

DATE: 17 October 2024

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ADDENDUM NO 1

TENDER NO. TENDER NO. RFP113/2024
THE APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO UNDERTAKE LAND ASSEMBLY PROCESSES, PLANNING AND DEVELOP DETAILED ARCHITECTURAL DESIGNS FOR NJOLI SQUARE IN THE NELSON MANDELA BAY MUNICIPALITY UNDER NATIONAL TREASURY INTER-GOVERNMENTAL RELATIONS NEIGHBOURHOOD DEVELOPMENT PARTNERSHIP PROGRAMME (NDPP)

Dear Bidder.

Applicable updates are as follows.

1. RFP Document (The attached pages 37&38 supersede and replace the original as published)

- Page 37 – Update of clause 4.1.1 to: "Work package 1B sets out to develop a strategy for the upscaling of the high street, unlocking the economic and property potential of the street's activity functions, and preparing plans for a public environment upgrade in support of the Sub-Precinct B development. Part of this work package will require stakeholder and public engagements, to be co-ordinated by the **Nelson Mandela Bay Metropolitan Municipality (NMBM)**.. It is expected that the detailed designs for the urban environment upgrade reflect the principles and priorities of the development on Sub-Precinct B."
- Page 38- Update of Clause 4.1.2 to Work package 2B seeks to produce complete detailed architectural designs for the required infrastructure development on Sub-Precincts A and B, including all activities related to feasibility, operations and securing Council approval for the designs. Part of this work package will require stakeholder and public engagements, to be co-ordinated by Nelson Mandela Bay Metropolitan Municipality (NMBB).



QETELO MPANZA
PROCUREMENT & TENDER OFFICER
SUPPLY CHAIN MANAGEMENT



ACKNOWLEDGEMENT OF RECEIPT

I (Name)..... hereby acknowledge the existence of **Addendum No. 1**
(TENDER NO. RFP113/2024) on

behalf of (Company Name)

SIGNATURE

DATE



- ii. Assess current bulk infrastructure availability (storm water, sewerage, water, electricity), with recommendations for further and future development.
- iii. Conclude all statutory land use packaging processes, including rezoning.
- iv. Develop a transport plan to guide the orderly integration of public transport modes with other users and to prioritise universal access, enabling the spatial integration of the 4 sub-precincts.
- v. Design a range of trading stalls and business units in Sub-Precinct A and Sub-Precinct B as a stabilising intervention (along the street edge). The infrastructure components will include the design of a toilet block to serve the long-distance taxi rank (Sub-Precinct A) and local taxis (Sub-Precinct B). It is envisaged that these land portions shall remain Metro assets.

3.7 The capital funding to develop the proposed infrastructure will be secured from the Neighbourhood Development Partnership Programme (NDPP) of National Treasury (NT).

3.8 The technical service requirement to advance these two projects has been split into two (2) components. The first component focuses on the development of a business plan and precinct management strategy, the second component focuses on the required land assembly and detail designs for infrastructure and the public environment upgrade.

4. SCOPE OF WORK

4.1 Part B scope of work comprises of three work packages namely:

- i. **Work package 1B:** the development of the commercial high street.
- ii. **Work package 2B:** detail architectural designs for infrastructure development on Sub-Precinct A and B.
- iii. **Work package 3B:** land assembly and preparation for development in the 4 Sub-Precincts.

4.1.1 Work package 1B sets out to develop a strategy for the upscaling of the high street, unlocking the economic and property potential of the street's activity functions, and preparing plans for a public environment upgrade in support of the Sub-Precinct B development. Part of this work package will require stakeholder and public engagements, to be co-ordinated by **Nelson Mandela Bay Metropolitan Municipality** (NMBM). It is expected that the detailed designs for the urban environment upgrade reflect the principles and priorities of the development on Sub-Precinct B.

4.1.2 Work package 2B seeks to produce complete detailed architectural designs for the required infrastructure development on Sub-Precincts A and B, including all activities related to feasibility, operations and securing Council approval for the designs. Part of this work package will require

stakeholder and public engagements, to be co-ordinated by **Nelson Mandela Bay Metropolitan Municipality (NMBB)**.

- 4.1.3 Work package 3B is aimed at preparing the site for development, via consolidating erven as per the business plan, road closure (unused streets within the precincts), rezoning sites and high street properties for appropriate use, and assessing bulk infrastructure capacity (water, sewerage) and requirements for enhancement. A further requirement of Work package 3 is for a transport plan, accommodating universal access, vehicle entry / exit points, and pedestrian connectivity between the 4 Sub-Precincts.

4.2 All information produced within the Scope of Work vests with National Treasury NDPP and Nelson Mandela Bay Municipality (NMBM) as the project beneficiary. The works will be supported by a Project Steering Committee comprising of NMBM project managers, strategic partners and National Treasury – NDPP to give oversight and to ensure timely delivery and alignment.

5. PROPOSED APPROACH

A: Work Package 1B

- i. It is important to note that there is no scope in this service to substantially deviate from the development concept as described and visualised in Project Charter 1 (Figures A, B, C), whilst the scale of the work needs to strictly accord with the specification in the Scope of Work detailed below.
- ii. The work package 1B focuses on the development of Dibanisa and Daku roads as dual functioning (high street) corridors with mobility and (commercial) activity functions. The development of these roads as mobility corridors is currently underway (with substantial work now completed) and the consultant should refer to existing Metro plans for the upgrading of these roads and their function within the integrated transport plan.
- iii. The focus in these ToRs is on i) the development intensification potential of existing residential properties along the corridor and ii) the requirement for an urban environment upgrading along the high street, with enabling infrastructure. This infrastructure would likely include demarcated walkways, parking bays, landscaping, signage, street lighting, demarcated sites for street trading, public benches, and bicycle racks, with the design subject to engagement with community stakeholders, property owners and the Metro.