Ekurhuleni’s Strategic Urban Developments
INTRODUCTION

Strategic Urban Development: An SUD is a large scale urban development that is of a metropolitan wide strategic nature and is of critical importance in building the City of Ekurhuleni as envisaged in the GDS, IDP, MSDF and CIF. An SUD is typically initiated and led by the private sector or a State Owned Enterprise and typically straddles two or more townships. Development projects are only classified as SUDs after approval as such by the HoD City Planning. The concept of SUDs was introduced in late 2014, describing projects facilitated by the City Planning Department in conjunction with the Investment Committee.

The following criteria are taken into consideration in identifying (and prioritizing) SUDs:

- Profile of developer (funding, capacity, ability, track record)
- Project Location (CIF priority areas)
- Strategic compliance (GDS, IDP, Sectoral Plans, Environmental compliance)
- Total Size of Development (buildings - m² / land -ha)
- Project Implementation Timeframe
- Job creation (Construction & Operational Phase: direct, indirect, induced)
- Skills Development Initiatives (Both internal and external)
- Industry Sector (Strategic Compliance)
- Total Rand Value of Investment: (Capital and Operational Expenditure)
- Total Economic Impact during construction and during operational phase
- City Of Ekurhuleni income generation;
- Private Infrastructure Investment (% of total investment value)
- Export Demand (Export turnover as percentage of total annual turnover)
- Environmental Management Spent (% of annual turnover)
- Inclusiveness and Social Cohesion
- Number of housing units to be provided
- Project readiness
- Project Funding
- Project requirements from Municipality (development processes, land, infrastructure)

Being classified as an SUD entails that the City Planning Department identifies a project manager to facilitate the project. A working relationship is then established with the developer so as to design a procedure specific to that development. Typically this involves setting a schedule of project management meetings, identifying problems experienced by the developer, identifying key role players, and facilitating solutions so as to expedite the project. The procedure designed for each project is unique to the project needs.
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O R Tambo International Airport
Precinct
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O.R.Tambo International Airport Precinct

The O.R.Tambo International Airport precinct consists of various current and future projects been developed by ACSA as well as other role players within the precinct such as the Gauteng IDZ. The projects mostly comprise of enhancing capacity as well as developing O.R.Tambo International Airport into a more efficient transport hub for southern Africa in line with the Aerotropolis Master Plan. Approximately 1551.7 Hectares.

This overview outlines:
• Location
• Strategic impact
• Land use categories
• Job creation opportunities
• Economic data

LOCATION

The locality of the development is indicated in the following map.

The O.R. Tambo International Airport serves as the main international air gateway into South Africa and the SADC region in general. While the airport can claim the whole of Gauteng, parts of the North West, Mpumalanga and Limpopo Provinces as its catchment area, it also serves as a hub airport providing international connectivity within Southern Africa. Passengers in transit (transfer passengers) make up to 20% of total traffic through the airport.

O.R. Tambo International Airport, as the busiest airport in Africa, processes almost 19 million passengers per annum, entrenching itself well within the top 100 airports in the world by total passengers. The airport currently services 88 destinations with, on average, 55 airlines. Twenty-six of those destinations account for over 80% of departing passenger traffic. The airport also facilitates over 300 000 metric tonnes of cargo per annum.

There are over 20 000 airport security permits on issue, and of those, just over 1 100 belong to permanent Airports Company South Africa employees working at O.R. Tambo International.

LAND USE CATEGORIES

• The land uses contained within the precinct range from Industrial, Hotel, Commercial, Retail, Transport, Logistics, Warehousing, Roads and various other airport related facilities. The schematic below outlines the various projects which require facilitation.

JOB CREATION

O.R. Tambo Impact for the period 2007/08-2010/11

<table>
<thead>
<tr>
<th></th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total no. of employment opportunities</td>
<td>28,860.00</td>
</tr>
<tr>
<td>Direct employment opportunities</td>
<td>8,658.00</td>
</tr>
<tr>
<td>Indirect employment opportunities</td>
<td>20,202.00</td>
</tr>
<tr>
<td>Direct employment/mn passengers</td>
<td>94.80</td>
</tr>
<tr>
<td>Indirect employment/mn passengers</td>
<td>221.10</td>
</tr>
<tr>
<td>Direct employment/capital expenditure Rmn</td>
<td>1.60</td>
</tr>
<tr>
<td>Indirect employment/capital expenditure Rmn</td>
<td>3.70</td>
</tr>
</tbody>
</table>

CONTACTS

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Tambo Springs Inland Port

The Tambo Springs Inland Port was identified as the Gauteng-Durban Freight Corridor’s most important inland port, and as a solution for freight capacity expansion. The project is part of the Strategic Infrastructure Programme (SIP 2), led by national government and Transnet. The site will be developed as an Intermodal Terminal and associated Logistics Hub. The development will comprise of roads and rail facilities, trucking and intermodal yards, warehousing, customs clearance facilities and other uses subservient to an Inland Port and Logistics Hub. It comprises a total land size of 1600ha.

This overview outlines:
- Location
- Strategic impact
- Land use categories
- Job creation
- Rates and taxes revenue

LOCATION

This hub is in line with the Gauteng spatial model located along the existing N3 freeway and the K146 and K148 PWV K-routes. The site forms part of the Gauteng/KwaZulu-Natal 2050 programme and has other strategic and beneficial linkages.

STRATEGIC IMPACT

- The development of the Inland Port and Logistics Hub will improve the logistics capability of both the region and the rest of country.
- It is well located and highly accessibility through the N3 to Durban, N1 to Cape Town via the R390, to Port Elizabeth and the East London as well as to other freeway to the industrial centers just south of Johannesburg, including: Heidelberg, Vereeniging, Vanderbil Park and Sasol, all of which are within 20 to 60 km radius.
- It will contribute significantly to meeting Gauteng’s need to increase the current freight logistics capacity through, in, and out of, Johannesburg.
- The development will create job opportunities.

The map below indicates the location of the Tambo Springs Inland Port.

LAND USE CATEGORIES

- Offices.
- Industrial.
- Warehousing.
- Special (for railway purposes, transportation centre, inland port, logistics hub, security access control, truck staging, container depot, customer clearance operation).
- Warehouse, distribution, logistics centers: land area (ha).
- Public and private open space.

JOB CREATION

The Tambo Springs Inland Port will generate and provide employment opportunities.

Jobs: Construction phase

The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the construction phase.

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Employment</td>
<td>32,800</td>
<td>5,800</td>
<td>15,600</td>
<td>54,200</td>
</tr>
</tbody>
</table>

DEMACON: ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS
OCTOBER 2015.

Jobs: Operational phase

The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the operational phase.

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional Employment</td>
<td>6,770</td>
<td>2,560</td>
<td>17,860</td>
<td>27,190</td>
</tr>
</tbody>
</table>

DEMACON: ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS
OCTOBER 2.

RATES AND TAXES CONTRIBUTION PER ANNUM

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>RATES &amp; TAXES / ANNUM</th>
<th>PERCENTAGE SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>R187,000,000</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>R187,000,000</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

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Prasa-Gibela

The Prasa-Gibela Project intends to establish a manufacturing plant for the development of a factory to manufacture new rolling stock of approximately 3500 train carriage.

The Passenger Rail Agency of South Africa (PRASA), in joint venture with Gibela Rail Transport Consortium (Pty) Ltd, has embarked on a refurbish and replace campaign in order to transform and modernize all of its current rolling stock.

Gibela (61% Alstom owned) has been awarded the rolling stock contract by PRASA to build and deliver 600 trains made up of 3,600 coaches to South Africa’s metro rail networks between 2015 and 2025. Prasa Gibela intends to establish a manufacturing plant for the development of a factory for manufacturing of new rolling stock of approximately 3500 train carriage. The project will improve the current state of trains in south Africa. It will also provide an excellent service that is safe and secure to people who make use of public railway system. PRASA’s intention is to replace all or part of the fleet over the next 10 – 15 years. The development will comprises a total land size of 295 ha, the industrial site will only occupy 78 ha.

This overview outlines:
• Location
• Strategic impact
• Land use
• Job creation
• Rates and taxes revenue

LOCATION

The Prasa-Gibela Project is situated within the area of jurisdiction of the Ekurhuleni Metropolitan Municipality along the Nigel-Springs Road (R51).

The Springs/Nigel–linkage (R51) acts as a north-south link to two major freeways that cross the Eastern region of Ekurhuleni in an east-west direction, namely the N-12 and the N-17. The site is situated south of the N-17. The site is broadly situated north of Vorsterskoon, east of Dunnottar, south of Struisbult and west of the Marievale Bird Sanctuary Provincial Nature Reserve.

STRATEGIC IMPACT

• The development will have a major impact on the economy of the Ekurhuleni Metropolitan Municipality as well as that of Gauteng.
• PRASA has finalised a R51 billion contract with the Gibela empowerment consortium (GIBELA), of which Alstom Southern African Holdings is the largest shareholder, to deliver 600 Alstom trains consisting of six wagons each.
• The proposed plant will house an engineering centre and training facilities.
• A portion of the budget will be spent on subcontracting to black-owned entities; to qualifying small enterprises; and to entities owned by black women.
• A further portion will be spent on training artisans and technicians, drivers during the life of the project and skills development initiatives.
• The proposed development will potentially attract future space demand in and around the development such as retail, housing and more industrial area subservient to the main development.

The map below indicates the location of the Prasa-Gibela Project.

LAND USE CATEGORIES

The following land use categories are only for Dunnottar Extension 7 (78ha).
• Industrial 1: for the purposes of a rolling stock manufacturing plant and related industrial uses.
• Business 2: for the purposes of a retail facility (convenience store), limited to 2,000m² gross leasable floor area.
• Municipal.
• Public streets.
• Public open space.

The remaining 217 ha will be for the development of Dunnottar Extension 8; the land use to be determined during the application process.

JOB CREATION

The Prasa-Gibela Project will generate and provide 1500 employment opportunities.

Jobs: Construction phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the construction phase.

DEMACON : ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS

OCTOBER 2.
Jobs: Operational phase

The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the operational phase.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Sub-let</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Residential - FLISP &amp; Bonded</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Retail</td>
<td>1,992</td>
<td>1,820</td>
<td>4,720</td>
<td>8,532</td>
<td>20.8%</td>
</tr>
<tr>
<td>Industrial</td>
<td>6,072</td>
<td>1,900</td>
<td>8,150</td>
<td>16,120</td>
<td>40.1%</td>
</tr>
<tr>
<td>Automotive</td>
<td>830</td>
<td>278</td>
<td>1,350</td>
<td>2,450</td>
<td>6.6%</td>
</tr>
<tr>
<td>Offices</td>
<td>1,560</td>
<td>346</td>
<td>1,550</td>
<td>2,440</td>
<td>7.1%</td>
</tr>
<tr>
<td>Schools</td>
<td>3,200</td>
<td>1,230</td>
<td>5,580</td>
<td>10,880</td>
<td>25.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,992</td>
<td>5,820</td>
<td>21,500</td>
<td>41,112</td>
<td>100.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>PROPERTY TAX/ANNUUM</th>
<th>PERCENTAGE SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Sub-let</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Residential - FLISP &amp; Bonded</td>
<td>52,910,000</td>
<td>37.1%</td>
</tr>
<tr>
<td>Retail</td>
<td>27,796,812</td>
<td>18.5%</td>
</tr>
<tr>
<td>Industrial</td>
<td>40,964,735</td>
<td>28.7%</td>
</tr>
<tr>
<td>Automotive</td>
<td>3,708,430</td>
<td>2.6%</td>
</tr>
<tr>
<td>Offices</td>
<td>4,982,050</td>
<td>3.5%</td>
</tr>
<tr>
<td>Schools</td>
<td>12,137,043</td>
<td>8.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>142,459,776</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

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Leeuwoort Housing Development

Leeuwoort Housing Development is an affordable housing development of approximately 4620 residential units, with a total land size of 95.0112 ha.

This overview outlines:
• Location and strategic impact
• Land use categories
• Job creation opportunities
• Rates and taxes revenue

LOCATION

Leeuwoort Housing Development is located south of the Boksburg CBD, a mixed use business area consisting of government and commercial offices, retail, residential units and commercial and warehouses as well as civic facilities.

STRATEGIC IMPACT

• Its location south of the Boksburg CBD and close to various business and industrial nodes provides the area with access to places of employment.
• The development maximizes the use of currently underutilized land.
• It will act as a key structuring feature in the sub region, encouraging a range of housing options to meet the different and changing needs of the area’s households.
• The site fulfills the Ekurhuleni Growth and Development Strategy 2050: to promote infill development and densification.
• As an infill development it integrates the various pockets of development in the area into a cohesive urban environment.
• Human settlement development with housing subsidy funding promotes more cost effective use of existing bulk service infrastructure.

The map below indicates the location of Leeuwoort Housing Development.

LAND USE CATEGORIES

• Special (community facilities).
• Residential 3.
• Residential 4.
• Industrial 2.
• Transportation.
• Private Open Space.

The map below indicates the land use categories for Leeuwoort Housing Development.

JOB CREATION

The proposed Leeuwoort Housing Development will generate and provide job opportunities.

Jobs: Construction phase

The following table provides an illustration of the anticipated additional employment opportunities generated during the construction phase.

<table>
<thead>
<tr>
<th>ADDITIONAL BUSINESS SALARIES</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential-Subsidy</td>
<td>R 599,293,000</td>
<td>R 108,275,000</td>
<td>R 223,444,000</td>
<td>R 899,012,000</td>
<td>4.3%</td>
</tr>
<tr>
<td>Residential-Gap &amp; Bonded</td>
<td>R 11,659,090</td>
<td>R 2,176,506,000</td>
<td>R 4,576,118,000</td>
<td>R 18,411,708,000</td>
<td>88.3%</td>
</tr>
<tr>
<td>Retail</td>
<td>R 223,263,000</td>
<td>R 41,682,000</td>
<td>R 87,637,000</td>
<td>R 352,602,000</td>
<td>1.7%</td>
</tr>
<tr>
<td>Low income retail centre</td>
<td>R 124,040,000</td>
<td>R 23,157,000</td>
<td>R 48,687,000</td>
<td>R 195,985,000</td>
<td>0.9%</td>
</tr>
<tr>
<td>Offices</td>
<td>R 628,242,000</td>
<td>R 118,906,000</td>
<td>R 245,796,000</td>
<td>R 988,945,000</td>
<td>4.7%</td>
</tr>
<tr>
<td>TOTAL (RAND)</td>
<td>R 13,251,505,000</td>
<td>R 2,464,526,000</td>
<td>R 5,181,682,000</td>
<td>R 20,848,157,000</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
Jobs: Operational phase
The following table provides an illustration of the anticipated Additional Employment Opportunities generated by each proposed land use during the operational phase.

<table>
<thead>
<tr>
<th>ADDITIONAL BUSINESS SALES</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Subsidy</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Residential - Gap &amp; Bonded</td>
<td>R 249,408,000</td>
<td>R 48,439,000</td>
<td>R 132,098,000</td>
<td>R 425,995,000</td>
<td>0.1%</td>
</tr>
<tr>
<td>Retail</td>
<td>R 267,906,000</td>
<td>R 48,839,000</td>
<td>R 159,019,000</td>
<td>R 473,854,000</td>
<td>6.6%</td>
</tr>
<tr>
<td>Low-income retail centre</td>
<td>R 148,887,000</td>
<td>R 20,021,000</td>
<td>R 88,344,000</td>
<td>R 263,252,000</td>
<td>22.3%</td>
</tr>
<tr>
<td>Offices</td>
<td>R 1,229,985,000</td>
<td>R 219,103,000</td>
<td>R 651,250,000</td>
<td>R 2,100,338,000</td>
<td>11.4%</td>
</tr>
<tr>
<td>TOTAL (RAND)</td>
<td>R 1,886,334,000</td>
<td>R 338,403,000</td>
<td>R 1,830,701,000</td>
<td>R 3,263,438,000</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

DEMacon: Economic Impact of Land Development Projects
October 2.

RATES AND TAXES CONTRIBUTION PER ANNUM

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>RATES &amp; TAXES / ANNUM</th>
<th>PERCENTAGE SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Subsidy</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Residential - Gap &amp; Bonded</td>
<td>R 59,119,710</td>
<td>85.6%</td>
</tr>
<tr>
<td>Retail</td>
<td>R 2,276,700</td>
<td>3.3%</td>
</tr>
<tr>
<td>Low-income retail centre</td>
<td>R 1,266,500</td>
<td>1.8%</td>
</tr>
<tr>
<td>Offices</td>
<td>R 6,393,888</td>
<td>9.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>R 69,059,798</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

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Riverfields Development

Riverfields Development is a mixed-use development, accommodating all land-uses, residential opportunities and social facilities underpinning the establishment of a new town. It comprises a total land size of 1,900 ha.

This overview outlines:
• Progress of development
• Location
• Strategic impact
• Land use categories
• Job creation
• Rates and taxes revenue

PROGRESS OF DEVELOPMENT

The Riverfields Development commenced in 1998 and the developments listed below have been completed or are in the planning stage.
• Glen Erasmia Boulevard (430 residential stands) and Zimbali Cluster Development.
• Gleneagle Estate (392 residential stands), 4 cluster developments (to be developed) clubhouse, tennis court, squash court and extensive parks.
• The Gleneagle Office Park, currently being serviced and is practically sold out.
• Plumbago Business Park, which is fully serviced and in the process of being developed. John Deere and Blue Sky Logistics have already taken occupation.
• Plumbago Logistics Park, currently being serviced. The first tenant to occupy will be DB Schenker Logistics Head Office.
• The Riverfields Retail Mall will be established on the south-western intersection of the R21 and R25.

LOCATION

Riverfields Development is located northeast of the existing Kempton Park CBD and the Albertina Sisulu Freeway (R21), situated between O.R. Tambo International Airport and Tshwane.

STRATEGIC IMPACT

• Riverfields Development will ultimately allow for the establishment of a massive new urban conglomeration within the north of the Ekurhuleni.
• It will act as a catalyst for economic development and job creation within a strategically located position adjacent to the Albertina Sisulu Freeway.
• The development’s proximity to the OR Tambo International Airport will open up considerable development opportunities to attract international and local investment.
• The development will be of an integrated nature accommodating all land-uses, residential opportunities and social facilities underpinning the establishment of a new town.

LAND USE CATEGORIES

• Low density residential (below 60 units per ha).
• Medium density residential (60 units per ha – 150 units per ha).
• High density residential (above150 units per hectare).
• Business (retail, restaurants, personal service industries etc.
• Offices.
• Industrial.
• Warehouse, distribution, logistics centers.
• Public and private open space.
JOB CREATION

Riverfields Development will generate and provide employment opportunities.

RATES AND TAXES CONTRIBUTION PER ANNUM

<table>
<thead>
<tr>
<th>Category</th>
<th>Rates Basis ANNUM</th>
<th>Percentage Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proclaimed Developments</td>
<td>R 114,800,000</td>
<td>12.2%</td>
</tr>
<tr>
<td>Development Applications in</td>
<td>R 210,200,000</td>
<td>20.0%</td>
</tr>
<tr>
<td>Various Stages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Applications</td>
<td>R 685,800,000</td>
<td>67.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>R 1,010,800,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

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M&T Development

M & T (Twenty one industrial estate) development is regarded as a fully-fledged mixed use development providing for industrial, business, retail and residential opportunities. The planning of the Twenty One Development stretched over a period of more than 8 years and the initial phases of the development has already been implemented. The Twenty One Development will in unison represent a major new development node within Ekurhuleni. It comprises a total land size of 581.2743ha.

This overview outlines:
• Location and its strategic impact
• Land use categories

LOCATION

The M&T Development Project is located within the ‘urban edge’ those townships that straddle the R21 Albertina Sisulu Freeway to the east and west between Pretoria and OR Tambo International Airport. The Olifantsfontein interchange on the R21 Freeway is situated centrally within the Twenty One developments. The townships locate within the ‘urban edge’ are: Sterkfontein, Clayville, Gillimead Proper, Strawberry Extension, Glen Fountain Proper and Fountain Glen Proper.

STRATEGIC IMPACT

• The development will ultimately allow for the establishment of a massive new urban conglomeration within the north of Ekurhuleni.
• It will act as a catalyst for economic development and job creation within a strategically located position adjacent to the Albertina Sisulu Freeway.
• Its proximity to the OR Tambo International Airport opens up considerable development opportunities to attract international and local investment.

The map below indicates the location of the M&T Development Project.

CONTACTS

Lovemore Nkuna
Area Development Planning: Specialist Projects
City Planning Department
011 999 4772: Lovemore.Nkuna@ekurhuleni.gov.za
S&J Industrial

S&J Industrial Development Park situated in Elandsfontein has developed bulk available for tailored warehousing, factory solution. The site compromises a total land size of 41 Hectares.

This overview outlines:
- Location
- Strategic Impact
- Land use categories
- Job creation opportunities
- Rates and taxes revenue

LOCATION

The S&J Industrial development is strategically located in the mining belt of the part of the remainder of portion 2 of Elandsfontein farm 90-IR and portion 531 Elandsfontein 108 IR that is located between the N3 and Germiston.

STRATEGIC IMPACT

- This development will encourage growth, lead to compaction of the city through infill development, and ensure the well-being of the community by providing much needed services and making it more available.
- It will also optimize the use of the existing municipal services network.
- It is located within the "Mining belt" and would serve as a good opportunity to reinvent the city towards a logistics based economy.

The map below indicates the location of the S&J Industrial development.

JOB CREATION

S&J Industrial Germiston Development will generate and provide significant employment opportunities.

Jobs: construction phase
The following table provides an illustration of the anticipated additional employment opportunities generated during the construction phase.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size (m²) – Based on FAR of 0.8</th>
<th>Capital Investment – Top Structures</th>
<th>Total CAPEX including Zoned &amp; Serviced Land</th>
<th>Property Rates per Annum (base rates, excl. usage)</th>
<th>Rates Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>1 230.315m²</td>
<td>R 15 378 937 500</td>
<td>R 16 789 560 246</td>
<td>R 327 571 369</td>
<td>94.6%</td>
</tr>
<tr>
<td>Commercial (shops, offices, etc.)</td>
<td>31.861m²</td>
<td>R 493 969 500</td>
<td>R 530 509 811</td>
<td>R 8 417 240</td>
<td>2.4%</td>
</tr>
<tr>
<td>Conference facility</td>
<td>24.518m²</td>
<td>R 610 523 100</td>
<td>R 638 636 059</td>
<td>R 10 403 314</td>
<td>3.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1 286.763m²</td>
<td>R 16 483 430 100</td>
<td>R 17 958 736 115</td>
<td>R 346 391 923</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

CONTACTS

City Of Ekurhuleni
Aadil Engar
City Planning: Specialist Projects
011 999 5498
Aadil.engar@ekurhuleni.gov.za
Carnival Junction

Carnival Node is an extensive, mixed use development with a total land size of 295.91 ha.

This overview outlines:
• Progress of development
• Location and its strategic impact
• Land use categories
• Job creation opportunities
• Rates and taxes revenue

PROGRESS OF DEVELOPMENT

The Carnival Node has an anticipated development horizon of 15 to 20 years and forms part of the Carnival City Regional Junction.

Phase One and prospective tenants
The first phase of development will be Dalpark Ext 19, containing a number of planned commercial uses with tenants such as a Makro, Build-It and Hyundai.

LOCATION

Carnival Node is located within Ward 97 and forms part of the designated Carnival City Regional Node. It is situated to the east of the K109/R23 (Rangeview Road) in the vicinity of the Apex industrial area. It is furthermore bordering onto the residential neighbourhoods of Leachville, Dalpark, Wattville, and Larrendale. The Land Development Area is also in relative close proximity to the Benoni CBD, Brakpan CBD, the N12, N17 and N3 Highways.

Strategic impact of the location
• It will strengthen an emerging mixed-use node centered on the N17-Rangeview Road interchange, which currently comprises the Carnival City Casino and Carnival Mall located on the north-western north-western quadrant of this interchange.
• The accessibility of this location will be further enhanced by the planned distributor road traversing the site, linking Rangeview Road to Main Reef Road near Brakpan Mines.
• A proposed industrial area around Apex has good access via various modes of transport.
• The southern boundary borders the New Kleinfontein Road, which links Brakpan CBD to Wattville.
• The northern boundary borders the Brakpan to Benoni railway line, with the Apex commuter’s station providing direct access to the site.
• Industrial development will essentially involve the southward extension of the Apex industrial area, strengthening this node in terms of size, and prominence.
• Industrial uses will provide employment opportunities to surrounding communities.

LAYOUT

The map below indicates the location of Carnival Junction formerly known as Badenhorst Estate.

LAND USE CATEGORIES:
• Special for (automotive and related use, retail and wholesale, themed retail, substation, light industries).
• Offices and Commercial.
• Residential 3 and 4.
• Business 2.
• Agricultural.
• Industrial 2.
• Private Open Space and Public Open Space.

The map below indicates the land use categories for Carnival junction, formerly known as Badenhorst Estate.
The proposed Carnival Node development will generate and provide job opportunities to surrounding residential communities, such as Wattville, Dalview and Brakpan.

Jobs: Construction phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the construction phase.

<table>
<thead>
<tr>
<th>ADDITIONAL EMPLOYMENT</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty and Lifestyle Centre</td>
<td>150</td>
<td>100</td>
<td>200</td>
<td>450</td>
<td>10%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>200</td>
<td>100</td>
<td>300</td>
<td>600</td>
<td>12.5%</td>
</tr>
<tr>
<td>Themed Retail</td>
<td>150</td>
<td>50</td>
<td>200</td>
<td>400</td>
<td>9.1%</td>
</tr>
<tr>
<td>Automotive</td>
<td>100</td>
<td>50</td>
<td>150</td>
<td>300</td>
<td>6.5%</td>
</tr>
<tr>
<td>Office</td>
<td>100</td>
<td>50</td>
<td>150</td>
<td>300</td>
<td>6.5%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>200</td>
<td>4.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>205</td>
<td>150</td>
<td>400</td>
<td>755</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

DEMACON : ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS OCTOBER 2015.

Jobs: Operational phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the operational phase.

<table>
<thead>
<tr>
<th>ADDITIONAL EMPLOYMENT</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty and Lifestyle Centre</td>
<td>150</td>
<td>100</td>
<td>200</td>
<td>450</td>
<td>21.3%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>200</td>
<td>100</td>
<td>300</td>
<td>600</td>
<td>27.8%</td>
</tr>
<tr>
<td>Themed Retail</td>
<td>150</td>
<td>50</td>
<td>200</td>
<td>400</td>
<td>18.1%</td>
</tr>
<tr>
<td>Automotive</td>
<td>100</td>
<td>50</td>
<td>150</td>
<td>300</td>
<td>15.3%</td>
</tr>
<tr>
<td>Office</td>
<td>100</td>
<td>50</td>
<td>150</td>
<td>300</td>
<td>15.3%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>50</td>
<td>50</td>
<td>100</td>
<td>200</td>
<td>10.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>555</td>
<td>250</td>
<td>1000</td>
<td>1805</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

DEMACON : ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS OCTOBER 2015.

RATES AND TAXES CONTRIBUTION PER ANNUM

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>PROPERTY TAX ANNUM</th>
<th>PERCENTAGE SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty and Lifestyle Centre</td>
<td>R 11,878,600</td>
<td>25.7%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>R 15,357,019</td>
<td>33.5%</td>
</tr>
<tr>
<td>Themed Retail</td>
<td>R 4,444,908</td>
<td>9.8%</td>
</tr>
<tr>
<td>Automotive</td>
<td>R 3,250,563</td>
<td>11.5%</td>
</tr>
<tr>
<td>Office</td>
<td>R 6,486,739</td>
<td>14.2%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>R 2,384,000</td>
<td>5.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>R 45,484,880</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

CONTACTS

City of Ekurhuleni
Nosiphiwo Mgaga
City Planning: Specialist Projects
011 999 3092
Nosiphiwo.mgaga@ekurhuleni.gov.za
GreenReef

GreenReef is an economically inclusive and socially integrated mixed-use/mixed income Innovation District. It is set to transform Ekurhuleni through the development and fusion of a new CBD hub, high-density residential precincts, innovative, knowledge-based, technology and manufacturing industries and state-of the art basic, vocational and tertiary education facilities. It comprises a total land size of 348 ha.

This overview outlines:
• Location
• Strategic impact
• Land use categories
• Job creation opportunities
• Economic data

LOCATION

GreenReef is situated at the intersection of the proposed PWV13 and PWV 14 and is easily accessible on the existing R21. The development is 3km from O R Tambo International Airport. Main Reef Road allows indirect access to both the N3 and N12 Freeways while Rondebult Road, also within easy reach, allows direct access to the N17 freeway. The area is in the manufacturing and development heartland of Ekurhuleni, just South of the N12 between Germiston and Boksburg. The main commuter railway between the Benoni/Boksburg and Johannesburg crosses the site. Pretoria Road and Rietfontein Road are both arterial roads allowing access to the N12 Freeway situated some 3km to the north.

STRATEGIC IMPACT

• As a high impact, mixed-use innovation district GreenReef will strengthen Ekurhuleni’s economy.
• It will promote a more inclusive local economy.
• GreenReef will establish a ‘Smart City’ node within Ekurhuleni, with the attendant benefits, including: new/ or improved ideas, products, services and technologies; and creating new market demand and solutions to economic, social and environmental challenges.
• GreenReef offers a sustainable growth strategy of scale to tackle Ekurhuleni’s challenges.

The map below indicates the location of GreenReef.

LAND USE CATEGORIES

Commercial Sector
• SME Maker + Micro Manufacturing.
• SME Service based Retail in Armature.
• Showrooms in Armature.
• SME Office Units in Armature.
• Large Corporate Commercial Usage.
• Conventional Regional Shopping Centre.
• (SME) Bottom of Pyramid/Value Based Retail.
• Basic ECD + Primary + Secondary Education.
• University + College + Tertiary Education.

The proposed GreenReef development will generate and provide job opportunities.

Jobs: Construction phase
The following table provides an illustration of the anticipated additional employment opportunities generated during the construction phase.

Direct Construction Jobs
• Direct Labour.
• Direct Artisan.
• Direct Management & Administrator.
• Total Direct Construction Jobs.
• Indirect Labour.
• Indirect Artisan.
• Indirect Management & Administrator.

Jobs: Operational phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the operational phase.

Permanent Jobs
• Retail trained employees.
• Commercially trained employees.
• Showroom and sales trained employees.
• Skilled artisans & craftsmen.

Direct Construction Jobs
• Direct Labour.
• Direct Artisan.
• Direct Management & Administrator.
• Total Direct Construction Jobs.
• Indirect Construction Jobs (Man Years).
• Indirect Labour.
• Indirect Artisan.
• Indirect Management & Administrator.
ECONOMIC DATA (2025 Forecast)

<table>
<thead>
<tr>
<th>Infrastructure Investment (roads, water, sewer, storm water and electrical)</th>
<th>R1 511 409 204</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Cost</td>
<td>R43 954 208 062</td>
</tr>
<tr>
<td>Rates &amp; Taxes</td>
<td>R200 000 000 pa</td>
</tr>
</tbody>
</table>

CONTACTS

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Lord’s View Industrial Estate

Lordsview Industrial Park is designed to provide a prime location to help reduce transportation costs and streamline the supply-chain process. It has been planned as an environmentally friendly and eco-sensitive industrial and logistics park and makes use of the latest developments in cleaner, greener township development.

This overview outlines:
- Location
- Land use categories
- Job creation opportunities
- Rates and taxes revenue

LOCATION

Lordsview is situated in Chloorkop which is part of Region B along(K58) within the boundaries of Ekurhuleni Metropolitan Municipality. The Industrial Park, in terms of proximity is well oriented. It is easily accessed from both Pretoria and Johannesburg via N1 approximately 6 km to the west and from OR Tambo International Airport, is 12 km to the east.

The map below indicates the location of Lordsview Industrial Park development.

LAND USE CATEGORIES

The development is earmarked for light industrial purposes. The proposed Lordsview logistics park currently consists of five townships and phased into 8 parts as indicated in the layout plan (Map2) below.

The following map indicates the land use categories to Lord’s View Industrial Estate.

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Glen Gory

The proposed Glen Gory development will comprise a regional mall, a lifestyle mall, a value mart centre and big box retailers. The mall will also incorporate a piazza for showcasing of events, concerts and other community festivities as well as an office node consisting of medical suites and offices. It comprises a total land size of approximately 37.40ha.

This overview outlines
• Location
• Strategic impact
• Land use categories
• Job creation
• Rates and taxes revenue

LOCATION

Glen Gory is located on the corner of Glen Gory and Elm Road. The development is situated in what is referred to as the Glen Gory Regional node towards which the areas of Rynfield, Northmead, Farramere, Crystal Park and Daveyton.

STRATEGIC IMPACT

• The Glen Gory development will create jobs, particularly for residents of nearby Daveyton and Benoni.
• The site, located between developed and less developed areas, fulfills the Ekurhuleni Growth and Development Strategy 2050: to promote infill development and densification.
• As an infill development it integrates the various pockets of development in the area into a cohesive urban environment.

The map below indicates the location of Glen Gory.

LAND USE CATEGORIES

• Shops.
• Business Premises.
• Place of Instruction.
• Place of refreshments.
• Place of amusement.
• Social halls.
• Hotel rooms.
• Institutional.
• Automotive retail.
• Warehouse retail.

JOB CREATION

The Glen Glory Project will generate and provide significant employment opportunities.

Jobs: Construction phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the construction phase.

<table>
<thead>
<tr>
<th>ADDITIONAL\EMPLOYMENT</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Subsidy</td>
<td>2,000</td>
<td>300</td>
<td>900</td>
<td>3,200</td>
<td>7.5%</td>
</tr>
<tr>
<td>Residential - Gap &amp; Bonded</td>
<td>1,300</td>
<td>200</td>
<td>600</td>
<td>2,100</td>
<td>4.9%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>750</td>
<td>100</td>
<td>300</td>
<td>1,150</td>
<td>2.6%</td>
</tr>
<tr>
<td>Regional Mall</td>
<td>6,000</td>
<td>1,100</td>
<td>5,100</td>
<td>10,600</td>
<td>24.9%</td>
</tr>
<tr>
<td>Specialist / Value Centre</td>
<td>3,300</td>
<td>300</td>
<td>1,400</td>
<td>5,000</td>
<td>12.8%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>4,400</td>
<td>800</td>
<td>2,100</td>
<td>7,300</td>
<td>17.0%</td>
</tr>
<tr>
<td>Automotive / Hotel Related</td>
<td>3,600</td>
<td>500</td>
<td>1,200</td>
<td>4,300</td>
<td>10.5%</td>
</tr>
<tr>
<td>Offices</td>
<td>5,300</td>
<td>900</td>
<td>2,500</td>
<td>8,700</td>
<td>20.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>26,100</td>
<td>4,200</td>
<td>12,200</td>
<td>42,900</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Jobs: Operational phase
The following table provides an illustration of the anticipated additional employment opportunities generated by each proposed land use during the operational phase.

<table>
<thead>
<tr>
<th>ADDITIONAL\EMPLOYMENT</th>
<th>DIRECT IMPACT</th>
<th>INDIRECT IMPACT</th>
<th>INDUCED IMPACT</th>
<th>TOTAL IMPACT</th>
<th>% SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Subsidy</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Residential - Gap &amp; Bonded</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.1%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>500</td>
<td>530</td>
<td>1,940</td>
<td>2,970</td>
<td>5.2%</td>
</tr>
<tr>
<td>Regional Mall</td>
<td>3,040</td>
<td>1,340</td>
<td>3,930</td>
<td>8,310</td>
<td>23.0%</td>
</tr>
<tr>
<td>Specialist / Value Centre</td>
<td>2,010</td>
<td>620</td>
<td>2,830</td>
<td>5,470</td>
<td>11.7%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>2,600</td>
<td>840</td>
<td>3,760</td>
<td>7,180</td>
<td>15.7%</td>
</tr>
<tr>
<td>Automotive / Hotel Related</td>
<td>2,740</td>
<td>680</td>
<td>3,960</td>
<td>9,600</td>
<td>10.0%</td>
</tr>
<tr>
<td>Offices</td>
<td>4,650</td>
<td>1,620</td>
<td>8,650</td>
<td>13,920</td>
<td>28.3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10,890</td>
<td>5,770</td>
<td>24,010</td>
<td>46,690</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

DEMACON : ECONOMIC IMPACT OF LAND DEVELOPMENT PROJECTS OCTOBER 2.

RATES AND TAXES CONTRIBUTION PER ANNUM

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>RATES / TAXES / ANNUM</th>
<th>PERCENTAGE SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Subsidy</td>
<td>R 2,828.280</td>
<td>2.7%</td>
</tr>
<tr>
<td>Residential - Gap &amp; Bonded</td>
<td>R 3,278.000</td>
<td>3.1%</td>
</tr>
<tr>
<td>Private Hospital</td>
<td>R 39,267.042</td>
<td>27.0%</td>
</tr>
<tr>
<td>Regional Mall</td>
<td>R 14,934.061</td>
<td>14.1%</td>
</tr>
<tr>
<td>Specialist / Value Centre</td>
<td>R 19,641.296</td>
<td>18.5%</td>
</tr>
<tr>
<td>Big Box Retail</td>
<td>R 11,955.611</td>
<td>11.3%</td>
</tr>
<tr>
<td>Automotive / Motor Related</td>
<td>R 23,908.019</td>
<td>22.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>R 108,112.320</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

CONTACTS

City of Ekurhuleni
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011 999 3092
Nosiphiwo.mgaga@ekurhuleni.gov.za