

PROJECTS OF DUBRUTO URBAN PLANNING

ALSO FOR SALE

Unique Property for development for a mixed land use with a floor area ratio of 5 and Gautrain Urban Node parking standards for flats. Site is 550m from Gauteng Station

PROJECT: Die Hoewes Extension 305

Background

Dubruto Town & Regional Planning has lodged a township application on behalf of the owners and developers on **HOLDING 88 OF THE LYTTETTON AGRICULTURAL HOLDINGS** as indicated in this report. This land is situated on land abutting the Gautrain viaduct in Von Willich Avenue between Gerhard Street and Rabie Street. See locality plan on page 6.

The project will be assigned a wide array of zoning rights from residential to a mixed use combination. The site can be presented as follows:



The land is technically part of the Centurion Metropolitan Node as defined in the Regional Spatial Development Framework. As such it can be of a very high density and intensity with a low to moderate load of parking requirements. The extraordinary huge area of the abutting Gautrain servitude is available for additional parking that can be used in conjunction with any development planned. This is a moderate footprint area of land that can be loaded with a huge amount of floor area.

Total area of proposed erf 1 for development: 0,9517ha

(balance of area is for road servitudes)

The topo-cadastral aspects of the proposed township's layout plan are:



Geology, Land Use and Bulk

The geological investigation on the land in terms of the SABS standard for development of dolomite land - SANS 1936- 2012 indicated that residential development can be concentrated in the north western part of the land while commercial developments can be placed in most other places on proposed erf 1. (This hugely compliments the form of the site) This means that up to 10 storeys for residential development is possible on 40% coverage which provides a gross total $\pm 38000\text{m}^2$ building area for residential use. (See zones A and B on previous plan) In addition to that 3 storeys of say 60% coverage of proposed erf 1 can provide $\pm 17100\text{m}^2$ office, commercial or other use. (area extended onto Zone D on previous plan)

All totals are subject to final parking specifications approved by the municipality and the specific design and calculations for buildings.

See practical EXAMPLE of land use allocation within above mentioned framework on page 6.

The new parking standards for areas part of a node around a Gautrain station can be compared as follows: (Retail: $3/100\text{m}^2$, Office: $2,5/100\text{m}^2$, residential: $0,5/100\text{m}^2$).

The parking standards mentioned above are much lower than the standards indicated by the Tshwane Metro's town planning scheme. These lower standards are induced by Gauteng Province. This specific development of Die Hoewes x305 can therefore induce much lower parking standards and therefore traffic generation. The municipality probably would demand lower cash contributions for roads than for other developments elsewhere.

Centurion Metropolitan Urban Node

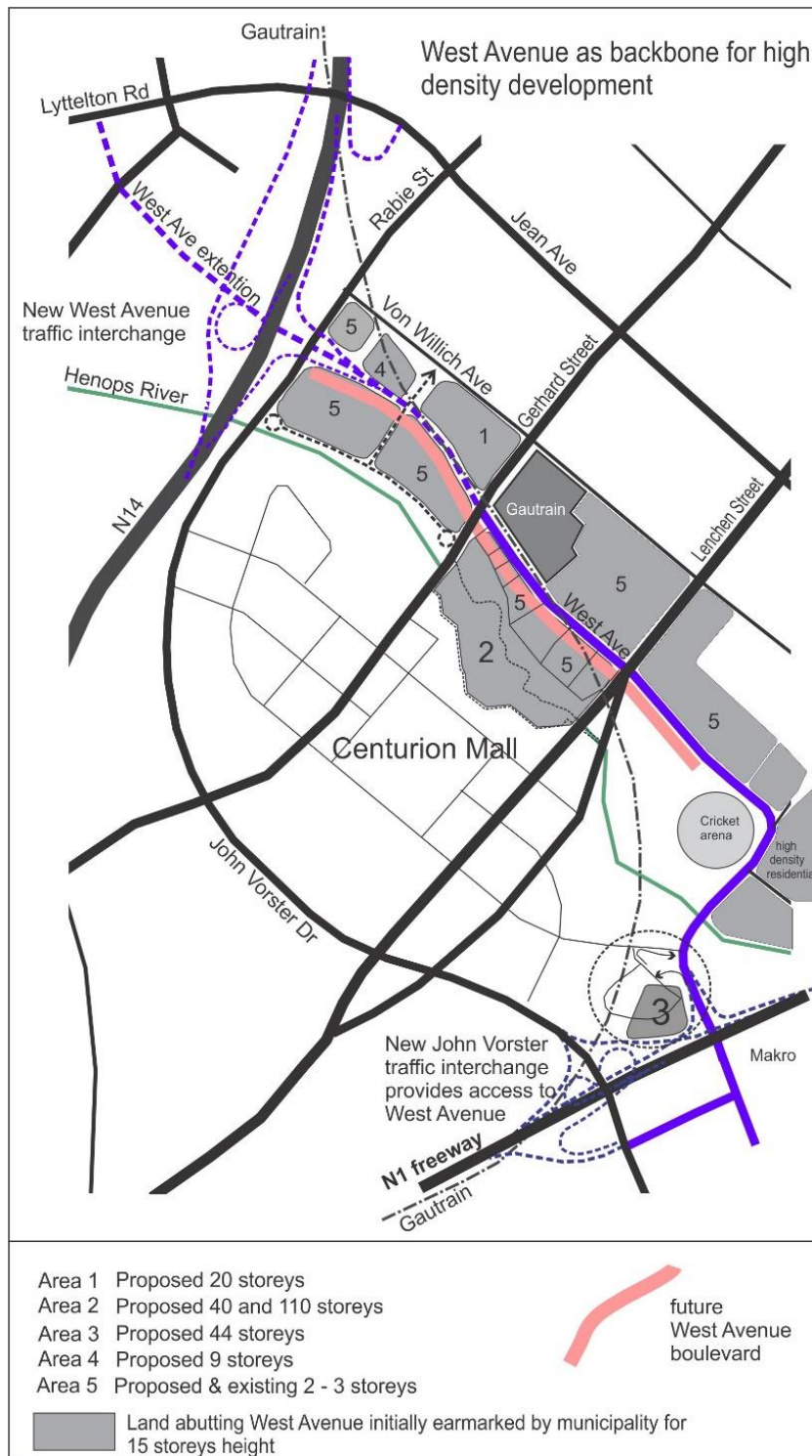
Future land use of the surrounding area will be dominated by West Avenue as backbone of the future West Avenue traffic interchange. This interchange and a future modification of the John Vorster traffic interchange on the N1 freeway situated to the east will transform West Avenue in a corridor of tower block buildings. **This can be depicted on the graphic on the next page.**

West Avenue will therefore be a place served by a multitude of transport modes. The Gautrain Station area (marked Gautrain in dark grey) for parking has come under discussion to be developed in multi storey developments and combined with a mixed use zoning.

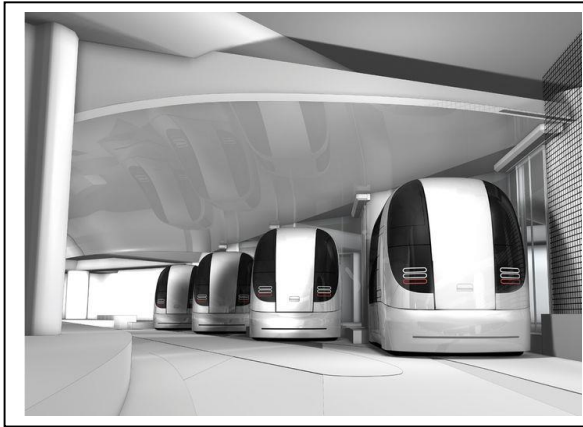
The municipality has calculated that eventually a total of 1,2 million square meters of floor area is to be foreseen in the West Avenue Boulevard and the Centurion Mall area.

Die Hoewes x305 will be situated on the first intersection in West Avenue from the future West Avenue's traffic interchange into the Centurion Metro Node area. This will be the Hall Street / West Avenue intersection. This intersection would be the first to connect West Avenue to Von Willich Avenue and will be an important intersection. In future – as the street and road system develops - Die Hoewes x305's development will grow in stature and importance. It is therefore important that the locality of the site is recognized as important and not be regarded as only for a low hierarchy development which will be a considerable waste land use wise.

The above statement can be supported by the existing project in the making to redevelop the Centurion Lake into offices and housing - the so-called **Symbio City** development of 340000m^2 office space and a hotel in a 110 storey building, another 60 storey building for offices and a 40 storey residential tower block for luxury flats.



Private Rapid Transport



The proposed Symbio City redevelopment project of the Centurion Lake area will include a Private Rapid Transport system (PRT). This could spill over to provide such transport to the whole area of the Centurion Metropolitan Urban Node. Holding 88 – Die Hoewes x305 is part of the Gautrain node and as such is in the heart of the Centurion Metropolitan Urban Node

The PRT system could well be connected to a system of park and ride facilities distributed throughout the area. The PRT could provide a critical level of flexibility between transit and private transport if necessary to enhance occupation of office areas outside the critical pedestrian perimeter around the Gautrain station.

A PRT system is not a public transport system but a dedicated electrified private transport system running on its own rail along or away from existing streets. As such it can provide excellent private transport from stations, bus stops, parking garages, etc. to a final address within buildings without adding to the traffic situation in the streets.

The fast developing Personal Rapid Transport systems of the world provides a unique solution to many aspects of urban node traffic and transport. PRT brings what has been a transportation solution of the future to a proven and safe solution for today. It is a viable option for urban transportation with potential for higher access and services at a lower cost than most other transport modes, while avoiding traffic problems such as congestion, accidents and pollution. Such systems can easily be privatised and can operate profitably. Eventually the greatest driving factor in general to implement the PRT system could be as an inevitable element to lessen the carbon footprint of the city.

It seems that the Centurion Mall area and its surroundings could be in particular suitable for such transport systems. These systems are already in use in some of the world cities.

The PRT system will be an additional facility provided in conjunction with the **Symbio City** project to further enhance the innovative nature of the proposed Centurion Lake development. It will be a system to integrate the whole Centurion Business area.

Owner of holding 88 of the Lyttelton Agricultural Holdings: ALMPROP INV NO 13 PTY LTD

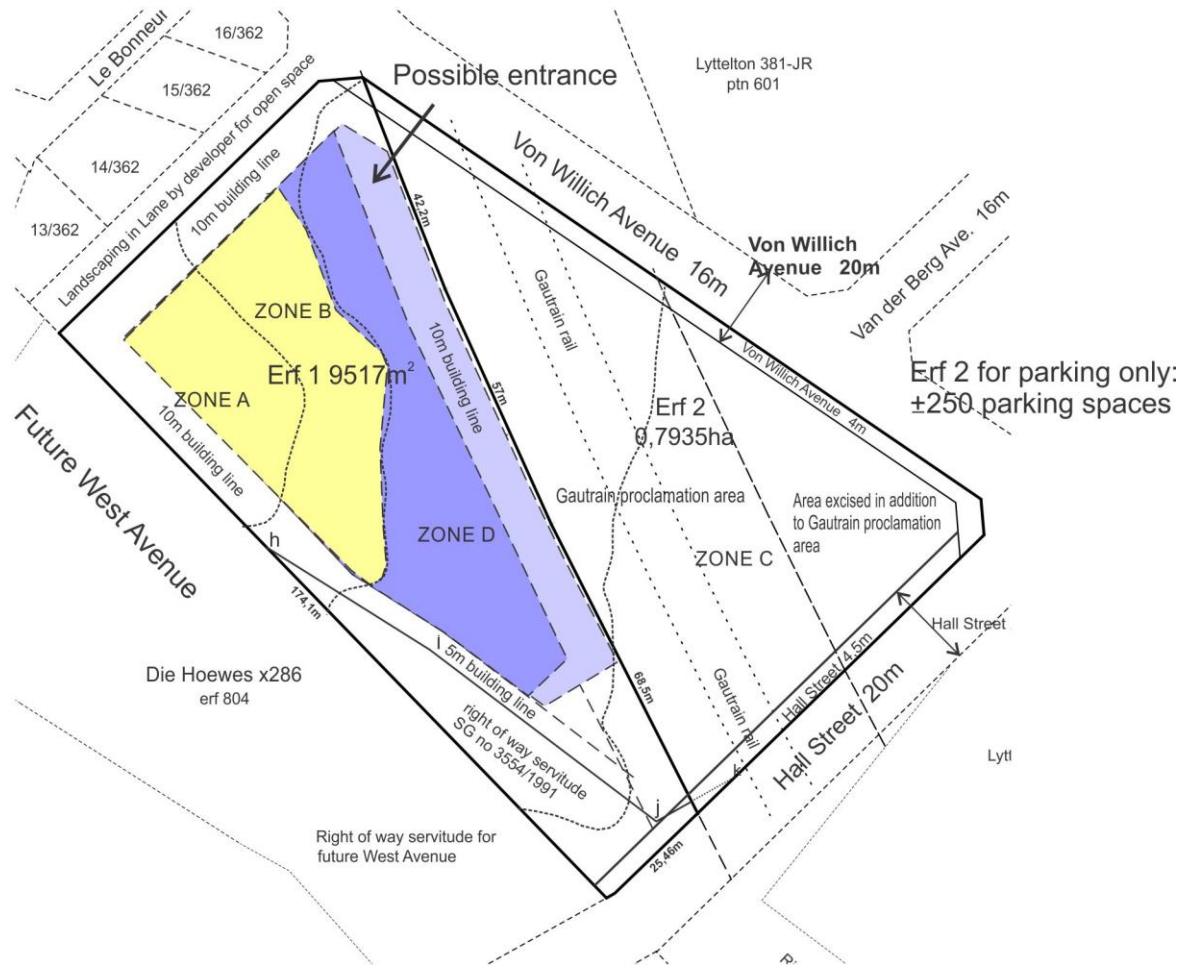
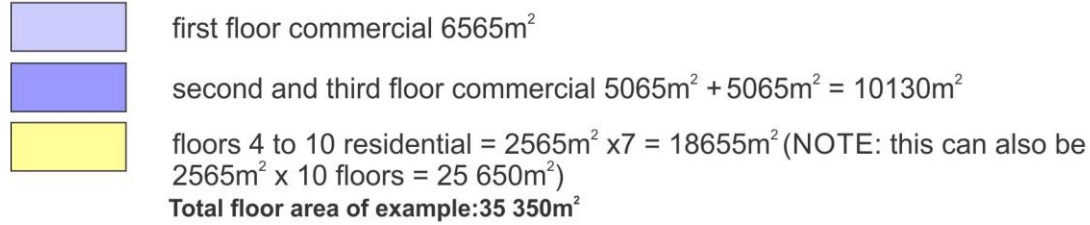
Developer: Mr Maurits Blignaut – 083 447 6459

See next page: Implications of Geological data for development.

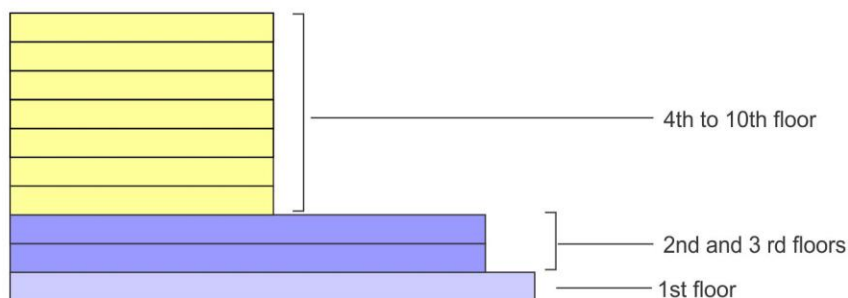
Holding 88 Lyttelton Agricultural Holdings Implications of Geological data for Development

Development can only take place on Geological Zones A, B and D of erf 1.
The following graphic indicates how buildings can be placed on the site within the zones.
Residential buildings can be placed on Zones A and B with maximum 10 storeys.
Commercial buildings can be placed on Zones A, B and C with maximum 3 storeys.

The following graphic indicates on a plan as an example how such buildings can be placed on the site as follows:



View of building from the side



Locality of Holding 88 of Lyttelton Agricultural Holdings (Application for township development Die Hoewes extension 305)

