

ITEM 14 TENDER T1000214 - HARRY GRAHAM DRIVE SLOPE STABILISATION AREA 2

This report recommends acceptance of a tender for embankment stabilisation of Area 2 on Harry Graham Drive in accordance with the requirements of the *Local Government Act 1993* and the *Local Government (General) Regulation 2021*.

Harry Graham Drive connects Mount Kembla to Mount Keira Road and Clive Bissell Drive, which is a vital route for residents, emergency services, and to the Kembla Mountain Bike Trails once opened. The road is crucial during bushfire seasons and other emergencies. Its stability and accessibility are essential for community safety.

Harry Graham Drive embankments are showing signs of deterioration and failure caused by natural events. This tender relates to the rectification works to the segment identified as Area 2, comprising 275 metres in length, directly adjoining the Area 1 segment that was previously stabilised in 2022.

RECOMMENDATION

- 1 In accordance with Section 178(1)(a) of the *Local Government (General) Regulation 2021*, Council accept the tender of Cadifern Pty Ltd for Harry Graham Drive Slope Stabilisation Area 2, in the sum of \$3,631,959.47, including GST.
- 2 Council delegate to the General Manager the authority to finalise and execute the contract and any other documentation required to give effect to this resolution.
- 3 Council grant authority for the use of the Common Seal of Council on the contract and any other documentation, should it be required, to give effect to this resolution.

REPORT AUTHORISATIONS

Report of: Jeremy Morgan, Manager Project Delivery (Acting)
Authorised by: Joanne Page, Director Infrastructure + Works

ATTACHMENTS

- 1 T1000214 - Harry Graham Drive Slope Stabilisation Area 2 Location Plans

BACKGROUND

Harry Graham Drive is located in the Mount Kembla region of the Illawarra Escarpment. The road was built in the 1940's using cut and push methods to produce the road embankment. Combined with the pre-existing soft rock and slope wash geology, much of the low side embankment is unstable and is experiencing soil creep, slumping and storm scours. Over many years, Council has been working through a priority schedule to stabilise the lower banks of Harry Graham Drive and protect the public from rockfalls.

In 2022, a novel approach to rapid embankment construction was undertaken at Harry Graham Drive following favourable model tests. Raked and staggered heavy sheet pile walls were constructed and capped with a substantial torsion beam. This previously rectified segment is known as Area 1.

The next segment for the essential repair and stabilisation works is identified as Area 2. It is 275 meters in length and contains the Eastern Gas Pipeline within the road pavement.

For this scope, the Area 2 is to be constructed using the same novel sheet pile and beam system, in two parts – an initial 100 metres stage which will adjoin the previously rectified Area 1 and extend to the south with no gas main, but still under vibration monitoring. Following successful completion of Stage 1, the subsequent 175 metres of Stage 2 in the vicinity of the gas main will proceed under full vibration monitoring. For this portion, the gas network operator Jemena along with their service provider Zinfra have indicated a maximum allowable vibration acceleration of 20 mm/sec² at the location of the gas main.

The scope for both stages involves:

- Supply and installation of sheet piles
- Vibration monitoring within the rock layer during sheet pile installation
- Backfill with 200 mm no-fines concrete
- Construction of capping beam
- Stormwater drainage adjustments
- Supply and installation of concrete erosion protection mats
- Supply and installation of guardrail

Tenders were invited for this project by the selective tender method in accordance with Regulation 168 of the *Local Government (General) Regulation 2021*, with a close of tenders of 10:00 am on Tuesday 24 June 2025. This followed an open expression of interest process in November 2024.

Six tenders were received by the close of tenders and one tender was received after the closing time. This tender was deemed a late tender and was given no further consideration. The remaining tenders have been scrutinised and evaluated by a Tender Evaluation Panel constituted in accordance with Council's Procurement Policies and Procedures and comprising representatives of the Project Delivery, Infrastructure Strategy and Planning, and Customer and Business Integrity Service Divisions.

The Tender Evaluation Panel evaluated all tenders in accordance with the following Evaluation criteria and weightings as set out in the formal tender documents:

Mandatory Criteria

- 1 Satisfactory references from referees for previous projects of similar size and scope.
- 2 Financial evaluation acceptable to Council which demonstrates the tenderer's financial capacity to undertake the works.
- 3 Accredited Workplace Health and Safety Management System.

Evaluation Criteria

- 1 Cost to Council – 45%
- 2 Appreciation of scope of works and construction methodology – 20%
- 3 Demonstrated experience and satisfactory performance in undertaking projects of similar size, scope and risk profile, including staff qualifications and experience – 5%
- 4 Demonstrated strengthening of local economic capacity – 10%
- 5 Proposed sub-contractors – 10%
- 6 Project Schedule – 10%

The mandatory evaluation criteria have been met by the recommended tenderer.

The Tender Evaluation Panel utilised a weighted scoring method for the evaluation of tenders which allocates a numerical score out of 5 in relation to the level of compliance offered by the tenders to each of the evaluation criteria as specified in the tender documentation. The method then considers pre-determined weightings for each of the evaluation criteria which provides for a total score out of 5 to be calculated for each tender. The tender with the highest total score is considered to be the tender that best meets the requirements of the tender documentation in providing best value to Council. Table 1 below summarises the tenders received for this project.

TABLE 1 – SUMMARY OF TENDERS RECEIVED

Name of Tenderer
Cadifern Pty Ltd
Cadifern Pty Ltd (<i>Alternate</i>)
PCA Ground Engineering
Abergeldie Contractors Pty Ltd
Abergeldie Contractors Pty Ltd (<i>Alternate</i>)
Fulton Hogan Industries Pty Ltd

PROPOSAL

Following a review of all compliant tenders, it is recommended that Council accept the tender from Cadifern Pty Ltd to carry out the embankment stabilisation of Area 2 on Harry Graham Drive in accordance with the scope of works and technical specifications developed for the project.

The recommended tenderer has satisfied the Tender Evaluation Panel that it is capable of undertaking the works to Council's standards and in accordance with the technical specification.

An acceptable financial capability evaluation has been received in relation to the recommended tenderer.

Referees nominated by the recommended tenderer have been contacted by the Tender Evaluation Panel and expressed satisfaction with the standard of work and methods of operation undertaken on their behalf.

CONSULTATION AND COMMUNICATION

- 1 Members of the Tender Evaluation Panel
- 2 Nominated Referees

PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong Our Future 2035 Goal 2 – “We have well planned, connected, and liveable places”. It specifically delivers on the following:

Community Strategic Plan 2035	Delivery Program 2025-2029
Strategy	Service
2.10 Plan and provide sustainable infrastructure for safe and liveable places integrated with the environment and accessible to key transport routes.	Transport Services

RISK ASSESSMENT

The risk in accepting the recommendation of this report is considered low on the basis that the tender process has fully complied with Council's Procurement Policies and Procedures and the *Local Government Act 1993*.

The risk of the project works or services is considered medium based upon Council's risk assessment matrix and appropriate risk management strategies will be implemented.

The embankments of Harry Graham Drive have a long history of instability, landsliding and rockfall events. Council has conducted previous works to stabilise the prioritized segments of this road on multiple occasions over many years. The next segment that requires expeditious repair and stabilisation is Area 2. There are several impacts including safety, financial and reputational risks that should be considered if Council decides not to undertake the stabilisation works.

SUSTAINABILITY IMPLICATIONS

Economic sustainability implications are considered relevant to the re-use of the excavated materials onsite in backfill and/or existing road materials in new formation where suitable, as well extending the service life of the existing road following repairs and rehabilitation, reducing the maintenance costs and the likelihood of damages in case of a potential rockfall or landslide.

FINANCIAL IMPLICATIONS

It is proposed that the total project be funded from the following source/s as identified in the Operational Plan –

2025/26 Capital Budget

Stage 2 of the proposed works have been provided as a provisional quantity within the tender. This portion of the works will be only enacted following successful completion of Stage 1 works.

CONCLUSION

Without intervention, further deterioration of the Harry Graham Drive is imminent, and increases risks to public safety, risk of road closure, decreases the service life of the existing road and escalates the maintenance and remediation costs of the road. It is recommended that Council accept the tender to stabilise this section of Harry Graham Drive.



