



public works
& infrastructure

Department:
Public Works and Infrastructure
REPUBLIC OF SOUTH AFRICA

ANNEXURE B

SCOPE OF WORK

**DEPARTMENT OF PUBLIC WORKS AND INFRASTRUCTURE:
JOHANNESBURG: ERF 5347, 225 SMITH STREET SITE:
APPOINTMENT OF SERVICE PROVIDER FOR GOVERNMENT
PRECINCT DEVELOPMENT PLAN: WCS 056718**

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1 BACKGROUND

The Department of Public Works and Infrastructure (DPWI) provides accommodation to various national user departments

Instead of addressing the accommodation needs of user departments in a piecemeal way, Planning and Precinct Development (PPD) combines the needs of more than one user department into a consolidated site to ensure efficiency on various levels.

The National Spatial Development Framework (NSDF) and the Spatial Planning and Land Use Management Act, 2013 (SPLUMA) advocate towards a compact, service-based, resource-efficient space economy, as well as the pursuit of denser, smaller and polycentric systems of settlements with smaller footprints to ensure long-term resilience benefits

One site or a grouping of sites with combined user department accommodation optimizes the use of state owned assets, reduces services runs, and combines complementary uses to best serve the public. It therefore results in more effective service delivery.

Facilities can be managed more economically, and certain functions can be combined to further increase efficiencies – for example, ablution facilities could be shared to reduce wet services runs, and waiting areas could be combined to optimize space. Through careful design, a precinct would integrate with the existing fabric and enhance the immediate urban area, assisting in attracting socio-economic opportunities for the local community that it serves.

The project is for the development of a Government Precinct Development Plan that supports smart city development principles on Erf 5437, Johannesburg. The property is located within the Kunye Government Precinct in Johannesburg CBD which precinct will be developed in phases. This project focusses on the first phase of the precinct.

2 OBJECTIVES

The aim of the Kunye Government Precinct Development Plan is to make proposals regarding the design of the first phase of the precinct based on a high level design concept.

Precinct plans are guided by appropriate development principles and objectives that respond to national, provincial and local policies and plans. The requirements of the Department of Public Works and Infrastructure (DPWI) and its user departments must be addressed in an

innovative way of planning precincts, which will help to address challenges and opportunities.

Key informants to the development principles and objectives include the following:

The development is guided by the following key objectives:

- Strategically Positioned: The property is located at a strategic position in the Johannesburg CBD to support access to government services.
- Technically Feasible: The proposed solution must be able to accommodate the required demand and comply with industry standards.
- Sustainable: Socially responsible, economically viable and environmentally sensitive - including engineering and building design concept.
- Cost Efficient: The proposed Precinct Development Plan must optimise operations and reduce operational cost for both DPWI and its user departments.
- Functionally Integrated: Transportation systems, engineering services and land uses must be integrated and coordinated internally and externally.
- Flexible: The Kunye Government Precinct Development Plan Phase I must be implementable without being perceived as incomplete.
- People Orientated: Focus should be on the needs of the public and staff.

The planning and design of precincts needs to respond to innovative approaches to development that can transform spaces into sustainable, mixed use precincts, supporting transit-oriented development (TOD).

TOD is an innovative urban development strategy that focuses on the development of intensive mixed uses within easy walking distance of quality public transport facilities and allows full compliance with regional and local transport strategies that promote public transport and land use and transport integration.

3 STRUCTURE OF THE PROJECT

The project will have four components with relevant sub-components to inform the reports that must be developed. These are:

- Component 1: Inception Report
- Component 2: Location Analysis Report
- Component 3: Precinct Development Plan and Report
 - Urban Design Framework including all specialist input
 - Facilities Management Framework

- Urban Design Guidelines
- Component 4: High Level Cost Analysis
 - All aspects related to the Precinct Development Plan
 - Life cycle cost
 - Proportionate user charges for identified user departments

In the context of the PPD precinct planning programme, the requirements for the components of the Government Precinct Development Plan are the following:

3.1 Component 1: Inception Report

Component 1 concludes with the Inception Report confirming the detailed methodology, project time frame and associated budget linked with project team members, their role and professional fee and time that will be allocated to each team member. The Inception Report is signed off by the service provider once the project manager agrees to the content. The following must be considered as part of this phase of the project:

- Project report in MS Word and PDF format
- Bound as 2X colour hard copies
- Soft copy on external drive (to be provided by services provider)
- Project scope and time frame in MS Excel and PDF format
- The dates for submission of detailed monthly progress reports. These monthly reports must be submitted on or before the last Friday of each month.
- Detailed scope
- Budget per phase (including VAT) linked to the date when invoices will be submitted
- Time sheets with associated hourly rates and related cost by each team member for all activities related to the project must accompany invoices
- Provision for briefing or terms of reference workshop with client
- Analysis of information that is available from the Chief Directorate: Planning & Precinct Development (PPD) related to the proposed development which include:
 - DPWI PPD Development Framework Report to provide high level guidance towards development of the Government Precinct Development Plan

- All specialist study reports that were prepared as part of the land development application process
 - Detailed topographical survey of the site
- Outcome of site orientation (status quo)
- Provision for briefing of all sub-consultants
- Meetings with relevant City of Johannesburg Municipality officials to confirm nature of land development application parameters
- The tenderer must make provision for all activities necessary for the execution of the service as set out in this Scope of Services.

3.2 Component 2: Location Analysis Report

The Location Analysis Report provides a contextual status quo framework for the site and the area where it is located. It is seen as an integral part of the Government Precinct Development Plan. The aim of the Location Analysis Report or contextual framework is to describe the status quo concerning the study area which comprises the development site and area surrounding the government precinct. It identifies and analyses key informants and becomes the baseline for decision making on the design. Information that require analysis include smart city principles, 4-IR, climate change and other environmental issues, movement and access, external engineering services capacity and location, urban form, land and open space analysis, etc.

The minimum contents of the Location Analysis Report are, but are not limited to, the following:

- Legislative and policy context including Smart City Framework.
- Fitness for purpose: Confirmation of the user department profile and accommodation needs.
- The initial volumetric concept (which have been developed) analysis.
- Land Use and Zoning Analysis: Assess existing land use and zoning regulations to ensure that the Precinct Development Plan aligns with local policies, guidelines and existing zoning parameters. No new land development application process will be required: Town Planner

- Detailed Land Use Plan: On-site land use (detailed topographical survey is available), indicated on a Site Plan, and surrounding Land Use Plan, which provides context to activities taking place in the surrounding area.
- Location and site analysis: Civil engineer (traffic specialist).
- Location and site analysis: Civil engineer (sewer, water, stormwater).
- Analysis of Geotechnical Report to confirm the parameters of the outcome of the Geotechnical Report in relation to the Precinct Development and make recommendations: Civil engineer (geotechnical)
- Location and site analysis: Electrical engineer.
- Location and site analysis: Landscape architect.
- Location and site analysis: Urban designer/architect.
- Summary of key aspects detailing opportunities, constraints and challenges and the implications for the development.

The Location Analysis Report informs the Precinct Development Plan.

3.3 Component 3: Precinct Development Plan and Report

The purpose of the Precinct Development Plan and Report is to guide implementation of the project which will be developed or phased over time. It demonstrates the urban vision for the development. The potential and implications to include Building Information Modeling (BIM) as part of the implementation of the project must be considered.

The following information informs the Precinct Development Plan and Report:

3.3.1 Urban Design Framework

The Urban Design Framework is the urban vision or three-dimensional concept with input from various professions and the urban design guidelines. The Urban Design Framework requires input from the following:

- a) Spatial and Land Use Framework
- b) High Level Volumetric Concept
- c) Access and Circulation Framework
- d) Public Space and Landscaping Framework
- e) Engineering Infrastructure and Services Framework

- Water Supply
- Wastewater Disposal
- Solid Waste Disposal
- Stormwater Management
- Electricity Supply

a) Spatial and Land Use Framework

The spatial and land use strategy for the precinct is to promote the development of a highly accessible, well-structured, facility at a strategic location in the Johannesburg CBD, supported by a high-quality public realm and NMT network and responsive built form. The development will form an integral part of the Johannesburg CBD capitalising on the smart city and 4-IR opportunities generated by the infrastructure in the area.

The precinct will provide accommodation for national user departments and this first phase of the Kunye Precinct must include accommodation and support facilities associated with the space and operational requirements of these departments.

The precinct must consider access to public transport, parking, high levels of accessibility to the precinct and strong linkages to the surrounding urban fabric while striking a balance with public safety. All within the available land-use budget of the current zoning.

The new building will be constructed to accommodate the identified user departments' accommodation needs and will have a high-quality architectural design that reflects the branding of national government.

This facility will be designed in a flexible building format that can be adapted to other uses in the future and to accommodate improved service delivery objectives, especially taking into account smart city principles and 4-IR.

It is critical, due to the nature of the services that will be provided, to ensure maximum visibility and exposure and to create a high-quality building edge along the street.

Key public realm interventions will include:

- The development of high-quality access to the building from the adjacent streets.
- The development of a high-quality landscaped environment with the adjoining environment.
- The retention and enhancement of important green corridors and natural drainage systems and their utilisation as important structuring elements and visual, infrastructural and recreational amenities.

b) High Level Volumetric Concept

The desktop volumetric concept that was developed for the precinct must be refined. The volumetric concept translates the space and operational needs of the user departments into three-dimensional form to enable assessment of needs in relation to the approved land development controls. The volumetric concept will inform other aspects of the development i.e. engineering services, facilities management, accessibility, landscaping, etc.

c) Access and Circulation Framework

The transport strategy to the precinct is focused around the improvement of access to the precinct through encouraging the use of public transport (PT) and the integration between all transport modes, thus resulting in limited road infrastructure upgrading requirements. Different modes of transport is aimed at ensuring optimal access to the development by ensuring effective and efficient movement of visitors and staff.

The proposed strategy for the precinct must consider the PT options that are available and must integrate with Municipal and Provincial strategies which will complement each other in the long term.

The Transport Strategy further supports a shift from private vehicles to PT vehicles which will result in a reduction in parking requirements. The integration with land use planning and supporting proposed TOD will further be supported by the PT shift. However, input from the Municipality and Province towards supporting the aim of the development is critical to ensure success of the intention to concentrate more on PT and less on vehicular transport. With guidance from the Municipality, taxi operators must also be consulted.

The effective circulation and improvement of pedestrian traffic flow coming from will also limit the need for road network upgrading.

The facilities should allow for pedestrianised movement within the precinct and allow for access to and from the intermodal transfer hub which is the Gautrain and Prasa Station terminal as well as BRT stations as part of supporting TOD. The development concept will mitigate vehicular movement within the precinct.

Increased PT accessibility to and from the precinct will support the intended reduced travel time and travel cost for lower income members of the public wanting to use the facilities.

The following aspects are crucial to the implementation of the transport strategy:

- PT focus and access to BRT and rail services to reduce the emphasis on road upgrades and parking provision.
- Need for road access for staff, delivery vehicles.
- BRT (high quality bus service) from the site with access to bus stations.
- NMT and walkability especially between the multi-modal transport areas. These must be clearly defined and supported by signage approved by the Municipality.
- Limited need for public parking.

The main transport related proposals as follows:

- Introduction of PT drop-of and pick-up in front of building with time limitation – No parking of PT vehicles allowed. This will be regulated by security/Metro Police.
- Introduction of left in-left out along Smit Street one way system
- Staff and delivery vehicle access.

Road and Street Network and Parking:

- Location and type of access along Smit Street and Juta Road.
- Treatment of the road reserve / lane configuration requirements to enable efficient access.
- Access requirements to provide efficient access to the building.
- Parking requirements for visitors, staff and loading/deliveries to the building.
- Any other transport issues that will shape the precinct plan layout.

d) Public Space and Landscaping Framework

The overall strategy for landscaping is to be defined taking consideration of the following aspects:

- The precinct will need to have an overall brand.
- Seek to establish a sense of arrival.
- Establish the main access into the site from surrounding area.
- Sustainable drainage system in collaboration with civil engineer. Rainwater harvesting for irrigation of planted areas is also strongly recommended to be incorporated into the design of new buildings and infrastructure.
- The use of locally indigenous plant species, in particular succulent and geophyte species that will obviate the need for intensive water use (irrigation).
- Grassy lawns should be avoided in the development as these require much greater water use for irrigation.

A Landscape Framework Plan must be developed.

e) Engineering Infrastructure and Services Framework

Sustainable Infrastructure

The development of the precinct will need to be serviced by sustainable infrastructure that supports and enhances the future development. Proposed infrastructure strategies include:

- Water re-uses from grey water/ rainwater harvesting.
- Managing of stormwater drainage systems holistically in line with sustainable development.
- Stormwater storage will assist with retention and attenuation of stormwater runoff and for irrigation to landscaped areas.
- Solar systems for energy generation.
- Waste separation area for all materials that can be recovered to promote recycling.

It should be noted that, following approval of the land development application in support of the development, bulk engineering services contributions were paid to the City of Johannesburg.

Water Supply

The City of Johannesburg supplies water to the development site. During the Site Clearance process, the existing bulk water infrastructure has been confirmed by Joburg Water to be adequate for the proposed development.

Aspects that must be considered are:

- Water demand projections including fire protection.
- Consideration of on-site storage options and required capacity to operate partially or fully independently for 24 hours. Facility that will be required to be considered.
- Landscaping requirements (in consultation with landscape architect).
- High level reticulation requirements for development (to support Cost Report) in relation to optimal position of connection point.
- Layout Plan

Wastewater Disposal

The City of Johannesburg is responsible for the conveyance of the sewage to a treatment facility. During the Site Clearance process, capacity was confirmed by Joburg Water to accommodate wastewater disposal.

Aspects that must be considered are:

- High level wastewater reticulation requirements (to support Cost Report) in relation to optimal position of connection point.
- Layout Plan

Solid Waste Disposal

The City of Johannesburg is responsible for the removal of solid waste. During the Site Clearance process, comments from Pikitup was in support of the rezoning and related land use rights with certain conditions.

Over and above the removal of solid waste by the municipality, recycling must also be considered in support of environmental sustainability and possible income generation. The location and management of such a facility must be included as part of this project.

Stormwater Management

Aspects that must be considered are:

- City of Johannesburg JRA policy requirements.
- Green stormwater infrastructure to reduce stormwater runoff volumes and peak flows by through retention.
- Drainage system for development (to support Cost Report) in consultation with landscape architect.
- Stormwater Plan.

Structural Validation:

Aspects that must be considered are:

- Validation of high level concept design by carrying out structural analysis.
- Contribute to building quality in construction by incorporating national and international quality standards in material specifications and construction processes.
- Confirm optimisation of project cost.
- Confirm efficient delivery of design.

Electricity Supply

The City of Johannesburg supplies electricity to the development site. During the Site Clearance process, the existing bulk electrical infrastructure has been confirmed by City Power to be adequate for the proposed development.

Aspects that must be considered:

- Electricity demand projections.
- High level reticulation requirements for development (to support Cost Report) in relation to optimal position of connection point.
- Alternative/renewable energy supply options to relieve the Municipality/Eskom supply.
- Layout Plan

3.3.2 Facilities Management & Operations Model

Total Facilities Management (TFM) (also called 'one-stop-shop') is the management of building(s) and services. This encompasses multiple disciplines to ensure functionality of the built environment by integrating people, place, process and technology. It relates to technical or hard services as well as soft services.

The facilities management model for the precinct must be considered based on the option to outsource the service. The Property Management Specialist should consider the TFM end-product requirements for implementation of the Precinct Development Plan

This aspect is critical, as it impacts on the life-cycle costing and therefore on the payment of user charges/unitary payments by the identified user departments.

3.3.3 Urban Design Guidelines

The development on Erf 5347, Johannesburg will contribute to the ultimate quality and performance of the precinct for all its identified User Departments and visitors. The development will provide state owned accommodation to Social Cluster and Administrative user departments. The function of the development, as a Government Service Delivery Precinct, is a critical factor which must be the focus in the guidelines.

Architectural guidelines are essential to ensure that the development will add value to quality and experience of the precinct public environment. Having an architectural character with guidelines will enable the Department to control execution of the vision at the implementation stage.

The development contribution of the first phase building, and collectively the entire Kunye Government Precinct, will improve the value, attractiveness and performance of the existing urban fabric in the precinct. The urban design guidelines for this first phase will form the baseline for future phases. The guidelines supplements other regulatory town planning, building and development control standards and building-codes that will be used to control development in the precinct.

The purpose of the guidelines include the following:

- An assessment tool to assist the Department in achieving the development vision and create an identity and enhance the prestige of the Kunye Government Precinct Phase I.
- Guidance for the Department and user departments.
- To assist in integration and contribution of the various components of the precinct, that will be made by the future buildings in the precinct, to grow into a cohesive and integrated complete precinct.
- To establish and protect the value of public and private investment in the Braamfontein area through effective, practical and meaningful development and building quality control.
- To provide Green Building guidelines for an environmentally sustainable design which are to be linked to current best practice systems.

Essential principles which underpin the guidelines are as follows:

- Provide guidelines that enable the creativity and innovation of individual developer teams to add value to the precinct.
- Ensure that the building is designed to respond positively to, and contribute to, the public domain (streets and spaces) within which it is situated.
- Ensure that the building plays its part in creating a legible, identifiable and memorable urban environment through a cohesive architectural branding uniquely South African in character.
- Support the development of mixed use (administrative and service delivery) and flexible building typologies that can contribute to urban diversity and environmental sustainability as well as socio-economic responsibility.
- Prioritise pedestrian comfort and convenience and ensure that the built form supports and provides for intended high levels of accessibility, comfort, convenience and safety for people during all phases of the precinct development.
- Ensure easy identifiable accessibility to buildings from public spaces and creating space which improves the micro-climate around buildings for occupants and visitors.
- The construction of new buildings and new infrastructure are required to be environmentally responsible and embrace “green building” and “green infrastructure” best practice principles from the outset. Building guidelines incorporates the links to best practice certifications available in the region,

such as Green Star Africa which will be available as a rating tool for Green Building Certification for design, as-built and operations.

- Determine building footprint, defining street edge, etc.
- Consider parking calculations (including parking solution for commercial developments)

Important requirements to consider:

Green Buildings and Infrastructure

Sustainability-centred approaches that promote the development of energy efficient, sustainable and low impact buildings and infrastructure, such as Sustainable Drainage Systems (SuDS), rainwater harvesting, indigenous landscaping, solar panels, etc.

Architecture and Built Form

Key informants drive the architectural character branding concepts proposed below.

- Respond to the South African development context which reflects and conveys progress, leading edge and global standards.
- Functionality.
- Value for money (SAPOA requirements for state owned buildings).
- There is a need to ensure that the “soul” of Jozi is not forgotten or overridden by incongruent and inappropriate architecture which is alien to the region.

Architectural concepts and styles which portray elements of these imperatives are proposed. The type of buildings which are likely to be established in the precinct, illustrate critical elements relating to local climate, cultural patterns and forms, materials and colours which are practical and which need to be explored to resonate with, and have meaning in, the South African and Regional context.

Building Typology

The shape, configuration, massing and height of the building is a critical consideration for both functionality and branding of the precinct and should be used to eventually create a collective built form for the precinct which contributes to the imageability and legibility of the development. The first building in the precinct is expected to be a landmark building. The quality of the structure is a key

principle that needs to be applied to the building typology and its intended function as an administrative and social service hub.

The building must support the operational requirements of the identified user departments. The use of each floor should be considered in relation to the operational requirements. Input from the Department: Architectural Services will be required to provide guidance on the approved norms and the interpretation thereof. These norms are developed for each user department in terms of the Space Planning Norms and Standards for Office Accommodation Use by Organs of State, 2005.

The ground floor of the building should accommodate the mix of uses associated with the service function of the user departments, security, access to the building for different users, weather extremities, etc. The building must provide for a dignified experience for both user departments and visitors.

Application of Building Principles

The following summarises a high-level application (not limited to) of the principles described in the previous sections and describes the spatial application for the Concept.

- Multi-storey building with ground floor security, waiting facilities
- Vehicular access with pick-up and drop-off facilities for public transport
- On-site delivery access and parking provision
- Consider viability of dual access from front and rear streets
- Potential and suitability of basement level for parking and PT access
- Structured parking provision
- Colour
- Material
- Glazing
- Building Modulation
- Roofs

3.3.4 High Level Cost Report

a) High Level Development Cost

In order to generate the high level development cost, it is recommended that a quantity surveyor be consulted for inputs.

In making cost estimates for the development concept, consider the following:

- Include both the cost of the construction of the building
- Cost of constructing internal engineering services
- Exterior spaces, and also include costs for perimeter fencing if required
- Cost to utilise BIM software during design, construction and life-cycle
- Cost of TFM
- Costs to upgrade external public infrastructure should be separated to inform an SLA with the local municipality.

b) Life Cycle Costing

Life cycle costing (LCC) is a method of economic analysis directed at all costs related to constructing, operating, and maintaining a construction project over a defined period of time. In the traditional approach to real estate investment, this can be thought of as the different components of a Net Present Value (NPV) analysis. Life cycle cost analysis is a projection of initial and ongoing costs of ownership, or leasing, and operations for a facility or site over its useful life.

In order to gain the maximum value for money, all costs incurred over the whole life span must be estimated. The optimization of the life cycle costs of a construction project is essential for a complex decision making process by the DPWI and user departments identified to locate within the precinct building.

The intended building, as the productive outcome of the construction project, is characterized by a long lifespan with operating costs much higher than the initial construction/development cost. This is the reason why all decisions connected with a construction project have a long-term and significant impact. The analysis of the project should not focus simply on the construction costs, but also on how matters such as the building design, facilities and fittings affect future operation and maintenance costs.

Life cycle costs (LCC) in general consist of an initial investment (usually construction costs) and the follow-on costs (ordinary payments, i.e. energy, utilities, cleaning and maintenance, irregular costs for replacement, etc.).

Life cycle costing is one form of analysis for determining whether a project meets the client's performance requirements. The LCC methodology can be utilised to

assess the tenders for the implementation of the project, where those tenders differ not only in their tender price but also in their operational and maintenance costs. The LCC approach may lead to a different result when evaluating tenders than when the construction tender price is the only criterion taken into consideration.

The use of an LCC methodology can save money by both providing better forecasting and optimising future costs.

The following minimum information must be included as part of the life-cycle costing:

- Current accommodation of identified user departments (leased and state owned)
- Municipal valuation of Erf 5347, Johannesburg (Land Affairs Board valuation will be provided)
- Construction cost and time estimate
- Project Location, Gross m², Lettable m², expected occupation date
- Financial Assumptions:
 - Annual escalation(s)
 - Interest/discount rates / cost of capital
 - Repayment period
- Annual Operating Cost
 - Utilities
 - Maintenance
 - Periodic refurbishments/replacements
 - Rates and taxes
 - Insurance
 - Other property management costs
- Residual value

c) Proportionate User Charges for Identified User Departments

The implementation of the project and the associated life cycle costing affects the need to spend public funds efficiently.

The identified user departments must be informed of the optimal financial model for implementation, i.e. whether the project be a capital project or a Public Private Partnership and how that impacts on their budget.

The solution must advise the expected capital outflow by the users if the project is recommended as a capital project. The ongoing annual payment, which is after the construction, must be indicated for each development option; that is, the unitary payment in the case of a PPP and operational costs (user charges) in the case of a capital project.

4 PROPERTY INFORMATION

4.1 Property Description and Size

In terms of Certificate of Consolidated Title T33445/2019, the property that is the subject of this project, is registered as Erf 5347, Johannesburg and measures approximately 3180m² in extent.

4.2 Locality

Erf 5347, Johannesburg is located at 225 Smit Street in Braamfontein in the Johannesburg CBD. The property is the subject of the Kunye Government Precinct Development Plan Phase I. The property is bound by Smit Street to the south, the YMCA Building (not state owned) to the west, Juta Street to the north and a property (not state owned) comprising a small building with heritage value to the east.

The state owned properties to the north of Juta Street that will comprise the Kunye Government Precinct Phase II include Erf 4512, Johannesburg (Erven 2717, 2718, 2722, 2723, 2724, 2725, 2726, 2727, Re/2728, Johannesburg consolidated but not registered). These properties are not part of this project.

4.3 Ownership

The property is registered in the name of the Republic of South Africa. The property therefore is under the custodianship of the DPWI.

4.4 Current Utilisation and Existing structures

Erf 5347, Johannesburg is currently vacant.

5 DELIVERY OF PROJECT

Draft reports must be submitted to the DPWI project manager for comments prior to submission of the final report for each phase of the project. Sufficient time (at least two weeks) must be allocated for this purpose to ensure that the final deliverable for each phase is submitted on the date stated in the Inception Report.

Invoices will be issued in accordance with the Inception Report. Invoices must include the full project description, WCS number and be accompanied by a time sheet. The time sheet must specify the activity, time and cost for the relevant phase of the project aligned to the Inception Report.

Handover of information and data in the following format:

- Two printed copies (full colour).
- Soft copies in MS Word, PDF (all maps and drawings) and relevant architectural software on USB device.

6 CRITICAL MILESTONES

The project has to be delivered within a period of ten weeks.

This programme provides a guideline for preparation of the Project Execution Plan with milestones, responsible professional and associated cost. Once the Inception Report is submitted and approved by the DPWI Project Manager, the Inception Report and the signed tender document regulates execution of the project in terms of the scope, timeframe and budget.

DETAILS OF MILESTONES	PROJECT DELIVERABLES	DELIVERABLES TIMEFRAMES
		Maximum

COMPONENT 1: INCEPTION		
<ul style="list-style-type: none"> • Consultation and finalisation of project brief • Analysis of the accommodation needs in relation to the identified site • Site orientation and assessment • Project programme and timeframes for deliverables • Briefing and management of project team • Preparation and submission of a comprehensive Inception Report • Attending all project meetings when necessary 	Comprehensive Inception Report	1 week
PHASE 2: LOCATION ANALYSIS REPORT		
<ul style="list-style-type: none"> • Legislative and policy context. • Fitness for purpose: Confirmation of the user department profile and accommodation needs. • The initial volumetric concept (which have been developed) analysis. • Land Use and Zoning Analysis: Town Planner • Detailed Land Use Plan: On-site land use (detailed topographical survey is available), indicated on a Site Plan, and surrounding Land Use Plan, which provides context to activities taking place in the surrounding area. • Location and site analysis: Traffic engineer. • Location and site analysis: Civil engineer (sewer, water, stormwater). • Analysis of Geotechnical Report: Civil engineer (geotechnical) • Location and site analysis: Electrical engineer. • Location and site analysis: Landscape architect. • Location and site analysis: Urban designer/architect. • Summary of key aspects detailing opportunities, constraints and challenges and the implications for the development. 	Comprehensive Location Analysis Report inclusive of all detailed specialists reports	3 weeks
COMPONENT 3: PRECINCT DEVELOPMENT PLAN AND REPORT (URBAN DESIGN FRAMEWORK)		
<ul style="list-style-type: none"> • Urban Design Framework including required input from specialists • Facilities Management & Operations Model • Urban Design Guidelines • High Level Cost Report • Address and respond to comments received from DPWI project manager • Attend all project meetings as and when required • Manage sub-consultants in delivery of the project 	Final Precinct Development Plan and Report	6 weeks

Submission of deliverables, in line with the allocated time frames, need to consider and allocate time for input and feedback by project manager.

7 FUNCTIONALITY CRITERIA

Functionality Criteria	Weighting Factor
<p>1. Attach a list of related urban design projects not older than 6 years with valid reference letters or completion letters (not letters of appointment) to substantiate project experience.</p> <p>1. 9 and more Projects = 5 Points 2. 7-8 Projects = 4 Points 3. 5-6 Projects = 3 Points 4. Less than 5 projects = 0</p>	30
<p>2. A lead Professional Architect (Urban Designer) with experience post-registration as an urban designer.</p> <p>1. Lead Prof. Architect (Urban Designer) with more than 8 years = 5 Points 2. Lead Prof. Architect (Urban Designer) with 7 years = 4 points 3. Lead Prof. Architect (Urban Designer) with 6 years = 3 points</p>	30
<p>2. Years of experience of the following professional additional required resources:</p> <p>Professional Civil Engineer (sewer, water, stormwater) (ECOSA) Professional Civil Engineer (structural) (ECOSA) Professional Civil Engineer (geotechnical) (ECOSA) Professional Electrical Engineer (ECOSA) Professional Civil Engineer (traffic specialist) (ECOSA) Professional Town Planner (SACPLAN) Professional Landscape Architect (SACLAP) Professional Quantity Surveyor (SACQSP)</p> <p>1. 4 or more professionals with more than 3 years' post registration experience = 5 points 2. 1 - 3 professionals with more than 3 years' post registration experience = 4 points 3. All professionals with 3 years' experience post registration = 3 points</p>	30
<p>4. FINANCIAL CREDEBILITY: Service provider should provide a letter which is not older than 3 months.</p> <p>Provide Bank Rating from Banking Institution to justify credit risk.</p> <p>1. Bank Rating of 'A' 5 Points 2. Bank Rating of 'B' 4 Points 3. Bank Rating of 'C' 3 Points 4. Bank Rating of 'D' 2 Points 5. Bank Rating of 'E' 1 Point</p> <p>In case of a joint venture, each entity to submit its own Bank Rating Letter. The Bank Rating Letter with the highest rating will be considered when awarding point(s).</p>	10

8 CONCLUSION

This aim of this project is to address the need for a Government Precinct Development Plan that supports smart city development principles on Erf 5437, Johannesburg. The property is located within the Kunye Government Precinct in Johannesburg CBD which precinct will be developed in phases. This project focusses on the first phase of the precinct.