

Tender - T-2025-1440 - Construction Contractor - Goulburn Street Parking Station - Whole of Structure Remediation

File No: X117943

Tender No: T-2025-1440

Summary

This report provides details of the tenders received for Goulburn Street Parking Station - Whole of Structure Remediation.

Goulburn Street Carpark is a 5-level commercial car park constructed in the early 1960's, comprising 750 car spaces and located above the rail corridor at 101 Goulburn Street, Sydney, on land owned by Transport for NSW. The City holds a ground lease over the land with 35 years remaining.

The proposed works comprise extensive structural remediation on a like-for-like basis to address identified defects and ensure the ongoing safe operation, maintenance, and serviceability of the structure for the remainder of the lease term.

This report recommends that Council accept the tender offer of Tenderer M for Construction Contractor - Goulburn Street Parking Station - Whole of Structure Remediation.

Recommendation

It is resolved that:

- (A) Council accept the tender offer of Tenderer M for the Goulburn Street Parking Station - Whole of Structure Remediation for the price and contingency outlined in Confidential Attachment A;
- (B) Council note that the total contract sum and contingency for the Goulburn Street Parking Station - Whole of Structure Remediation is outlined in Confidential Attachment A to the subject report; and
- (C) authority be delegated to the Chief Executive Officer to finalise, execute and administer the contracts relating to the tender.

Attachments

Attachment A. Tender Evaluation Summary (Confidential)

Background

1. Goulburn Street Carpark is a 64-year-old multilevel carpark comprising 750 car spaces. The carpark is located adjacent to and above the rail corridor on land which is owned by Transport for NSW. The City holds a ground lease over the land with 35 years remaining.
2. Site investigations and condition assessments undertaken to date have identified the need for the structural remediation works to ensure the structure can be safely operated and maintained for the remainder of the lease term. The remediation works are limited to repairs only, with no renewal or upgrade elements.
3. In 2024, the City engaged a panel contractor to undertake a limited package of high-priority remediation works (the Early Works).
4. In 2024, the City engaged a Head Consultant for the project. The consultant finalised a remedial tender specification in late 2025. The engagement includes full construction stage support for the site works. The consultant is also engaged to provide inspection and material testing on the structure after the remedial works until 2034.

Invitation to Tender

5. The Request for Tender was advertised through Tenderlink on 24 November 2025 and closed on 16 February 2026.
6. The Request for Tender was available on Supply Nation and NSW Indigenous Chamber of Commerce (NSW ICC) websites via their member opportunity boards.

Tender Submissions

7. Six submissions were received from the following organisations:
 - Duratec Limited (ABN 94 141 614 075)
 - Freyssinet Australia Pty Ltd (ABN 15 002 617 736)
 - Perfect Remediation Pty Ltd (ABN 93 619 779 065)
 - Rapid Construction Pty. Limited (ABN 35 003 963 620)
 - R.M. Watson Pty Ltd (ABN 13 000 264 602)
 - Yuan Traffic Management Control Pty Ltd (ABN 92 693 069 411)
8. No late submissions were received.

Tender Evaluation

9. All members of the Tender Evaluation Panel have signed conflict of interest declarations. No conflicts of interest were noted.
10. The relative ranking of tenders as determined from the total weighted score is provided in the Confidential Tender Evaluation Summary – Attachment A.
11. All submissions were assessed in accordance with the approved evaluation criteria being:

Evaluation Criteria	Evaluation Weightings
Company Capacity: Company information, org chart, quality management systems, and demonstrated previous experience delivering façade and structural remediation works within multi-storey operational buildings, including carparks	25%
Personnel and sub-contractor capability: Specified project team personnel and sub-contractors' skills and qualifications including position, % of time on the project, and relevant experience of personnel including working in operational buildings within the Sydney CBD or similar locations	20%
Proposed Program: Program that is in-line with the proposed methodology and staging of works to minimise impact of tenancies and rail operation internally across each level of the carpark, façade and rail corridor for the duration of works for each elevation	20%
Proposed Methodology: Proposed whole of project methodology including, staging, resource management, minimisation of impact on tenants, rail operation, site access and set up, façade access, waste management and site management plans including site specific considerations related to site use plan	30%
Modern Slavery Risk Management	3%
Local Buy and Economic Sustainability	2%
Financial and commercial trading integrity	Mandatory
Insurances are compliant with the City's standard insurance requirements, as confirmed by the Risk office	Mandatory
Material Acceptance of the City's Standard Form Contract	Mandatory
Work, Health and Safety	Mandatory

Evaluation Criteria	Evaluation Weightings
Schedule of Prices	N/A

Performance Measurement

12. The City will ensure that performance standards are achieved during construction through regular assessment of the following Key Performance Indicators:
- (a) Safety and Environment: Works are carried out in a safe manner, to not only avoid incidents but have no non-conformances. All means will be used to reduce undue impact on the environment.
 - (b) Communication: Day-to-day liaison (including weekly site meetings) and inspections with the contractor.
 - (c) Planning: Works are carried out in a planned manner and with a proactive rather than reactive approach to reducing technical and community issues.
 - (d) Program and Resources: Timely completion of separate phases in a co-ordinated manner, reducing the overlapping of various phases, the resources allocated to the project to arrange time, and the capacity of the contractor to add resources when required to mitigate delays.
 - (e) Quality assurance: Inspections undertaken by the head contractor in conjunction with the City's representative during construction.
 - (f) Cost Variations: All efforts made to reduce the number and value of variations and variation amounts and options provided in a timely manner to give the City the opportunity to mitigate the impact of variation.

Risks

13. This is a large structural remediation project in an operating car park sited above the busy City Circle rail corridor. Risk assessments will be reviewed and updated through the construction period to ensure continue identification of risks and proposed control measures are in place.
14. Risk assessments undertaken with key stakeholders during construction planning and specification development have identified the following risks and mitigations:
- (a) Works over the rail corridor – works within and above the rail corridor require approvals and compliance with Transport for NSW requirements.
 - (b) Latent conditions identified once construction works commence – current condition documented and variations process clearly defined in proposed contract.

- (c) Impacts on the operation of the car park – restrictions and sequencing requirements are clearly defined and will be managed through the contract.
 - (d) Delays in approvals – early consultation and engagement with key City and Transport for NSW approvers.
15. Additional Risks Include:
- (a) Complexity of access and staging in an operational multi-level car park.
 - (b) Quality risks associated with concrete repair, including substrate preparation, adhesion, and durability.
 - (c) Environmental risks including management of contaminated water from concrete removal works.
16. This approach is within the City's risk appetite, which states that:
- (a) We are open to taking risks that align with our strategic objectives and are within our capacity to manage effectively.
 - (b) We encourage a culture of responsible risk taking to support innovation, excellence and continuous improvement.
 - (c) We identify and evaluate emerging risks to ensure timely and appropriate responses.

Financial Implications

- 17. There are sufficient funds allocated for this project within the current year's capital works budget and future years' forward estimates.
- 18. The total contract sum and contingency for Goulburn Street Parking Station - Whole of Structure Remediation is detailed in Confidential Attachment A.

Relevant Legislation

- 19. The tender has been conducted in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2021.
- 20. Local Government Act 1993 - Sections 10A and 10B provide that a council may close to the public so much of its meeting as comprises the discussion of information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business if it is in the public interest to do so.
- 21. Attachment A contains confidential commercial information of the tenderers and details of Council's tender evaluation and contingencies which, if disclosed, would:
 - (a) confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business; and
 - (b) prejudice the commercial position of the person who supplied it.

22. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest. The reasons supporting this are that disclosure of the confidential information would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers. In addition, disclosure of the information provided in the course of the procurement process and the assessment of that information would prejudice the commercial position of the participants in the procurement process.

Critical Dates / Time Frames

23. Award Contract: June 2026
24. Site works commence: September 2026
25. Anticipated construction completion: late 2027

Options

26. In February 2025 Council resolved to request that the Chief Executive Officer consider the feasibility of offering the NSW Government the opportunity to buy the City out of its lease of the carpark on Goulburn Street in the Sydney CBD on favourable terms, for the purpose of developing the site into affordable housing for key workers.
27. In response to this resolution of Council staff have completed a valuation of the City's existing ground lease and initiated discussions with the Transport Asset Manager and Transport for NSW to discuss the potential surrender of the lease (on favourable terms) with the ultimate objective of delivering a housing solution that conforms with Government policy. To date the parties have been unable to reach an agreement and a meeting with senior Executives is now being sought.
28. The structural remediation works that are the subject of this tender are required to be undertaken to maintain the on-going operation of the car park. There are no viable alternative options available at this point in time. This will be reviewed constantly in the light of any changed position in negotiations with Transport for NSW.
29. An alternative option is to undertake a reduced, priority-based scope of works. This option is not recommended as all identified works are considered necessary to maintain structural safety and serviceability, and sufficient funding is available to deliver the full scope.

Public Consultation

30. Throughout construction period, close liaison will be maintained with Transport for NSW and all relevant internal and external stakeholders to minimise disruption to car park operations and rail corridor activities.
31. Residents and businesses in the near vicinity will be notified by letter drop 2 weeks prior to construction start.

KIM WOODBURY

Chief Operating Officer

Nava Jeyachandran, Senior Project Manager