

This ambitious development aims to create a model for integrated, sustainable, and affordable housing in South Africa, in line with the department of Human Settlements' mandate of redressing past inequalities, eradicating informal settlement, improving living conditions and providing access to housing opportunities for all income groups, and more specifically the low and lower middle income groups.

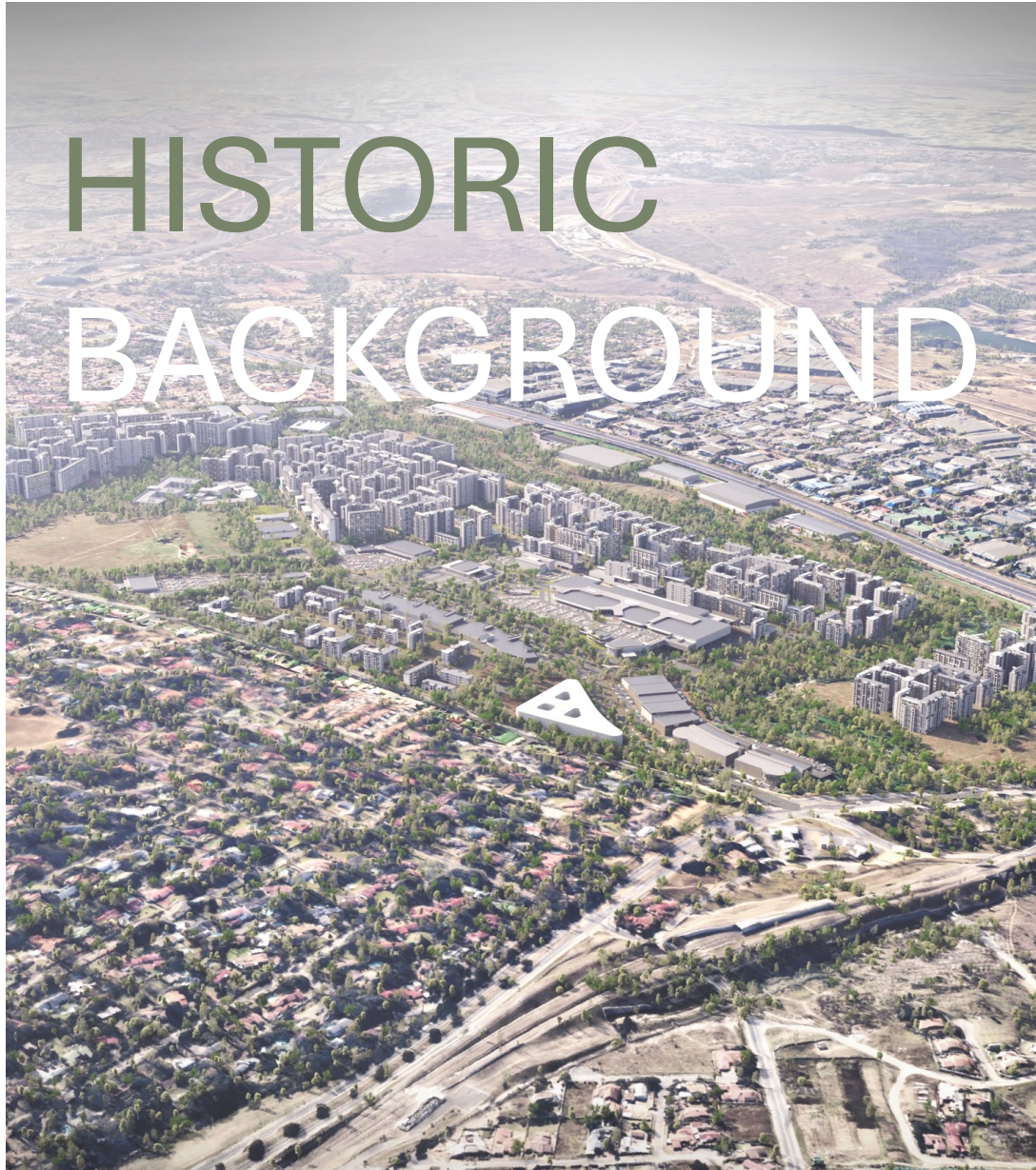
The background of the right half of the image features large, stylized letters 'IDC' in a dark green color. The 'I' and 'D' are solid, while the 'C' is outlined. A horizontal white line passes through the middle of the letters, intersecting the 'DISTRICT CITY' text.

**DISTRICT CITY**

The location of the Bankenveld District City project creates an unique opportunity to address historic spatial planning and set a new benchmark in inclusionary integrated developments within the context of the greater Johannesburg Metropolitan and Gauteng Province.

BDC  
**PART 1**  
HISTORY

# HISTORIC BACKGROUND



In 2019, Bankenveld District City (Pty) Ltd (BDC) acquired land, located adjacent to the N3 (near Marlboro interchange) and M1 (near the Woodmead interchange), by entering a sale & purchase agreement with the University of the Witwatersrand. By developing the land, Calgro M3 Holdings Ltd and its JV partners aims to transform the 152 hectares of developable land into a smart, sustainable, and inclusive urban environment, positioning itself as a prototype for new urban living in Johannesburg. The vision of the Bankenveld development aligns with the goal of creating a resilient community through affordable, integrated housing solutions, setting a benchmark for sustainable development in South Africa.



Upon completion of the development phases, the residential component of the project, which will be referred to as District City, is projected to provide up to 30,000 residential units. Initial estimates set the first target at 20,000 units, with the flexibility to scale up to 30,000 based on the project's developments rights and infrastructure capacity upgrades. The project's development rights include a mix of fully subsidized, social, and affordable housing units, catering to households across a range of income levels, creating an inclusive and economically diverse community.

The site is a key area within the existing urban fabric and is envisaged to be developed in a responsible sustainable and economically viable manner within the context of the greater Johannesburg Metropolitan.

BDC

# PART 2

URBAN  
CONTEXT

## LOCATION MAP

## SITE AERIAL



BDC  
URBAN  
CONTEXT

## LOCATION MAP

## SITE AERIAL

BDC  
URBAN  
CONTEXT



# URBAN VISION

This development represents a substantial opportunity to reshape urban living in Johannesburg by establishing a model for inclusive, integrated communities that prioritize affordability, sustainability, and economic viability. The District Citi Mixed Integrated Housing Development sets a new precedent for urban planning, making it a transformative project for the future of Johannesburg's urban landscape.



Through its innovative & flexible urban design framework the Precinct caters for all aspects of multifaceted living including Residential, Retail, Commercial, Logistics & Warehousing, and Educational Development.”

# BDC URBAN DESIGN PRINCIPLES

## 1. SMART LIVING

Using smart technologies to use and manage resources and infrastructure optimally.

'Resilience'



## 2. ICOMMUNITY LIVING

Using digital tools and open resources to create a new community- encouraging people to share their experiences and own their destinies.



## 3. RESILIENCE & ECO-LIVING

Urban resilience is key and investing in it is seen as a communal responsibility.



## 4. GLOBAL LIVING

The proximity to the Gautrain Marlboro Station is a key catalyst for the precinct development.



## 5. TRANSIT ORIENTATED DEVELOPMENT

Building on the Gautrain facilities, other ancillary forms of transportation such as BRT and bus routes, encourage a commuter mentality, and reduce the reliance on private vehicular transport.



## 6. HUMAN ORIENTATED ENVIRONMENTS

The street should be an environment for interaction.



## 7. HEALTHY LIVING

There is an increasing demand for a healthy lifestyle that embraces wellness and outdoor living as a key design driver within the urban environment.



## 8. THE GREEN AGENDA

The green agenda, and the efficient use of our natural resources must be at the forefront of our thinking.



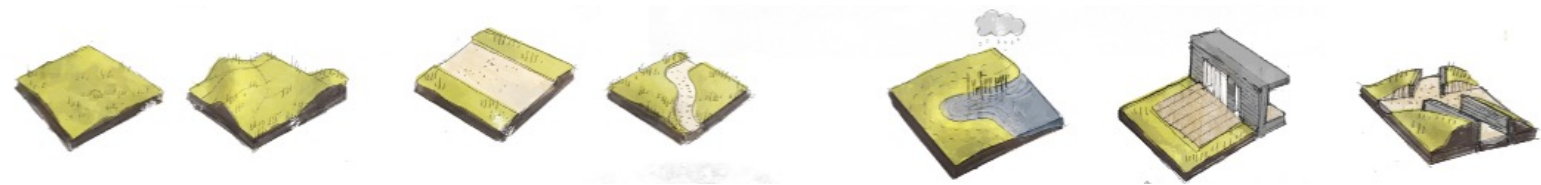
## 9. EDUCATION: DIRECTING THE FUTURE

The development offers the potential for the educational institution to change its real estate strategies.



## 10. INCLUSIVE LIVING

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody." JENNY JACOBSON



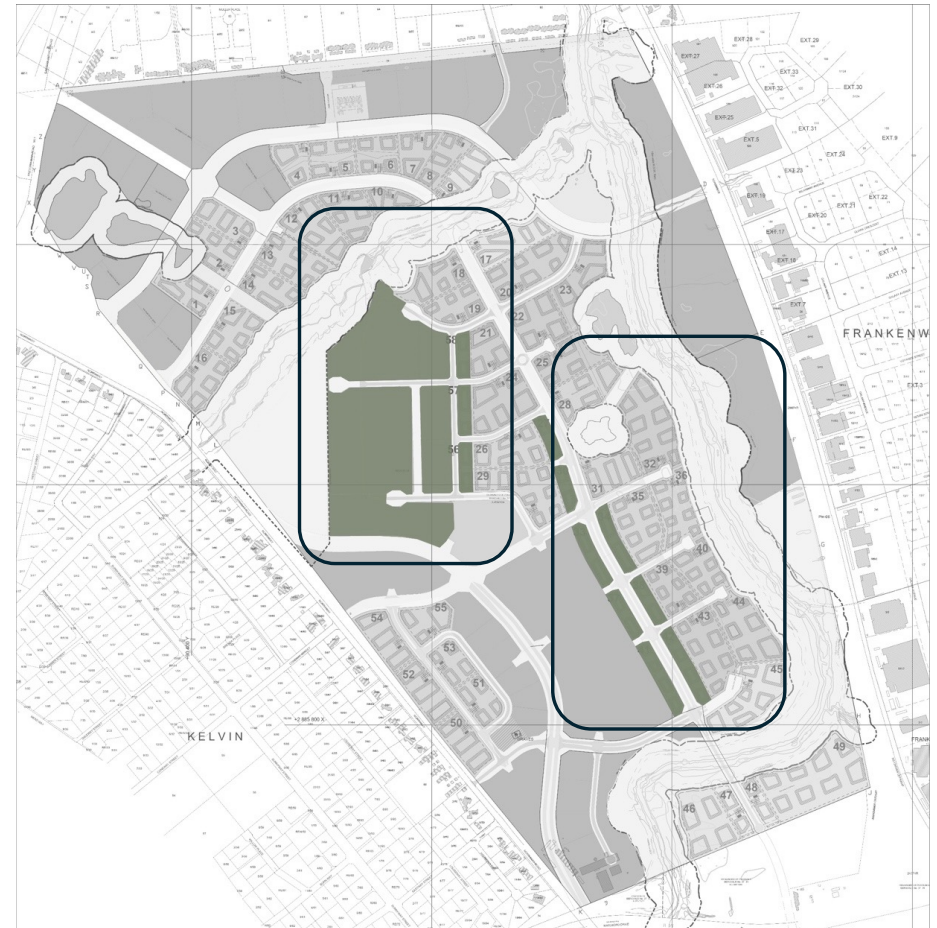
## SUPPORT FACILITIES



**Educational Facilities:** Dedicated space for approximately 97,800 square meters is allocated for educational facilities, with additional opportunities in the mixed use “high-street” zone of the development. This provision includes schools and training centres aimed at enhancing educational opportunities for residents.



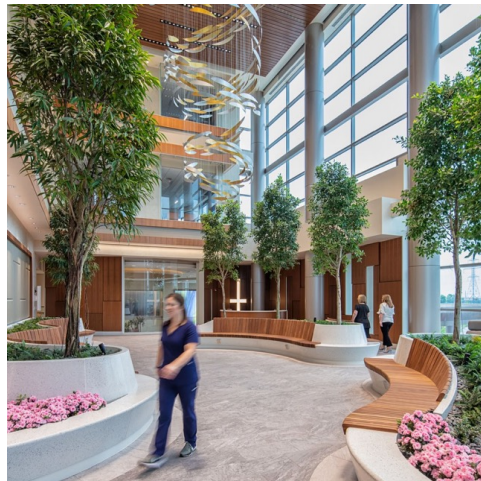
## EDUCATION



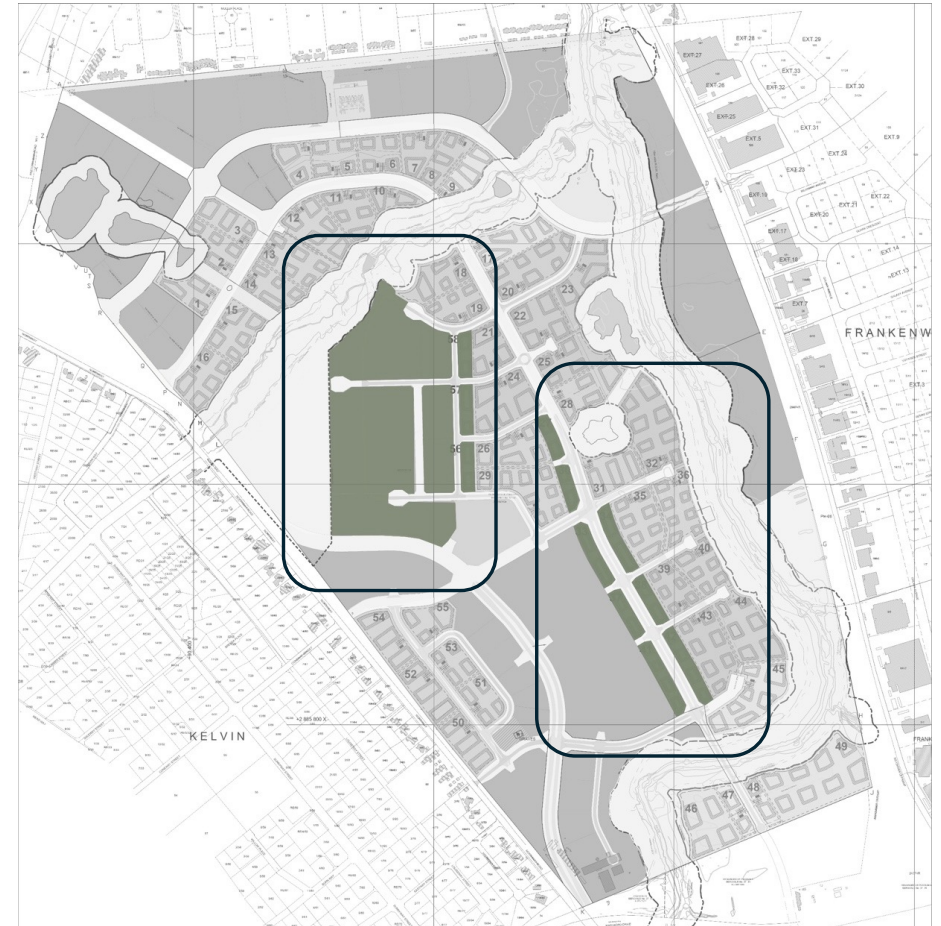
## SUPPORT FACILITIES



**Healthcare and Recreation:** Several plots are designated for healthcare facilities and recreational areas, enhancing community well-being and access to essential services. Public parks, green spaces, and sports facilities will promote a healthy, active lifestyle for residents.



## HEALTH EDUCATION



‘The implementation of the projects will be done within the parameters of a Development Agreement to be entered into by the City of Johannesburg and Calgro M3 Developments as the implementing agent of all residential housing on the Bankenveld development’

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# PART 3

RESIDENTIAL  
ZONING

UNIT TYPOLOGY

BREAKDOWN – TOTAL

ZONING

MASTER PLAN

29K PROPOSAL					
UNIT TYPE	UNIT COUNT	%	TYPE COMBINED	ACHIEVED	TARGET
FULLY (RDP + CRU + SOCIAL)	5776	30,1%	FULLY & PARTIAL SUBSIDIZED	66,7%	66,6%
PARTIAL (MIXED + GAP)	7698	36,6%			
NON-SUBSIDISED (AFFORDABLE RENTAL, GAP & OOPEN MARKET)	6717	33,3%	NON - SUBSIDISED	33,3%	33,3%
TOTAL UNITS	20191	100%			



UNIT TYPOLOGY

BREAKDOWN – PHASE 1

ZONING

MASTER PLAN

29K PROPOSAL (PHASE 1)					
UNIT TYPE	UNIT COUNT	%	TYPE COMBINED	ACHIEVED	TARGET
FULLY (RDP + CRU + SOCIAL)	1465	30,1%	FULLY & PARTIAL SUBSIDIZED	66,7%	66,6%
PARTIAL (MIXED + GAP)	2003	36,6%			
NON-SUBSIDISED (AFFORDABLE RENTAL, GAP & OOPEN MARKET)	1726	33,3%	NON - SUBSIDISED	33,3%	33,3%
TOTAL UNITS	5194	100%			



29K PROPOSAL (PHASE 2)					
UNIT TYPE	UNIT COUNT	%	TYPE COMBINED	ACHIEVED	TARGET
FULLY (RDP + CRU + SOCIAL)	2955	30,1%	FULLY & PARTIAL SUBSIDIZED	66,7%	66,6%
PARTIAL (MIXED + GAP)	3824	36,6%			
NON-SUBSIDISED (AFFORDABLE RENTAL, GAP & OOPEN MARKET)	2380	33,3%	NON - SUBSIDISED	33,3%	33,3%
TOTAL UNITS	9159	100%			



UNIT TYPOLOGY

BREAKDOWN – PHASE 3

ZONING

MASTER PLAN

29K PROPOSAL (PHASE 3)					
UNIT TYPE	UNIT COUNT	%	TYPE COMBINED	ACHIEVED	TARGET
FULLY (RDP + CRU + SOCIAL)	1356	30,1%	FULLY & PARTIAL SUBSIDIZED	66,7%	66,6%
PARTIAL (MIXED + GAP)	1872	36,6%			
NON-SUBSIDISED (AFFORDABLE RENTAL, GAP & OOPEN MARKET)	2610	33,3%	NON - SUBSIDISED	33,3%	33,3%
TOTAL UNITS	5838	100%			



‘District City emphasises infill development, maximizing land use efficiency within Johannesburg's urban core and minimizing urban sprawl. A key infrastructural feature is the proposed connector roads, enhancing connectivity between Bankenveld and neighboring areas’

BDC

# PART 4

BULK & LINK  
INFRASTRUCTURE



## Roads and Stormwater Upgrades:

- Completion of Connector Road;
- Woodmead interchange.
- Completion of all double carriage ways (Phase 1);
- The 2<sup>nd</sup> Kelvin link road to the connector road;
- Link and internal roads (Phase 1);
- Internal stormwater infrastructure;

## Water Upgrades:

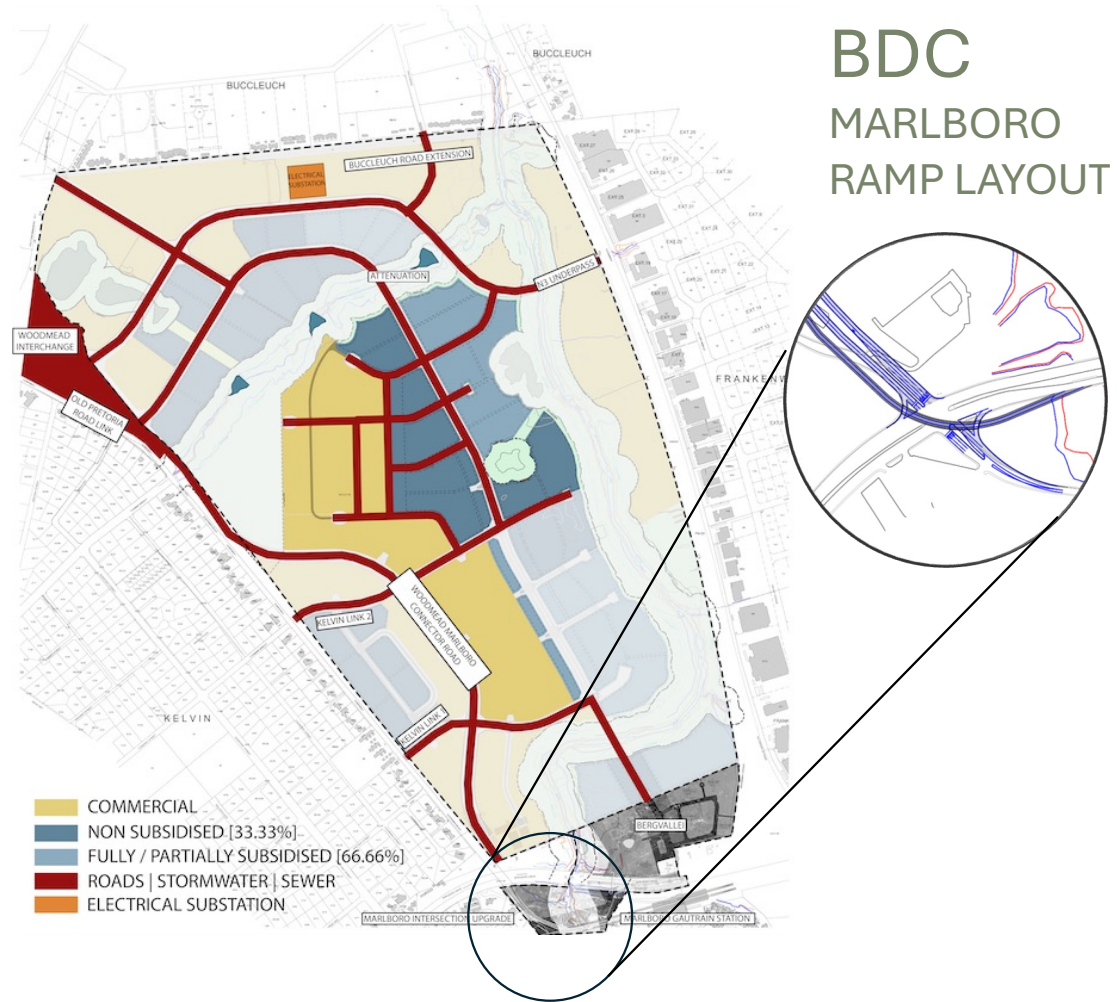
- Internal water connection points for each Erf (Phase 2);

## Sewer Upgrades:

- Bulk & Link sewer (Phase 2);
- Internal sewer connections for each Erf (Phase 2); PH 2:

## Electrical Upgrades:

- Eskom sub-station construction;
- Installation of Bulk & Link electrical lines Phase 2);
- Internal electrical network for each Erf (Phase 2), including street lighting, switching stations and mini-subs for Phase 2;



## Roads and Stormwater Upgrades:

- Marlboro link;
- Kelvin link connecting Old Pretoria (K101) to Kelvin road;
- Link and Internal roads (Phase 3);
- Internal attenuation structures not supported by regional attenuation ponds (Phase 1 & 2);
- Internal stormwater infrastructure (Phase 3);

## Water Upgrades:

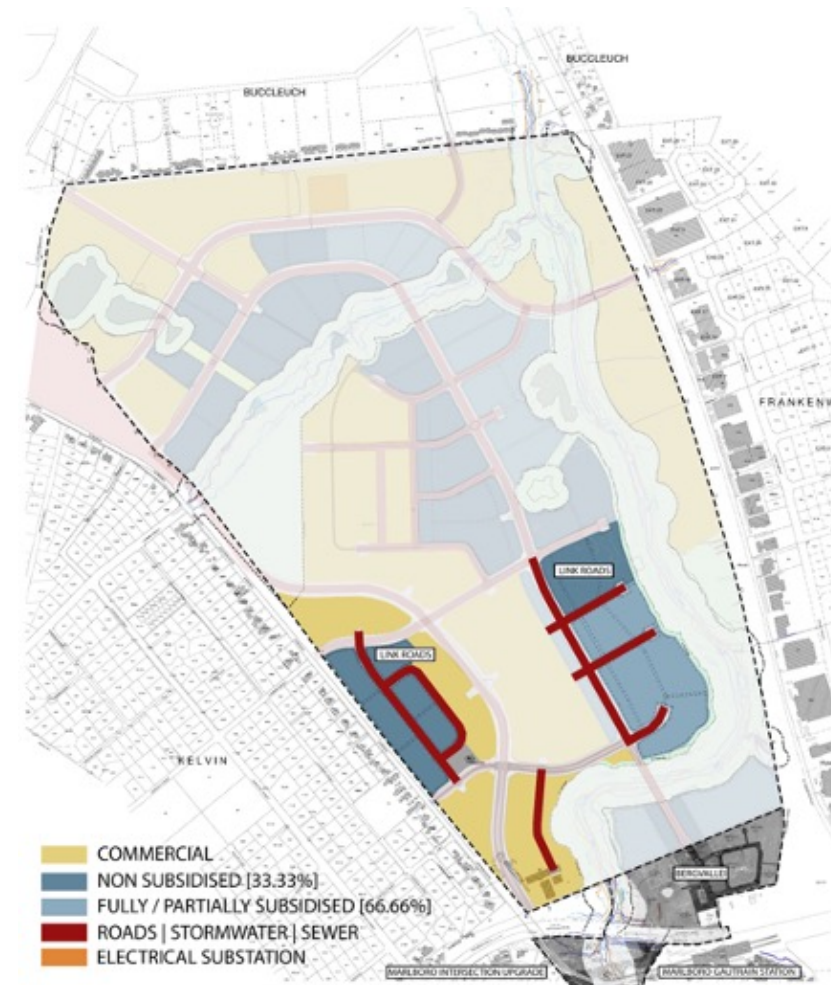
- Internal water connection points for each Erf (Phase 3);

## Sewer Upgrades:

- Bulk & Link sewer (Phase 3);
- Internal sewer connections for each Erf (Phase 3);

## Electrical Upgrades:

- Eskom sub-station construction;
- Installation of Bulk & Link electrical lines Phase 3;
- Internal electrical network for each Erf (Phase 3), including street lighting, switching stations and mini-sub for Phase 3;



‘ The creation of vibrant and liveable  
communities supported by considered  
urban environments ’

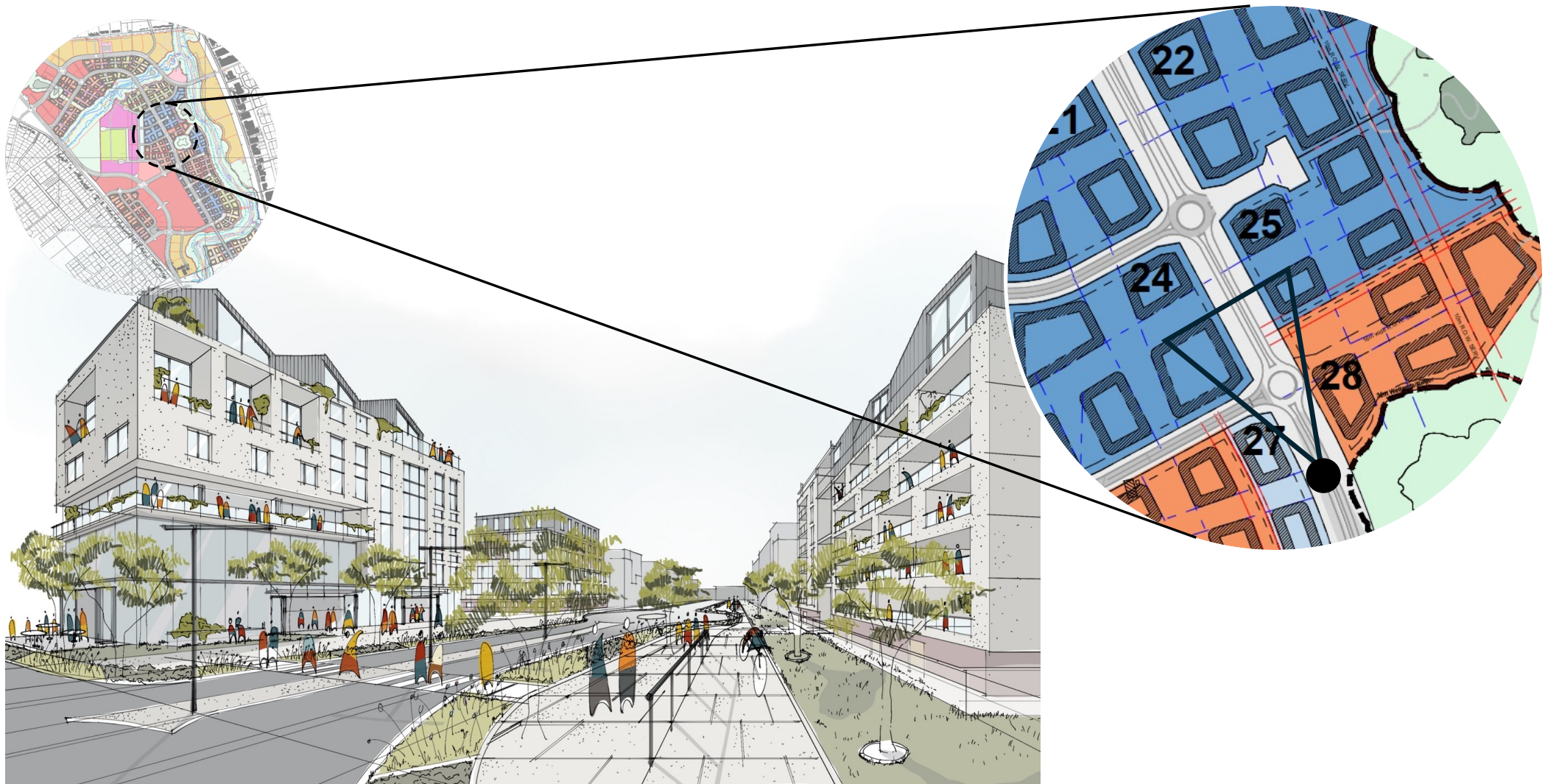
BDC

# PART 5

INTERGRATED  
LIVING

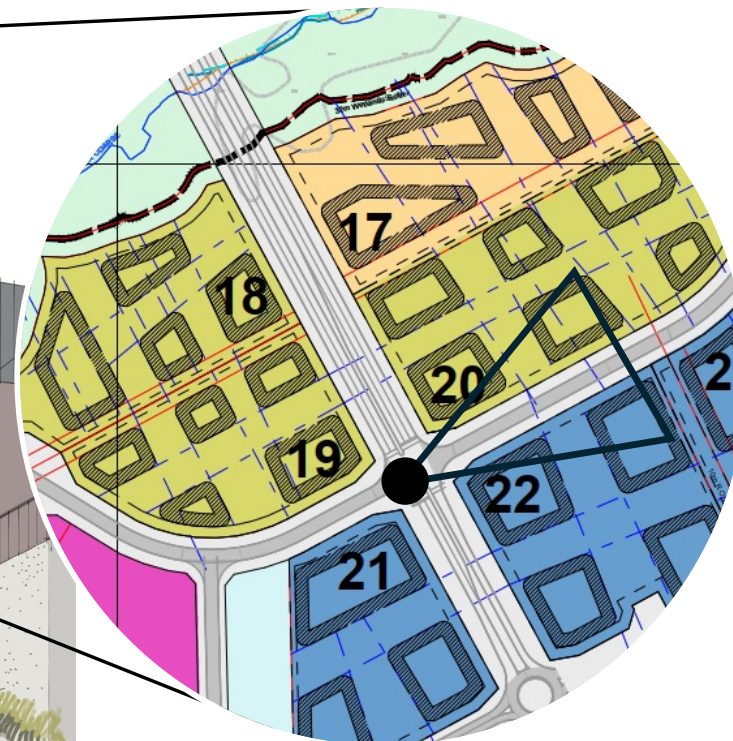
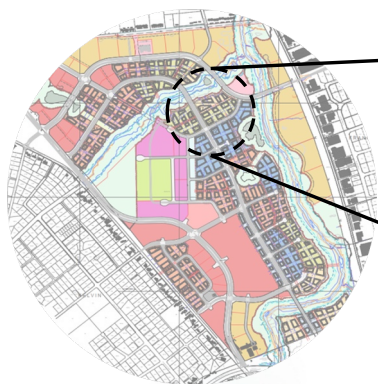
RESIDENTIAL

INTERGRATED LIVING



RESIDENTIAL

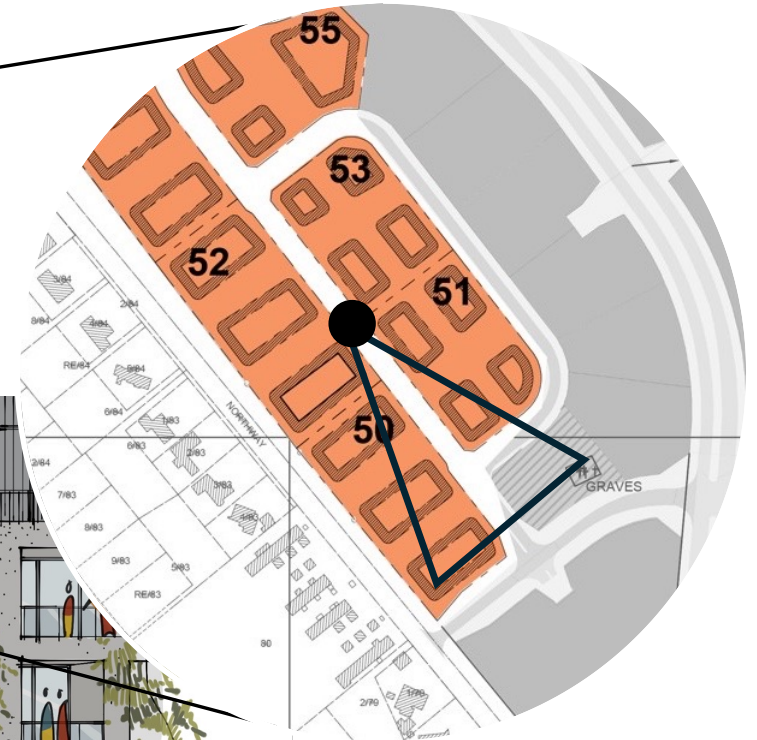
INTERGRATED LIVING



RESIDENTIAL

LOW RISE

INTERGRATED LIVING

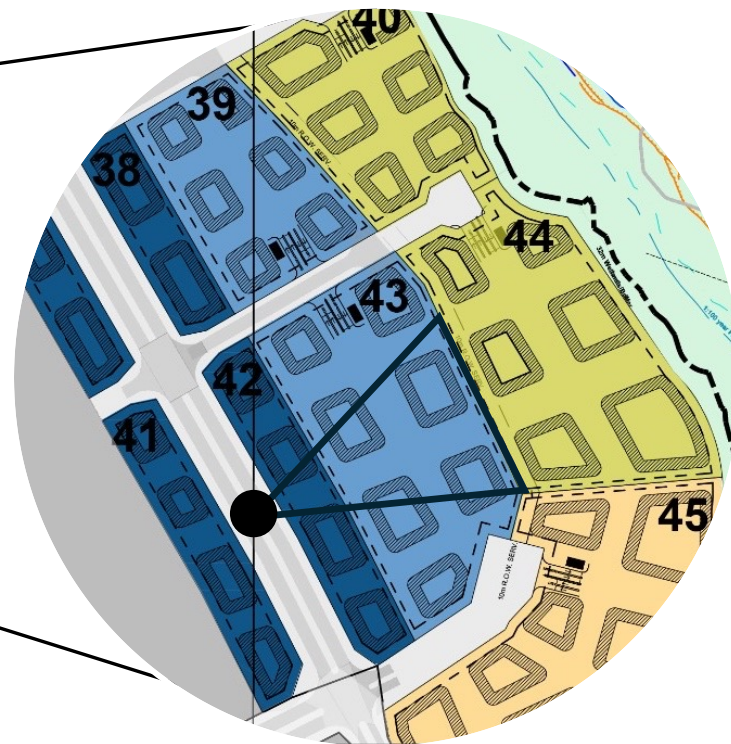


BDC  
INTEGRATED  
LIVING – LOW RISE

RESIDENTIAL

GREEN LINK

INTERGRATED LIVING



BDC  
INTEGRATED  
LIVING – GREEN LINK

## RESIDENTIAL

## GREEN LINK



## INTERGRATED LIVING



‘residential parcels designed for comfort,  
convenience serving as catalysts for the  
promotion of integrated living.’

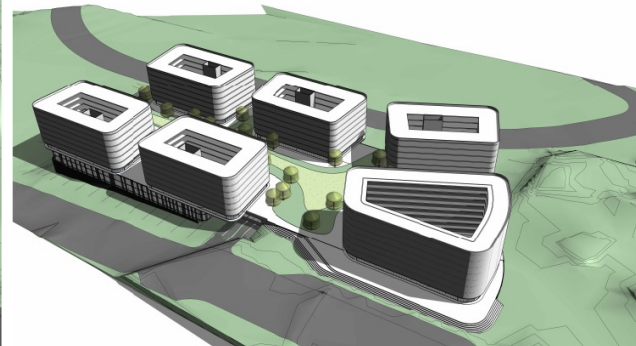
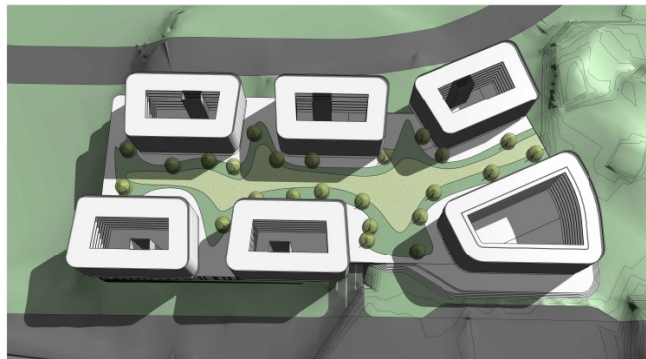
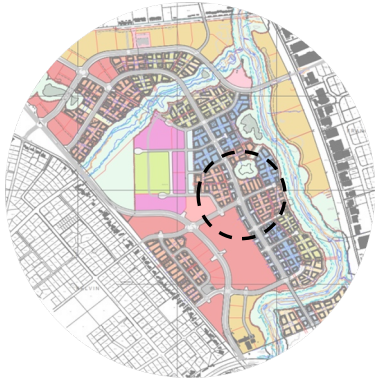
BDC

# PART 6

TYPICAL  
DEVELOPMENT

## RESIDENTIAL

## TYPICAL DEVELOPMENT



BDC  
MASSING  
STUDY

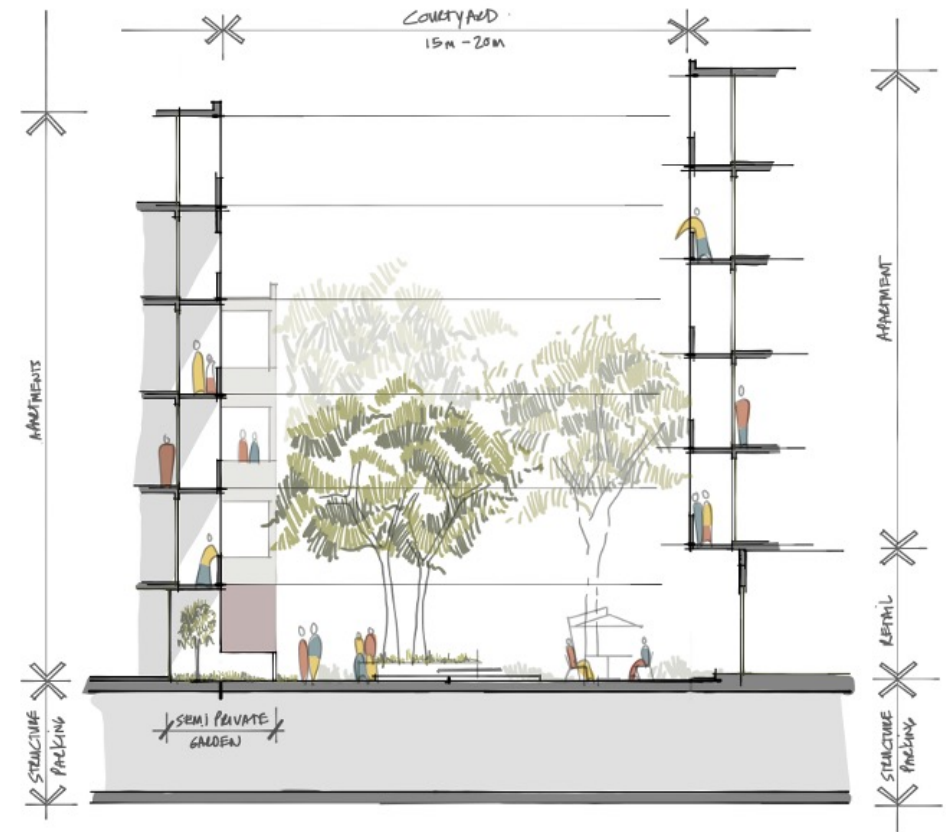
## RESIDENTIAL



**Parking Structure:** In a typical BDC residential development, provision for the necessary residential on-site parking, will be provided via a parking structure, ideally naturally ventilated. This structure will also provide the opportunity to be utilised for communal areas. Over and above roof top terraces could potentially also be utilised for communal areas and / or services applicable to the building.



## TYPICAL DEVELOPMENT



**BDC  
PARKING  
STRUCTURE**

## RESIDENTIAL

## DEVELOPMENT DATA TYPICAL



### 8 x Levels (Top Structure)

- 47 800m<sup>2</sup> GBA
- 39 900m<sup>2</sup> Sellable area @ 83% efficiency
- 928 Units @ average 43m<sup>2</sup>/unit

### Unit Breakdown

- 720 Standard units
- 168 Feature units
- 40 Lower ground lofts

### Landscaped Podium

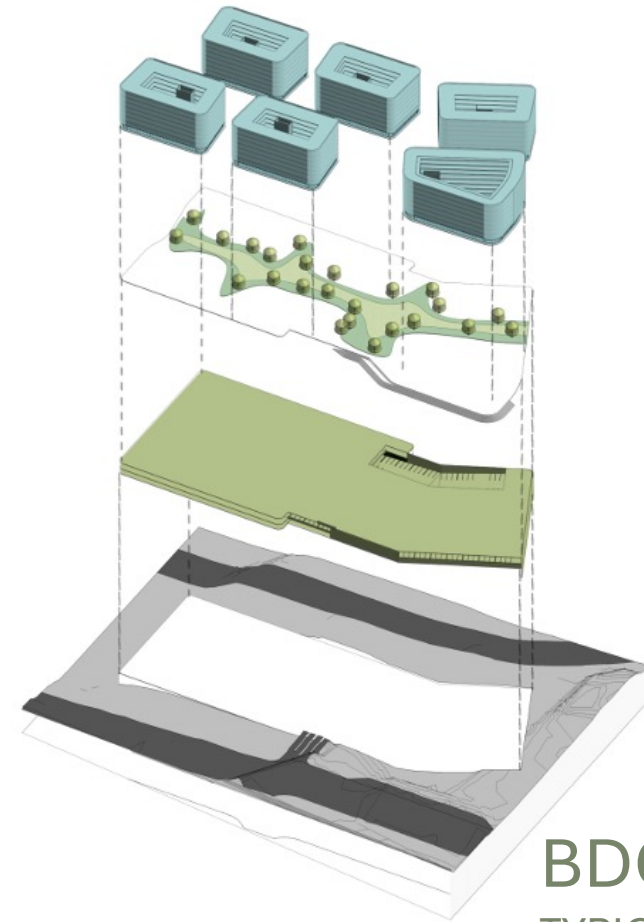
- Communal areas

### 2 x Structured parking levels

- 27 500m<sup>2</sup> @ 1:1 parking ratio
- 978 Bays @ average 28m<sup>2</sup>/bay

### Totals

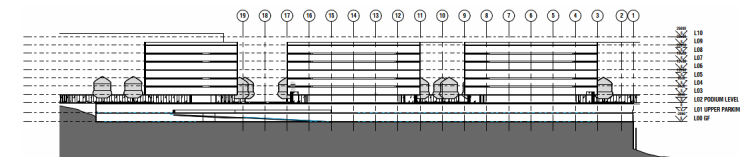
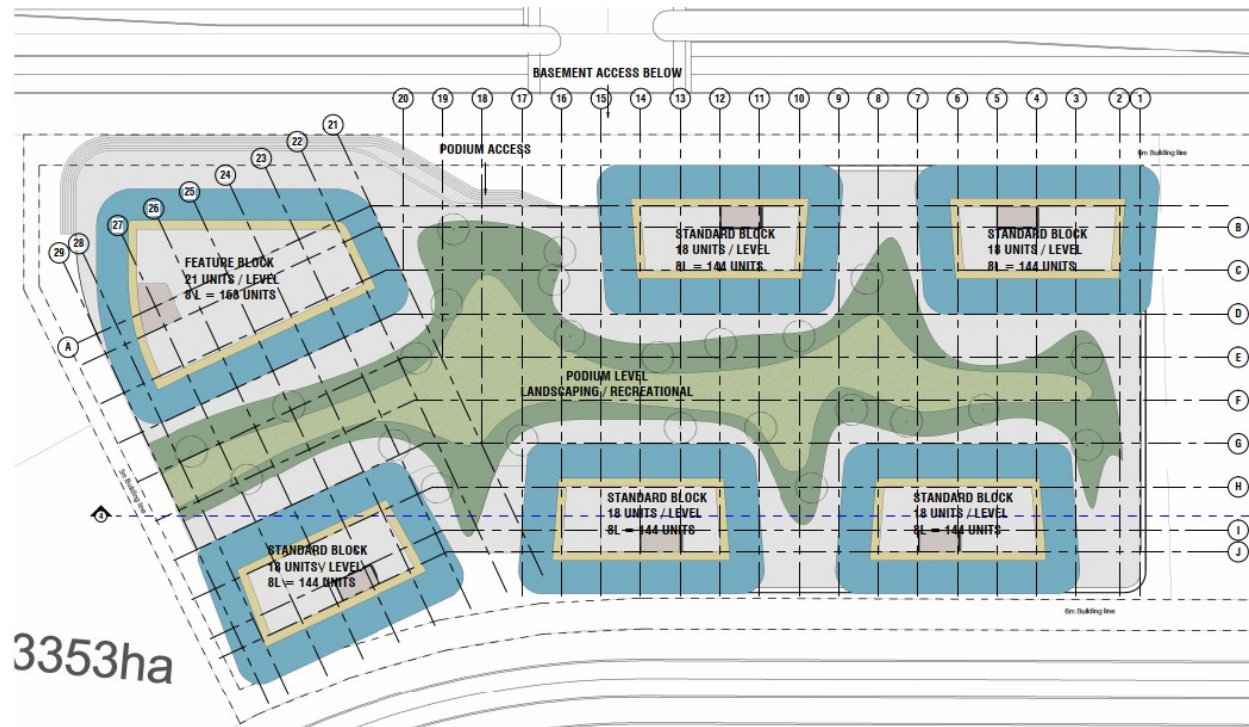
- Site Area = 2.128 HA
- Density/HA = 436 Units/HA



**BDC**  
TYPICAL PRODUCT  
BUILD-UP

# RESIDENTIAL

# TYPICAL DEVELOPMENT



BDC

# PART 7

PROJECT STATUS

## PROJECT STATUS

- Environmental approval for development of site (ROD) received – dated Dec'24;
- Development rights for the development of 29 306 residential units secured from City of Johannesburg – Nov'23;
- Township Establishment approved – dated Nov'23;
- Transfer of land to BDC JV concluded, Sept '24;
- Engineering designs for installation of services approved by:
  - JRA – dated Apr '25
  - JW – ongoing
  - Eskom – ongoing
- Community facilitation commenced Sept '24, project CLO & LDO appointed June'25
- Contractor appointed to remove platforms, classify material & stockpile for use during construction (stockpiles created during WITS ownership) allowing for installation of Bulk & Link infrastructure to commence.
- Civil work tendered, tenders received and contractor appointment for first phase of infrastructure installation.

## BDC PROJECT STATUS June 2025



BDC

# PART 8

PROPOSED LEGAL  
STRUCTURE &  
AGREEMENTS

## LEGAL STRUCTURE

BDC is the registered owner of the Land, which shall be developed for both commercial and residential purposes. Calgro M3, as shareholder in BDC, is entitled to take transfer of ownership of specific Township Areas of the Land for development of the Residential Component, while BPP as shareholder, is entitled to take ownership of the Township Areas of the Land for the development of the Non-residential Component.

BPP, although a co-shareholder in BDC with Calgro M3, is not party to this Agreement as it has no interest in the Residential Component, which Calgro M3 has the exclusive rights to.

To give effect to the constitutional demands for service delivery imposed upon local government in terms of the Constitution of the Republic of South Africa, 1996 ("the Constitution"), Calgro M3 has agreed to allow the CoJ to participate in the Residential Component of the Land Development Project as a co-developer by committing towards the provision of the External Services required and contributing towards the Internal Services as a commitment accepted by the CoJ to provide those municipal services to its community within the ambit of the Fully Subsidised Housing Component, GAP Housing Component (being partially subsidised Housing Units) and Affordable Housing.

## LEGAL STRUCTURE

The Parties have agreed that to execute the development of the Residential Component of the Land Development Project on the basis as is described in this Agreement, whereby the CoJ is afforded the opportunity to participate therein and appoint Calgro M3 as its Implementer, will be the most suitable manner of execution of the project for the CoJ to:

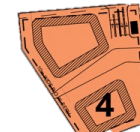
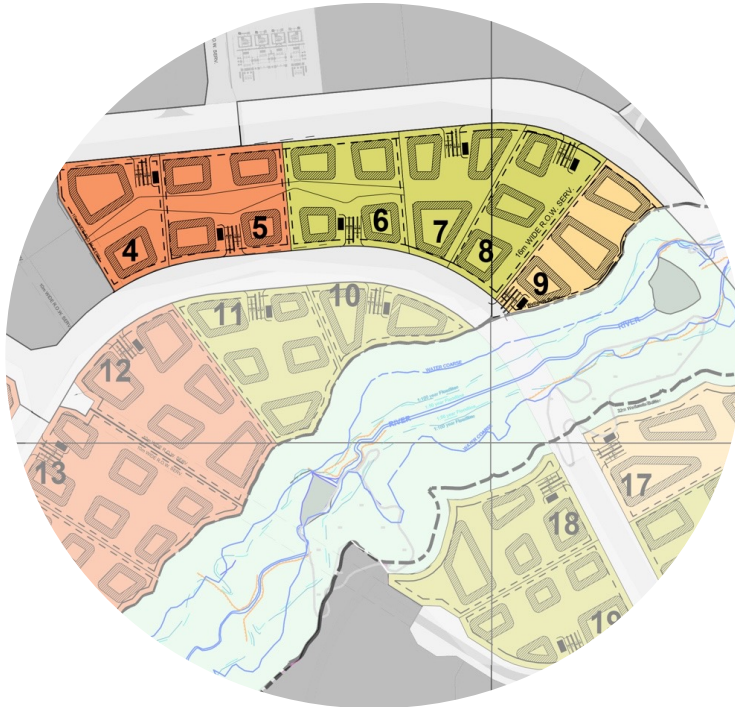
1. deliver much needed housing within different income bands to the communities in the area, regards being had and given to the current availability of funding by the CoJ, and
2. at the same time to expand CoJ's rate payer base.

It is recorded that CoJ's participation in the Land Development Project and the making available by the CoJ of USDG Subsidies or any other subsidy or grants made available by CoJ or ESKOM, or any other Relevant Authority or Governmental Authority, for the installation of, or upgrade to, any public infrastructure, including but not limited to roads, electrical infrastructure, water and sewer infrastructure, parks, etcetera, is solely due to, or as a result of, the development by Calgro M3 of affordable housing and/or subsidised housing and or partially subsidised housing on the Land.

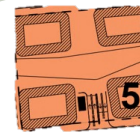
BDC

# PART 9

DEVELOPMENT  
DATA


**EXT 14 – ERF 4 | 0.90ha**

Zoning : Open Market  
Density : 325  
Building Height : 6 storeys  
Units : 293


**EXT 14 – ERF 5 | 1.12ha**

Zoning : Open Market  
Density : 409  
Building Height : 6 storeys  
Units : 458


**EXT 14 – ERF 6 | 1.09ha**

Zoning : Social  
Density : 268  
Building Height : 4 storeys  
Units : 293


**EXT 14 – ERF 7 | 0.94ha**

Zoning : Social  
Density : 347  
Building Height : 5 storeys  
Units : 329


**EXT 14 – ERF 8 | 1.03 ha**

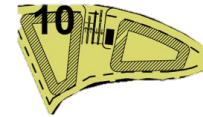
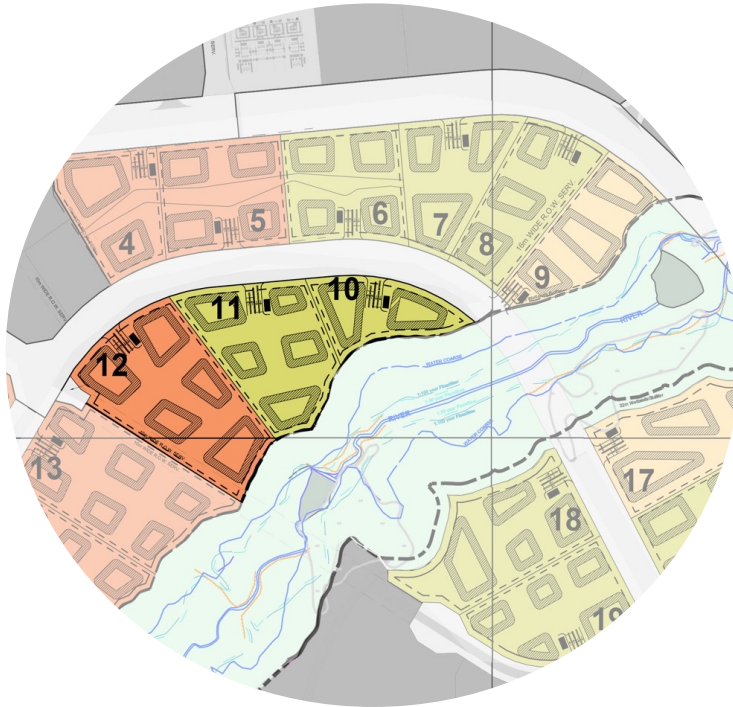
Zoning : Social  
Density : 338  
Building Height : 6 storeys  
Units : 351


**EXT 14 – ERF 9 | 1.18 ha**

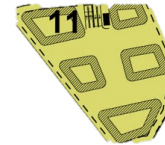
Zoning : RDP  
Density : 354  
Building Height : 6 storeys  
Units : 420

## RESIDENTIAL – PHASE 1B

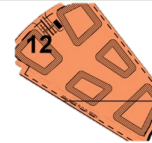
## EXT 17 DEVELOPMENT



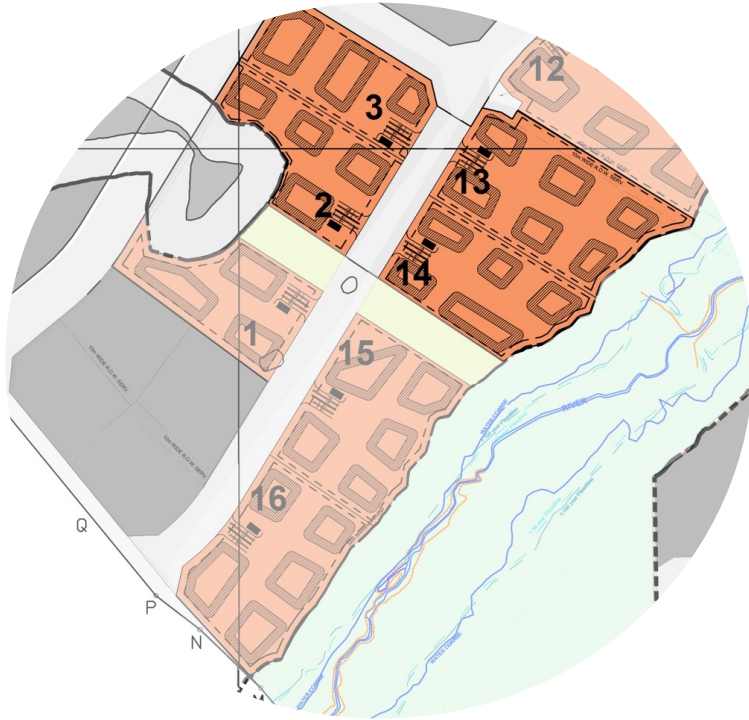
**EXT 17 – ERF 10 | 0.67ha**  
Zoning : Social  
Density : 501  
Building Height : 7 storeys  
Units : 338



**EXT 17 – ERF 11 | 1.31ha**  
Zoning : Social  
Density : 416  
Building Height : 6 storeys  
Units : 547



**EXT 17 – ERF 12 | 1.69ha**  
Zoning : Open Market  
Density : 391  
Building Height : 6 storeys  
Units : 661

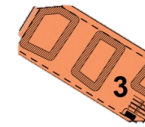
**EXT 19 – ERF 2 | 1.09ha**

Zoning : Open Market

Density : 346

Building Height : 5 storeys

Units : 352

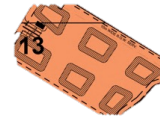
**EXT 19 – ERF 3 | 1.02ha**

Zoning : Open Market

Density : 314

Building Height : 5 storeys

Units : 322

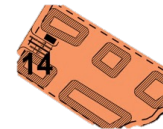
**EXT 19 – ERF 13 | 1.61ha**

Zoning : Open Market

Density : 380

Building Height : 6 storeys

Units : 612

**EXT 19 – ERF 14 | 1.18ha**

Zoning : Open Market

Density : 448

Building Height : 6 storeys

Units : 530