

CLIENT: ELIDZ

Architects & Principal Agents: Instika Architects

Quantity Surveyors: Pulana Baxter & Associates

Engineers: Calculus Engineering and Juan Delpont Engineering

CONTRACT VALUE **R361** Million

CONTRACT DURATION: **13** months

East London, Eastern Cape

HOP & REFAB TI AUTO

CLIENT: ELIDZ

Architects & Principal Agents: Instika Architects

Quantity Surveyors: Pulana Baxter & Associates

Engineers: BVI Border (Pty) Ltd and Juan Delpont Engineering

CONTRACT VALUE **R157** Million

CONTRACT DURATION: **13** months

East London, Eastern Cape



HOP & REFAB

The project entails approx. 60 000m² earthworks platform including cut and fill and approx. 33 000m² industrial building area and two attached office blocks on the East and West facades.



TI AUTO

The project entails approx. 32 400m² earthworks platform including cut and fill and a 12 004m² industrial building area with an attached double storey office block of approx. 1 853m².



Standing from LHS: M J Lamprecht; Jacques Nortje; Juan van Rooyen; Likhaya Sineyi; Ryan Flanagan; Andile Machane; Terrence Musquin; Martin Visser; Jerome Pietersen; Aphiwe Buyana; Morris Manga; Siya Gcora; Nico Groenewald; Ziyaa Dolomba and Lavandrio Arries

Seated from LHS: Abongile Gqetywa; Ayabulela Mpiko and Yandisa Rungqu

Absent: Tim Grinstead and Rajiev Ramsudh

Because the two sites are next to each other, it was decided to run these two contracts from one central site camp with a combined management team.

Site handover for Hop/Refab was 5 November 2018 and 11 November 2018 for TI Auto. The civil contractor immediately started clearing both sites and cutting the platforms. The first concrete on Hop/Refab was cast on 17 November 2018 and on 4 December 2018 at TI Auto.

The surface beds consist of a reinforced raft structure, with ground beams every 6 x 6 meters. The perimeter beams and bases were cast first in order to start with the erection of the superstructure steel. Because of program constraints, we were forced to cast most of the surface beds in the open. Further to this, we were forced to work out of sequence because of a lack of information.

Notwithstanding all the constraints, the site teams did well, and through a lot of hard work and extra input of time and resources, our first goals of early access was achieved. Well done to the teams!

On 1 May 2019 the TI Auto end user can commence with installation work in the high bay area. On 13 April the Hop Media platform was made accessible for the client's tenant. The next target date is 15 July 2019. We will now have to hand over the TI Auto High bay production area, the utilities room as well as the plinths for the silos. Access to these areas must also be arranged. On the Hop/Refab site our next challenges are to provide early access on 25 May 2019 to the Refab Media platform. Thereafter we have two sectional handovers on Hop/Refab. This is the Hop facility on 1 July 2019 and the Refab facility on 12 August 2019. Practical completion for the remainder of Hop/Refab remains 15 December 2019. Although the program remains tight, we are also confident that this is achievable.

Our relationship with the client is excellent, as we have already completed a good quality project in the ELIDZ. We have also successfully worked with the Principal Agent and some of the Consultants on other projects, and thus know each other well.

We were fortunate enough to secure accommodation in Cove Rock Estate, approximately 8km from site. We have three houses within walking distance of each other. There is access to a beautiful beach, and a few fish have already been landed. We have some good cooks in our house and some great meals have been produced. There is also a club on the estate, and a few pool competitions have been played. Although we are away from home for long periods, the atmosphere is great and everyone remains positive.

There is a lot of work still to come out in the ELIDZ and we will surely win some more tenders. It is a privilege working with the current team, and I look forward to a few more good contracts with this team.

By: Nico Groenewald