

Demolition & Remediation - Wider Perry Barr Regeneration and CWG Legacy sites

1 Service Requirements

1.1 The demolition of various properties and the remediation, as required for various sites in the Perry Barr areas as follows:

- Coppice Student Accommodation, WDM Cars, Temporary Car Park
- National Express Depot (new sites at Aston Lane)
- Shops at Aston Lane, Library site
- Factory Site of Midland Chromium Plating
- The African Village (former Crown and Cushion Public House) and adjoining sites
- Housing at Wellhead Lane
- National Express Depot (current site at Wellhead Lane)
- High Street Shops at Birchfield Rd
- Oscott Gardens

1.2 The strategy reflects advice from our demolition/remediation consultants White Young Green (WYG).

1.3 The size and complexity of the works that need to be undertaken, coupled with the staggered timeline with which the Council will be acquiring and taking possession of the sites, required the following two approaches for the procurement:

- To tender for the whole programme of works under one contract.

The benefit of this approach would be that there would be a single procurement process undertaken and the Council will only be managing a single contract to deliver the works. However, the sites are currently not all in the Council's ownership and will be acquired over an extended period of time. Therefore the pre-tender surveys required to inform and prepare the tender documentation will not be available at the same time. As a consequence, pricing from potential suppliers will be based on assumptions to account for worst case scenarios. This is likely to introduce significant risk and potential additional cost to the works that are being undertaken.

- To split the programme of works into different packages and tender for multiple contracts to undertake the works.

As the sites come into the Council's control, surveys to inform the tender specifications will be able to be undertaken and reduce the need for suppliers to submit costs based on provisional sums. The benefit of this approach is that the tender return costs will be better informed based on more accurate information and market conditions with a lesser risk of cost escalation during the contract period. It should be noted multiple tender exercises will be required to be undertaken and the additional procurement cost and resourcing are outweighed

by the benefits of more accurate pricing. This is the recommended option that will allow this programme to progress to progress in alignment with the acquisition timescales of the Council taking vacant possession of the various sites, the nature of work required and in accordance with the programme priorities.

1.4 Tender Packages

1.3.1 In order to ensure the sites are delivered to meet the CWG timescales, the programme of works is proposed to be tendered in seven packages. The properties have been grouped in packages in accordance with when they are proposed to become vacant, to suit the programme priorities and also due to site specific characteristics.

1.3.2 The demolition surveys and full ground investigations can only be undertaken once the buildings become vacant. The outcomes of the surveys play a significant part in determining the terms of the contract and its value following the tender process, and therefore contracts that are awarded without the completion of required surveys run a significant risk of cost escalation. Therefore the sites have been grouped within the respective packages according to the expected vacant possession timeframe. The proposed option of separating the work packages will ensure a more de-risked approach to the tender process enabling better control and mitigate against scope creep and cost overrun than if a single package was procured for the whole programme. The tender packages are as follows:

Tender Package	Site
1	Coppice Student Accommodation, WDM Cars, Temporary Car Park
	National Express (new sites Aston Lane)
	Shops (Aston Lane, Library site)
2	Midland Chromium Plating and adjacent properties
3	Crown and Cushion and adjoining sites
4	Wellhead Lane Housing
5	High Street Shops (Birchfield Rd)
6	National Express (current site Wellhead Lane)
7	Oscott Gardens

1.3.3 The first phase will be the demolition of the Coppice and the adjoining WDM Cars which is required for the Overlay and Games time use, and to enable the construction of the temporary car park within the same parcel of land. With regards to the clearance of the National Express new site, it will need to be cleared as soon as possible due to the need to facilitate the relocation of the current National Express depot on Wellhead Lane. The

former library and Aston Lane shops site will provide the area for the compound for the highway works on the A34 and also support the overlay for Games time use.

- 1.3.4 Midland Chromium will be tendered as a separate exercise due to the complexities of demolition and site remediation. Initial site investigation work has shown that the Midland Chromium site has significant levels of contamination. A strategy for remediation will need to be agreed with the Environment Agency prior to the issue of tenders that will need to be co-ordinated closely with the demolition strategy.
- 1.3.5 The Wellhead Lane and Birchfield roundabout sites will become available later in the programme due to the likely need for compulsory purchase which will determine the timescale for achieving vacant possession.
- 1.3.6 The African Village (former Crown and Cushion Public House) site and adjoining plots will be managed as a single demolition contract as they will be used initially as a compound for the construction of the new Perry Barr Station.
- 1.3.7 Oscott Gardens will be demolished post-games as the accommodation will be used for athletes during games time.
- 1.3.8 It should be noted that the tender packages have been grouped based on the current acquisition timescale. In the event of any change that results in amendment to the grouping, this will be reported to the Director, Inclusive Growth in conjunction with Assistant Director, Development and Commercial, the Chief Finance Officer and the City Solicitor (or their delegates).

2 Procurement Options

The following options were considered:

- Tender each contract on an individual basis - there are benefits as prices will reflect current market conditions and the latest corporate requirements can be included for each tender exercise. For these reasons, this is the proposed route.
- Use a Collaborative Framework Agreement - there is not a collaborative framework agreement awarded by the Council or any other public sector body in place for the services required. The Constructing West Midlands Framework Agreement does not cover demolition and remediation.

3 Procurement Approach

3.1 Duration and Advertising Route

The duration for the demolition and remediation works to prepare the sites for the CWG Legacy and the Perry Barr Regeneration projects are projected to last for 4 years, and thus, due to size and complexity of the programme the series of works will be delivered following seven tender processes as per below:

- Tender Package 1: Sep 19 – Sep 20

- Tender Package 2: Dec 19 – Aug 23
- Tender Package 3: Dec 19 – Aug 23
- Tender Package 4: Jan 20 – Aug 23
- Tender Package 5: Jan 20 – Aug 23
- Tender Package 6: Sep 21 – Aug 23
- Tender Package 7: Oct 22 – Aug 23

Each period reflects the proposed delivery programme for the project.

Each individual Tender Package represents a works contract which is below the OJEU threshold of £4,551,413 and therefore the tenders will be advertised via www.finditinbirmingham.com and Contracts Finder only.

3.2 Procurement Route

The requirement will be tendered using the 'open' route on the basis that:

- There are sufficient suppliers in the market place that can provide all the required services
- The service can be clearly defined
- Tenderers' prices will be fixed for the term of the contract.

3.3 Scope and Specification

The scope and specification for the sites is as follows:

Preliminaries in preparation for the works to commence Demolition and Remediation including;

- Removal of fencing and boundaries
- Removal of communication lines
- Removal of any fly tipped and surplus materials
- Identification and disposal of asbestos and toxic waste
- Site protection
- Erect temporary security fencing
- Demolition of the existing buildings, including the excavation foundations and hard standing, obstructions and infrastructure.
- The treatment and/or disposal of hydrocarbon impacted groundwater
- The treatment and/or disposal of hydrocarbon impacted soils
- Removal of all remaining redundant services
- Excavation and either treatment or removal of any encountered contamination.
- Clearance of any remaining vegetation and invasive species (e.g. Japanese Knotweed).
- Validation of excavations to demonstrate compliance with remediation strategy.
- Excavations of made ground across the site and placement as an engineered fill.
- Excavation and removal of any encountered buried ACM on the site.
- If required, the importation of fill material to build up the site levels
- Creation of development platform for development and

- Creation of site provision for uses as per the requirements of the Commonwealth Games on the remediated site.
- Construction of temporary car park provision on part of the Coppice site once cleared.
- Provision of a validation report on the works for submission to the regulators.

3.4 Tender Structure (Including Evaluation and Selection Criteria)

The quality / price balances below were established having due regard for the corporate document 'Advice and Guidance on Evaluating Tenders' which considers the complexity of the services to be provided. The tender documents will include the form of contract; NEC3 Option A / NEC4 Option A or JCT Measured Contract 2011 with the Council's amendments, specification and standard details.

Tenders will be evaluated against the specification in accordance with a pre-determined evaluation model.

The evaluation of tenders will be assessed as detailed below:

Assessment A

Criteria	Evaluation
STAGE ONE - Selection Stage	
Company Information	Pass / Fail
Financial Information (including Insurance)	Pass / Fail
Health and Safety	Pass / Fail
Compliance with Equalities	Pass / Fail
Quality Management	Pass / Fail
Grounds for Mandatory Exclusion	Pass / Fail
Grounds for Discretionary Exclusion (Part 1 and Part 2)	Pass / Fail
Birmingham Business Charter for Social Responsibility (BBC4SR)	Pass / Fail
Supplier Portal	Pass / Fail
Modern Slavery Act 2015	Pass / Fail
Technical and Professional Ability	Pass / Fail
Declaration	Pass / Fail

Those organisations that pass all sections of Assessment A will proceed to the next stage.

Assessment B

Quality (50% Weighting)

Criteria	Overall Weighting	Sub-Weighting
Technical Competence and Capacity		50%

Organisation and Resources	100%	20%
Project Methodology		30%

An interview with tenderers may take place if required to clarify their understanding of the requirements and the scoring adjusted accordingly, as appropriate.

Tenderers who score less than the quality threshold of 60% i.e. a score of 300 out of a maximum quality score of 500 marks may not proceed to the stage of the overall evaluation. If the tender scores zero against any individual question they may be excluded from the remaining evaluation stages.

Assessment C

Social Value (Weighting 10%)

Criteria	Overall Weighting	Sub-weighting
Local Employment	100%	25%
Buy Local		15%
Partners in Communities		40%
Green and Sustainable		20%

Tenderers who score less than the quality threshold of 40% i.e. a score of 200 out of a maximum quality score of 500 marks may not proceed to the overall evaluation.

Assessment D

Pricing (Weighting 40%)

Tenderers will be required to submit a fixed price tender.

*Due to the complex nature for the remediation of the Midland Chromium site (Package 2) and adjacent properties, the criteria will be assessed by Quality 60%, Social Value 10% and Price 30%.

Overall Evaluation

The evaluation process will result in comparative quality, and price scores for each tenderer. The maximum scores will be awarded to the tender that demonstrates the highest for quality and social value. Similarly the maximum price score will be awarded to the lowest acceptable price. Other tenderers will be scored in proportion to the maximum scores in order to ensure value for money with the recommendation for the contract to be awarded to the first ranked tenderer.

3.5 Evaluation Team

The evaluation of the tenders will be undertaken by:

- Officers from Planning and Development/Transportation and Connectivity
- A representative of White Young Green Ltd

Supported by officers from Corporate Procurement Services

4 Indicative Implementation Plan

The indicative implementation plan below for each tender exercise is as follows:

Tender Package 1

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	July 2019
ITT Return	August 2019
Evaluation Period	August / September 2019
DPR Approval (Award)	September 2019
Contract Award	September 2019
Contract Start	September 2019
Demolition and Remediation Complete	July 2020

Tender Package 2

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	December 2019
ITT Return	January 2020
Evaluation Period	January / February 2020
DPR Approval (Award)	February 2020
Contract Award	March 2020
Contract Start	April 2020
Demolition and Remediation Complete	August 2023

Tender Package 3

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	December 2019
ITT Return	January 2020
Evaluation Period	January / February 2020
DPR Approval (Award)	February 2020
Contract Award	March 2020
Contract Start	April 2020
Demolition and Remediation Complete	October 2020

Tender Package 4

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	January 2020

ITT Return	February 2020
Evaluation Period	March 2020
DPR Approval (Award)	April 2020
Contract Award	May 2020
Contract Start	June 2020
Demolition and Remediation Complete	August 2023

Tender Package 5

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	January 2020
ITT Return	February 2020
Evaluation Period	March 2020
DPR Approval (Award)	April 2020
Contract Award	May 2020
Contract Start	June 2020
Demolition and Remediation Complete	August 2023

Tender Package 6

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	January 2021
ITT Return	February 2021
Evaluation Period	March 2021
DPR Approval (Award)	April 2021
Contract Award	May 2021
Contract Start	Sep 2021
Demolition and Remediation Complete	August 2023

Tender Package 7

Cabinet Approval (Strategy)	25 th June 2019
ITT Issued	August 2022
ITT Return	September 2022
Evaluation Period	October 2022
DPR Approval (Award)	November 2022
Contract Award	January 2023
Contract Start	August 2023
Demolition and Remediation Complete	July 2020

5 Service Delivery Management

5.1 Contract Management

The overall programme of works and contract management of the individual contracts will be managed by the Principal Project Delivery Officer (Transportation & Connectivity) supported by representatives from WYG.

5.2 Performance Measurement

The successful contractors will be monitored against the Key Performance Indicators to ensure work is delivered to time cost quality. The measures for the KPI's will be contained within the contracts, (NEC 3 Option A/NEC 4 Option A or JCT Measured Contract 2011): The contract administrator will ensure that the project is delivered;

- To agreed milestones, ensuring realistic timescales are agreed in accordance with programme agreed at tender approval stage.
- Project delivered to agreed scope as specified in 3.3. Failure to deliver against scope and timescales may be subject to liquidated damages claims in accordance with the terms of the contract
- Project delivered to agreed cost in accordance with the terms of the contract.

All contractors will be bound by their pre agreed social value targets, the implementation of which will be monitored throughout the duration of the project.

