

Unlike Cape Town — where the geographic limits created by the coastline and mountains hamper the creation of new housing stock, creating a persistent shortage of stock in prime areas — Gauteng is able to expand outwards in order to meet housing demand.

There are currently several major infrastructural, commercial and residential developments in numerous growth nodes such as Fourways, Midrand and Menlyn in Pretoria East.

ROSEBANK EMERGES AS JOHANNESBURG'S MOST DESIRABLE MIXED-USE HUB



Rosebank is emerging as Johannesburg's most desirable mixed-use hub. New luxury apartments and premium-grade office space are attracting prices typically reserved for Sandton and Melrose Arch.

Rosebank's leafy, pedestrianised environment and confined road network mean it can easily

accommodate a mix of office, retail and residential developments - all within easy walking distance.

Developers believe Rosebank has the opportunity to become a true 24-hour live, work and play precinct, unlike Sandton which failed to construct sufficient residential stock.

SOURCE: FINANCIAL MAIL



GAUTRAIN EXTENSION TO SPARK NEW GROWTH NODES

One major infrastructural investment which is likely to have a significant impact on the housing market in several Gauteng suburbs in the year ahead is the planned extension of the Gautrain.

The Sandton and Rosebank Gautrain stations have very clearly boosted the development impetus in these suburbs. Companies are often willing to pay a premium for premises near a Gautrain station, while residents are attracted by the transport alternative the service offers to Gauteng's congested highways.

The Gautrain Management Agency is planning to extend the rail route by 150 kilometers – and the Gautrain could soon travel to Soweto, Mamelodi and the West of Johannesburg. It is anticipated that the extension to the west of Johannesburg will have a similar impact on the local property market was experienced in Sandton and Rosebank, with big corporates opting to relocate there.

Construction on the new lines could start in five years' time. In the meantime, it is estimated that 45 new train coaches are needed to keep up with growing passenger demand.