

9.7 Tender for the Moss Vale Bypass Design - Stage 1

Report Author: Project Manager
Authoriser: Group Manager Capital Projects

PURPOSE

The purpose of this report is to present the evaluation of the Request for Tender for the Principal Design Consultant Services for the detailed design and documentation of Stage 1 of the Moss Vale Bypass.

RECOMMENDATION

1. **THAT Council accepts the tender from MU Group Pty Ltd for \$1,562,628.85 (incl GST).**
2. **THAT Council note the tenders received ranged from \$1,528,415.26 (LOWEST) to \$2,585,395.46 (HIGHEST).**

***Note:** The Council, or a committee of the Council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed (15.9 – Code of Meeting Practice).*

Where the matter has been identified in the agenda of the meeting under clauses 3.21 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 15.9, members of the public must first make an application to the Council in the approved form. Applications must be received by close of business (4.30pm) two (2) business days prior to the meeting at which the matter is to be considered (15.11 – Code of Meeting Practice).

REPORT

BACKGROUND

The Moss Vale Bypass is crucial to alleviating traffic congestion in Argyle Street and supporting development of the Southern Highlands Innovation Park. The Moss Vale Bypass will connect Argyle Street in the north with Berrima Road in the west, providing a crossing of the Main Southern Railway Line that is not height restricted or flood affected. The Bypass will provide connections with Suttor Road, Lackey Road, Beaconsfield Road and Bulwer Road allowing residential, commercial and industrial traffic to use an alternate route through Moss Vale.

The route for the Bypass was identified in the 1980s with most land acquisitions completed in the 1990s. Council prepared concept designs in 2002 which was based on aerial photos and has periodically updated these to refine the preliminary concept design. In 2013, Council adopted the Section 94 Developer Contributions Plan for the Moss Vale Enterprise Corridor 2013-2050 which sets out the infrastructure requirements for the MVEC and includes the MVBP. The MVBP has been proposed in the following stages

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- Stage 1 – Connection from Beaconsfield Road to Suttor Road with Link road to Lackey Road and Bridge over Main Southern Railway (1.5km)
- Stage 2 – Connection from east of Stage 1 to Argyle Street/Moss Vale Road (0.8km)
- Stage 3 – Connection from Beaconsfield Road to Berrima Road with intersection at Bulwer Road (1.5km)

In 2019, the Transport and Infrastructure Minister Andrew Constance with Wendy Tuckerman announced a \$20 million election commitment to the project. Following consultation with Council a grant agreement for \$2.4m for the design of Stage 1 was signed by Council and Transport for NSW in September 2020. The purpose of this grant “is for the project development activities for this corridor, including provision of an updated Business Case to support the Growing Local Economies funding submission previously made and to progress detailed designs for the corridor”. This tender is to conduct the necessary steps to provide the detailed design and cost estimates for Stage 1 of the Moss Vale Bypass, including site investigations, utility authority liaison, environmental assessment, cost estimate and detailed design suitable for the construction phase.

The informed cost estimate based on the site investigations and detailed design will be used to update the business case for the project which will support sourcing future funding opportunities.

REPORT

Council sought tenders for suitable and qualified contractors to provide a lump sum tender for the scope of works. The full scope of works was detailed in the concept drawings and tender documents

In accordance with the *Local Government Act 1993* part 3, section 55(3)(n), Council is required to invite tenders where estimated expenditure is greater than \$250,000 (GST inclusive).

ADVERTISING

The tender advertising period was from the 20 July 2021 to 17 August 2021 (28 days).

The tender was advertised as follows:

Newspaper / Website	Date Advertised
Newspaper – Sydney Morning Herald	20 July 2021
Newspaper – Southern Highlands News	21 July 2021
Council’s Website	For the duration of the advertising period
Council’s eTendering Website	For the duration of the advertising period

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TENDERS RECEIVED

A total of six (6) tender submissions were received:

Company Name	Location	Postcode
BetterKonnected	Sydney	2000
BG&E Pty Limited	Millers Point	2000
Calibre Professional Services Pty Ltd	Canberra	2601
MU Group Consulting Pty Ltd	Surry Hills	2010
SMEC Australia Pty Limited	North Sydney	2060
TTW (NSW) Pty Ltd	North Sydney	2060

LATE TENDERS

One (1) late tender submissions were received (therefore non-conforming):

Company Name	Location	Postcode
Northrop Consulting Engineers Pty Ltd	Bowral	2576

TENDER EVALUATION

A Procurement Evaluation Plan was developed which outlined the pre-determined selection criteria, the criteria weightings, and members of the tender evaluation panel.

Each submission was evaluated against the specified criteria by the tender evaluation panel with a scoring system based from 0 to 10 and weighted according to the pre-determined criteria.

SELECTION CRITERIA

The pre-determined criteria used to evaluate the tender were as follows:

Mandatory Criteria:

Mandatory Criteria
Public Liability - \$20 million
Workers Compensation OR [Self Employed] Personal Accident and Illness Insurance or Personal Income Protection
Professional Indemnity & Liability \$5 million
Motor Vehicle – Comprehensive

Tenderers were required to meet the mandatory criteria to be eligible to be shortlisted and progress any further in the evaluation process.

Non-Cost Selection Criteria & Weighting:

Non-Cost Criteria	Weighting
Capability	5%
Experience – The Contractor/Supplier	10%
Experience – Key Personnel	10%
Specifications - Methodology	10%
Quality Assurance	5%
Community & Social (including local content)	10%
Other Clarification Information – Reference Checks	10%
Total	60%

Summary of Selection Criteria & Weighting:

Criteria	Weighting
Total Non-Cost Criteria	60%
Total Cost Criteria	40%
Total	100%

NON-COMPLIANT TENDERS

Upon evaluation no tender submissions were determined to be non-compliant:

TENDER SUBMISSION PRICES

The tender submission prices received were between \$1,528,415.26 to \$2,585,395.46

EVALUATION COMMENTS

COMMENTS ON OVERALL EVALUATION OUTCOME

The Tender Evaluation Panel was formed, and each panel member scored the non-cost selection criteria in accordance with the Procurement Initiation Plan (PIP). In accordance with PIP only those tender submissions meeting the minimum non-cost selection criteria threshold of 60% were deemed to be compliant.

No tenders were assessed as non-compliant for failing to reach the non-cost criteria. This indicates that generally all submissions were deemed to be of a high standard and demonstrated a good understanding of the project.

COMMENTS ON RECOMMENDED TENDER SUBMISSION

MU Group provided a detailed tender submission demonstrating a thorough understanding of the scope of works and their proposed methodology. They have proposed a qualified and suitably experienced team and provided several examples of similar projects to demonstrate this experience.

MU Group provided details for several referees for their current and past projects. These referees consistently supported the capability and experience of MU Group and that of the specific staff proposed for this project.

The Tender Evaluation Panel considered that MU Group have the capability, qualifications, experience to complete the works and have demonstrated a detailed understanding of all aspects of this important project for the Wingecarribee Shire.

CONSULTATION

Community Engagement

Tenders are part of a commercial arrangement and therefore no community engagement is required.

Internal Consultation

Extensive consultation has taken place between Council's Procurement, Assets, Infrastructure Services, Strategic Planning and Project Delivery Branches. This consultation included scope, technical requirements, operational and strategic framework.

External Consultation

Consultation has taken place with Transport for NSW (TfNSW) as a key project stakeholder. The consultation includes funding, stakeholder involvement, specification review and referee checks. Council will continue to involve TfNSW throughout the project given the importance of the Moss Vale Bypass to the state transport network

SUSTAINABILITY ASSESSMENT

- **Environment**

There are no environmental issues in relation to this report.

- **Social**

There are no social issues in relation to this report.

- **Broader Economic Implications**

There are no broader economic implications in relation to this report.

- **Culture**

There are no cultural issues in relation to this report.

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- **Governance**

This tender has been conducted in accordance with Part 7 of the *Local Government (General) Regulation 2005*.

COUNCIL BUDGET IMPLICATIONS

Council's 2021/22 Operational Plan includes \$2,400,000 (excl GST) for the Moss Vale Bypass Design – Stage 1. This recommendation is within the allocated and available budget.

RELATED COUNCIL POLICY

Council's Procurement Guidelines have been used to inform the tender process.

CONCLUSION

It is recommended that Council accept the tender and award this contract to MU Group Pty Ltd.

ATTACHMENTS

There are no attachments to this report.