

# LUANDA WORLD CITY - MASTERPLAN

2008

## Location

Luanda, Angola

## Client

GRN – Gabinete de Reconstrução Nacional

## Scope

New Metropolitan Region Development

## Stages

Analysis and Planning Stage

Base Program

Macro-Town Planning Scheme

Planning Scheme Approach

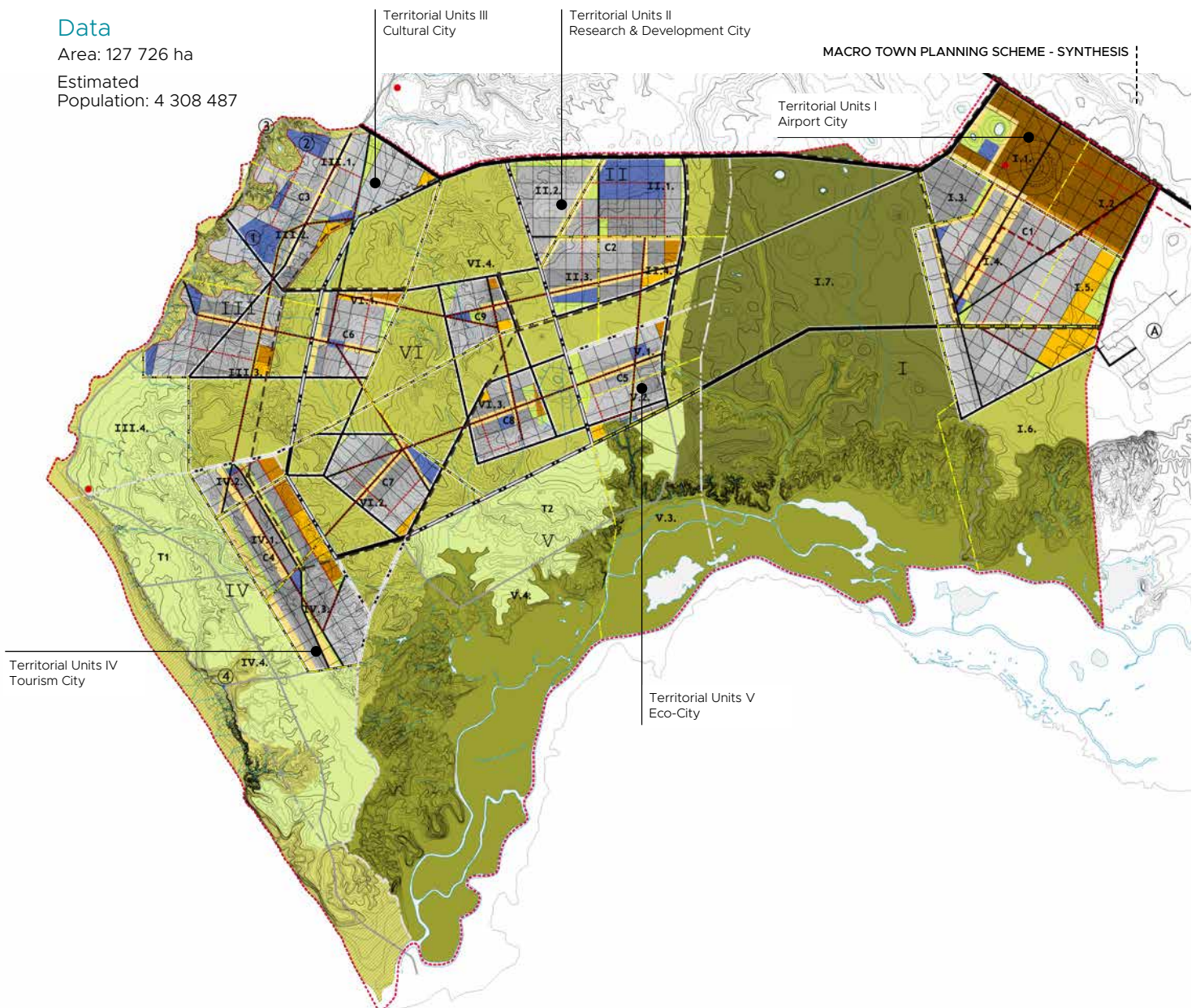
## Data

Area: 127 726 ha

Estimated  
Population: 4 308 487

The Masterplan for the southern expansion of Luanda was effected as a Regional Plan taking on the global understanding of a new World City as its main strategy. The Plan was called upon to meet the growing need for expansion and rehousing associated with accelerated urban concentration in the Luanda area, leading to a total 9,4 million inhabitants projected by 2030. This territory was thus in pressing need for effective and sustainable strategies defining

specific goals for the short, medium and long terms. Luanda Cidade Mundial is designed as a cosmopolitan metropolis of relevant dimension and capacity in both the community of Portuguese-speaking countries and the world, with the Plan combining the definition of development principles at different scales: regional, metropolitan, municipal, city and neighborhood.

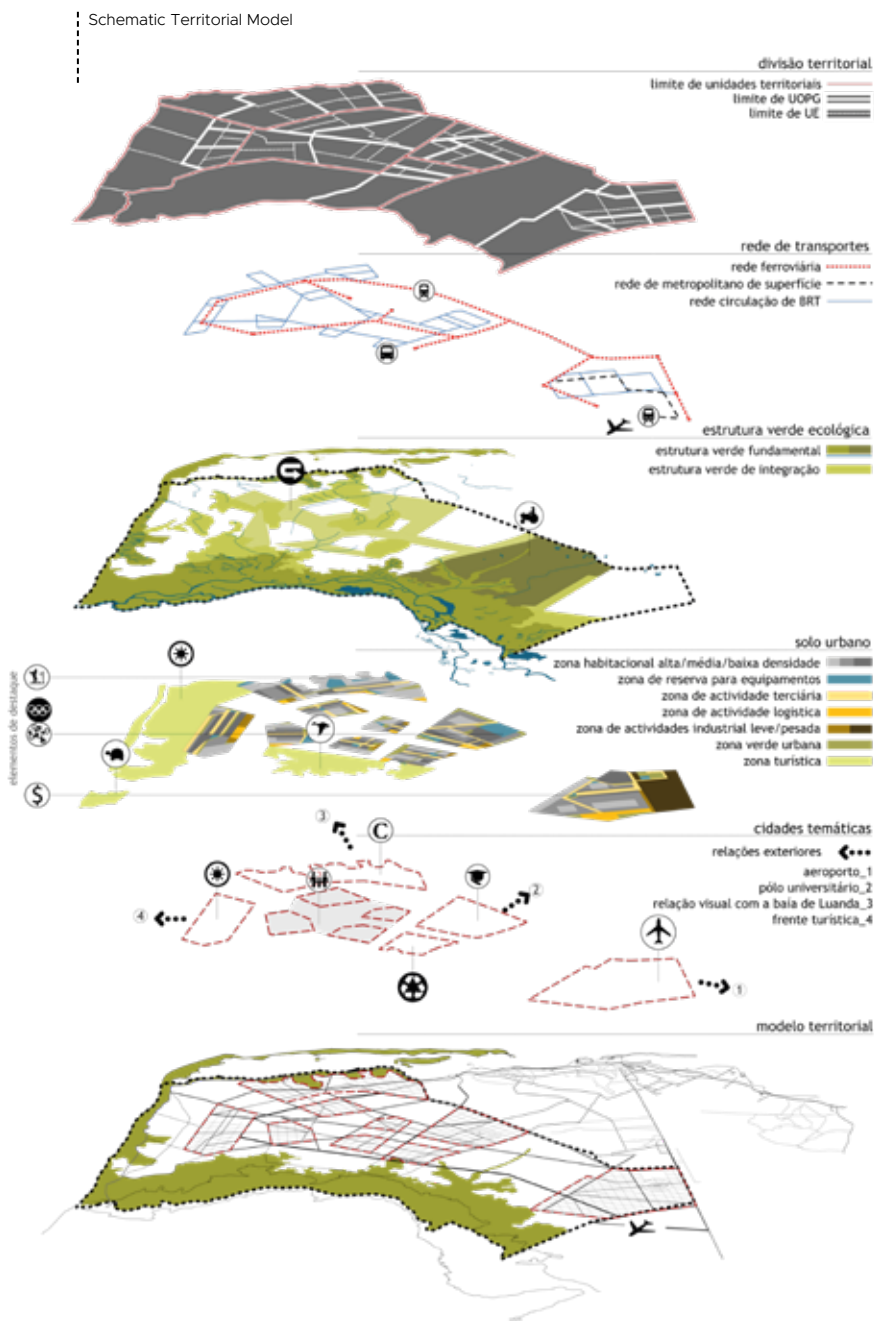


The Plan for the southern expansion of Luanda encompasses an area of 127 726 ha. It follows a general metropolitan strategy that includes the regeneration of the historical center of Luanda, the regeneration of the area currently occupied by musseques, the expansion to and occupation of land reserve areas, and the expansion towards areas outside of the Luanda province which prove to equally enable development and occupation.

The Plan proposes a network of several new medium-sized cities for a maximum of 4 308 487 inhabitants, connected by an effective transport system linked to the existing Luanda network, ensuring sustainable mobility and promoting an integrated solution that enables flexible growth scenarios in the short, medium and long terms, in a programmed and sustainable way.

The Plan's strategic goals are: to define the areas best suited for urban development and those where landscape is to be protected; to balance spatial distribution of population and employment avoiding massive commuter movements; to improve and optimize transport systems, drawing on existing services to effectively use available resources; strengthen the social facilities network, ensuring most population has access to all levels of services; define free areas, taking advantage of natural resources such as forests, lagoons, natural reserves and areas of natural beauty; to disencumber the periurban area of Luanda (the musseques area) by creating nine new cities of medium and diversified size (between 100 000 and 1 200 000 inhabitants); to define the basis for the administrative division of the territory in a way that enables effective and efficient management; selectively densify near mass transport interfaces and corridors; to establish a sub-regional (metropolitan) Ecological Structure safeguarding the environmental sustainability of the greater Luanda area; and to define a compensation system ensuring equal distribution of benefits and costs between all land owners, both public and private. On a first level, and taking into account the dimension of the project, Territorial Units (TU) were defined, integrating the areas suited for urban development and natural areas, safeguarding development coherence and land management capability. Operational Planning and Management Units (OPMU) and Proximity Units (800 m x 800 m) were delimited within TUs.

The Plan thus delineates nine urban perimeters (corresponding to the Cities) distributed by six Territorial Units. The proposed cities (integrating the UTs) will have similar features in terms of land classification, development parameters, and geographic relationship between land-use categories. However, due to different locations, and morphologies, and to existing land-use rights, each city has individual specifications which could bring about their identities and progression in the future.



**City 1 Airport city**, close to the new airport, intends to create predominantly productive urban spaces by accommodating industrial areas and new economic services, especially those related to information, technology and knowledge, integrating an economic basis of sustainability and competitiveness.

**City 2 Research & Development city** will be established along the road-rail circular of Luanda (under construction) and would be suited for university campus areas articulated with research and development activities.

**City 3 Cultural city**, next to Mussulo Bay, where multiple appropriation of space phenomena by the Luanda metropolitan population can be identified. The slavery museum and the race track are cultural references to integrate in this city as well as a group of new social facilities and both national and provincial functions.

**City 4 Tourism city**, with its natural aptitude, open to the ocean coast, with beautiful landscape.

**City 5 Eco-city**, next to the oilfield reconversion area, taking on as main theme the green area protecting the river Kwanza.

The remaining 4 cities, cities 6, 7, 8 and 9, are strategically located in proximity to the four cities: Research & Development city, Cultural city, Tourism city and Eco-city. Development should start preferentially after the conclusion of the rail line, and after the former cities are consolidated to at least 60 % of their maximum capacity, thus ensuring the optimization of the executed infrastructure.

Land-use attribution is based on the distinction between **Land assigned to the Ecological Structure** and **Urban Land**. The Land assigned to the Ecological Structure constitutes the network of existing resources and natural and landscape values, including areas that should be environmentally endorsed not only for their vulnerability, but also for their importance to conservation, sustainability and territory promotion. Thus, the ecological structure is composed by the **Vital Green Structure** – which incorporates the Protection Zone (including the green area protecting the river Kwanza, the green area protecting the coast and the green area protecting waterways and lagoons) and the Farming Zone (including the Kikuxi farming area and the existing farming area) – and the **Integration Green Structure** – which includes the Green Area for Delimitation and the Urban Green Area.

Urban Land is subdivided into land-use categories defined based on the dominant use and its degree of urbanity according to the proximity to infrastructures. Tourism zones are subdivided into coastal and river Kwanza tourism zones, located near the cities, along the ocean coast and the river Kwanza, whose landscape confers touristic suitability.

A1V2's contribution to this project included Project Management and the specialties of Urban and Territorial Planning, Urban Law, Environment and Landscaping, Integrated Transport and Mobility System.

The land-use model and the structured approach to the plan assimilates implementation principles and parameters allowing eligibility for the international certification of the urban plans and architecture projects that will follow in the next stages with the LEED system (Leadership in Energy and Environmental Design), a considerable asset for raising foreign investment.

**SCHEMATIC INTERVENTION PRINCIPLES**

