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**Glossary of Terms and Abbreviations**

**Accessibility**

At a general level, accessibility for people implies the ability of people, including elderly and disabled people, those with young children and those encumbered with luggage or shopping to move around an area and reach places and facilities (see urban accessibility).

**Agglomeration of Economies**

Occurs when firms cluster together to produce at an added economy. This can take the form of urbanization economies, where cost decreases as total output of an urban area increases; or localization economies, where costs decrease as firms in a specific industry increase output.

**Batho Pele**

The City of Tshwane aims to espouse the following values, known as Batho Pele Principles:

- **Consultation**
  
  Customers should be consulted about the level and quality of the municipal services they receive and, wherever possible, should be given a choice about the services that are offered.

- **Service standards**
  
  Customers should be told what level and quality of services they will receive so that they are aware of what to expect.

- **Access**
  
  All customers should have access to all our services, and possible barriers should be done away with.

- **Courtesy**
  
  All customers should be treated with courtesy, consideration and empathy.

- **Information**
  
  Customers should be given full, accurate information about the municipal services they are entitled to receive.

- **Openness and transparency**
  
  Customers should be given honest and open feedback on how the Municipality works, what the resources are and how they are used, and the level of efficiency.

- **Redress**
  
  If the promised standard of service is not delivered, customers should be offered an apology, a full explanation and a speedy and effective remedy; and when complaints are made, customers should receive a sympathetic, positive response.
• Value for money
  The Municipality should seek ways to simplify services and eliminate waste and inefficiency by ensuring that services are delivered in the most efficient way.
  The Municipality will establish effective stakeholder forums that are inclusive and promote the ideals of a non-racial, non-sexist, democratic, caring and prosperous society.

Brownfield Site
Previously developed land and any associated fixed surface infrastructure. It often constitutes abandoned or under-utilised sites within the built-up urban area, (such as hazardous industry, manufacturing, utilities, etc...) and is available for redevelopment.

BRT- Bus Rapid Transit
BRT is a bus-based public transport technology typically operating on exclusive right-of-way lanes at surface level; in some cases underpasses or tunnels are utilized to provide grade separation at intersections or in dense city centres. Typical BRT consists of element such as segregated median busways, pre-board fare collection, platform level boarding, free transfer between corridors, high frequency service and restricted operator access.

Central Business District
This is the traditional business core of an urban area. The CBD is usually the office, financial, retail and service centre of a city, providing both employment opportunities for a large number of people and a significant share of the tax base.

City-region
A major metropolitan conurbation that is ranked in the world hierarchy of urban settlements. This perspective stresses the importance of understanding the functional economic geography of the city-region - how the different components relate to each other, their comparative and competitive advantages, and how people, capital flows and business linkages shape the regional economy.

Conservation Area
Areas of special natural, ecological, architectural or historic interest, the essence of character or appearance of which it is desirable to preserve and/or enhance.

Carbon Footprint
A measure of the 'load' imposed by a given population on nature. It represents the land area of average quality needed to sustain current levels of resource consumption and waste discharge by that population. The bigger the footprint the greater is the impact that it represents.

Climate Change
Climate change is the long-term change in average weather conditions, including temperature, precipitation and wind.

Compaction
A planning and urban design concept that is achieved through a combination of infill development, intensification of land use and densification and which:
• promotes relatively high residential density with mixed land uses.
• is based on an efficient public transport system
• encourages walking and cycling, low energy consumption and reduced pollution.
• provides a large resident population accommodation opportunities for social interaction as well as a feeling of safety in numbers and ‘eyes on the street’

Consolidation

Higher-density spatial form achieved by ‘filling in the gaps’ in the existing built form; seen as an opportunity to reduce the ecological footprint of urbanisation while enhancing social interaction.

Densification

The process of increasing land use densities (the building density) in a planned and meaningful way within the existing boundaries of a specific area. This yields an increased population density (as determined by the occupancy density) and subsequent increased efficiency in the utilisation of infrastructure, services and amenities.

Development Corridor

Transport or trade corridors that provide an appropriate regional level of mobility and accessibility to adjacent areas, and should contain a high concentration of population and mixed land uses (job opportunities). Development Corridors will thus accommodate linear transport routes such as heavy and light rail and/freeways.

Economies of Density

Somewhat related to agglomeration of economies, but focus on spatial coverage and proximity. For instance, retailers can achieve several types of cost savings by locating its stores in proximity to one another. Such a structure reduces logistics and delivery costs by sharing a distribution centre. Other advantages may include the possibility to relocate part of the workforce between nearby facilities and having shared advertising. In such circumstances, the locational strategies are based on proximity to existing facilities, even if this implies the selection of sub-optimal locations.

Exurbia

The rural-urban fringe located beyond most suburbs, where low-density suburban development meets rural and semi-rural areas. Exurbia often contains a mixture of land uses, including large-lot suburban residences, country estates, low-density commercial development, and the remaining agricultural and rural land uses. Specific concerns arise with such developments regarding the creation of "leap-frog" development that stimulates further sprawl of the urban area. By contrast, the small holding and agricultural potential of this zone can be planned to constitute an integral and dynamic part of the city economy (sometimes referred to the "urban breadbasket")

Gauteng City Region

The city region is a new way of looking at urban Gauteng, not just as a collection of towns, cities, local governments and boundaries, but as a single conurbation with potential at the global level. This change of
focus is important for establishing institutional relationships that will lead the growth and development of the city/region.

**Green corridor**

Green corridors can integrate urban development with natural vegetation. They help to promote environmentally sustainable development and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.

**Greenfield Site**

Undeveloped land identified for residential or industrial/commercial or other development, generally on the fringe of the metropolitan area.

**Green Economy**

The broad application of the Green Economy concept relates to sustainable development in all its forms and covers six main areas: renewable energy, green buildings, clean transportation, water management, waste management and land management.

**Growth Management**

Growth management is a spatial concept that encompasses all aspects that ensure efficient, optimal and sustainable development of the physical environment. Growth management encompasses smart growth, transit-oriented development, densification, intensification, compaction and infill development.

**Infill**

New development on vacant or underutilised parcels that are served by infrastructure and surrounded by urban development. Infill sites are normally scattered throughout the city and are usually only a few lots wide or in isolated parcels within already built-up areas. The sites are vacant either because the structures formerly on them were demolished or because they remained undeveloped when the adjoining buildings were erected. Infill also includes redevelopment and revitalization projects where existing structures in already developed areas are removed to allow for new construction.

**Intensification**

The development of a property, site or area at a higher density than currently exists through: (a) redevelopment, including the use of brownfield sites; (b) the development of vacant and/or underutilized lots within previously developed areas; (c) infill development; or (d) the expansion or conversion of existing buildings.

**Integrated Rapid Public Transport Network**

In line with the National Public Transport Strategy of 2007, this is an initiative to implement high quality networks of Rail Priority Corridors and Bus Rapid Transit Corridors. The Public Transport Strategy intents to implement high quality networks in 12 cities i.e. Johannesburg, Tshwane and Ekurhuleni, in Gauteng; eThekwini and Msunduzi, in KwaZulu-Natal; Cape Town, in the Western Cape; Nelson Mandela Bay and Buffalo City, in the Eastern Cape; Mangaung, in the Free State; Polokwane, in Limpopo; Mbombela, in Mpumalanga and Rustenburg Municipality in the North West Province.
Leapfrog Development

A pattern of growth in which vacant parcels adjacent to existing development are bypassed and land farther out is developed instead. Leapfrog development generally occurs as developers choose to build on less expensive, more removed parcels. Considered part of a sprawl pattern, leapfrog development often uses extensive amounts of land beyond the urban edge and requires additional infrastructure extensions.

Mixed Use

Provision of a mix of complementary uses, such as residential, commercial, retail, office, community and leisure uses, on a site or within a particular area.

Node

Provides the focus for services, employment and social interaction in cities and towns. They are where people shop, work, meet, relax and often live. Usually well-served by public transport, they range in size and intensity of use from local neighbourhood strip shopping centres to traditional universities and major regional malls.

Non-motorised Transport (NMT)

This term is inter-changeable with the spatial planning concept of “pedestrianism”. NMT entails all forms of movement that are human powered and do not rely on engine or motor; this includes walking, cycling, rickshaws, wheelchairs, animal drawn carts and recreational activities such as equestrian, rollerblades, skates and battery propelled scooters.

Pedestrianisation/ Pedestrianism

The term is inter-changeable transport planning term of ‘non-motorised transport’ (NMT). Any form of transport of movement that involves physical activity. This includes cycling, walking and using public transport (the walk to and from the bus, taxi or train is part of the journey).

Public Open Space

All space of public value, including public landscaped areas, public squares and civic spaces, plazas and entrances to shopping areas, pedestrian areas, bikeways and paths, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife. These areas usually remain unbuilt upon.

Regeneration

The economic, social and environmental renewal, restructuring and improvement of rural and urban areas.

SDF- Spatial Development Framework

A management tool that provides a spatial strategy to achieve the city’s vision, provides development direction, co-ordinates initiatives and identifies key interventions and development areas. It is a set of development objectives, strategies and policy statements established to achieve a holistic vision and approach to development and management of land.
Smart Growth

The smart growth principle is a component of Growth Management and guides development such that resources and services are provided in such a manner that they meet the demands of the affected population over a long-term period. In short, “Smart Growth” can be explained as “doing the right thing in the right place in the right way at the right time”. Smart growth is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities.

Socio-economic Integration

Our communities are categorized by low, middle to upper income groups. Due to past policies, these communities have been accommodated in neighbourhoods based on either/both their income group and/or racial classification. Socio-economic integration redresses that imbalance by creating places of residence whereby communities are mixed and integrated through provision of different housing typologies for various income groups, with supporting social facilities that are essential for livelihoods such as government institutions, clinics, libraries, shops, transport facilities, places of employment and communal spaces such as parks and public squares.

Spatial Economy

In traditional terms, spatial economy refers to the allocation of (scarce) resources, their location and subsequent economic effect. In the context of this document, the spatial economy will include all social, economic and environmental considerations relating to spatial planning.

Spatial restructuring

A spatial planning concept that aims at redressing an unsustainable spatial form by redirecting growth to areas of opportunity. It encourages development around nodes, densification along corridors, residential developments near areas of economic activity with supporting social facilities, and defines spaces through spatial design etc.

Sprawl

A multifaceted concept, which includes the spreading outwards of a city and its suburbs to its outskirts to low-density and decentralised development, often giving rise to leapfrog development, sometimes outside of the urban edge with a high segregation of uses and various design features that encourage car dependency.

Sustainable Development

Sustainable development is a pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but also for generations to come. The field of sustainable development can be conceptually broken into three constituent parts: environmental sustainability, economic sustainability and socio-political sustainability. Sustainability within the built environment refers to spatial types and morphologies related to intensity of use, consumption of resources and production and maintenance of viable communities.

Township

In the context of this document, residential suburb established during the Apartheid era. These were located beyond the urban periphery,
specifically created to accommodate non-white people. Apartheid legislation enabled the government to forcibly locate non-white people in townships. This is not to be confused with the legal term of township, which refers to a measure of land that has been formalised through town planning and legal processes, including the approval of a general plan which is approved by the Surveyor-General and the recording of land title with at the Deeds Registry.

**Transit-Oriented Development**

TOD incorporates densification, intensification and compaction of mixed land use in close (walking distance) proximity to significant transit connections. The intention of TOD is to maximise the potential of developed land, create the population threshold required for sufficient ridership of public transport, reduce the carbon footprint by combating sprawl and promoting pedestrianism thus reducing reliance on private vehicle usage and creating vibrant 24-hour centres that provide sustainable human settlements.

**20 Minute Neighborhood**

A neighbourhood in which all necessities and amenities are no more than 20 minutes walking distance away from one’s place of residence.

**Urban Edge**

A virtual development boundary and inter-related policy that serves to control urban sprawl by mandating that the area inside the boundary be used for higher density urban development and the area outside be used for lower density, green open spaces and/or no development. Outside the urban edge, development should only be permitted within existing small towns and rural nodes, and where the environment and agriculture are not compromised. The urban edge forms the boundary between urban development and the valuable natural and agricultural hinterland in order to contain the lateral growth of the urban areas.
ABBREVIATIONS

BRT- Bus Rapid Transit

CBD- Central Business District

CRDP- Comprehensive Rural Development Programme (2009)

GCR- Gauteng City Region

GSDF- Gauteng Spatial Development Framework (2011)


NDPG- Neighbourhood Development Partnership Grant

SDF- Spatial Development Framework

TOD- Transit Oriented Development

IDP- Integrated Development Plan

IRPTN- Integrated Rapid Public Transport Network
CITY VISION

Tshwane- the African Capital City of Excellence

MISSION

To sustainably enhance the quality of life of all people in Tshwane through a developmental system of local government and by rendering efficient, effective and affordable services

SPATIAL VISION

A spatially efficient Capital City that is Sustainable, Competitive and Resilient

SPATIAL MISSION

To lead integrated planning, maximising on spatial efficiencies for optimal service delivery
AFRICAN CAPITAL CITY OF EXCELLENCE - TO BE OR NOT TO BE?

Tshwane has great ambitions to become a leading capital city of excellence- and rightly so. As the administrative capital of South Africa, home of the renowned “Union Buildings”, a number of government departments, embassies, tertiary and research institutions, a world heritage site and party to the country’s first rapid transit train service, known as the Gautrain, the City of Tshwane is a hot bed of great potential. Further, Tshwane is a gateway, to the rest of Africa, providing ample opportunity for trade and investment within the continent... and beyond. And yet, there is still ample room available to improve our competitive edge, both locally and internationally.

When seeking a competitive edge, one has to ask what it is that makes a ‘successful’ city. A successful city is reliant on the synergy among several building blocks: social, economic, political, technological and environmental. But one will find that, when looking at long-established ‘successful cities’ no two are identical. Each one has its own character and voice. There are a number of ways in which these building blocks come together to create a ‘successful city’. What is common to each of these cities is the positive impression left on either a visitor or resident of the city.

When a city creates and sustains an atmosphere of “civic collaboration” that balances the ability to “get things done”; becomes a global destination for a skilled workforce, a place where people want to live, work and play, then, a city has become “successful”.

It is imperative to create a sense of pride for the residents of a city. When striking up a conversation with a stranger seated next to you on an airplane, does that person respond: I’m from – you fill in the name of the city – and expect you to immediately recognize their city and to have a positive image of, if not envy for, that community. This factor is nearly impossible to quantify – but I think we all know it when we see it and relish it when we have it. “I’m proud of my community and let me tell you why!” (Stafford, 2006)
Within the physical (built) environment, one would desire to move in spaces that are aesthetically pleasing and safe; efficient and cost-effective to move between—whether on foot or by vehicular transport. One wants to be able to live where they choose to do so; to be given the options to access housing that fits within their financial means; spaces in which one receives the services that one pays taxes for.

These efficiencies in the built environment create a basis for a city that works well. All relevant elements for this perfect recipe happen in space, and are a delicate balance of the link that exists between land use, public transport and economic development within a city.

It is the express goal of this document to map the spatial realities of the city, the vision for the spatial fabric of the City, the gaps that permeate the current spatial reality and how, through strategic spatial intervention, the City of Tshwane can begin to realize the ambition of becoming an African Capital City of Excellence.
1. ABOUT THE CITY OF TSHWANE

The CoT covers an area of 6260 km² and is the result of an amalgamation of the previous City of Tshwane, which was established in December 2000, and the three Metswedeng Municipalities (Nokeng tsa Temane Local Municipality, Kungwini Local Municipality, Metswedeng District Municipality), found directly east and south east of the previous City of Tshwane.

The City of Tshwane (CoT), found within the Gauteng Province, is bordered by Limpopo to the north, Mpumalanga to the east, the Ekurhuleni and City of Johannesburg Metropolitan Municipalities to the south and North West to the west.
With Gauteng being at a total area of 16 548 km², Tshwane, at 6260 km², covers approximately 39% of the entire province.

It is important to remember that the City of Tshwane is that it is not the result of planned growth, but rather, of the extension of its boundaries to incorporate new areas over time. This has resulted in a sprawled city form, vast and complex in nature. Diagram 4 illustrates how the City of Tshwane has developed over time.
DIAGRAM 4: Development of Tshwane
1.1 Regional Overview

Tshwane consists of 7 planning regions each with their own unique characteristics.

1.1.1 REGION 1

Region 1 is situated in the north western quadrant of the CoT. This region is home to the following areas of opportunity:

- Pretoria North CBD
- Mabopane Station urban core, intended for TOD development
- Soshanguve South, an emerging node - primarily residential and retail and beneficiary of the NDPG programme
- Akasia Metropolitan Core, primarily retail and residential
- Rosslyn automotive cluster- Blue IQ project and important employment node
- Ga-Rankuwa Industrial Estate
- Medunsa Medical University and Tshwane University of Technology forming an important part of the Knowledge economy
- George Mukhari and Odi hospitals

A significant number of the population have low levels of education, high unemployment, very low incomes and poor living standards. In view of the specialised nature of the industrial areas, there are limited job opportunities for unskilled labourers in the region.

Challenges include the fact that formal residential units (north of Rosslyn) are mostly subsidised. Private investment in housing development is limited to the area south of Rosslyn/ Klerksoord, with very limited private investment occurring north of Rosslyn. Housing typologies range from extremely low-income housing to high-income housing. Approximately 50% of the housing falls within the range of extremely poor, 5% within rich housing and the balance is shared amongst the rest of the housing typologies. Too many houses are on single stands and there is a limited amount of diversification in the housing stock. Challenges in this regard have been related to historic land use and settlement policies and previous administrative boundaries. This means that in the Winterveld area, specifically, service infrastructure is limited. Formalisation processes that are required in order to supply such infrastructure are also obstructed by issues of land ownership, and the relevant body that is responsible for township establishment in a particular area.

In addition to this, the proximity of Limpopo to the North-west region results in a constant influx of people (mostly unskilled and semi-skilled) from these provinces into Tshwane, who generally tend to settle informally in the most northern part of Tshwane which acts as a “transitional zone” for the first wave of urbanisation.
1.1.2 REGION 2

Region 2 is centred between the north western and north eastern quadrants of the CoT. This region is home to the following areas of opportunity:

- Wonderboom Airport
- Babelegi industrial area
- Wonderboom Nature Reserve
- Tswaing Crater nature Reserve
- Dinokeng Nature Reserve, a Blue-IQ project
- Hammanskraal railway station

Incomes received in the region are very low on average, falling beneath the Tshwane average.

The need for affordable housing is therefore very significant in this area, where several job opportunities already exist, resulting in the continued attraction of many young people to the area.

Some of the northern areas within the region are plagued by the problems associated with historic land use and settlement policies and previous administrative boundaries, making township establishment and the benefits associated with this difficult in some areas. Other challenges include the role of the tribal authorities in land management. The infrastructure landscape differs vastly across the region. The southern section is well catered for, while the northern section requires several upgrades in order to support development plans for the area.

As a resource, the region holds large undeveloped areas, which could in future accommodate growth.
1.1.3 REGION 3

This region is on the western boundary of the CoT, South of Region 1 and 2 and north of Region 4. This region is home to the following areas of opportunity:

- Hatfield Metropolitan Core
- Brooklyn Metropolitan Core
- Atteridgeville/ Saulsville Urban Core and beneficiary of the NDPG Programme
- Pretoria Gautrain Station
- Union Buildings
- Salvokop
- Embassies
- Nelson Mandela Development Corridor
- Church Square
- Loftus Versfeld Stadium
- Voortrekker Monument
- Innovation Hub, Blue-IQ project
- Humans Sciences Resource Council
- University of Pretoria
- Unisa Tertiary Institution
- Tshwane University of Technology
- Inner City
- Pretoria Station
- Freedom Park
- Steve Biko Academic Hospital
- Fresh Produce Market

The region is the host of several national government departments and forms the administrative heart of government. The CBD is the largest job opportunity zone in the CoT. Two of the three Gautrain stations are located within this region, i.e. Hatfield and Pretoria Stations. The region is also the focal point of Tshwane’s ‘knowledge economy’ as it incorporates the bulk of tertiary and research institutions, relative to other regions.

The region is generally well provided for in terms of service infrastructure. Rapid development is expanding towards the provincial urban edge. Nonetheless, future development may be subjected to future bulk infrastructure limitations.

Unfortunately, further challenges exist in the fact that the CBD has lost its status as the focal point of commercial and office related activity within the metropolitan area. This is largely due to the development of a number of high order decentralised nodes. This has partially led to a gradual process of urban decay within the CBD and surrounding areas.

The demographics, income status and quality of the built environment vary greatly, with the more affluent areas being located east of the CBD and the less affluent areas being located west of the CBD.
1.1.4 REGION 4

This region is to be found in the south-western corner of the CoT. The following opportunities are to be found within the region:

- Centurion Metropolitan core
- Gautrain Station
- Highveld Technopark
- N1 Commercial Development Corridor
- Samrand commercial and industrial node
- Potential development along R21 towards OR Tambo International Airport
- Olievenhoutbosch NDPG programme
- Centurion Lake

This region is one of the more affluent regions of the municipality. Its strategic location along the border of Johannesburg has meant that it has progressively developed further towards the south as the growing attraction to the convenience and economic sense of its location has grabbed the attention of many investors. The Highveld Technopark is one such development that is testament to this. Other predominant land uses of strategic significance include the Zwartkop and Waterkloof Military Airports, Centurion CBD, Sunderland Ridge Industrial Area, N1 Corridor (commercial development), Louwlardia Commercial and Industrial area and Samrand. The Gautrain Station will add impetus to the development in and around the area.

Apart from infrastructure requirements and development trends, the low densities are also influenced by the underlying dolomite in the area. Vacant areas within the suburban environment have recently developed extensively with densities varying from 60 units per hectare. There still exists an opportunity to extend residential developments in the westerly direction (Monavoni and surrounds).

Though well serviced, the provision of bulk services is lagging behind the rapid population growth. Existing infrastructure requires upgrading and maintenance.
1.1.5 REGION 5

Region 5 is found at the north eastern part of the CoT.

Areas of opportunity include:

- Rayton Centre - retail and residential
- Cullinan Tourism Node - tourism, retail, residential and light industry
- Roodeplaat Dam (Dinokeng initiative)
- Agricultural potential

Development pressures exist primarily in the southern part of the region where Rayton and Cullinan are located.

The strength of the Rayton and Cullinan area is that they are the only two urban centres to be found within the largely rural region. This creates opportunities for clustering and focusing various development initiatives at those specific localities. The intensities of the developments in these localities will be to the level of a secondary node (relative to the existing Metropolitan Cores which represent the primary nodes of the City). In terms of the MSDF, Cullinan is identified as a specialized activity area, specifically a tourism node due to the high concentration of existing and potential tourism activity. Rayton is identified as a small town within a largely rural area. The proposals for Rayton are discussed in the Regional Spatial Framework for Region 5. Development within these areas will also be subject to infrastructure provision capabilities. Currently, significant service backlogs exist.

The vast rural areas have potential for developing into agricultural hubs within the rural management context.

Generally speaking, the population within this region is largely low-income with high unemployment rates. The need is mainly reflected in the informal settlements that are spread out within the various wards.

More detailed investigations into the spatial aspects of the region will need to be done. This will include the compilation of precinct plans in order to determine the optimal growth and/or maintenance strategy for the region.

Significant service backlogs exist in this area.
1.1.6 REGION 6

Region 6 is located in the south of Tshwane, east of Region 4 and 3, west of region 7 and south of region 5.

Opportunities that exist within this region include:

- Menlyn Metropolitan Node
- Waltloo/ Silverton Industrial Node
- Eerste Fabrieke Station Precinct, Denneboom and Greenview stations
- Mamelodi urban core and beneficiary of the NDPG programme
- Solomon Mahlangu Square

The strength of the Eerste Fabrieke node is increased by the complementary function to be played by the T-section and Denneboom nodes in the future planning for the City, in line with the Tsosoloso Programme.

Region 6 is popular in terms of retail as well as office functions as many of the higher category retail and office functions of the City have relocated to this region over the past few years. This region accommodates some of the city’s most affluent citizens, though it is important to note that there is a clear distinction between the southern and northern sections of the region: the northern section being less developed and having less economic opportunities and thus a higher unemployment rate. The southern section, on the other hand, continues to develop at a rapid pace, with many investors vying to locate their businesses in that area.

The region as a whole is well serviced but will eventually require upgrades if the development in the area continues at the same pace.
TSHWANE METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK 2012
1.1.7 REGION 7

Region 7 forms the Eastern most part of the CoT and is comparable in size to region 5. Like region 5, Region 7 also consists of a large rural component. Opportunities within the region include:

- Bronkhorstpruit Metropolitan Node
- Ekandustria Industrial Node
- Ekangala/Rethabiseng NDPG Programme
- Zithobeni NDPG Programme
- Agricultural potential

The region is the gateway to Gauteng from Mpumalanga via the Maputo Corridor.
1.2 Influence of the capital city

Tshwane has functioned as the seat of various government spheres/departments and remains the administrative capital of South Africa.

The link between the city and national government is reflected in all aspects of the city. The relative affluence of the city compared to the rest of the country is a manifestation of the influence of central government. The influence of the role of the city as a seat of government is especially visible in the Inner City and manifests itself in monumental and historic buildings and large public spaces such as the Union Buildings, Church Square and Burgers Park. The relocation of provincial government to the City of Johannesburg has had a significant negative impact on especially the Inner City.

Large tracts of land owned by government, especially the Defence Force, have also had a significant influence on development patterns of the city, mostly by acting as buffers and restricting spatial integration. Much of this land is under-utilised and is located strategically for infill development or economic opportunities and can contribute significantly to the spatial restructuring of the city if released for development.

1.3 City growth

The city historically developed around a strong central core as a mono-centred city. The main roads converged radially on the centre, linking the suburban areas to the Inner City. Private investment patterns changed over time with increasing car ownership and a ring of satellite nodes developed, usually along or at the intersections of the major arterials, and mostly to the east and the south of the former Tshwane area. These satellite nodes developed into viable decentralised locations (also called edge cities), creating a multi-nodal urban form. Although the radial transportation network remains in place, only a limited concentric transportation network has been developed. This poorly developed concentric transportation structure limits the movement between the various decentralised locations and does not support the effective functioning of the city’s multi-nodal structure.

The decentralised nodes are mostly suburban in nature and are not on an optimal urban scale. The areas around the decentralised nodes are characterised by low density sprawl, dependency on the private motor vehicle and separation of functions. The restructuring of the nodes and the intensification of the development in the areas around the nodes are necessary in terms of the spatial principles of the Development Facilitation Act, Act 17 of 1995.

These decentralised nodes, especially in region 6 and the south-western portion of region 4, are also the focus of the vast majority of economic growth in the Tshwane area, and must be regarded as a resource for the city. The direction of growth is not incidental – the strongest economic forces are pulling from the south. The energy generated within this core of economic activities between the southern/south-eastern portions of Tshwane and the northern and eastern areas of Johannesburg together form the engine of the Gauteng Power House and are reinforcing the broader Gauteng Urban Region.

No decentralised nodes developed in the outlying areas to the north. These areas are still dependant on the Inner City for the majority of their needs. The distance to and inaccessible location of poor neighbourhoods highlights their dislocation and
marginalisation since they have the lowest provision of social facilities, the longest travelling times and the highest population density. These are also the areas that are growing at the fastest rate (population growth). This situation complicates the lives of the majority of residents. In addition, the present situation can only be maintained with high government subsidies for public transport and is therefore unsustainable.

The Inner City has always had a significant government function and still accommodates a large percentage of government activities. However, the relocation of Provincial government to the City of Johannesburg contributed greatly to the decline of office occupancy rates in the Inner City and the decline in ancillary and subservient activities. The decentralisation of specifically private investment from the Inner City to decentralised nodes has also impacted significantly on the Inner City in recent years. This trend of private decentralisation is a world wide phenomenon and may be irreversible. The trend to convert office buildings into residential stock has begun in recent years – on the one hand creating living opportunities within the Inner City, but this trend is not necessarily backed up by strategies to improve the overall living environment in the Inner City in terms of provision of supporting facilities such as schools, day care facilities and recreational facilities.

The role of the Inner City as heart of the Capital City, home to the public sector, retail and entertainment node for the northern areas, centre of the African urban spirit and place of more than half of the city’s employment opportunities should however be enhanced and celebrated. The City aims to do this through the Inner City Regeneration Programme, which encompasses various reform strategies.

1.4 Present day development patterns

1.4.1 Provincial context

The City of Tshwane metropolitan area is positioned on a strategic junction that can be labelled as “the gateway to Africa”, where the platinum highway and the N1 route intersect. The advantage may lie in the concentration of activities relying on these spines to trade in the larger region. It is furthermore positioned in the northern part of Gauteng.

It forms part of the Tshwane - Johannesburg - Ekurhuleni conurbation and lies north of Johannesburg and Ekurhuleni. This conurbation is growing into one of the major urban regions in the world. This vast conurbation forms the economic powerhouse of South Africa and indeed of Africa. In terms of the Gauteng Spatial Development Framework (GSDF) the “Provincial Economic Core” is anchored by Rosslyn to the north (Tshwane) and is linked to the OR Tambo International Airport to the east (Ekurhuleni) via the N1/R21 and the Central Business District of Johannesburg to the south via the N1/M1 highway. This emerging Gauteng Urban Region and its strategic prominence is a very strong force that will shape Tshwane’s future not only spatially, but also economically and institutionally over the next decade.

Tshwane’s Inner City is situated approximately 60 km from Johannesburg’s city centre and the same distance from the OR Tambo International Airport. To the north and west Tshwane
borders the North-west Province, with the Limpopo Province's boundary only a short distance away.

The major regional influences on Tshwane's spatial development are:

- the proximity to Johannesburg and OR Tambo International Airport (along the N1 and R21)
- the PWV2 national road (Maputo - Walvis Bay corridor)
- the proximity to the North-west and Limpopo Provinces via the Bakwena Platinum Corridor

The N1 and R21 roads, as well as the proximity to Johannesburg and OR Tambo development patterns in the following ways:

Most of the investment in the tertiary economic sector gravitates strongly towards Johannesburg. The high technology developments, i.e. the office, finance and information technology related developments, therefore tend to concentrate in the southern and south-eastern parts of Tshwane, particularly along the N1 national road which offers excellent accessibility and visibility, and along the R21. The development of this part of Tshwane is therefore strongly related to the development of the areas within the neighbouring municipalities and a co-operative management approach is very necessary.

A significant number of people choose to reside in Tshwane (due to its factual and perceived advantages in terms of liveability) and work in Johannesburg (as it offers more economic opportunities). This is also part of a larger international trend towards a more mobile urban community. This has, in part, contributed to the expansion of residential areas in the southern and former south-eastern parts of the metropolitan area, to the extent that development spread beyond Tshwane's borders (and the provincial
Urban Edge) into the then neighbouring Kungwini municipal area. The majority of these developments take the form of residential estates and security villages. This trend is further expanding towards the south-west, as this area is closely linked to Johannesburg’s sphere of influence. The developments towards the south-west however also have a strong focus on the natural setting that supports a specific quality environment and lifestyle options.

The N4 Platinum Highway has been completed and provides a development corridor connecting Maputo on the east coast and Walvis Bay on the west coast will emerge. This corridor offers significant development opportunities in Tshwane, especially for export related activities. It is especially the area between the two off-ramps on the PWV2 (the N1/PWV2 off-ramp and the PWV-9/PWV2 off-ramp) that is prominent for development, also linked to the Automotive cluster and the Rosslyn/ Klerksoord industrial areas. More off-ramps are however necessary to relate the energy from the highway into Tshwane (Ga-Rankuwa/PWV2, Doreen Street/PWV2, Lavender Road/PWV2).

The proximity to the North-west and Limpopo Provinces results in a constant influx of people (mostly unskilled and semi-skilled) from these provinces into Tshwane, who generally tend to settle informally in the most northern part of Tshwane which acts as a “transitional zone” for the first wave of urbanisation. The migratory characteristics of the people in these areas influence the type of facilities that should be and are provided and the level of services that should be considered. Appropriate levels of service should be provided here. The management of this area is complex as it is affected by different sets of legislation and different approaches from the provincial governing bodies. Provincial co-ordination is necessary to assist the local authority in managing these cross-boundary areas.