



- 1 pedestrian promenade
- 2 marine square drop off zone seating elements
- 3 timber boardwalk / connection to victoria wharf
- 4 parking area / bus drop off
- 5 native planting
- 6 historic flower gardens
- 7 raised pedestrian zebra crossings
- 8 feature tree planting
- 9 bench seating
- 10 stone unit paving



SCALE 1:500 @ A3



**Auckland
Council**

Te Kaunihera o Tamaki Makaurau



Full Procurement Plan for Devonport Marine Square and Wharf Boardwalk Upgrade

ACPN_12599


City Transformations

13 August 2013

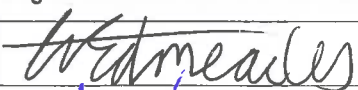
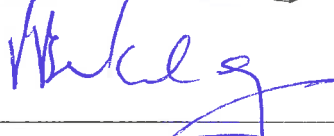
Final

Document Control

Document history

Version	Date	Author and Role	Signature
Final	14/8/13	David Weinberg, Senior Sourcing Specialist	

Reviewers

Version	Date	Reviewer and Role	Signature
Final	13/08/13	Catherine Edmeades, Project Leader	
"	14/8/13.	Peter Beckerleg, Acting Manager City Transformation Projects under Delegated Authority	


Document location

Name	Electronic document location
ACPN_12599 Devonport Marine Square Upgrade and Wharf Boardwalk	U:\CFO\Finance\Procurement\ACPN Document Library\12559\Final Signed

References

Name	Electronic document location

Endorsed by:

Probity Auditor Nick Rennie Senior Internal Auditor	Signed  Date 14/8/13
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Approval

Manager Procurement Peter Blackwell Manager Procurement	Signed  Date 15 Aug 2013
Holder of Delegated Financial Authority Doug McKay Chief Executive	Signed  Date 19/8/13

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Executive summary

Overview

The legacy North Shore Council identified the upgrade of Devonport Marine Square in the Devonport Master Plan (2009).

The purpose of the project is to enhance the visual and physical connection between Devonport Village and Devonport Wharf, creating a memorable public space which celebrates the transition between land and sea. A new pedestrian promenade will connect Devonport Wharf directly with Victoria Road, forming a strong relationship between the village and the wharf.

Since 2010 design and resource consent processes have been engaged and these activities are coming to a satisfactory conclusion. The intention now is to take the approved detailed design through to construction.

Whilst the budget sits with Council the asset resides with Auckland Transport (AT). As such AT will manage the procurement and construction phases on behalf of Auckland Council.

Recommendation

It is the recommendation of this report that;

- a deviation to the Procurement Manual is approved so that the Devonport Marine Square and Wharf Boardwalk Upgrade construction procurement process be carried out by AT and on behalf of Auckland Council and;
- AT should source a suitable and qualified contractor to complete construction to the agreed scope and budget and;
- after further Designated Financial Council approval, AT award a NZS3910:2003 contract to the preferred supplier and;
- an estimated budget of \$5,400,000 for construction and \$400,000 for contingency is allocated to cover approved and unforeseen expenditure during the project life.

1 Introduction

1.1 Background

The Devonport Wharf Boardwalk and Marine Square Project is a key transformational element of the Devonport Master Plan. Consent for the land based works (Marine Square) was granted by Auckland Council in March 2012. Consent for the Boardwalk was declined and following an appeal to the Environment Court, was granted by Consent Order in March 2013.

The purpose of the project is to enhance the visual and physical connection between Devonport Village and Devonport Wharf, creating a memorable public space which celebrates the transition between land and sea. A new pedestrian promenade will connect Devonport Wharf directly with Victoria Road, forming a strong relationship between the village and the wharf.

- The boardwalk is a large timber deck (706m²) and is proposed to be constructed along the eastern side of the existing Devonport Wharf.
- The eastern side of the wharf building will be altered to provide a high level of integration between the boardwalk and the wharf. A wall of glazing and openable doors will replace the blank corrugated facade of the existing eastern side of the wharf.
- A 5 metre wide canopy will provide shade and shelter along the eastern edge of the wharf building.
- A new deck will connect Victoria Wharf with Devonport Wharf.
- A strong pedestrian connection between the wharf and Victoria Road will be created.
- The existing car park in front of the wharf will be reconfigured to provide more space for pedestrians, an additional bus stop, increased short stay parking and safer pathways for movement through the carpark.

Developed Design for the Devonport Wharf Boardwalk and Marine Square was approved by North Shore City Council prior to resource consent applications being lodged in October 2010. Ordinarily that would be the final approval necessary before proceeding with detailed design and completing tender documentation for the physical works. However, due to the two and a half years consenting process an additional full process of stakeholder engagement has been undertaken in order to gain the input of all relevant stakeholders before proceeding to tender. The Devonport-Takapuna Local board endorsed the final layout plan at their meeting on 16 July 2013 (DT/2013/222).

The intention now is to take the approved detailed design through to construction.

Whilst the budget sits with Council the asset resides with Auckland Transport (AT). As such it has been agreed that AT will manage the procurement and construction phases on behalf of Council.

1.2 Scope

The physical works construction of:

- Marine Square – an area of approximately 4,200m² containing a carpark, four bus stops, pedestrian promenade, amenity gardens, public plaza. A range of materials to be utilised, including stone, concrete and asphalt.
- Queen's Parade/Victoria Road – an upgrade to portions of the road carriageway and pavement of these streets.
- Boardwalk - a timber deck of approximately 700m² constructed over the coastal marine area, attached to the east side of the Devonport Wharf building and connected to Victoria Wharf.
- Devonport Wharf alteration – the replacement of the existing eastern wall with a wall of glass, additional entrance points into the wharf, construction of a 5m wide canopy along the length of the eastern wall, internal alterations to services.
- Lighting, planting, signage, services as specified.

The scope of this procurement does not include:

- Auckland Transport costs to carry out the procurement and construction phases of this project
- Professional Services
- Alterations to the front and western side of Devonport Wharf

1.3 Benefits

AT propose to utilise their pre-qualified tenders list, applicable to the categories of works, for tender eligibility. This will simplify the sourcing process, reducing tendering costs and encouraging on-going supplier performance.

1.4 Procurement objectives

Throughout this procurement, the following objectives will be achieved:

- Potential suppliers in the market are provided with a fair and reasonable opportunity to participate in the procurement
- Ratepayers money derives maximum value
- The confirmed final supplier is able to deliver the goods and/or services on time, in full and meet requirements

2 Business environment assessment

2.1 Current market assessment

The market is expected to be competitive, with capacity existing and in excess of 10 contractors who have either shown interest with this work or are pre-qualified by AT to cover these construction activities.

The resource consent granted for the work highlights conditions that will need to be followed to ensure care of the marine and land environment.

2.2 Local Impact

The project has been well received by the local businesses and endorsed by the Local Board.

2.3 Key stakeholders

Stakeholder	Impact of procurement on the stakeholder
AT Public Transport	Improved public interchange facility
Local Businesses	Enhanced gateway to Devonport Village
Adjacent AC developments	Complementing the Victoria Wharf repairs and new library projects

3 Procurement approach

3.1 Procurement methodology

Deviation to Council Procurement process

A deviation to the Procurement Manual is required to allow Auckland Transport to be transferred agreed funds as AT will manage both the procurement process and construction stages on behalf of Council

The following table identifies the method for selecting prospective participants and the procurement method, and provides the reasons for these selections.

Key question	Response and reason for selection
Is this procurement going to be a competitive process?	Yes – Using Auckland Transport procurement process of only accepting submissions from organisations who have completed their prequalification process.
Is this procurement going to be open?	No – Auckland Transport will use their approved supplier network of at least 10 organisations. In addition, AT will advise via Tenderlink and GETS that an RFT has been issued. In order to submit a tender, suppliers must first be pre-qualified.
Is this procurement going to be single-stage or multi-stage?	Single-stage
What RFX documentation will be used?	RFT
How will the request be communicated or advertised?	An open market announcement will be made by AT and via GETS but only pre-qualified participants are able to submit.

This will be an open market announcement of the RFT with only pre-qualified contractors allowed to provide submissions.

3.2 Contract details

The following table identifies basic details about the proposed contract that will be put in place for this procurement.

Contract attribute	Answer
Contract type	Auckland Transport approved NZS3910:2003 Contract
Proposed duration	11 Months
Are the standard contract terms and conditions likely to be amended?	AT will use their own NZS3910 contract

3.3 Evaluation model

The following table identifies the evaluation model that will be used for this procurement, and the reasons why the model has been selected.

Evaluation model	Reasons for selection
Price quality method	Preferred option by AT to ensure quality and value

The evaluation criteria and weightings for the RFT, as advised by AT, are identified in the table below:

Criteria type	Weighting (%)
Relevant Experience	7%
Relevant Skills	7%
Methodology	16%
Price	70%

Criteria will be detailed in the RFX documentation.

3.4 Evaluation process

As this procurement will be managed and facilitated by AT the evaluation process will follow AT rules and processes.

3.5 Key milestones

The following table identifies the key milestones for the evaluation.

Milestone	Date
Issue RFT	19 August 2013
RFT closing date	19 September 2013
AT identify preferred supplier	30 September 2013
Council sign off on Supplier Recommendation Report	19 October 2013
Contract start date	19 November 2013

4 Procurement team

As AT will run the procurement process they will engage the required resources to evaluate responses. Auckland Council will have at least one person on the evaluation team which will include following

- James Copley, Senior Project Leader - Auckland Council
- Catherine Edmeades, Project Leader – Auckland Council
- Ian Bielawa, AT Project Manager – Qualified AT Tender Evaluator
- Evan Williams, Isthmus Architects

5 Costs

The funding for this procurement is available from 2013/14 and 2014/15 capital expenditure.

The SAP code is **N.002004.01**

Budget elements	2013-2014	2014-2015	Total
Total budget available (or forecast) per year:	\$2,500,000	\$3,715,544	\$6,215,544
<i>Minus Actual committed costs to date</i>	\$365,012	\$0	\$ 365,012
Balance available for this contract:	\$2,134,988	\$3,715,544	\$5,850,532
Proposed contract amount:	\$1,900,000	\$3,500,000	\$ 5,400,000
Proposed contingency amount:	\$ 200,000	\$200,000	\$ 400,000
Total allocation for this contract:	\$2,100,000	\$3,700,000	\$ 5,800,000
Unallocated balance remaining:	\$ 34,988	\$15,544	\$50,532

The reason for a \$400,000 (7.5%) contingency amount is to allow for unforeseen additional works.

6 Requirements

6.1 Health and Safety

As AT will be the Principle on the contract they will be required to ensure that all participants have approved Health and Safety management policy and plans in place. The recommended supplier will be required to contribute to and support any site-specific Health and Safety Plan while working for Auckland Council and/or Auckland Transport.

6.2 Technical specifications

Participants will be asked to give detail on how they would deliver the following technical/industry specifications:

- AT engineering standards
- NZS 3910

These specifications will be defined in more detail in the RFT documentation.

7 Dependencies

This procurement has the following dependencies:

- Cooperation with adjacent property owners and construction works

8 Issues and risks

8.1 Issues

This Issues Register identifies issues that are affecting the successful outcome of the procurement and describes how these will be addressed.

ID#	Issue description	How issues will be addressed	Assigned to
1	Interface with adjacent properties	Regular communication and forming timely arrangements	Project team
2	Minimising inconvenience with public	Maintaining sound construction management processes and good communication	Project team

8.2 Risks

The Standard Procurement Risks (see below) if not adequately managed, could impact on the success of your procurement objectives (see section 1.4). By following the Procurement Manual processes and planning requirements Standard Procurement Risks will be adequately mitigated.

ID#	Standard Procurement Risks
1	Procurement not aligned with objectives approved in Council plans.
2	Market considers the procurement process was not equitable and fair.
3	The most appropriate supplier was not selected.
4	Ratepayers' money was wasted.
5	The confirmed final supplier is unable to deliver all goods/services requirements.
6	Procurement creates a monopoly (or duopoly) in the market.
7	Procurement delays or contributes to the failure of a public service.
8	Procurement generated negative public and media exposure.
9	Available budget does not meet market expectation.
10	Contractual terms and conditions do not meet market expectations.

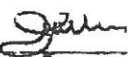
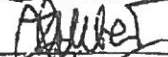
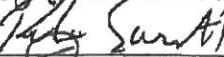
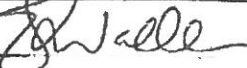
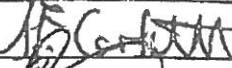
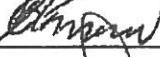




Other than the standard procurement risks identified in this table, are there any other risks that could affect the success of this procurement? **No**

Do you need assistance from the Risk & Assurance Department?	Yes
Assistance Requirements: Email the draft procurement plan to the Risk and Assurance Department and outline the assistance you require. risk@aucklandcouncil.govt.nz	

Procurement Plan

Complete for procurement activities with an estimated procurement value of over \$100k. Once completed, scan and email to Business Support Procurement procurement@aucklandtransport.govt.nz.

Contract Number	Contract Name	Date
330-14-006-T2	Devonport Marine Square Upgrade and Wharf Boardwalk	5 August 2013
AT Purchasing Group :	Roading Development	
AT Project Manager :	Ian Bielawa	
Contact Details :	0274968695	
This procurement is to source:	Physical works	

1. Approvals		
Name and title of signatories	Signature	Date
Ian Bielawa – AT Roading Development Engineer CBD Author		5.8.2013
Stefan Lauber – AT Roading Development Team Leader CBD		5.8.2013
Peter Everett – AT Roading Development Manager Central		5.8.2013
<input checked="" type="checkbox"/> Rick Walden – Group Manager Key Agency Initiatives		6/8/13
Catherine Edmeades – AC Project Leader Reviewer		
Peter Beckerleg – AC Team Leader City Transformation Reviewer		
Sean Corbett – AT Property Development Manager Reviewer		6/8/13
Colin Homan – AT, PT Commercial Manager Reviewer		5.8.2013
Kelvin Stuart – AT Procurement Support Manager Procurement		6/8/13
Greg Edmonds – AT Chief Operations Manager Endorser		7/8/13
<input checked="" type="checkbox"/> Claire Stewart – AT Chief Development Officer Endorser		7/8/13
David Warburton – AT Chief Executive Officer Approver		13/8/13

* In signing this form signatories acknowledge that they have no conflict of interest to declare with respect to this procurement. If a conflict or perceived conflict exists a Procurement Conflict of Interest and Confidentiality Declaration should be attached

2. Budget, Timing and Consents		
Procurement Estimate* \$5.5M		Engineer Estimate \$5.5M
NZTA funded? no	WBS Number or Cost Code E.700281	Approved/Available budget \$6.6M (Auckland Council)
Contract Duration: 11 months	Contract Start Date: October 2013	



Are consents required? Yes	Are all consents obtained? No. Building consent required. Resource consent has been granted
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- The author is responsible for ensuring sufficient budget is approved and available to undertake the procurement activity up to the value of the procurement estimate. (note: all unbudgeted must be approved by the CE)
- Approval of this Procurement Plan will be taken as approval to proceed to tender, or approval to award a contract to the nominated supplier, for a contract sum less than or equal to the above listed procurement estimate

3. Procurement Compliance

There are no conflicts of interest to declare in respect to this procurement

- In signing this form signatories acknowledge that they have no conflict of interest to declare with respect to this procurement. If a conflict or perceived conflict exists a Procurement Conflict of Interest and Confidentiality Declaration should be attached

4. Background and Requirement

- Devonport Marine Square upgrade is a legacy North Shore City Council City Centre upgrade project, identified in the Devonport Masterplan (2006).
- The design and resource consent processing has been undertaken between 2010 to present.
- Key objectives are:
 - To make a more direct, legible link between Devonport Wharf and the village centre. One of the key components is the landing or path to the eastern side of the wharf buildings which shortens the existing path for pedestrians and provides a strong and clear route through the somewhat disorganised short term car parking area. Pedestrians are further prioritised through a raised vehicle table which also acts to further slow traffic in this area.
 - To enhance the transport hub consisting of ferry and bus services.
 - Integrate the potential use of the wharves and wharf building
 - To configure the space to emphasise the Esplanade Hotel.
 - To provide a strong incentive for the wharf building redevelopment.
- This procurement is for the physical works construction of the Marine Square upgrade, New boardwalk attached to the eastern side of the wharf building and Boardwalk/building interface items
- This procurement is to allow for the construction of a covered walkway and bus stop shelter, as a variation to this contract. The design is currently progressing through the concept design phase for approval. AT Property are to obtain the budget, and finalise planning requirements and construction design details by October 2014.
- The project has received the endorsement by the Local Board and AT dVAC for construction.

5. Recommendations

In accordance with the Procurement Manual the goods/services will be procured through the following delivery model:

RFT utilising prequalified contractors
Prequalification classifications required:
Major Road Works: B
Wharves and Pontoons: B
Structures: B

Delivery will be via a: Tender link staged

Tenders will be:
 Open contest with prequalified contractors only eligible to tender

Tenderbox will be: **Electronic**

Tenders will be evaluated using the following supplier selection method: PQM

The following attributes will be evaluated:	ROI Attribute Weighting	RFP Attribute Weighting:
Relevant Experience		7%
Relevant Skills		7%
Methodology		16%
Price		70%

6. Strategic Procurement Context

Risks

- Late delivery of final design details for Boardwalk interface with building.
- Not receiving design details for the covered walkway and bus stop shelter in time to incorporate as part of contract.
- Insufficient budget
- Inability to maintain transport hub in operation adequately

The above risks have been assessed and controls put in place

Value for Money

- Utilising prequalified contractors simplifies the sourcing and allows a one stage process.
- The required non price attributes will ensure high quality contractors with a sound understanding of the contract expectations are in consideration.
- Sufficient pricing tension should be achieved from the price weighting

Supplier Market Impact

- There is a high level of interest expected from contractors with the ability of undertaking streetscape works and wharf works in this high profile environment.
- The adjacent Victoria Wharf works which is now underway, attracted very good interest from similar contractors sought for Devonport Marine Square and Wharf Boardwalk

