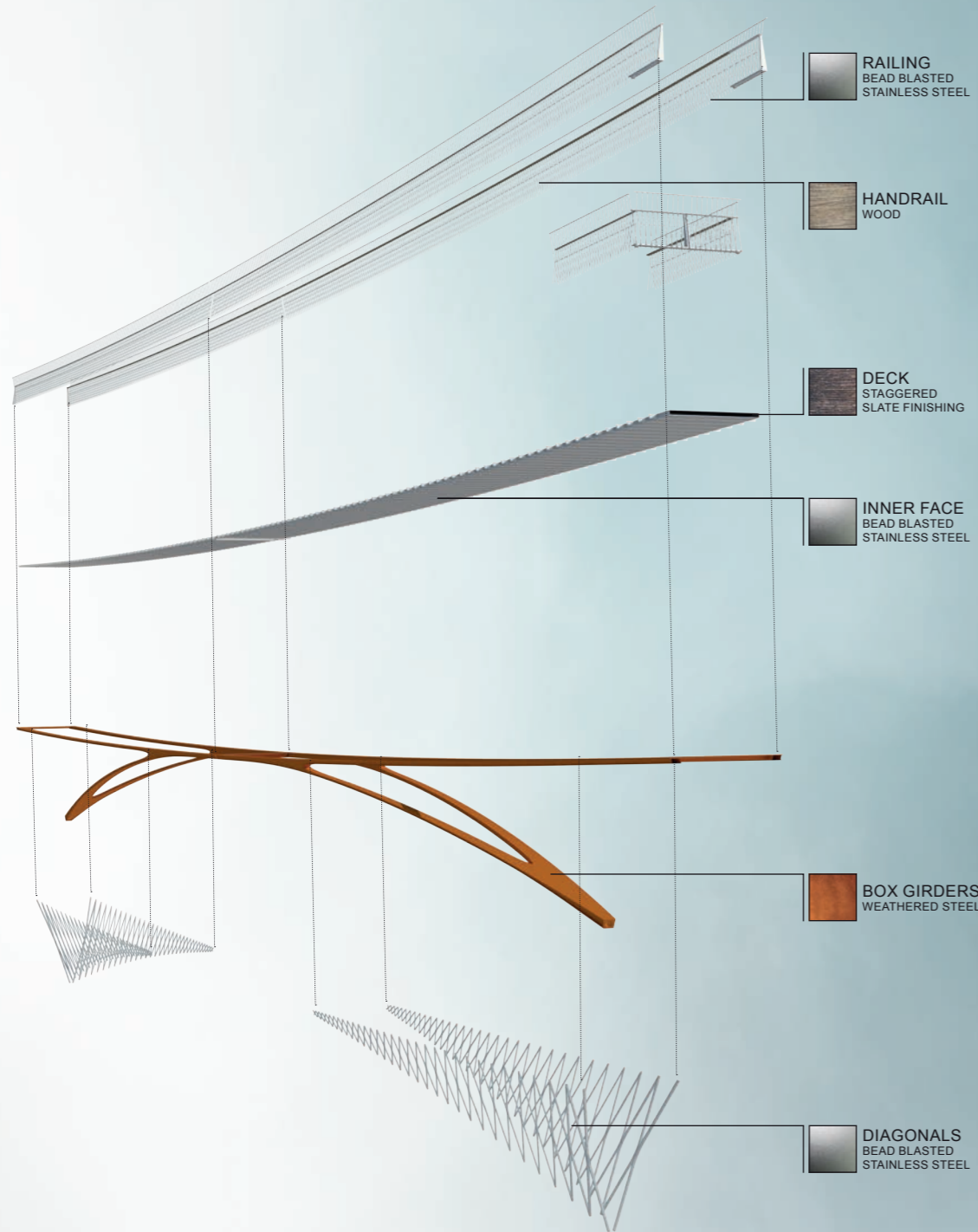


THE DETAILING

The materials of the bridge are simple, durable, and appropriate to the context of the site. The main structure and balustrading is in steel, the deck surface is slate and the handrail is oak.

For the main structure, we propose to use Corten / weathering steel. Weathering steel does not require corrosion protection and over time will develop a rusty red / brown patina that will reflect the rugged wildness of the site.

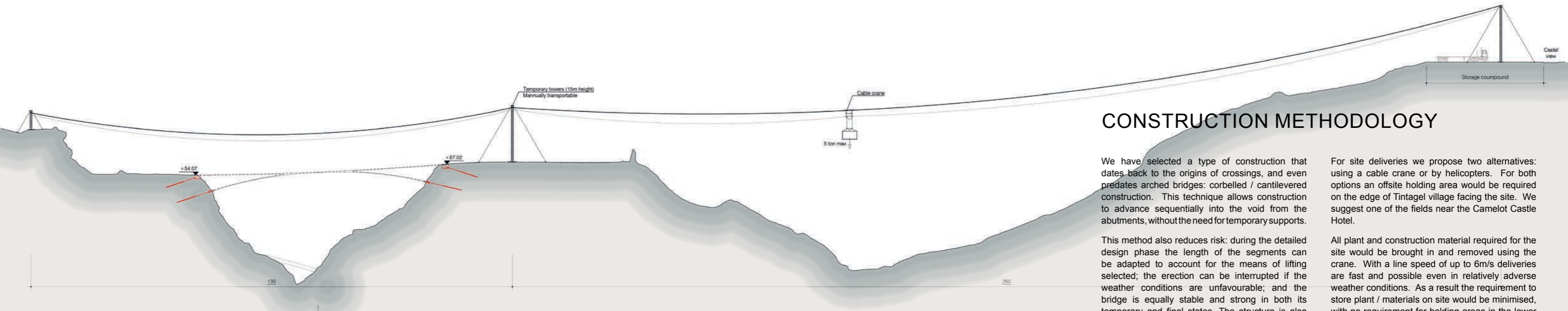
For those elements touched by the visitor we propose shot peened stainless steel which is more tactile, refined and which will be an interesting counterpoint to the weathering steel. The mid grey shade of stainless steel will tend to disappear visually and give an intangible aspect to these items, as well as having the advantage of being low maintenance.



Beneath the deck the diagonals linking the deck and the lower chord are also in stainless steel. These bars, of varying sizes, are extremely compact, ranging from 65/65mm at the supports to 30/30mm in the middle of the bridge. As a result from a distance they will disappear which will emphasize the general outline of the structure.

The surfacing of the deck is narrow strips of slate laid vertically on a bed of sand and drainage mat. Similar, if more rustic, types of paving are already in use in other parts of the site; it is typical of the region and it provides a durable anti-slip finish. The slates are laid in stainless steel trays that form the structure of the deck. All of these elements are maintenance-free.





CONSTRUCTION METHODOLOGY

We have selected a type of construction that dates back to the origins of crossings, and even predates arched bridges: corbelled / cantilevered construction. This technique allows construction to advance sequentially into the void from the abutments, without the need for temporary supports.

This method also reduces risk: during the detailed design phase the length of the segments can be adapted to account for the means of lifting selected; the erection can be interrupted if the weather conditions are unfavourable; and the bridge is equally stable and strong in both its temporary and final states. The structure is also statically determinate and as a result its forces are controlled, predictable and independent of any potential movement of the foundations.

For site deliveries we propose two alternatives: using a cable crane or by helicopters. For both options an offsite holding area would be required on the edge of Tintagel village facing the site. We suggest one of the fields near the Camelot Castle Hotel.

All plant and construction material required for the site would be brought in and removed using the crane. With a line speed of up to 6m/s deliveries are fast and possible even in relatively adverse weather conditions. As a result the requirement to store plant / materials on site would be minimised, with no requirement for holding areas in the lower or inner wards which could have a detrimental effect on the archaeology and ecology.

