



STUDY BRIEF

REQUEST FOR PROPOSALS FOR APPOINTMENT OF MULTIDISCIPLINARY PROFESSIONALS FOR THE DEVELOPMENT OF THE PORT OF RICHARDS BAY PRECINCT PLANS

1. INTRODUCTION

- 1.1 Transnet National Ports Authority, Port of Richards Bay (TNPA PoRCB) invites all qualified and experienced service providers to submit proposals for the development of Land Use Plans for the Precinct. This project is aligned with the strategic objectives of the Port Development Framework Plans as outlined in Section 11 of the National Ports Act, Act 12 of 2005.
- 1.2 Port Development Framework Plans are periodically updated for all the ports under the mandate of Transnet National Ports Authority. These are undertaken at national level and are based on demand of different cargos and generally take an unconstrained view. TNPA has resolved that every 2 years, each port, through a distinctly separate process, prepares its own development framework plans, which takes a more realistic and local view of planning for the port and overhauls these plans every 5 years.

2. PROJECT OBJECTIVES

- 2.1 The purpose of the project is to provide a greater level of detail planning for the Port. This includes the provision of detailed precinct plans that address the following:
 - 2.1.1. Validation of demand forecasts
 - 2.1.2. Current capacity and constraints
 - 2.1.3. Condition of existing infrastructure
 - 2.1.4. Land use types in the port
 - 2.1.5. Land use compatibility design standards in the port
 - 2.1.6. Road, rail and pipeline access and other services.
- 2.2 The Precinct Plans will provide greater details than that outlined in the Port Development Framework Plan (PDFP). Precinct Plans are also to explore detailed traffic management,

urban design alignment, road alignments re-rationalization of layout and suggest road alignments where needed.

2.3 Dividing the port into precincts will offer better capacity management and strategic planning for the port on the short, medium and long term. In addition, the following is anticipated with the development of precinct plans:

- 2.3.1. Better use of terminal capacity.
- 2.3.2. Re-Rationalisation and/or optimisation of redundant spaces/land in the port.
- 2.3.3. Detailed spatial planning to improve efficiency.
- 2.3.4. Optimised and harmonised detailed land use plans
- 2.3.5. Capital investment recommendations and justification for infrastructure assets improvements.
- 2.3.6. Optimisation of Assets i.e. minimising whole-life cycle cost.
- 2.3.7. Improve movements, connectivity and accessibility.
- 2.3.8. Establish, integrated and connected traffic/transport network.
- 2.3.9. Development of compatible land uses
- 2.3.10. Implementation of Land use design standards that inform safe, efficient use and preservation of navigable space.

2.4 This will be achieved by dividing the port area into various priority precincts and identifying the specific characteristics, strengths and weaknesses of each precinct and providing recommendations aimed at strengthening/improving each of priority precinct, while mitigating the weaknesses.

3. STUDY AREA

3.1.1.1 The study area will consist of 3 precincts delineated on the map attached below. Including the TNPA admin. The three precincts in the port are, South Dunes Precinct, Bayvue Precinct and the Newark Precinct. The South Dunes precinct is currently made up of a liquid terminal and a coal terminal, and it comprises of 7 berths. The precinct is largely rented to private client through a commercial lease. The Bayvue precinct is a bulk terminal, operated by Transnet Port Terminals (TPT), and consists of 14 berths. The Newark Precinct consist of the following areas: the small craft harbour, Tuzi-Gazi, Naval Island, north breakwater, Alkanstrand and the Port Control. Each of these areas are popular for recreational activities by the public.



Figure 1: Port of Richards Bay Current Port layout

4. SCOPE OF WORKS & OUTCOMES

4.1. Qualified and experienced service providers are requested to submit proposals for the assessment and development of precinct plans for TNPA PoRCB. The scope of works plans include but are not limited to the following:

Development of Precinct Plan Scope of works:

4.2. Evaluation and integration of previously compiled overarching planning documents, including Port Development Framework Plans and Land Use Strategies into the precinct plan:

- 4.2.1. Collect and evaluate all relevant information for the study including demand forecasts, port berthing capacity requirements and logistics planning for each precinct.
- 4.2.2. Identify land uses, current leases, opportunities, and constraints associated with each precinct and provide mitigation measures.
- 4.2.3. The precinct plan must provide conceptual development, spatial and urban design guidelines, principles, parameters, and standards that will guide future developments, investments, infrastructure planning, design, construction, maintenance as to allow for sound decision making on land use management of the port. It must further indicate the necessary interventions in the spatial structure.

- 4.2.4. Urban form aesthetic, functionality, compatibility to create harmonious land uses, sense of place to stimulate activities, performance, accessibility, myriad patterns of movements, permeability, good fit, integration of the Port with the City region.
- 4.2.5. Craft and design development parameters for site selection criteria to minimize non-conformity within precincts and those adjacent by providing spatial and practical solution without impeding the operational efficiency and functionality of the port.
- 4.2.6. The proposals of the precinct plans should inform the entire development of the precincts in accordance with our short-, medium- and long-term plans as outlined in the Port Development Framework Plans as well as well as the Port's Growth Strategy.
- 4.2.7. Conduct highest and best use analysis to define suitable land uses for vacant and underutilized land.
- 4.2.8. Develop an implementation framework that includes a list of catalytic projects.

4.3. The Precinct Plans shall be informed by the following development principles and objectives:

- 4.3.1. To spatially articulate the vision, principles, and future intent for the Port of Richards Bay to guide the coordinated and complementary development.
- 4.3.2. To spatially integrate and identify the strategies, actions, and initiatives to guide and deliver the re-imagining of the Port of Richards Bay.
- 4.3.3. To set clear benchmarks and expectations in relation to design, development and environmental quality that will be critical success factors in the re-imagining, development, and revitalization of the Port of Richards Bay.
- 4.3.4. To provide certainty to both the public and private sector about the quantum, pace, scale, and quality of change.
- 4.3.5. To provide the flexibility required to respond to and accommodate unforeseen opportunities as they emerge over the lifetime of the plan.
- 4.3.6. To (re)structure and develop the Port as a well-functioning port that is supported and sustained by a balanced variety and mixture of appropriate and related land uses, different cargo types, logistics service provision, terminal operators, and developments.
- 4.3.7. To improve, enhance and maintain the overall quality, character, image and function of the built and natural environments, infrastructure, open spaces, appropriate access, connectivity and circulation (i.e. street configuration, road, and rail networks).
- 4.3.8. To provide safe spaces that promote people movement and public access (where feasible and required). Promote and utilize convenient access to, and between the

various components of the port, through the development of an integrated transport system and ensure its connection with other transport modes.

4.3.9. To ensure that the use and development of non-port related activities and buildings does not impede the current and future operation of the precinct.

4.3.10. Define developmental parameters of the precinct including the height restriction in accordance with appropriate scale whilst providing a transition in height between the city centre core and the port.

4.3.11. Develop and implement new innovative, sufficient, and appropriate strategies, projects, and Programmes, to ensure the overall maintenance and effective functioning of the port, and the provision and ongoing maintenance of port infrastructure and services (i.e., in terms of waste management, energy, recycling, street lighting, parking, traffic control, and infrastructure).

4.3.12. Redefine, enhance, and promote the image, signage, culture, branding, and unique offering of the Port of Richards Bay within the local and the global context.

4.3.13. Develop innovative and creative ways to improve the general sustainability, safety and security, and the protection of the port; and to ensure the effective planning for, and management and mitigation of possible risks, shocks, and disasters in the area; and to curb illegal and undesirable activities.

4.3.14. Provide a consolidated plan and spatially integrates and link all precincts into one plan and map to ensure a harmonious, efficient, connected, and accessible port.

4.3.15. Add Heritage sites and buildings as a unique feature for port identity and marketing. Conservation and integration of such properties into the future built environment.

4.3.16. Development and provision of the skills transfer plan as part of the project.

4.3.17. Ensure knowledge and skills transfer to the Transnet National Port Authority project team in line with the skills transfer plan.

Project Scope of Works Summary

4.4. The project will be completed within a period of five (5) months as outlined in the table below and will cover the following precincts and associated infrastructure assets:

| Port Precinct Plans | | |
|---------------------|---|---|
| Focus Area | Name | Outcome |
| Precinct 1 | South Dunes Precinct <ul style="list-style-type: none"> Coal terminal Liquid terminal | <ul style="list-style-type: none"> Detailed report on the precinct including practical implementable recommendations. Detailed precinct maps including land uses. |
| Precinct 2 | Bayvue Precinct <ul style="list-style-type: none"> Breakbulk/Multi-purpose terminal | <ul style="list-style-type: none"> Detailed report on the precinct including practical implementable recommendations. Detailed precinct maps including land uses |

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| | <ul style="list-style-type: none"> • Dry terminal | |
| Precinct 3 | Newark Precinct <ul style="list-style-type: none"> • Marine Engineering • Recreational | <ul style="list-style-type: none"> • Detailed report on the precinct including practical implementable recommendations. • Detailed precinct maps including land uses |
| Land use | All Precincts | <ul style="list-style-type: none"> • Consolidated Land use plan optimized and harmonized to ensure efficiencies in the port. |
| The submission to include the detailed reports, drawing, maps, models etc. | | |

5. INFORMATION/DOCUMENTS PROVIDED BY THE EMPLOYER

5.1. The following documents shall be provided by TNPA to the appointed service provider. Further the service provider shall be required to sign a non-disclosure agreement.

- 5.1.1. Port of Richards Bay PDFP
- 5.1.2. City of UMhlatuze development Management Scheme (DMS)
- 5.1.3. Freight Management strategy
- 5.1.4. Land Use Management Framework and Leasing Strategy 2013
- 5.1.5. Any other policy or study relevant/applicable to this area.
- 5.1.6. Asset Maintenance Principles and Procedures

5.2. The project team is required to consult and request input from the following departments during the project execution:

- 5.2.1. Planning and Development
- 5.2.2. SHEQ
- 5.2.3. Property
- 5.2.4. Port Operations
- 5.2.5. Harbor Master
- 5.2.6. Port Engineering
- 5.2.7. Any other departments as may be required

6. DELIVERABLES

6.1. A well-structured report with a logical sequence describing existing baseline conditions, the methodology, analysis, conclusions, and recommendations, which includes the following deliverables:

- 6.1.1. Geographical layouts of precincts detailing South Africa, Provincial, Regional, municipal, and Metro context, linkages, and interface.
- 6.1.2. Detailed precincts plan, which show the overall distribution of land uses and how much land is used by each category including vacant and undevelopable land and natural features, and further create an inventory and map of the existing uses and the different classifications.

- 6.1.3. Operational and other restrictions applicable to each precinct and be demonstrated graphically.
- 6.1.4. Physical infrastructure implications on Precinct Plans (short, medium, and long term).
- 6.1.5. Determine if re-rationalisation, spatial re-layout, and road reconfiguration of precinct are needed factoring leases, traffic management and financial implications.
- 6.1.6. Urban design (aesthetics and functionality), signage, traffic management implications on precinct, road, rail and conveyors, pipelines and where applicable, include the soft edges.
- 6.1.7. Conservation areas and Cultural sites/Heritage sites per precinct (if applicable)
- 6.1.8. Record of Heritage buildings, etc. and possible adaptive reuse of such properties within the Port's Strategic development programme.

7. REPORTING FORMAT

- 7.1.** Reports from the service provider shall be required to be submitted in the following formats.
 - 7.1.1. Power-point presentations to be on Transnet National Ports Authority corporate format.
 - 7.1.2. Editable MS Word A4 Report with associated maps, graphs and tables.
 - 7.1.3. Urban Design Framework (3D graphic presentation) of the study area and proposed interventions.
 - 7.1.4. Specialist report from the relevant specialist, which includes, but not limited to the following:
 - 7.1.5. Assessment of Environment constraints and considerations.
 - 7.1.6. Assessment of transport/traffic networks considering traffic flows, road capacity, road lanes, and desired infrastructure.
 - 7.1.7. Assessments of all service infrastructure future needs and requirements in accordance with the proposed projects in the Port Development Framework Plan.
 - 7.1.8. AutoCAD drawings.
 - 7.1.9. GIS data and shape files.
 - 7.1.10. Excel data sheets.
 - 7.1.11. And or any other native copy.

8. PREVIOUS EXPERIENCE

- 8.1. Respondents must submit evidence that they have completed similar projects to give confidence to ensure that they are experienced and qualified to execute the work. The

evidence shall be in the form of completion certificates or reference letters in the client letterhead, signed and with contactable details.

- 8.2. The evidence to be submitted should indicate superior capabilities in conducting multi-faceted work that involves socio-economic considerations, environmental considerations, land use and planning principles, detailed engineering master planning, transport planning & considerations and stakeholder participation/consultation.
- 8.3. Curriculum Vitae's detailing the experience & qualifications of the project team must accompany all proposals. Certified copies of the qualifications and professional registration (where applicable) shall also be required as part of the submission.

9. WORK SCHEDULE

- 9.1. The project will be executed over a period of five (5) months. The Respondents must submit with their proposals a detailed schedule of the work to be undertaken, including estimated time required for each task as this will form part of the adjudication criteria. The service provider shall be required to present all the deliverables, conduct workshops, and effect all changes and reviews requested by Transnet National Ports Authority as part of the contract.

Compiled by:



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