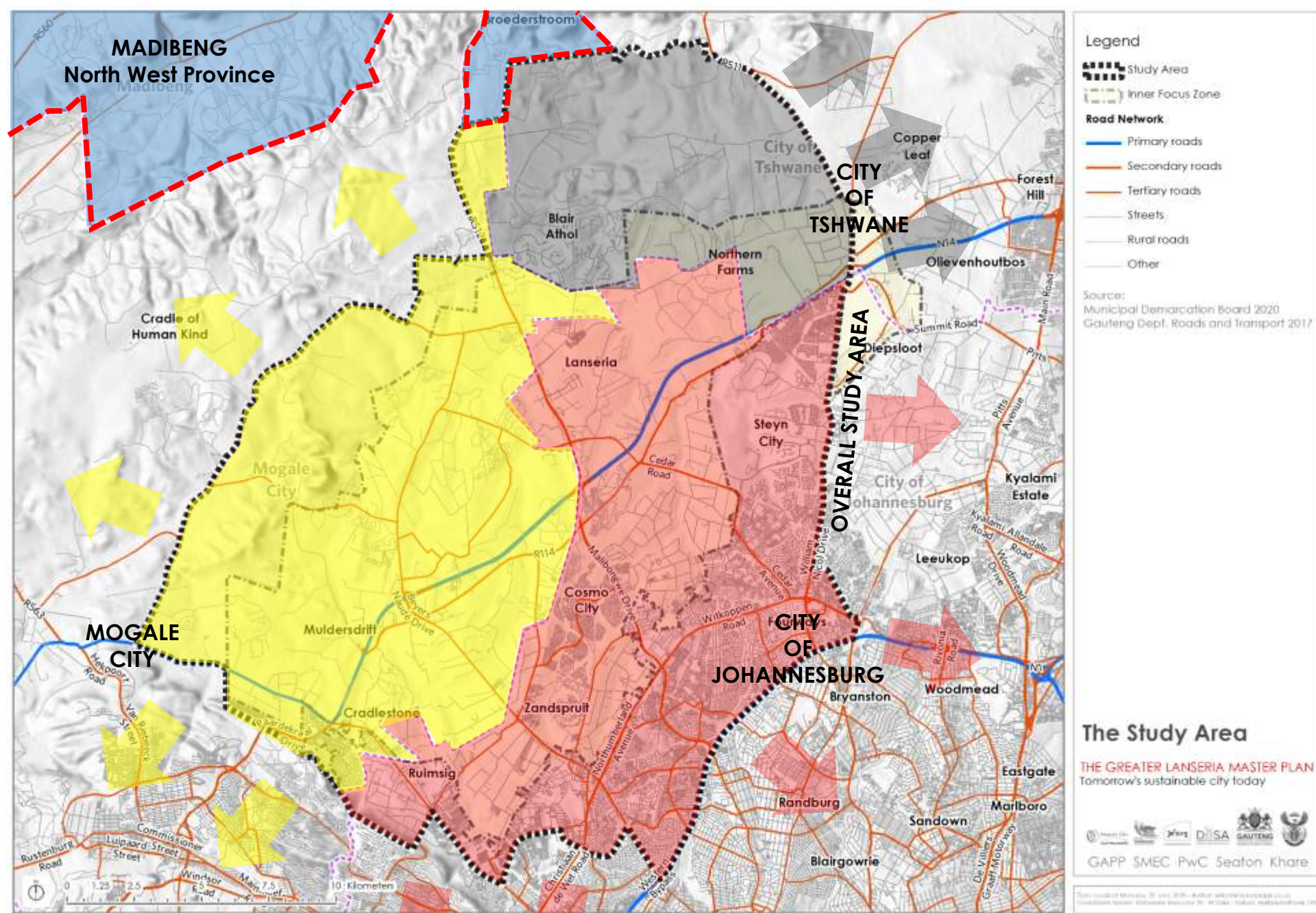


The
GREATER LANSERIA MASTER PLAN

Presentation to the
Chartwell, Chartwell North, Farmall, Riverbend, Inadan and GEKCO Interests

14 December 2020

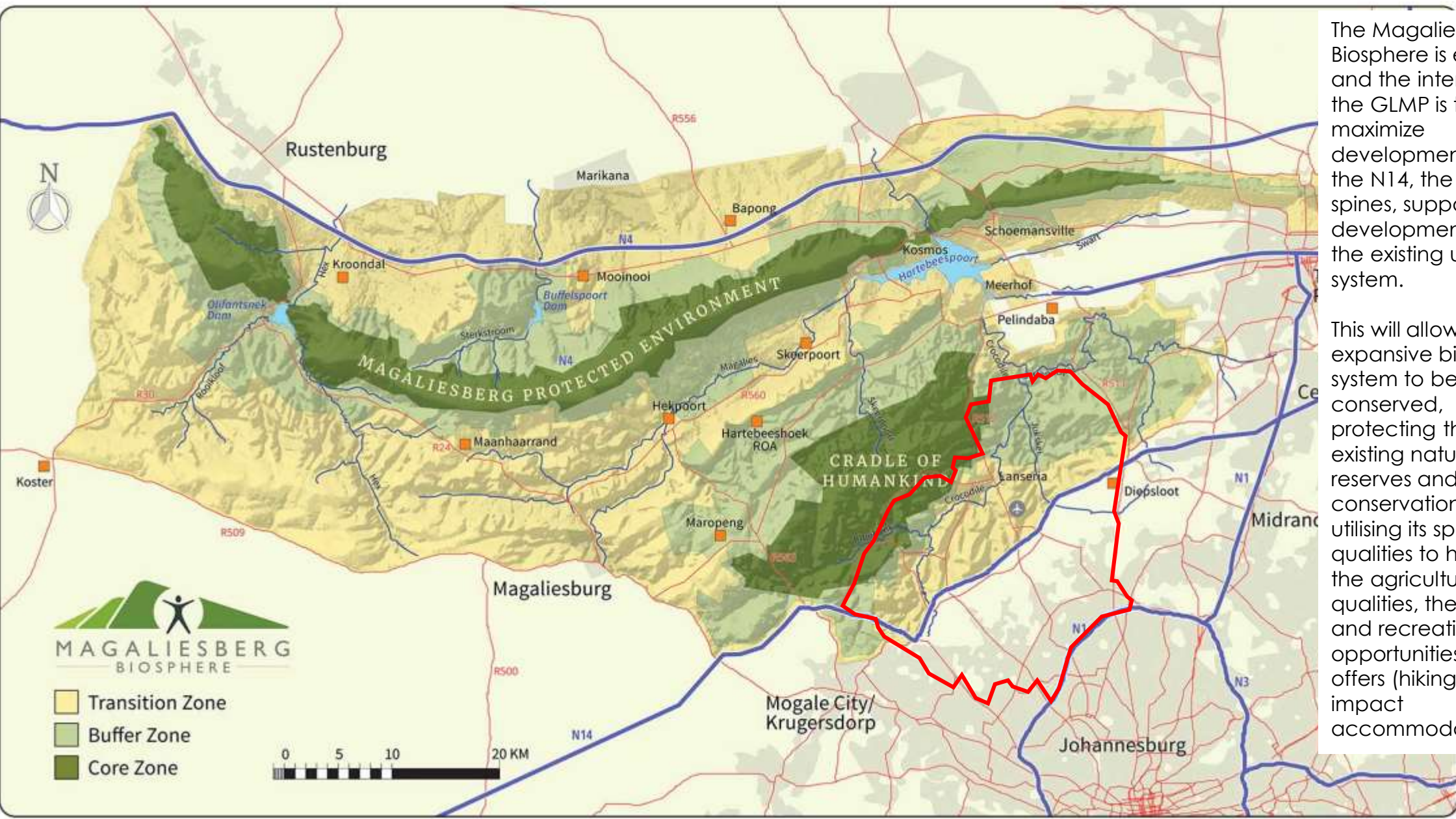




Study area based on a **25 minute drive** from the LIA

Split jurisdictions exist, with the lack of infrastructure, this has limited development along the N14, activity spines and near the Lanseria International Airport

GLMP – STUDY AREA SPLIT JURISDICTIONS

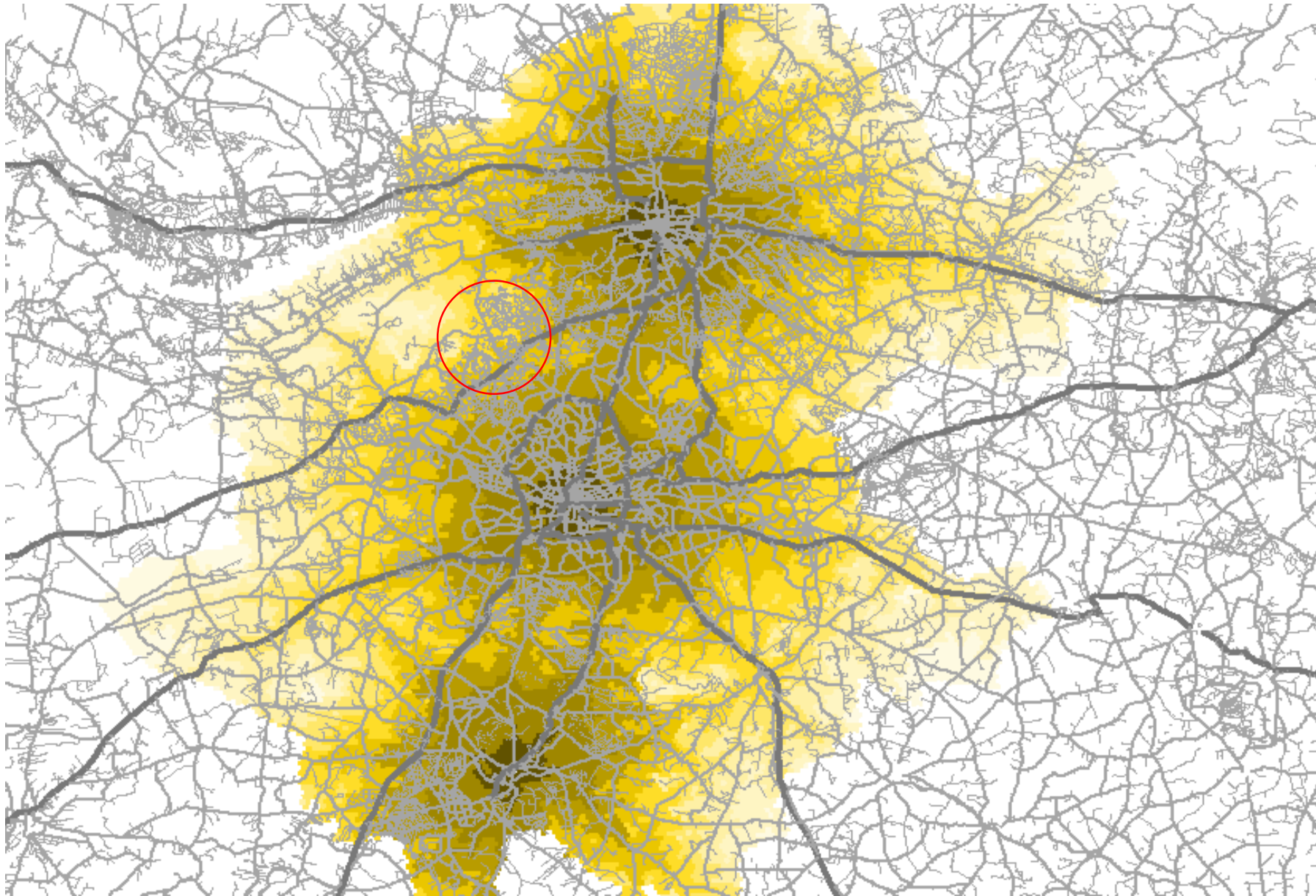


The Magaliesburg Biosphere is expansive and the intention for the GLMP is to maximize development along the N14, the activity spines, support infill development within the existing urban system.

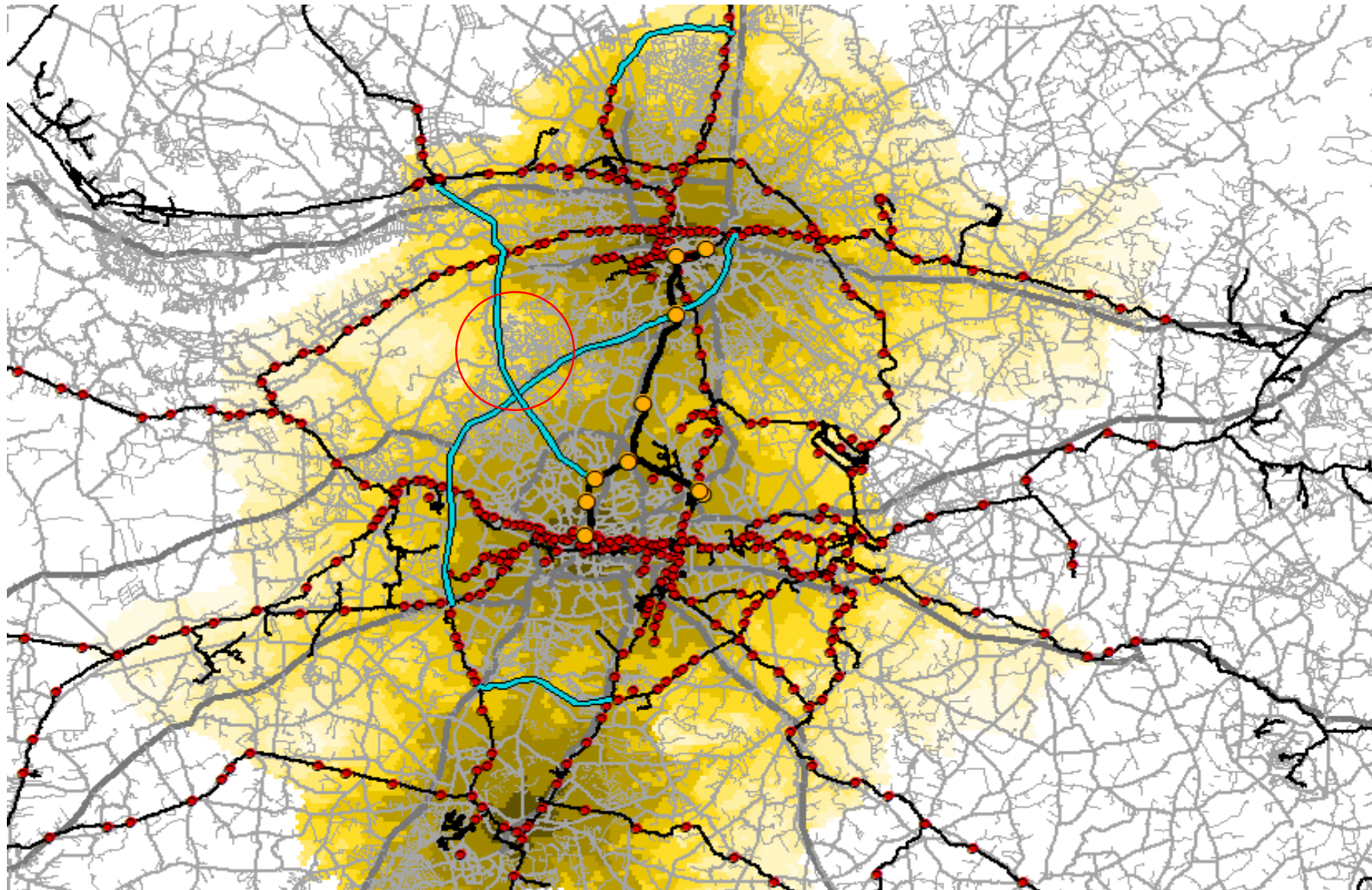
This will allow for the expansive biodiversity system to be conserved, protecting the existing nature reserves and conservation areas, utilising its special qualities to harness the agricultural qualities, the leisure and recreational opportunities that it offers (hiking, low impact accommodation etc)

MAGALIESBURG BIOSPHERE

Source: <https://magaliesbergbiosphere.org.za/>



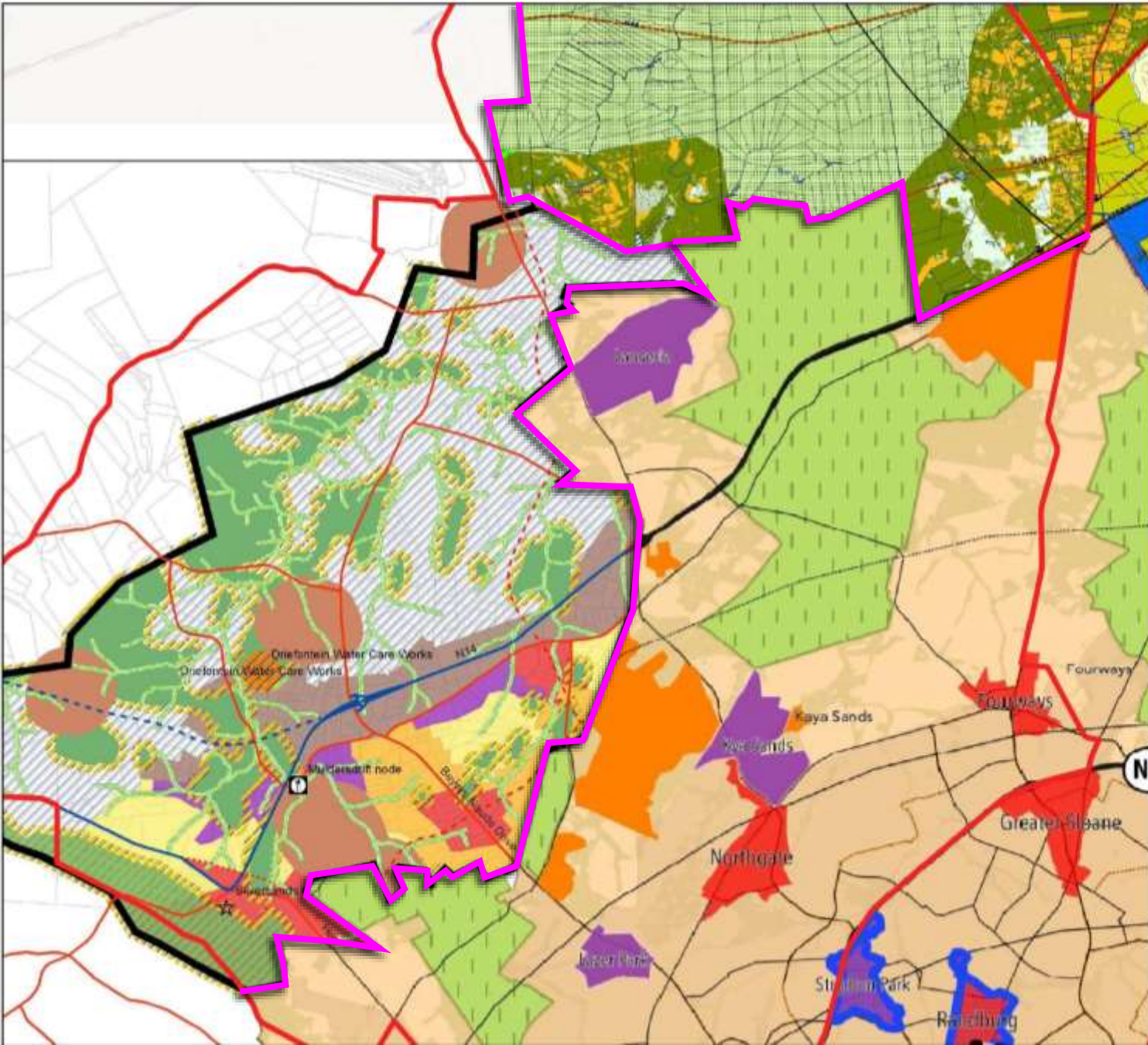
Study area located in a development vacuum with limited infrastructural investment in this part of the GCR



The Gautrain with future extensions will support the GLMP

National Roads
 Existing Railway
 Existing Railway Stations
 Gautrain
 Gautrain Station
 Suggested transit extensions

GAUTENG'S POTENTIAL FUTURE TRANSIT EXTENSIONS (GSDF 2011)



Legend

Lanseria_Boundary_RSDF2017

Mogale City SDF

- Driefontein WCV 800m buffer
- Driefontein WCV 500m buffer
- N14
- Main road
- River buffer
- Rivers
- Quarry
- Proposed roads
- Ridges
- Ridges 200m buffer
- Multicore
- Commercial
- Eco-Tourism & Agri-Cooperation District
- Office park
- Mixed land use
- Medium density residential
- High density residential

Tshwane 2018 RSDF Region 4

- Transit Zone
- Local Nodes
- Transport Orientated Development
- Transport Corridor (BRT phase 1)
- Future BRT Routes
- 500m Walking Distance (200/ha)
- 800m Walking Distance (120/ha)
- Linear Zone
- High Density
- Suburban Density
- Low Density Zone
- Low Density Zone

CoJ SDF 2040

- CONSOLIDATION ZONE**
- Consolidation Zone
 - Sewer
 - Disposal Area
- NATURAL STRUCTURE**
- Wetlands and Waterbodies
 - C-Plan Area Coverage
 - Area beyond UDF
 - Glazing Built-up Areas
 - CGJ Boundary

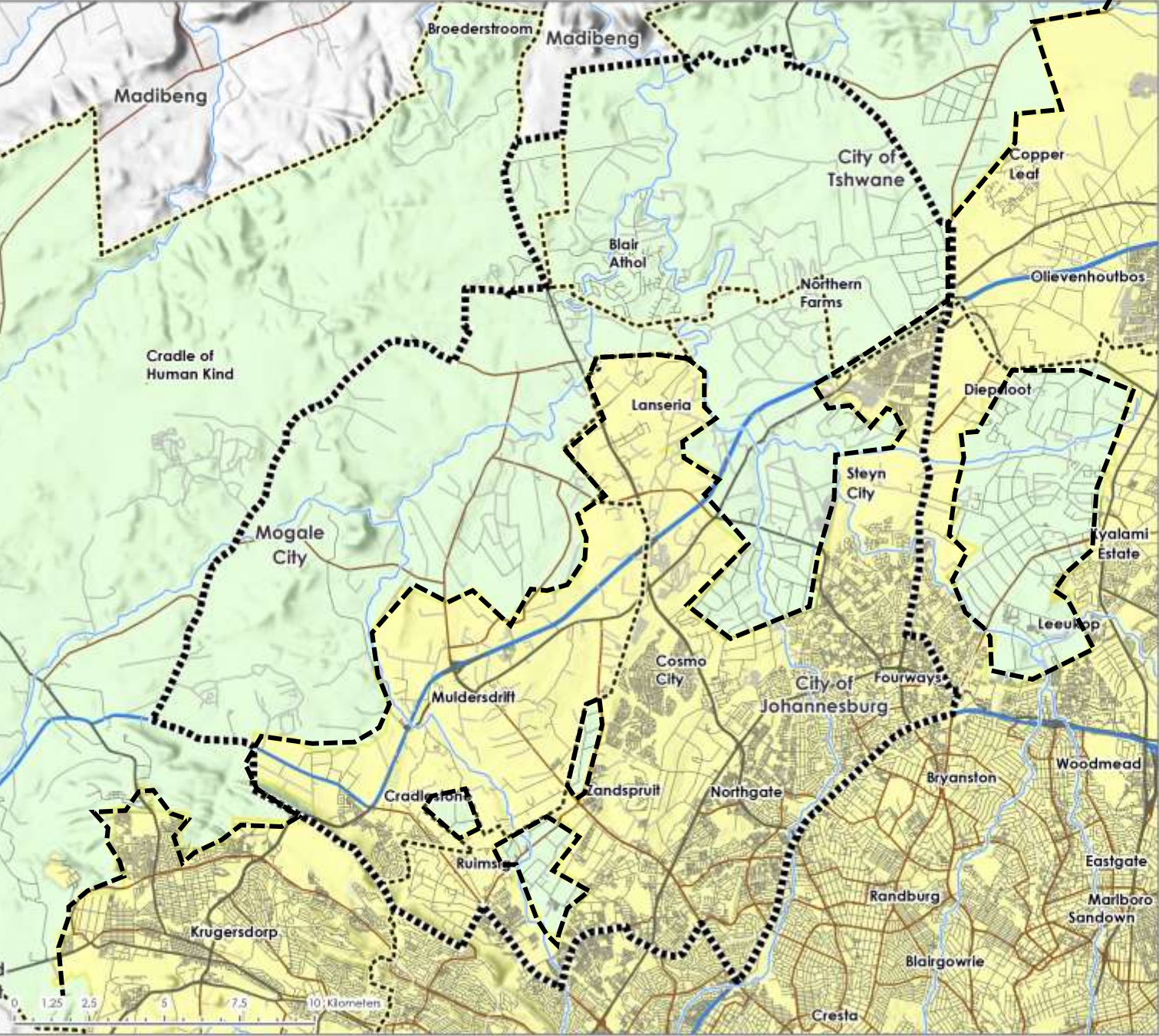
Overall Spatial Policy

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File created: 11 June 2020 1:44 PM; Project: Phase 04
 Coordinates System: EPSG:31436; Authority: GDA - WGS84 - Datum: worldbank1984





- Legend**
- Urban Development Boundary**
 - Inside Edge (Yellow fill)
 - Outside Edge (Light Green fill)
 - Major Rivers (Blue line)
 - Study Area (Thick dashed black line)
 - Municipal Boundary (Dotted black line)

Source:
CoJ Map Server 2020
CoT MSDP 2017
MCLM Draft SDF 2020

Urban Development Boundary

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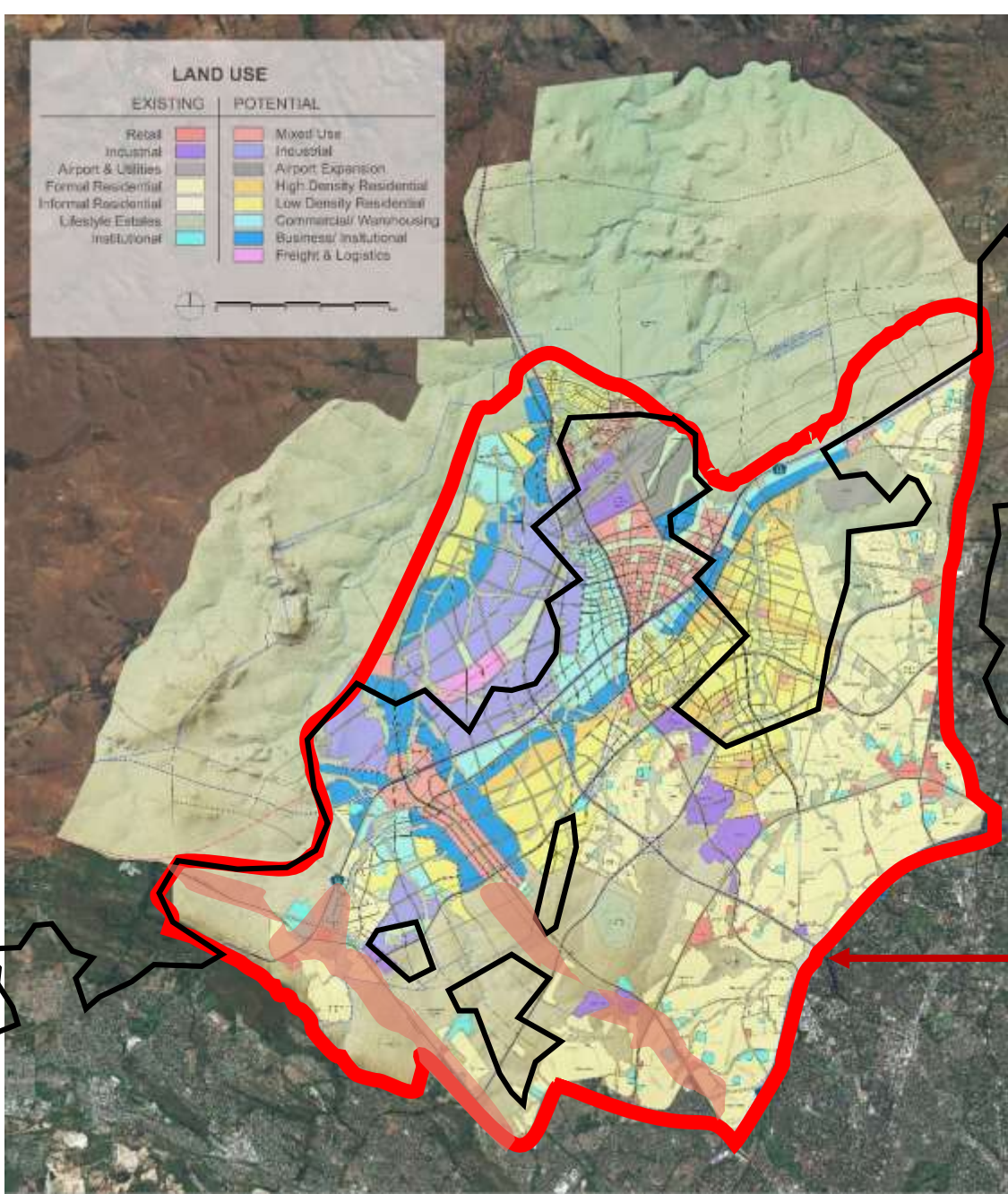


DATE: 12/07/2020 | AUTHOR: [unreadable] | PROJECT: [unreadable]

The Urban development boundaries prevent urban consolidation along the N14 freeway, and result in gaps between Mogale City, Tshwane and CoJ.

URBAN DEVELOPMENT BOUNDARIES MUNICIPAL

LAND USE	
EXISTING	POTENTIAL
Retail	Mixed Use
Industrial	Industrial
Airport & Utilities	Airport Expansion
Formal Residential	High Density Residential
Informal Residential	Low Density Residential
Lifestyle Estates	Commercial/ Warehouse
Institutional	Business/ Institutional
	Freight & Logistics



Existing urban development boundaries of municipalities

Zone of urban consolidation

A zone of urban consolidation will consolidate development within the GLMP.

This will be subject to further engagement with the relevant municipalities to achieve intensive development, rather than urban sprawl.

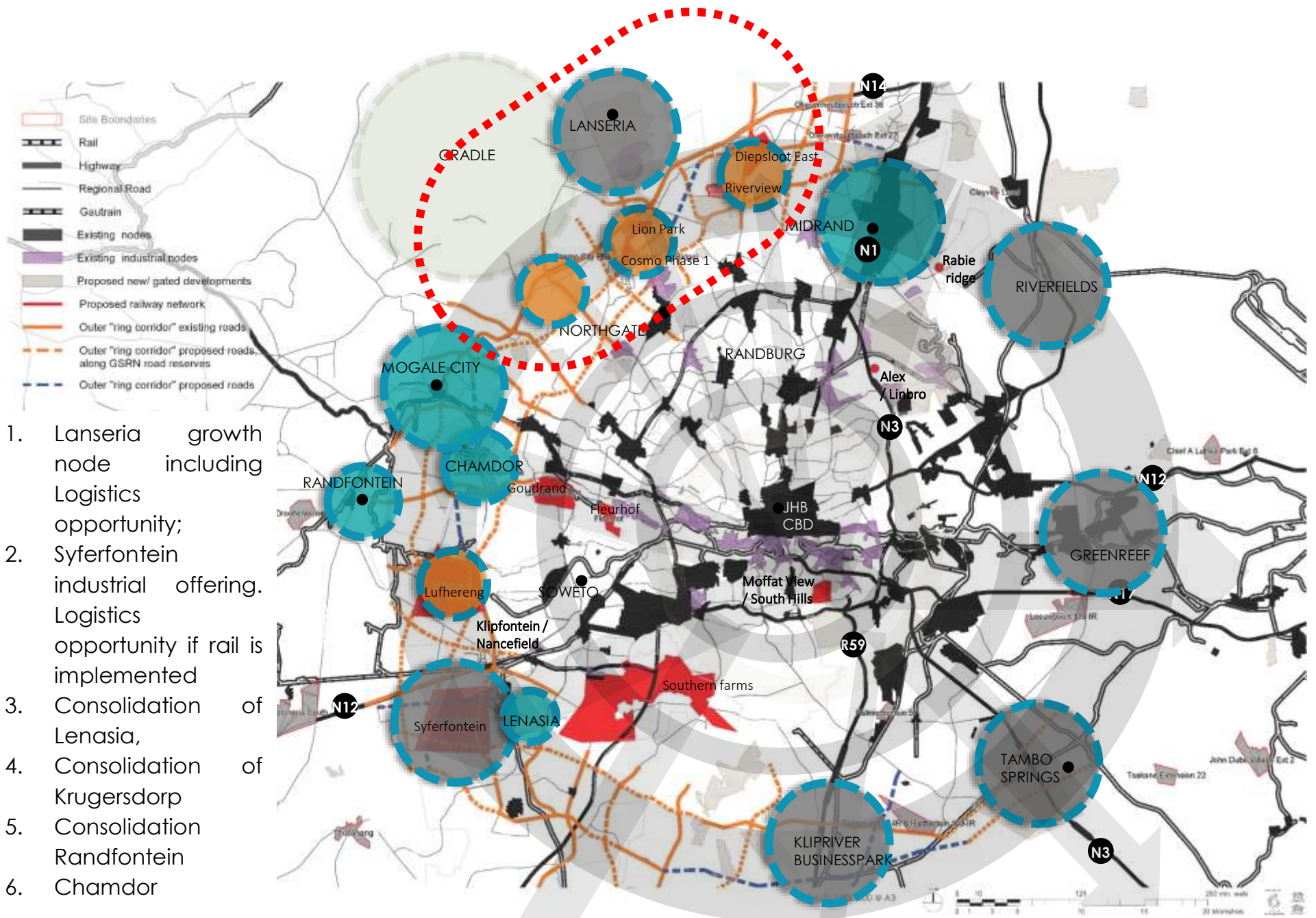
URBAN CONSOLIDATION

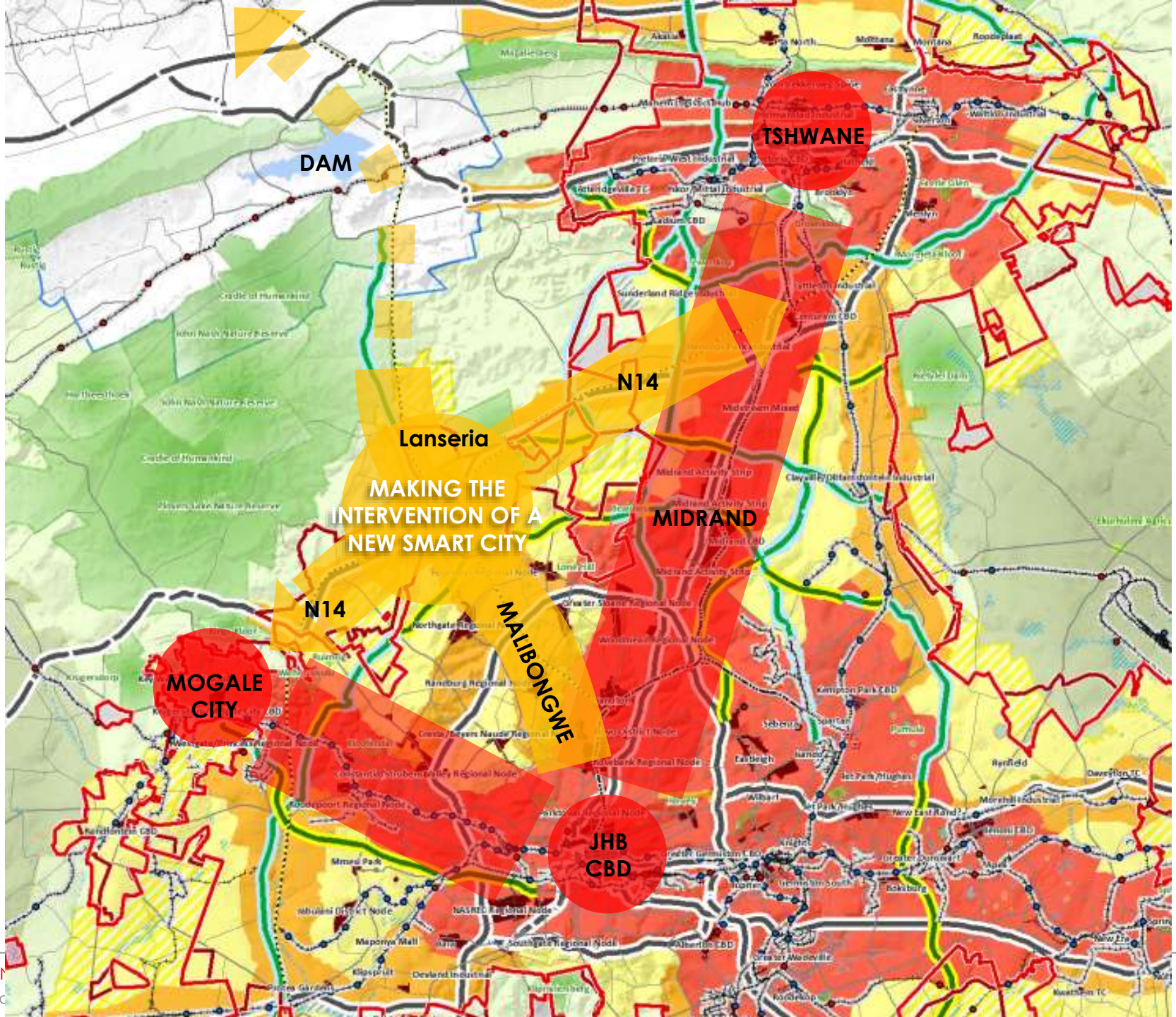
- Lanseria Airport Northgate
- Cosmo City
- Lion Park
- Diepsloot

are currently Fringe development

Making sense of the nonsense left by apartheid We can make a very powerful context, meaning and regionalization to a marginalized urban fringe

1. Lanseria growth node including Logistics opportunity;
2. Syferfontein industrial offering. Logistics opportunity if rail is implemented
3. Consolidation of Lenasia,
4. Consolidation of Krugersdorp
5. Consolidation of Randfontein
6. Chamdor





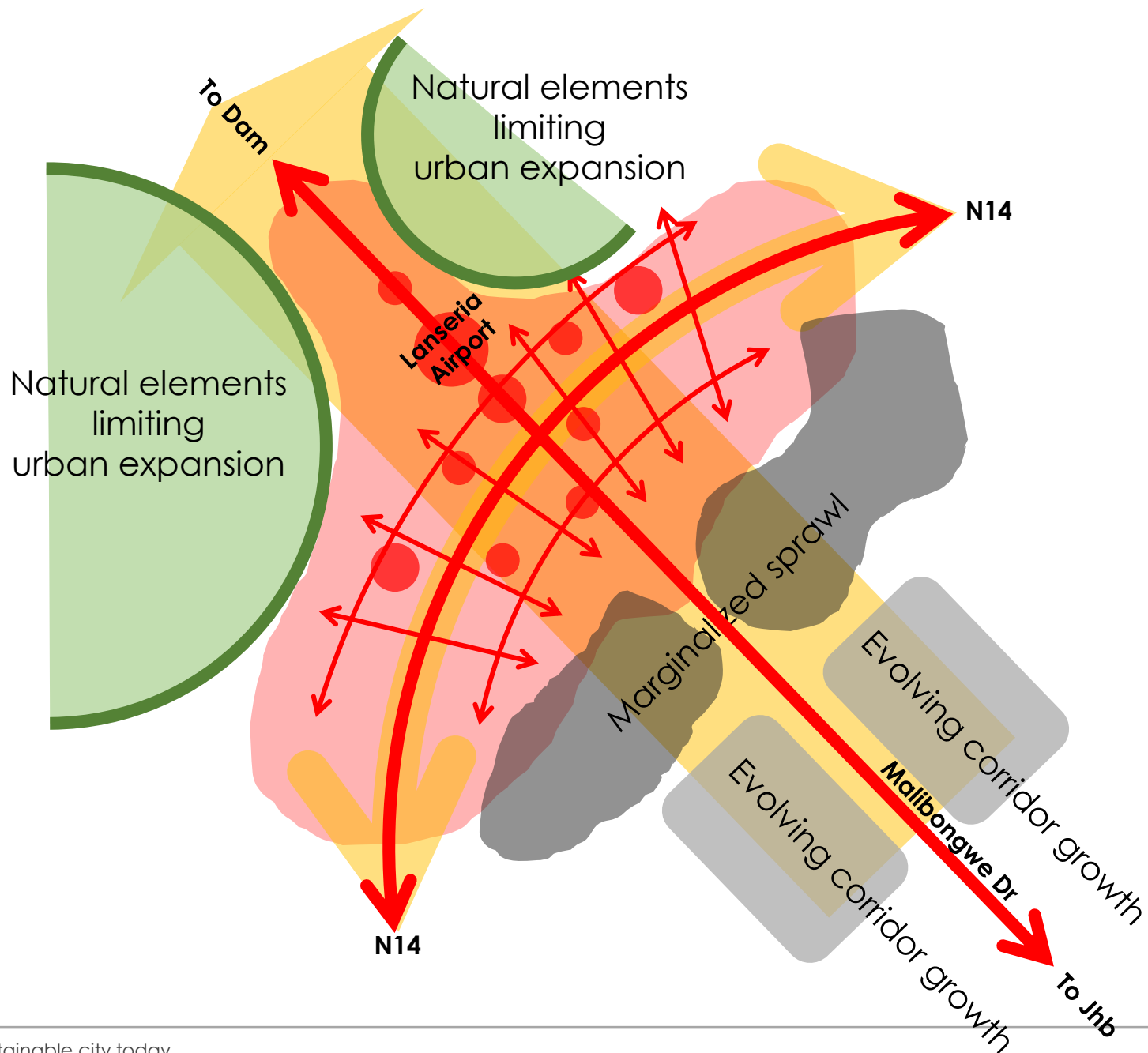
Johannesburg, Pretoria, Midrand (Randstad) – Existing urban development

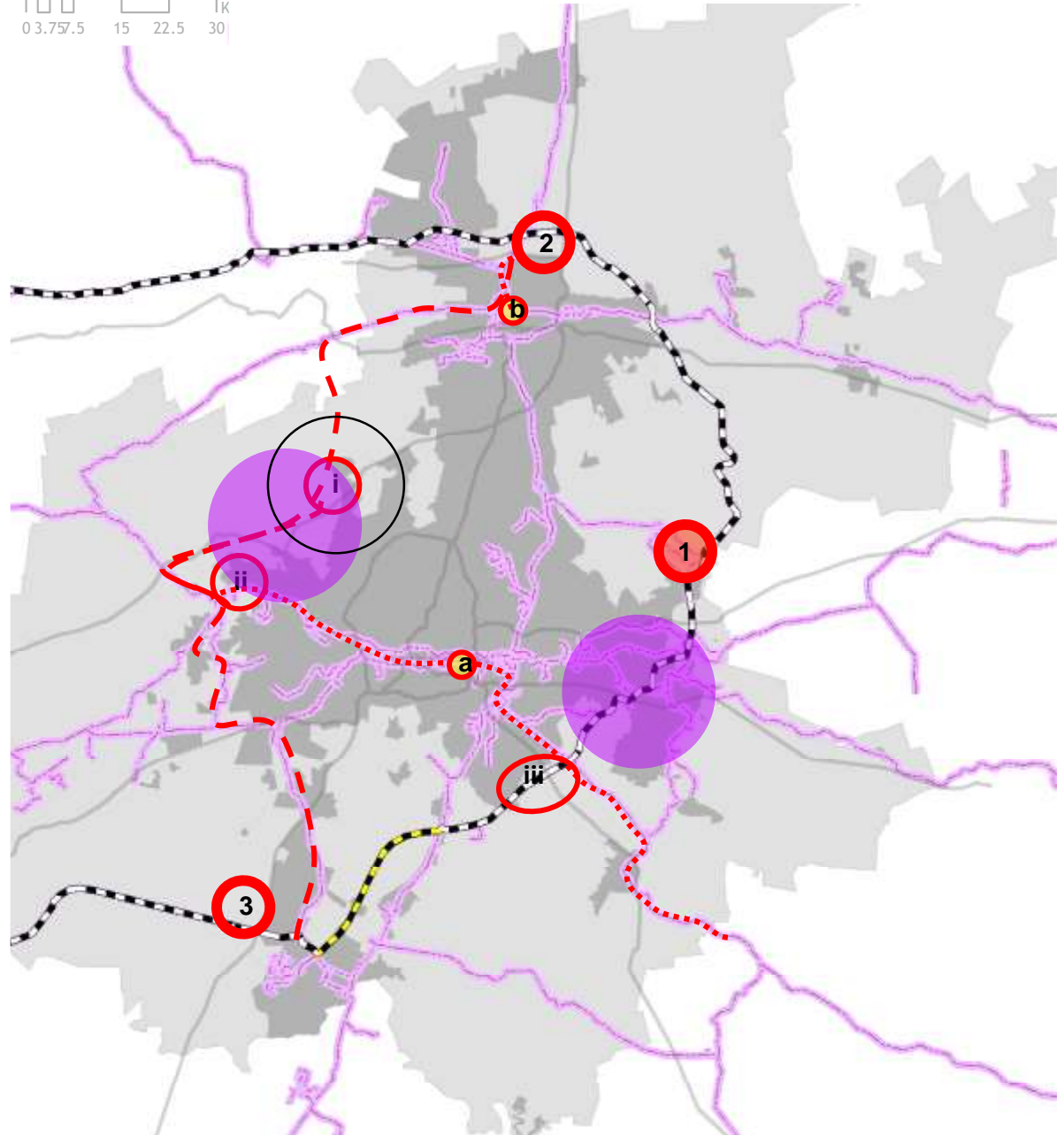
Malibongwe Drive morphs into the Pelindaba Road in quite complex ways to Brits beyond

The N14 is a powerful piece of road infrastructure

The crossover of the N14 Malibongwe creates opportunity to bring urban prospect

MAKING THE INTERVENTION OF A NEW SMART CITY





Gauteng Spatial Development Framework

- National Roads
- Rail freight ring concept**
- Current Line
- Proposed Line
- Rail Network
- 2009 Urban Edge
- Provincial Boundary
- 'Boutique' hubs
 - a. City Deep, Johannesburg
 - b. Caitial Park, Pretoria
- Major new hubs proposed
 - 1. Sentrarrand
 - 2. Pyramid
 - 3. Sebokeng
- Possible major new hubs
 - i. Lanseria
 - ii. Mogale City
 - iii. South-east sector
- ⋯ Existing rail to boutique hubs
- - - Possible future western freight rail

A BROAD OUTLINE OF THE FREIGHT AND LOGISTICS STRATEGY FOR THE GCR AS UNDERPINNED BY FREIGHT RAIL

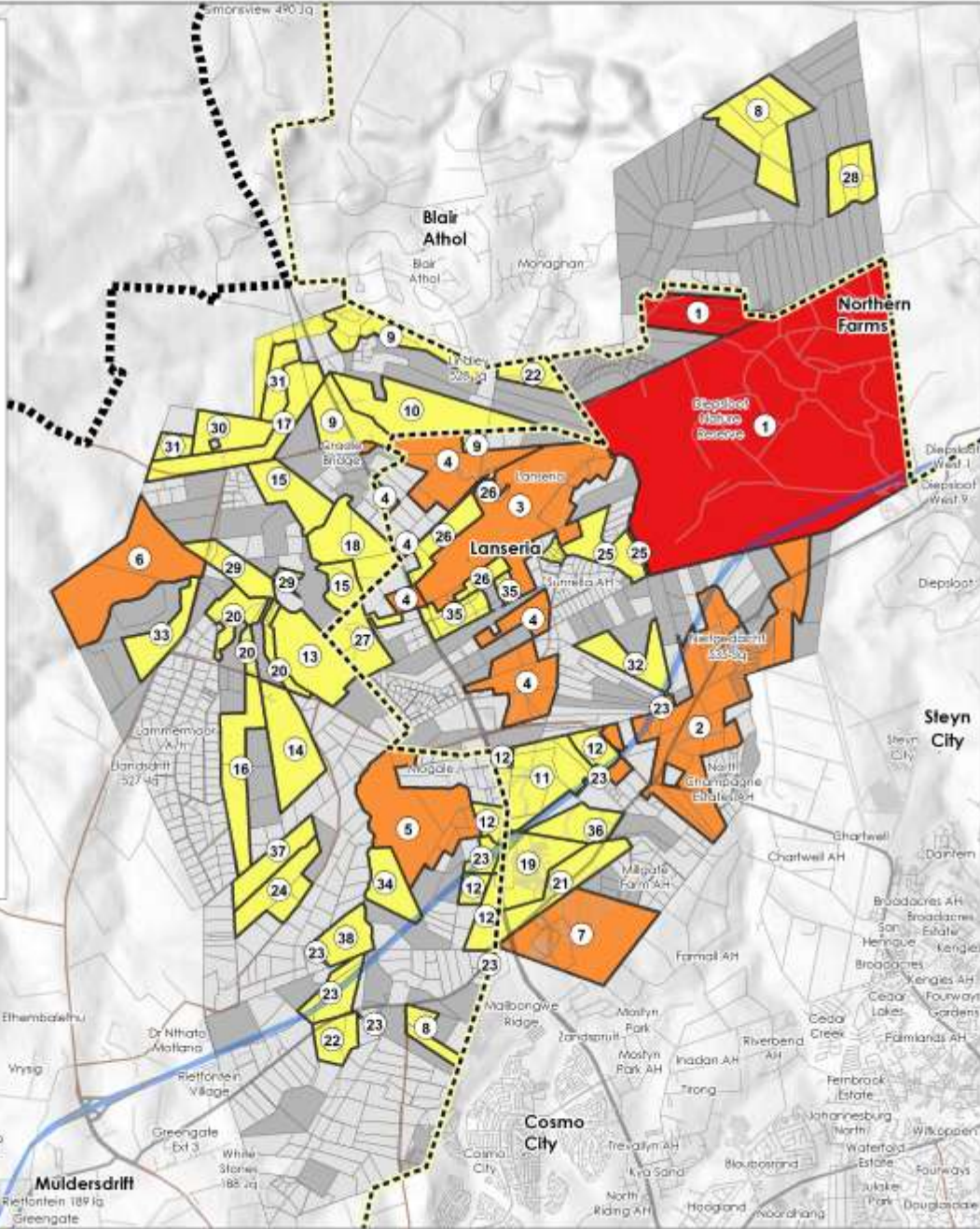
The importance of reindustrialising the western parts of the GCRO, with the decline in mining and the need for economic prospect in the western region. The exploration of a freight rail with a next generation logistics hub, creating a lobe over and above the industrial powerhouse located in Ekurhuleni will enhance the infrastructure investment in the GLMP

THE UNDERPINNINGS OF SUSTAINABLE URBANISM

- Structured on social integration (spatially inclusive and democratic)
- Growth of local economies (integration of dual logic economies)
- Compact in extent (with emphasis on convenient walking distances)
- Complex in activity pattern (mixed-use, intense, dense)
- Reducing the need to commute (NMT as a default movement system)
- Public transport based (Mass transport and feeder systems)
- Incorporation of ecology and bio-diversity
- Energy efficiency (through spatial pattern/ waste-to-energy production)
- Smart cities and smart infrastructure
- Next generation logistics hubs
- Appropriate service infrastructure
- Urban agriculture (as an integral part of the urban economy)

**Combined Landholding > 50 hectares
Largest Ha to smallest (Rank - Name - Ha)**

1. CITY OF JOHANNESBURG METROPOLITAN MUNICIPALITY, 1560,349
2. R G H FERNDALE PTY LTD, 444,817
3. LANSERIA AIRPORT 1993 PTY LTD, 327,27
4. CRADLE CITY PTY LTD, 309,025
5. JOUBERT CHRISTEL DOROTHEA, 212,502
6. ZAMBETHI BROTHER PTY LTD, 207,655
7. COSMOPOLITAN PROJECTS JOHANNESBURG PTY LTD, 200,626
8. GAUTENG PROVINCIAL GOVERNMENT, 173,151
9. WRAYFER PTY LTD, 143,381
10. JARDIM MARIA JARDIM COUINHO, 146,847
11. LANSERIA COMMERCIAL CROSSING PTY LTD, 130,919
12. EXTENSION 24 COMMERCIAL LEASING CO PTY LTD, 123,256
13. CHRIST EMBASSY AKA BELIEVERS (LOVEWORLD N.F.C.), 111,573
14. QUANTUM FOODS PTY LTD, 108,053
15. PETERS DENNIS RONALD-TRUSTEES, 107,455
16. ELANDSDRIFT FARMS PTY LTD, 104,184
17. KOK SARIE MARIA, 103,961
18. DENNIS RONALD PETERS WILL TRUST, 102,740
19. PROVINCE GAUTENG, 91,513
20. NUANCE INV PTY LTD, 85,483
21. PROVINCIAL GOVERNMENT OF THE GAUTENG PROVINCE, 83,972
22. ASTRAL OPERATIONS LTD, 77,146
23. REPUBLIEK VAN SUD-AFRIKA, 76,2
24. KASORONA INV PTY LTD, 74,547
25. WALLACH PETER SEGWART, 73,784
26. LANSERIA TRUST TWO, 69,516
27. SNOWVILLE INV PTY LTD, 68,022
28. PODNIAKOW SEAN CHRISTOPHER, 63,994
29. KOKRILE INV CC, 40,809
30. PRINSLOO DANIEL PETER, 60,26
31. KOK GEORGE FREDERICK MARK, 50
32. BEMDI PROP PTY LTD, 59,348
33. CONFUCIUS MENCIUS SAINT TAO SOC, 56,912
34. LUPINI ANITA LOUISE, 56,742
35. LANSERIA TRUST ONE, 54,347
36. CULTEIRA KWIKERY NETGEDAHT CC, 54,342
37. STOBASUS NATALIE BRENDA, 53,812
38. RIGID PROP INV PTY LTD, 51,258



Legend

- Combined Landholding > 50 ha

HECTARES

- 0 - 20
- 21 - 49
- 50 - 200
- 210 - 500
- 510 - 1 600

- Land portions
- Study Area
- Municipal Boundary

Source:
Deeds Office 2020, MandalaGIS 2020

Landholdings greater than 50ha in extent

The Northern farm WWTW is at capacity and the proposed Lanseria WWRC... and value out of everything and

- a potential water resource area at Lindley under discussion,
- We believe that we are on the cusp of technology and less water from the waterborne sewer and waterless toilets
- On the crest of the wave right now, and deal with it source... if we knew then what could have developed URTC, and without a sewer network

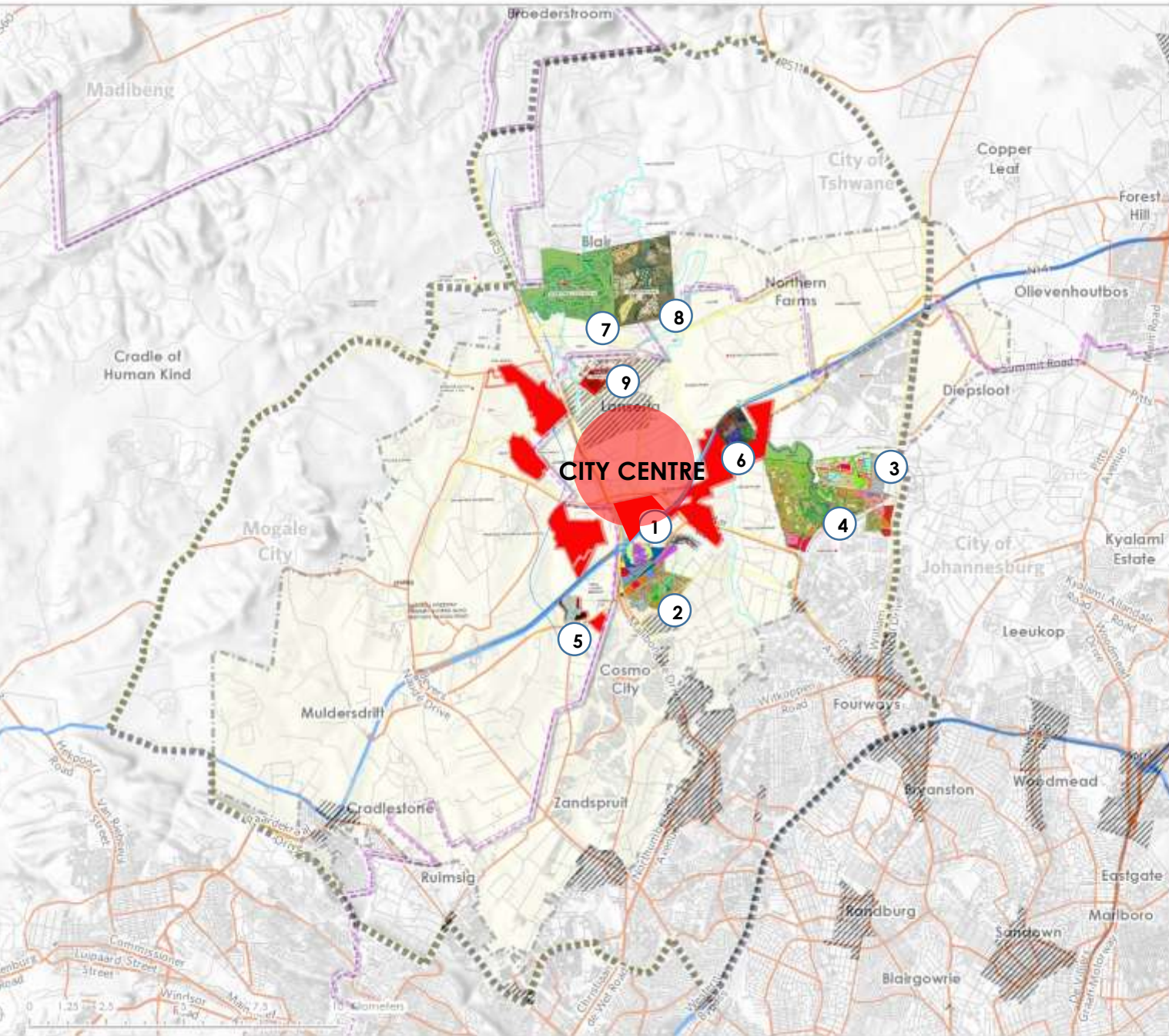
Ownership and Large Landholdings

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Map created Wednesday, 11 July 2024 - Author: www.mandalaGIS.com
Copyright: Spatial Information Institute of Wits - WISIM - 2024. All rights reserved.

MAJOR LANDHOLDINGS IN THE AREA



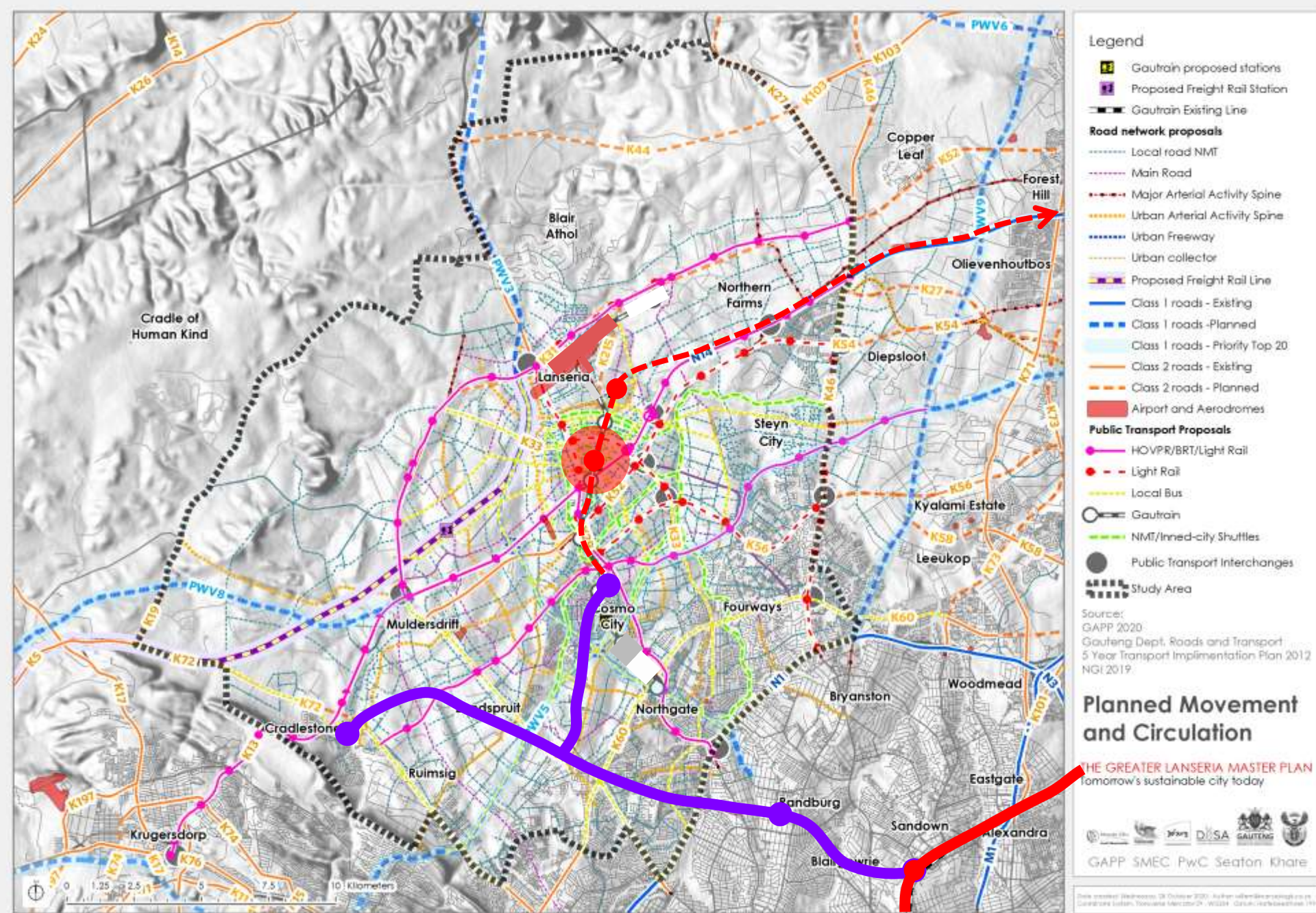
- ① Cosmo City X17
- ② Cosmo City X34 & Lion Park
- ③ Riverside View
- ④ Steyn City
- ⑤ Country Gardens
- ⑥ Nietgedacht (Hospitality, Hospital, Institution)
- ⑦ Blair Atholl Golf Estate (existing)
- ⑧ Monaghan Farm (existing)
- ⑨ Lanseria Business District

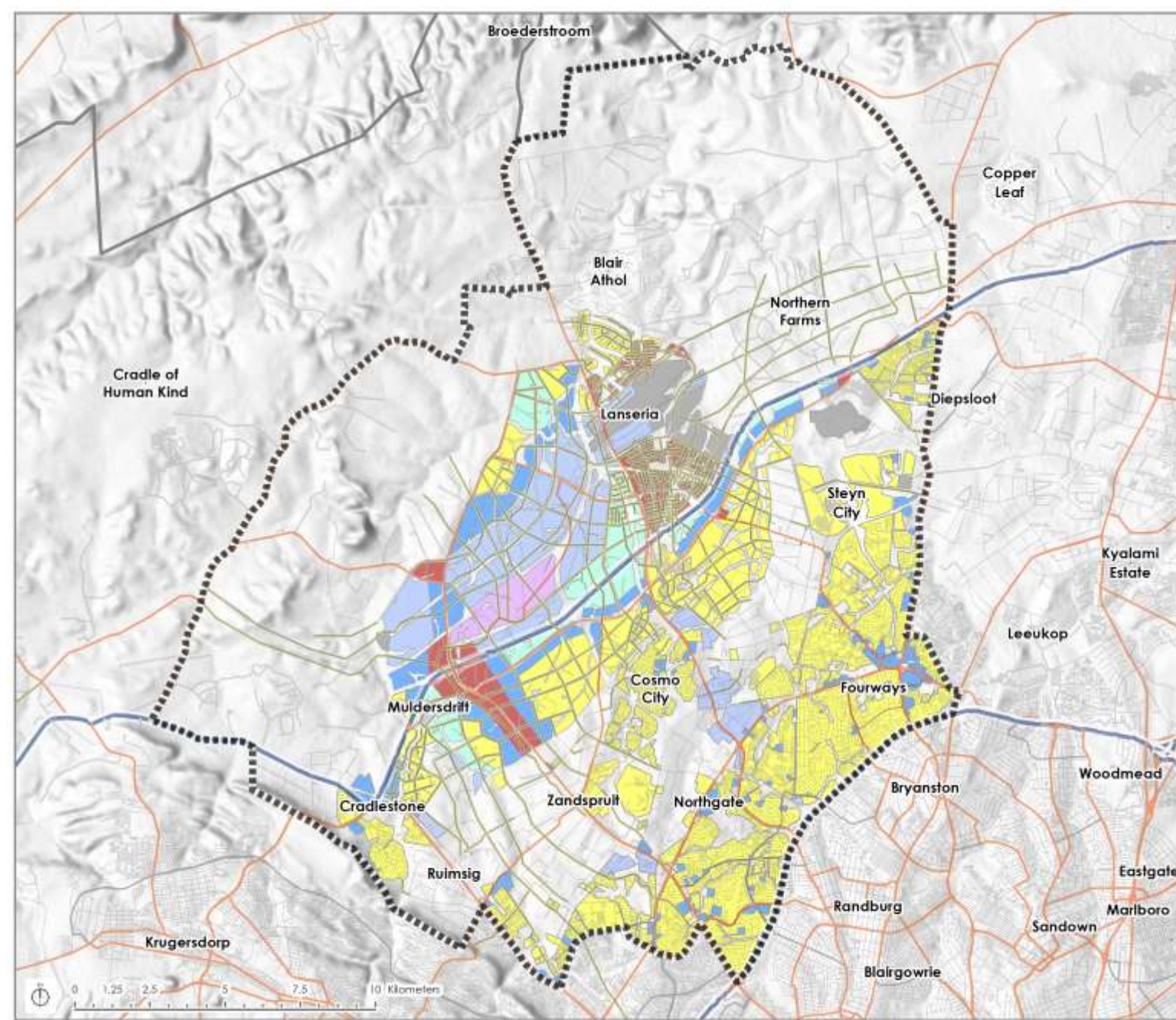
■ Known development initiatives of major landholders

Development Initiatives

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Legend

- Mixed Use
- Commercial/Warehousing
- Business/Institutional
- Industrial
- Predominantly Residential
- Freight and Logistics
- Infrastructural
- Proposed roads
- Study Area

Road Network

- Primary Roads
- Secondary Roads
- Tertiary Roads
- Streets

Source:
GAPP 2016
Dept. Roads and Transport 2017

Indicative Activity Pattern

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Data created Wednesday, 17 July 2014 - Author: www@seatonkhare.com
Contributors: Spatial Information Institute of Wits, Wits, DITSA, Gauteng, and the City of Johannesburg

INDICATIVE ACTIVITY PATTERN

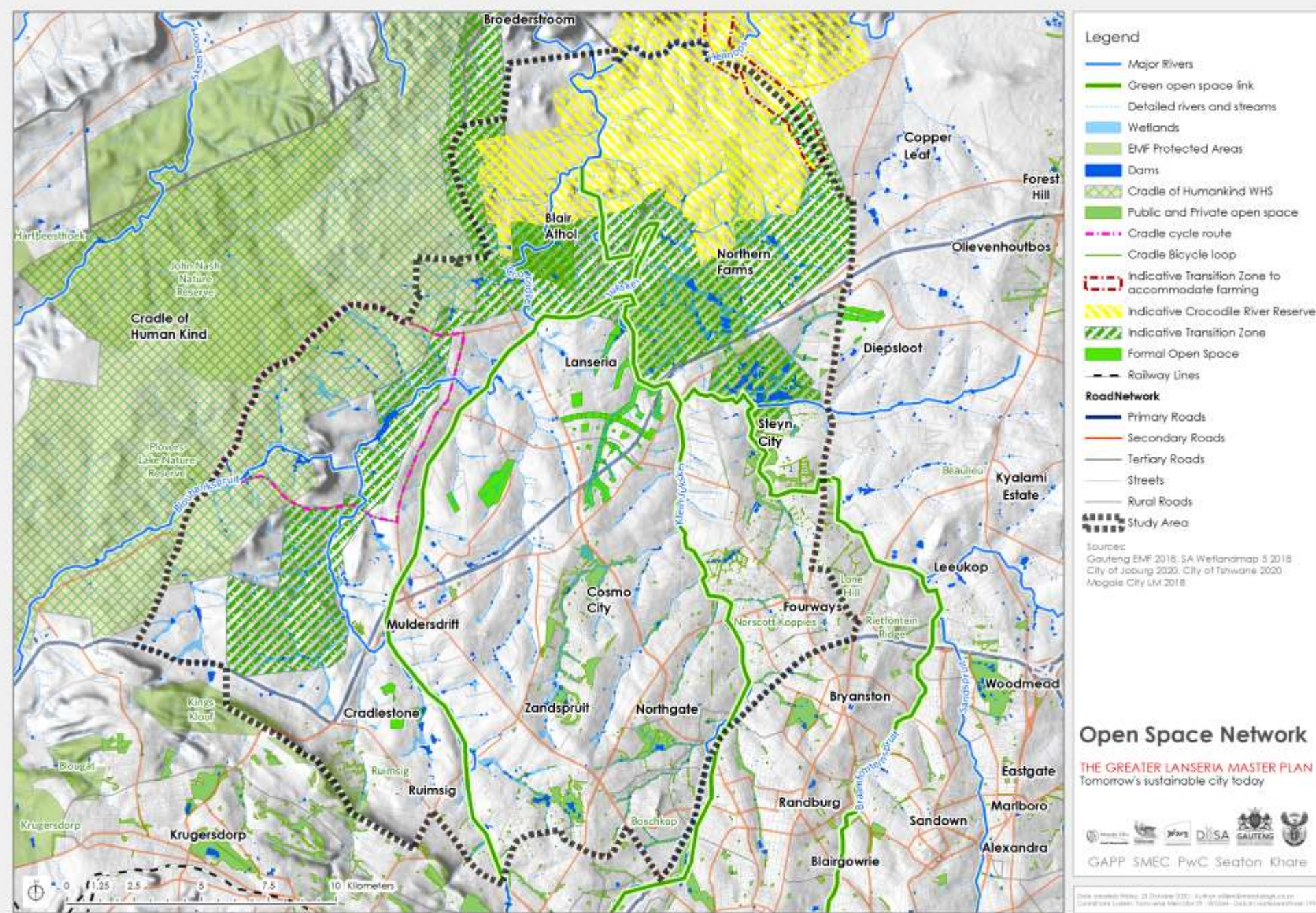
TOTALS:					
Area (ha)	Freeways & Roads	Natural Environ.	Agric / Tourism	Existing Developm.	Development Area
28 663.00	4 016	4 695	3 814	976	15 162
100.0%	14.0%	16.4%	13.3%	3.4%	52.9%

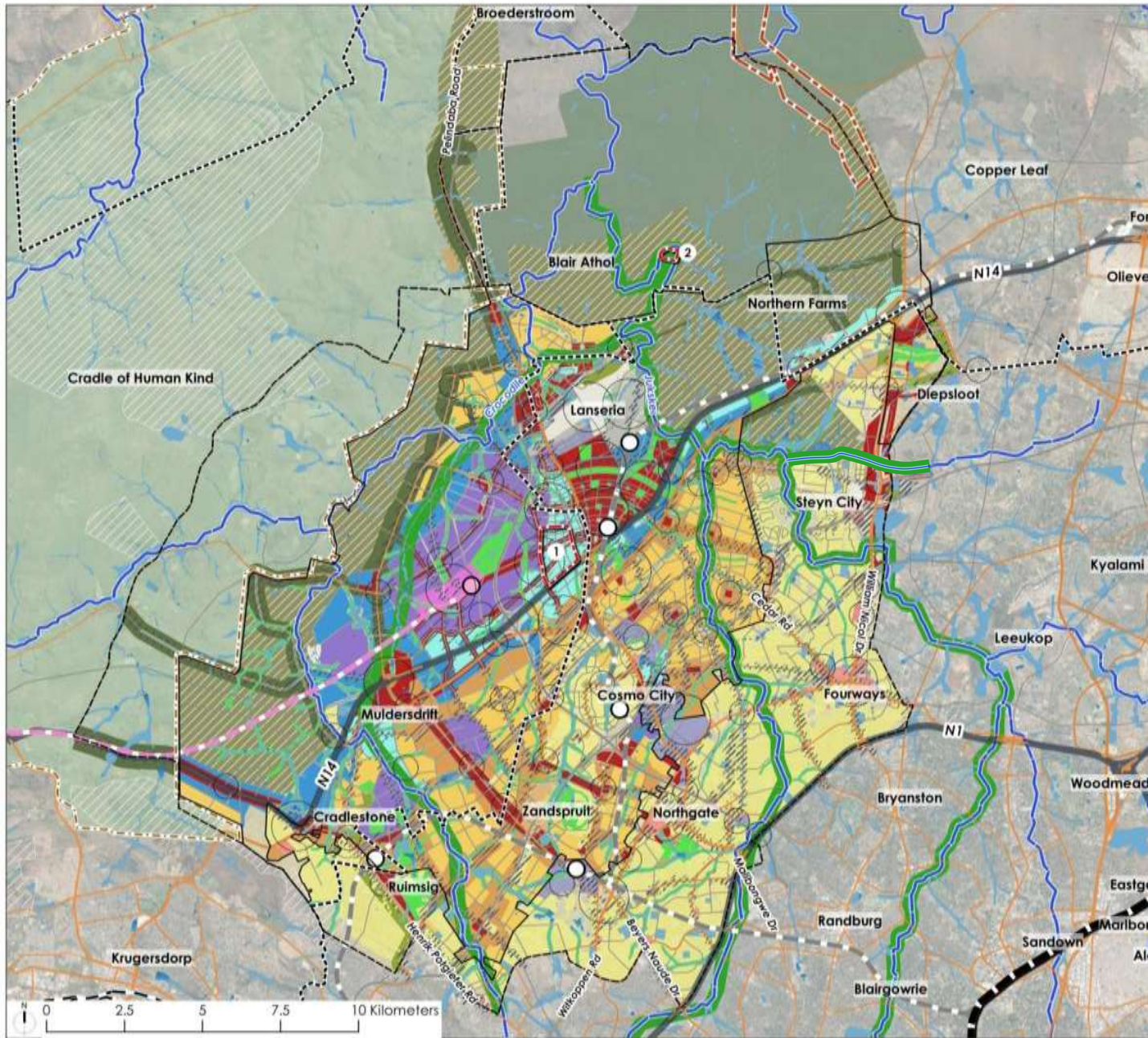
The Inner Focus Zone area is 28,663 ha; of which the proposed urban structure and development framework concept places 52.9% (15,162 ha) under development (Development Area). Note that the Freeways & Roads excludes the local roads. The Natural Environment is the total estimate; i.e. includes the rivers and systems in the various land use zones and structuring elements.

The summary land use budget for the Development Area:

GLMP LAND USE BUDGET SUMMARY				FLOOR AREA							
	TOTAL LAND AREA	TOTAL FLOOR AREA	TOTAL NO. OF DWELLINGS	Mixed Use	Comm / Ware	Bus / Inst	Industrial	Freight Log	Airport Use / or Expansion	Residential	
	ha	(m ²)	No.	(m ²)	(m ²)	(m ²)	(m ²)	(m ²)	(m ²)	(m ²)	No. DU's
IN URBAN STRUCTURE											
Mixed Activity	6 301	49 085 984	447 979	11 583 682	1 965 296	7 088 386	0	1 818 742	528 120	26 101 758	447 979
IN URBAN ZONES											
Comm / Ware	1 229	8 110 080			8 110 080						
Bus / Inst	873	4 803 255				4 803 255					
Industrial	1 469	8 080 258					8 080 258				
Airport Use / or Expansion	260	1 301 606							1 301 606		
Residential	5 029	24 140 413	402 340							24 140 413	402 340
TOTAL	15 162	95 521 597	850 319	11 583 682	10 075 376	11 891 641	8 080 258	1 818 742	1 829 726	50 242 171	850 319

SUMMARY: LAND USE BUDGET & DEVELOPMENT YIELDS:





General

- Study Area
- Municipal Boundaries
- Inner Focus Zone

Activity Pattern (Indicative)

- Mixed Use
- Commercial/Warehousing
- Business/Institutional
- Industrial-Green Industry
- Low to Med Density Residential
- High Density Residential
- Freight and Logistics
- Airport Expansion / Freight & cargo
- Public Open Space / 30m wetland buffers
- Transition Spine

Open Space

- Major Rivers and dams
- Wetlands
- EMF Protected Areas
- Cradle of Humankind WHS
- Indicative Transition Zone to accommodate farming
- Indicative Crocodile River Reserve
- Indicative Transition Zone
- Green open space link

Draft Framework Initiatives

- Framework Initiatives
- 1 High Value Agriculture Zone
- 2 Water polishing treatment

Morphology

- Nodes supported
- Spine influence
Higher density / vertically integrated mixed use / more intense development promoted

Activity Pattern (existing)

- Retail
- Infrastructural
- Institutional
- Industrial
- Predominantly Residential
- Leisure Tourism

Transportation

- Primary Roads
- Secondary Roads
- Tertiary Roads
- Streets - existing
- Proposed roads
- Gautrain (existing)
- Gautrain (potential)
- PRASA rail (existing)
- Freight rail (potential)

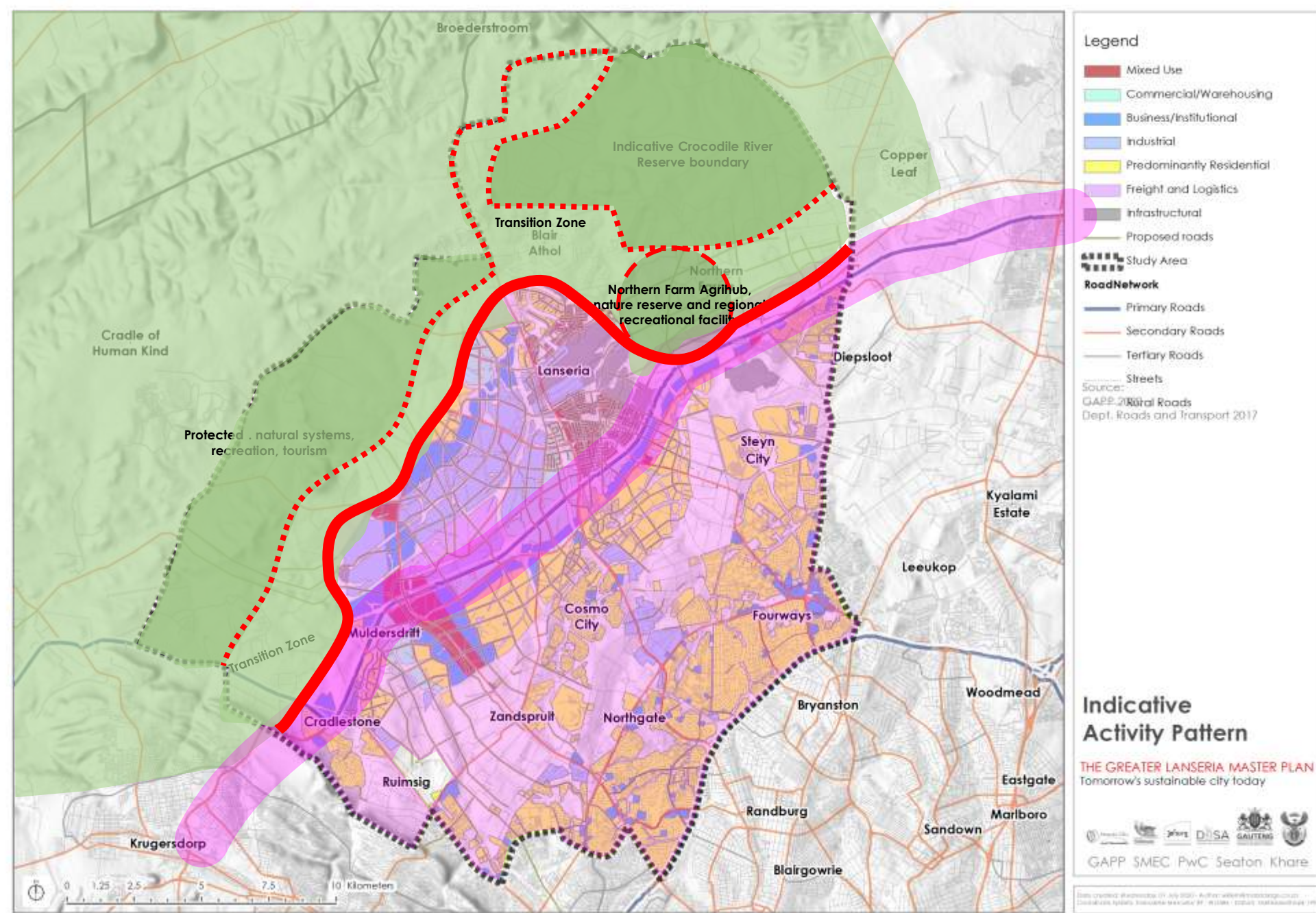
Development Framework

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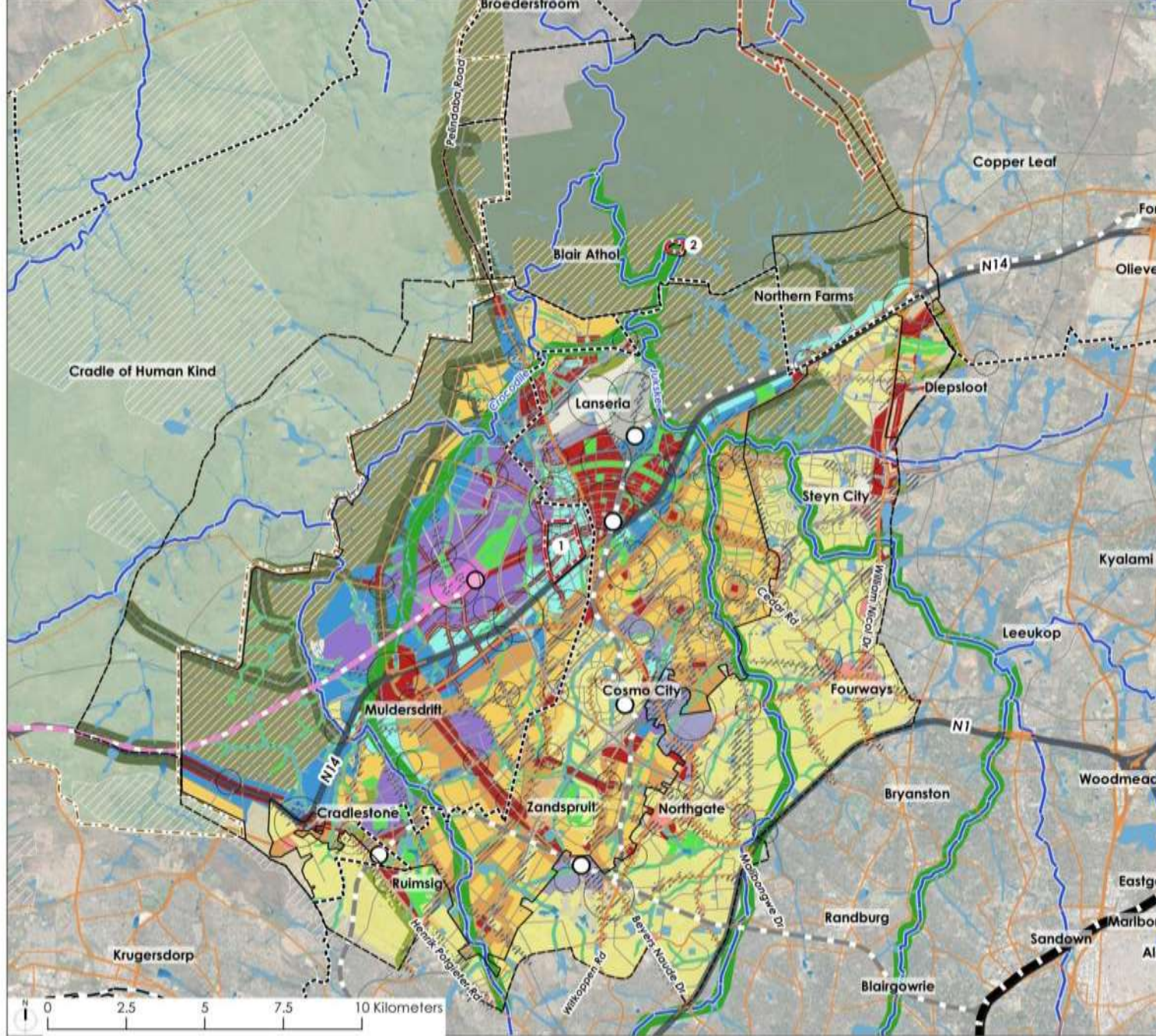
GAPP SMEC PwC Seaton Khare



Date created: December 2016 | Author: GAPP Architects and Urban Designers
Coordinate system: Transverse Mercator 29 - WGS84 - Datum: Hartbeespoort 1994



PHDAS - IDENTIFIED



General

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- Inner Focus Zone

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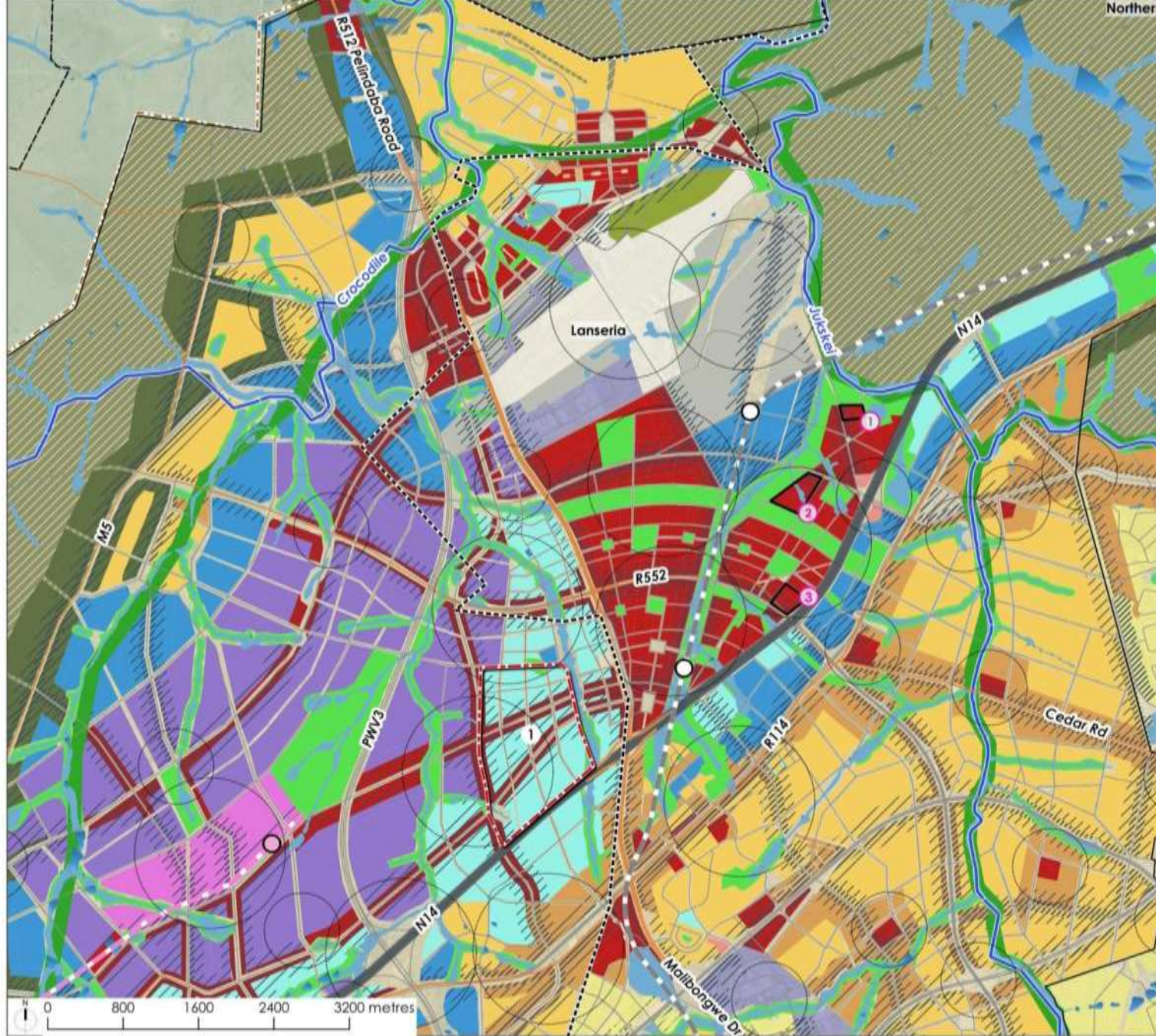
Development Framework

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Coordinate system: Transverse Mercator 29 - WGS84 - Datum: Hartbeesthoek 1994



General

- Study Area
- Municipal Boundaries
- Inner Focus Zone

Activity Pattern (indicative)

- Mixed Use
- Commercial/Warehousing
- Business/Institutional
- Industrial-Green Industry
- Low to Med Density Residential
- High Density Residential
- Freight and Logistics
- Airport Expansion / Freight & cargo
- Public Open Space / 30m wetland buffers
- Transition Spine

Open Space

- Major Rivers and dams
- Wetlands
- EMF Protected Areas
- Cradle of Humankind WHS
- Indicative Transition Zone to accommodate farming
- Indicative Crocodile River Reserve
- Indicative Transition Zone
- Green open space link

Draft Framework Initiatives

- Framework Initiatives
- High Value Agriculture zone
- Regional hospital
- Economic Development Campus
- Regional fresh produce market

Morphology

- Nodes supported
- Spine influence
higher density / vertically integrated mixed use / more intense development promoted

Activity Pattern (existing)

- Retail
- Infrastructural
- Institutional
- Industrial
- Predominantly Residential
- Leisure Tourism

Transportation

- Primary Roads
- Secondary Roads
- Tertiary Roads
- Streets - existing
- Proposed roads
- Gautrain (existing)
- Gautrain (potential)
- PRASA rail (existing)
- Freight rail (potential)

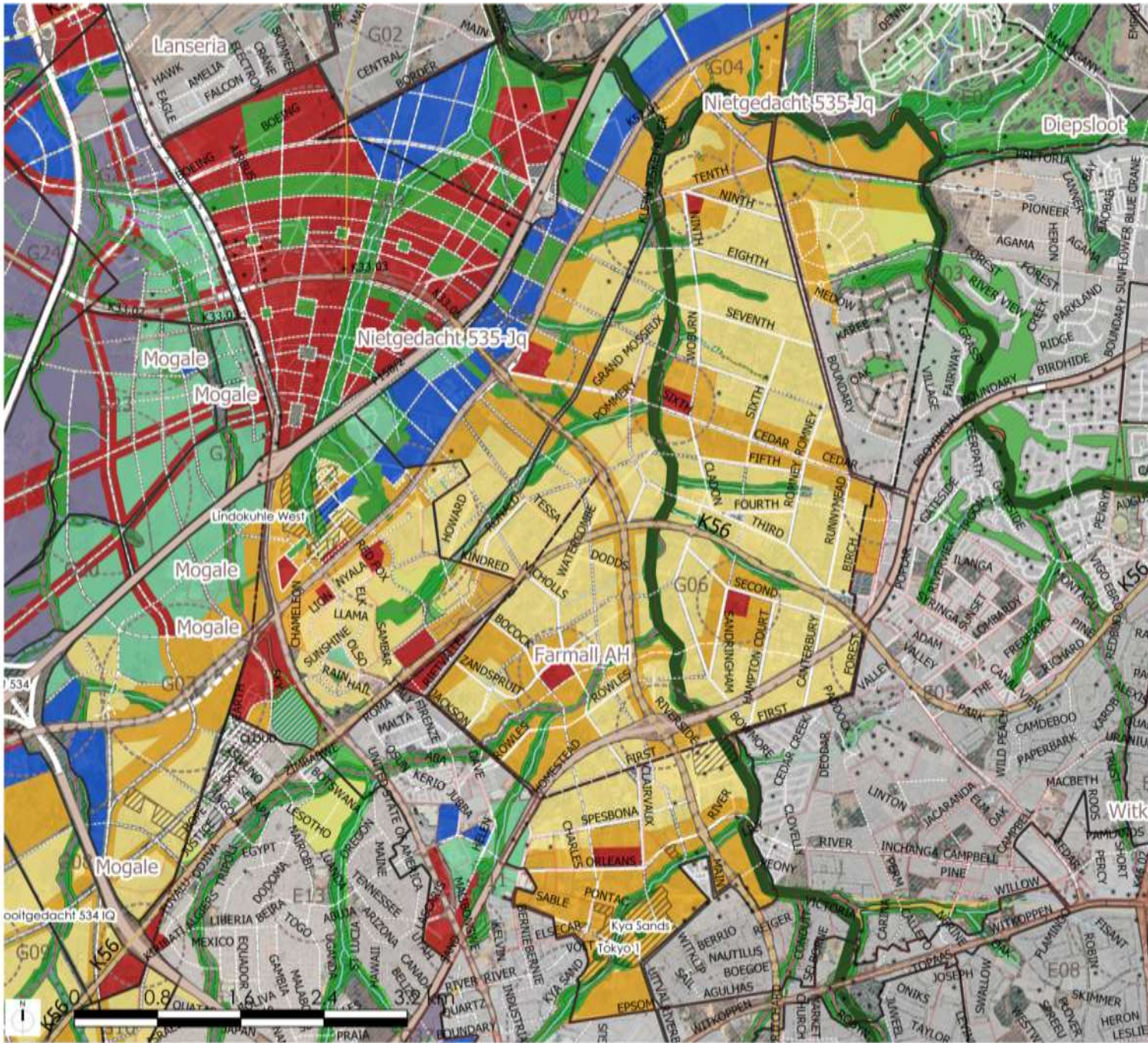
Development Framework

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Date created: December 2020 Author: GAPP Architects and Urban Designers
Coordinate system: Transverse Mercator 29 - WGS84 Datum: World Mean Sea Level 1984



Legend

- Existing CoJ urban edge - to review
- Informal settlements
- Urban Structuring Assignment Zones
- Green open space link

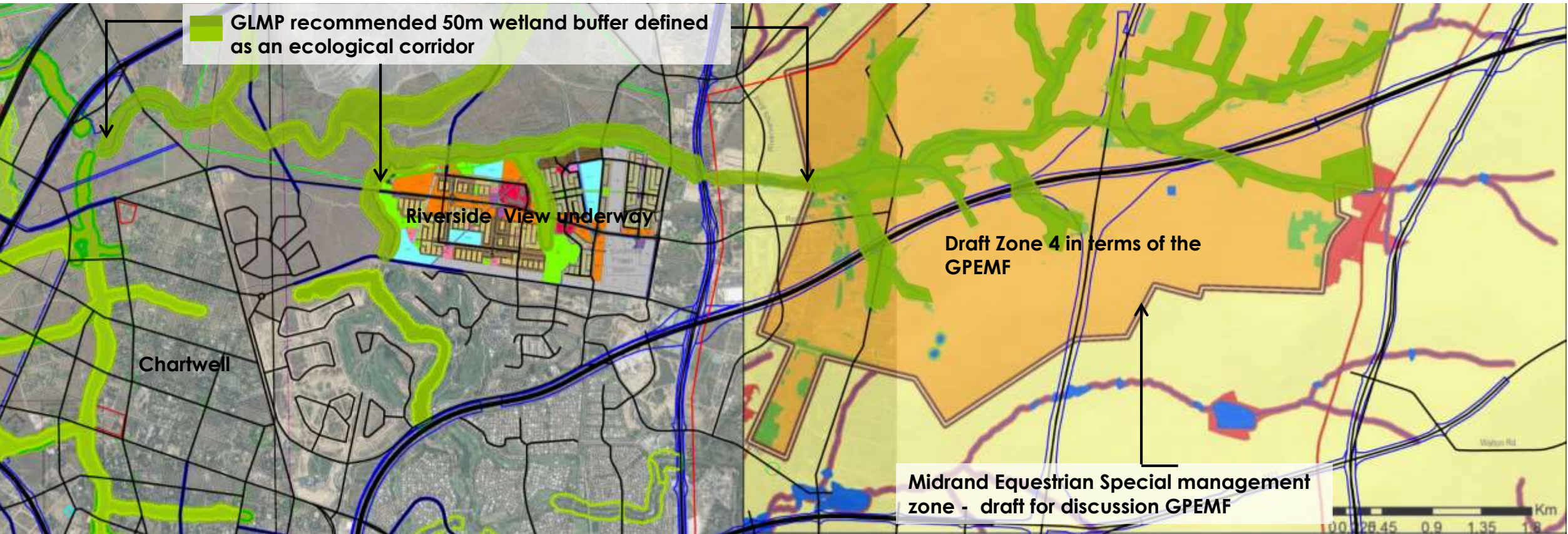
Anticipated Activity Pattern

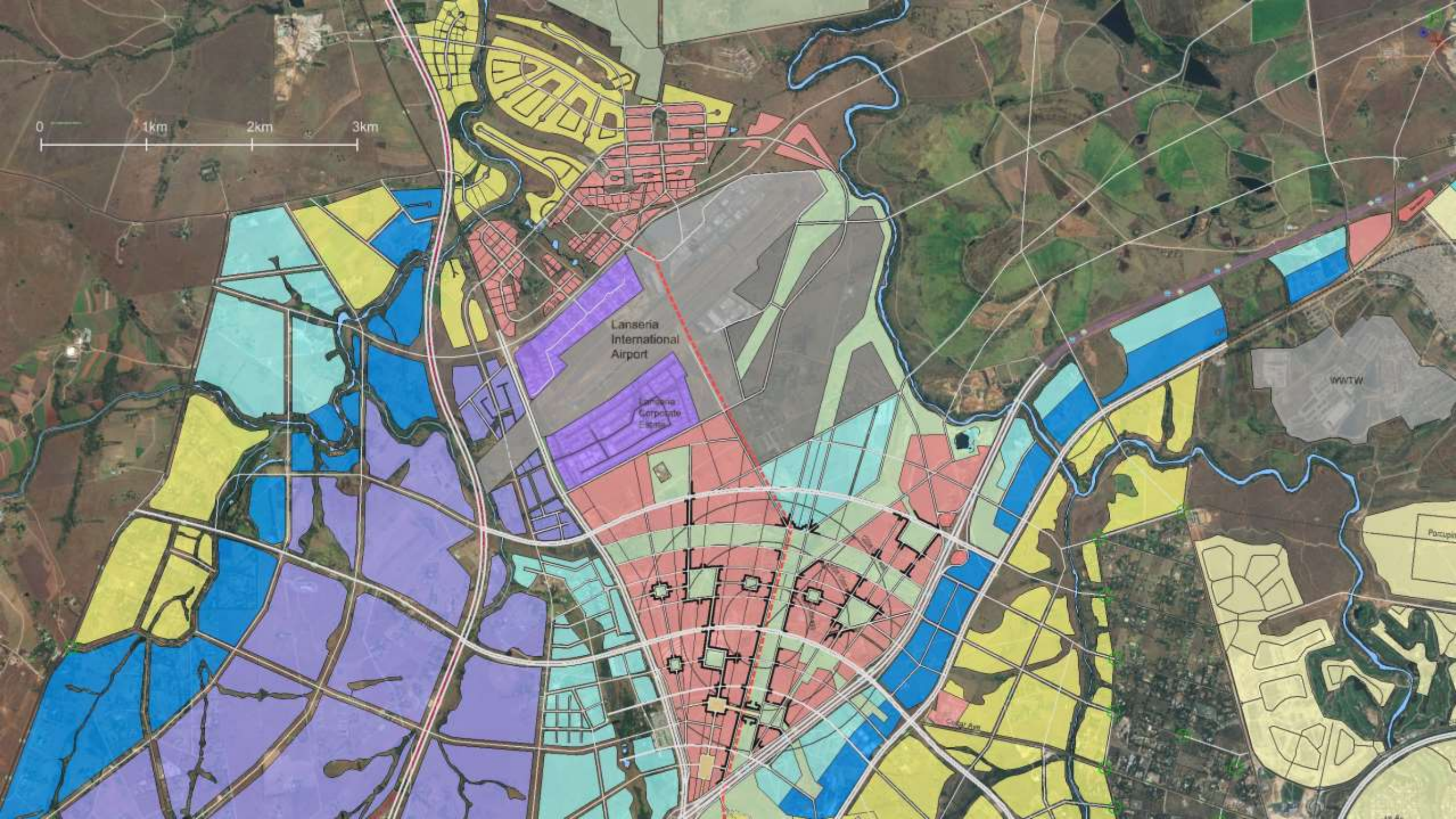
- Airport Expansion
- Brownfields
- Business & Institutional
- Commercial & Warehousing
- Freight & Logistics
- Greenfield spines
- High Density Residential
- Industrial
- Institutional
- Low to Medium Density Residential
- Mixed use
- Transition Spine
- Public open space / wetland buffers
- Nodal Development

Chartwell and surrounds

Date created: 12 May 2020 | Author: GAPP Architects and Urban Designers
Coordinate System: Transverse Mercator 29 - WGS84 - Datum: Notable epoch 1994

Additional slide prepared after this presentation as per stakeholder input – incorporated into the final GLMP draft report





0 1km 2km 3km

Lanseria
International
Airport

Lanseria
Corporate
Estate

WWTW

Pomph...



Potential Gautrain Station / Public transit hub

New interchange with the N14

Open Space network for recreation, biodiversity, walking and cycling

New interchange with the N14

Potential Gautrain Station / Public transit hub

Lanseria Corporate Estate

Malibongwe Drive, with Rea Vaya

Freight, cargo & logistics

Institutional node

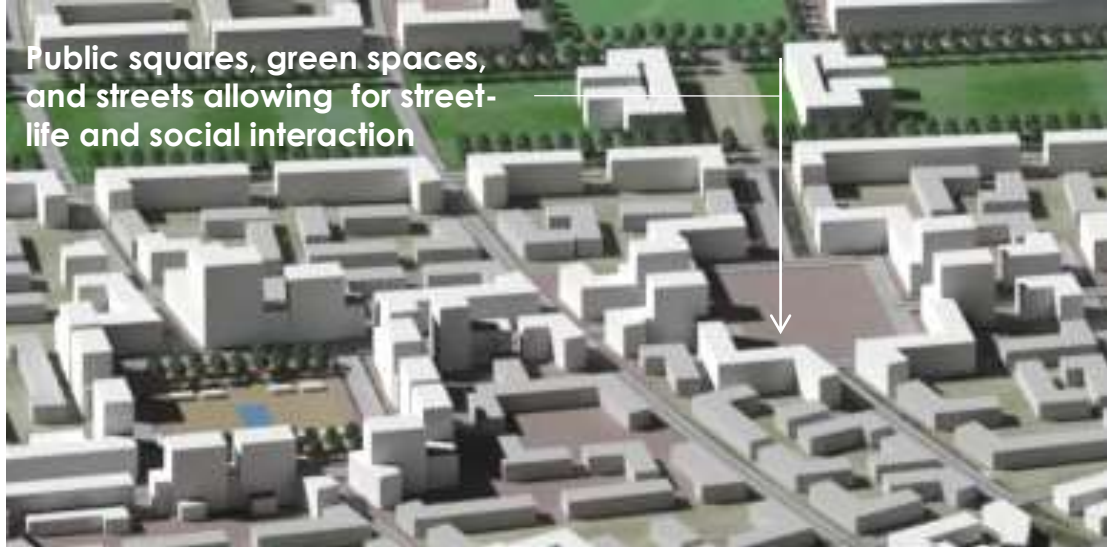
Expanded urban core

Urban core

Activity core



New town centre



Public squares, green spaces, and streets allowing for street-life and social interaction



