10. ECONOMIC DEVELOPMENT AND SPATIAL PLANNING DEPARTMENT
THE REVISION OF THE 2013 REGIONAL SPATIAL DEVELOPMENT
FRAMEWORKS FOR THE SEVEN REGIONS OF THE CITY OF TSHWANE
(From the Executive Committee: 11 June 2018, the Mayoral Committee: 17 July 2018 and Council: 26 July 2018)

1. PURPOSE

The purpose of the report is to present the Revision of the 2013 Regional Spatial Development Frameworks (RSDF) for the Seven Regions of the City of Tshwane.

2. STRATEGIC PILLARS

The Regional Spatial Development Frameworks (RSDF) will focus on spatial transformation, Economic transformation and Ecological transformation as envisioned in the Roadmap towards Tshwane 2030. The approved Integrated Development Plan (IDP) contains the strategic context within which the 2017/21 Integrated Development Plan (IDP) has been developed and contained five strategic pillars which is guiding the focus for the 5 year term.

The five pillars as indicated in the Roadmap towards Tshwane 2030 can be summarised as follows:

1. A City that facilitates economic growth and job creation;
2. A City that cares for residents and promotes inclusivity;
3. A City that delivers excellent services and protects the environment;
4. A City that keeps residents safe; and
5. A City that is open, honest and responsive.

Pillar 2: A City that cares for residents and promotes inclusivity is specifically related to spatial planning and the 2018 RSDF.

The City of Tshwane is committed to redressing historical injustices and addressing the neglect of poorer communities by the previous administration.

Priority 8: Building integrated communities

Many communities in Tshwane are not integrated and are still homogeneous and separate. To counter apartheid era spatial planning, we will seek to better integrate communities and bring opportunities to all residents of Tshwane as equal citizens.
All residents should feel confident and of equal importance when engaging with the City and the broader local community. Thus the City is striving to create integrated communities where people of all walks of life can live and work together. The City will achieve this by:

Action 1: Creating spaces and housing opportunities that bring people together

A. Ensuring that urban planning and zoning densify and better integrate Tshwane as well as providing adequate public spaces;

B. Encouraging and facilitating mixed-use and mixed-income housing developments;

C. Pursuing densification in appropriate areas along public transport routes;

D. Establishing and maintaining inclusive community amenities such as childcare facilities, municipal halls, parks, recreational areas, cemeteries, sports grounds, markets and libraries;

E. Connecting people through safe, reliable and affordable public transport; and

F. Prioritising safety and cleanliness to attract people and businesses back into the city centre as part of inner-city rejuvenation.

The Spatial Development Concept that underpins these Spatial Development Strategies comprises the following three fundamental spatial structuring proposals:

G. Concentrating new development along public transport corridors;

H. Concentrating new development in a network of major metropolitan nodes and Transit Oriented Development nodes; and

I. Compacting the urban footprint and restricting the outward expansion of the municipality.

3. BACKGROUND

After the Local Government Elections of 2016, the Municipality was required to adopt its Integrated Development Plan ("IDP") in terms of the Local Government Municipal Systems Act, 32 of 2000 ("MSA"). In terms of section 26(1)(e) of the MSA the IDP shall consist of various components including a Spatial Development Framework ("SDF") as an integral part of the IDP.

Similarly the Spatial Planning and Land Use Management Act, 16 of 2013 ("SPLUMA") refers to the MSA and the need to have a Municipal Spatial Development Framework ("Municipal SDF") prepared and adopted as part of the IDP. Referred to herein as interchangeably as the "SDF" and the "Municipal SDF".

In pursuance thereof, a report was drafted and adopted by Council on 25 May 2017, which authorized the drafting, finalization and further public participation of the SDF in terms of the Spatial Planning and Land Use Management Act, 16 of 2013.
The public participation required both in terms of the provisions of the MSA, as part of the IDP, as well as the public participation in terms of SPLUMA was completed by 10 December 2017. The purpose as per the legislation for the extensive public participation and engagement was to solicit as many comments as possible for consideration and incorporation thereof into the SDF.

The Regionalized Spatial Development Frameworks for the different Regions in Tshwane collectively form the sum of the SDF. The SDF is considered to be the implementation mechanism of the spatial component for the Roadmap Towards Tshwane 2030, Municipal Spatial Development Framework, as well as other strategic policies with a spatial emphasis, such as but not limited to the Council approved Densification and Compaction Strategy, Retail Strategy, Rural Strategy, Tshwane Integrated Transport Plan, the Tshwane Open Space Framework, etc.

In the past three years the Department realized that there was a need to update the 7 Regional Spatial frameworks due to the Comprehensive Integrated Transport Plan (CITP) 2015 - 2020 that was approved by the Council on 30 June 2016 and that the RSDF's need to be updated with this strategy. The Department used the opportunity to rectify some smaller problems in the 2013 RSDF relating to the uses of the document, densities and activity streets.

Density Concentration legend differs between Regions and was standardised. Density maps were amended to indicate the correct densification principles. The concept of walking distance was standardised in all 7 Regions. It was further emphasised that the density be increased in nodal areas depending on services available. The concept of sustainable human settlements was also included into the 2018 draft RSDF. Some of activity streets described in the document were not indicated on the movement and activity maps. This was corrected and the text and maps were aligned in the 2018 version. The amendments proposed are regarded as minor in terms of the 2013 approved RSDF and would result in documents which would be clear on issues regarding interpretation of principles already approved by Council.

The approach to the preparation of the 2018 RSDF was based on the following:

A. Update existing 7 regions with the The City of Tshwane Bioregional Plan, 2016;
B. Better Scale maps (Erf level) and on Scale;
C. Amend some definitions such as mixed use which lead to interpretation problems;
D. Densification – update and consistency between regions and decrease the number of densification as per recommendation of the CIPT 2016;
E. Provision of additional activity streets with the aim of providing economic opportunities for small and medium enterprises;
F. Update all existing approved Spatial Planning and existing planning in process; and
G. Update the RSDF in terms of the approved IDP, BEPP 2017/2018 and Draft BEPP 2018/19.
It is important to note that the approach provided for Regional Spatial Development Frameworks concepts that indicate what should be done and in what locations, in order to:

- Address the deficiencies and distortions of Tshwane’s spatial structure (Spatial Transformation);
- Respond to legislation, policy and provincial development planning requirements; and
- Facilitate and enhance desired development trends, as well as community needs and aspirations.

4. DISCUSSION

The approach to the preparation of the 2018 RSDF was based on the following on the following approved policy and plans:

- Spatial Planning and Land Use Management Act, 2013;
- National Development Plan, 2030;
- Gauteng Spatial Development Framework, 2030;
- Gauteng 25-Year integrated Transport Master Plan, 2013;
- The Metropolitan Spatial Development Framework, 2012 (objectives, vision and supporting strategies as well as development issues were used to inform the role and function of the municipality);
- City of Tshwane Rapid Transit (TRT): Spatial Development Policy: Densification and Intensification Guidelines;
- The City of Tshwane Comprehensive Integrated Transport Plan, 2016; and
- The City of Tshwane Bioregional Plan, 2016.
- Integrated Development Plan (IDP) and BEPP 17 – 2021.
- Approved Draft Integrated Development Plan (IDP) and BEPP 18/19.

The frameworks were also based on best practices applied internationally on the development of spatial plans and strategies. See references used at the end of the document in the compilation of the frameworks.

The Municipal Spatial Development Framework Steering Committee was responsible to assist the Municipality to draft and finalise the Municipal Spatial Development Framework as set out in terms of the Spatial Planning and Land Use Management Act, 2013, Act No. 16 of 2013 and the City of Tshwane Metropolitan Municipality: Land Use Management By-Law.
For purposes of the IDP, public participation was done already and a number of comments and inputs have been received. The public participation in terms of SPLUMA is imminent and in order to co-ordinate both the input from the IDP process and the SPLUMA process, it was necessary to have assistance in the evaluation and incorporation of the input received from these processes. The Technical Steering Committee assisted in the above mentioned.

A report was approved in order to obtain authorization from the Municipal Manager to convene a Technical Steering Committee in terms of City of Tshwane Land Use Management By-law, 2016 to co-ordinate the input into the Municipal Spatial Development Framework.

See Annexure 8 regarding the work completed by the Technical Steering Committee.

The following amendments were made to the Draft RSDF 2018:

CHAPTER 1 - New Legislation applicable.


CHAPTER 2 - Additional info was provided on Liable Street concept.

CHAPTER 2 - Updated the IDP/IRPTN 17/18 and Prasa info as per BEPP 17/18, 18/19.

CHAPTER 3 - Population projections and development trends indicated as per SPLUMA.

CHAPTER 4 - Development Guidelines (Urban Design Guidelines) updated and expanded.

CHAPTER 4 - Density Maps more Detail (erf detail) as request in terms of comments received.

CHAPTER 5 - More detail and maps provided for Nodal Plans in terms of Grant Funding.

5. COMMENTS OF THE STAKEHOLDER DEPARTMENTS

5.1 COMMENTS OF THE CHIEF FINANCIAL OFFICER

Cognisance is taken of the purpose, contents and recommendation of the report.

The Group Financial Services Department supports, in principle, the objectives of the 2018 Regional Spatial Development Framework (RSDF) as the 2018 RSDF’s is considered an important planning and management tool to give effect to the City’s Vision and respond to development needs.

There are no financial implications emanating as a result of this report for the City of Tshwane.
The Group Financial Services Department will render further financial comments on future reports in this regard.

5.2 COMMENTS OF THE GROUP HEAD: GROUP LEGAL AND SECRETARIAT SERVICES

The purpose of this report is to integrate the visions of the Roadmap towards Tshwane 2030, as indicated in Chapter 2 of the Draft 2017/21 IPD; Present the Revision of the 2013 Regional Spatial Development Frameworks (RSDF) for the Seven Regions of the City of Tshwane, and Obtain approval for public participation of the 2017 Regional Spatial Development Frameworks for the Seven Regions of the City of Tshwane.

In terms of the provisions of section 11(3)(a) read (b) of the Local Government: Municipal Systems Act, 32 of 2000, attributes that a municipality exercise its legislative and executive authority by developing and adopting policies, plans, strategies and programs, including setting targets for service delivery; and promoting and undertaking development. Further the provisions of section 6(2)(a) of the Local Government: Municipal Systems Act, 32 of 2000 stipulates that the administration of a municipality must be responsive to the needs of the local community.

Despite the above, it is worth mentioning that members of the local community have the right to participate in the decision-making processes of the municipality. They have the right to use and enjoy public facilities, and the right to access to municipal services. They also have the right to submit recommendations, complaints or representations to the municipality, and to expect prompt responses from the municipality.

Members of the local community have the right to be informed of decisions of the municipal council, and to expect the council to disclose information about its business and finances. They have the right to attend meetings of the municipal council and its committees, and to demand that the council acts in a transparent and impartial way.

Furthermore section 153 of the constitution of South Africa provides that a municipality must structure and manage its administration and budgeting and planning process to give priority to the needs of the local community, and to promote the social and economic development of the community.

Having regards to the aforesaid and with specific reference to the context of the report, Group Legal Services Department takes cognizance of the report and to support the approval of the recommendation thereof.

5.3 COMMENTS OF THE GROUP HEAD: CITY STRATEGY AND ORGANISATIONAL PERFORMANCE

The City Strategy and Performance Management department take cognisance of the report on the review of the 2013 Regional Spatial Development Frameworks of the City of Tshwane. The following comments are provided:

The contents of the report provide the principles on which the review of the RSDF’s was reviewed. In the body of the report reference is made to the Roadmap towards Tshwane 2030 which needs to be reviewed as the long term strategy of the City is currently being developed and will be named Tshwane 3 Decade Blue Print Plan.
The report also refer to the draft 2017/21 IDP which need to be changed to reflect the approved IDP. Chapter 2 of the approved IDP contain the strategic context within which the 2017/21 IDP has been developed and contain five strategic pillars which is guiding the focus for the 5yr term. It is recommended that these five pillars which are as follows be reflected in the body of the report:

1. A City that facilitates economic growth and job creation;
2. A City that cares for residents and promotes inclusivity;
3. A City that delivers excellent services and protects the environment;
4. A City that keeps residents safe; and
5. A City that is open, honest and responsive.

The purpose of the review of the RSDF’s is to update the frameworks in line with the latest trends in the development within the various regions. It also provide an opportunity to align the RSDF’s to the new development trajectory of the City in terms of its spatial restructuring and spatial interventions.

The following comments is provided on the content of the RSDF’s:

- Chapter 1 in the approved 2017/21 IDP contain more recent information on some of the socio economic information and specifically on the education levels up to the year 2015 for each of the regions. It is recommended that this information be utilized to reflect the Level of education in each region which is contained in Chapter 3 of the RSDF’s.

- Chapter 3 in the RSDF’s paragraph 3.4.2.6 refer to Ward priorities for 2015/16. This information is outdated as it reflect the ward needs of the ward Councillors in the previous term and need to be updated with the information contained in Chapter 5 of the approved 2017/21 IDP and specifically figure 5.2 – Figure 5.8 which contain a summary of the ward needs identified by the newly elected ward Councillors in each region.

Based on the above comments and understanding that the department will affect the necessary changes as indicated above, the recommendations are supported.

5.4 COMMENTS OF THE GROUP HEAD: COMMUNITY AND SOCIAL DEVELOPMENT SERVICES

The Community and Social Development Services Department supports the objectives of the 2018 Regional Spatial Development Framework and its findings and recommendations.

The Department further welcomes the initiatives and inputs towards future Social Facility Development supported by scientific norms and standards.
5.5 COMMENTS OF THE GROUP HEAD: ECONOMIC DEVELOPMENT AND SPATIAL PLANNING

The current MSDF was approved in 2012 and is due for revision in terms of SPLUMA. The Revision of the MSDF requires extensive inputs. The RSDFs do not address all the requirements of SPLUMA, specifically with regards to section 21 but do serve as an import input towards and guidance for the MSDF review and are therefore necessary. The current review of the RSDFs is therefore fully supported by Spatial Planning, as these will partially inform the review of the MSDF.

As per the report, it is understood that the purpose of this report is to obtain approval for public participation of the 2017 Regional Spatial Development Frameworks for the Seven Regions of the City of Tshwane.

It is therefore expected that once inputs have been received post the public participation, material changes may be made to the drafts that are now being commented on. Spatial Planning requests that such material changes are communicated to the section and that we are afforded the opportunity to formally give input on these, prior to final submission of the amended documents to Council for approval.

The Spatial Planning section assessed the RSDFs against the strategic objectives of the

- MSDF approved 2012, within the required updates as per SPLUMA 2013
- The policy approach to engineering infrastructure demands and limitations
- The human settlement demands for lower income groups
- The TRT as a key spatial restructuring element
- Overall space economy

The comments are as follows:

- Rationale for RSDF Review:

As per the report, the review of the RSDFs was in order to align with more recently approved city strategies such as the CITP 2016 and also to rectify smaller problems relating to the use of the document, densities and activity streets. It is also noted that several other framework documents at both the national and provincial level have also informed the RSDF review.

The review of all SDFs is an iterative process, with each revision informing the next, at all levels of planning. It is noted that the revised RSDFs have incorporated relevant sections of the currently approves MSDF. The current review of the RSDFs is therefore fully supported by Spatial Planning, as these will partially inform the review of the MSDF going forward.

- The Spatial Vision

The Spatial Vision of the MSDF and RSDF are now aligned.
• Public Transport and Movement/Compaction and Densification

The sustainability of the land use planning, in order to support the IRPTN, will not only be supported by the densities but by to the extent to which the land uses provide sustainable human settlements. The over-emphasis of singular types of land uses e.g. over provision of high density housing along certain BRT routes will have the consequence of limiting the BRT to a morning and afternoon peak with limited use throughout the rest of the day, increasing costs of the BRT service. Limit the BRT to a morning and afternoon peak – limited use between peak hours.

The revised RSDF drafts have a greater emphasis on Transit-Oriented Developments in nodal areas, liveable streets and mixed use residential areas along the BRT effectively gearing land uses towards supporting sustainable compaction and densification.

• Sustainable Human Settlements

The RSDFs address mixed use areas, compaction, densification, social facilities and TOD. All of these are elements of sustainable settlements but with an emphasis on the 'people-factor' of development, and thus very specifically prescribes social amenities and facilities within nodal areas that simultaneously offer economic opportunities and public transport. The sustainable human settlement concept is more holistic and brings all elements of smart growth together, which is what we are trying to push for as a priority in our Metropolitan and Urban Nodes. The RSDFs have sufficiently aligned with MDSDF terminology, and incorporated the concepts in the documents.

• Infrastructure

The RSDFs make it clear that The RSDFs indicate where and ow discretionary powers are granted to deal with applications on merit. A merit deviation should be based on specific criteria or threshold requirements, which requirements shall in the sole opinion of the local authority be complied with, in order to deviate or amend the RSDF or any component thereof.

And that the prioritisation and provision of infrastructure is within the sole discretion of the local authority and shall be considered and evaluated based on accumulative impact and prioritisation of resources.

• Rural Management (where applicable)

This has been adequately covered from a land use perspective, especially in the absence of a corporate Rural Strategy for the City.

• Growth Management

It is noted that the growth management section from the MDSDF was included in all RSDFs and that an urban edge alignment has been included in the RSDFs.
• Nodal Development and Regional Analysis

Each major node per region has been addressed insofar as an LSDF or precinct plan has been prepared for it. Together with the spatial plans that have been developed through the Urban Network Strategy/Tsosoloso, these will in conjunction with other research- inform the revision of the hierarchy of nodes in the MSDL. Additionally, the regional analysis, together with the Land use application trends report completed by RSP in 2015 - together with other research - will inform the growth management strategy of the MSDL.

In Conclusion

The review of the RSDFs is fully supported by Spatial Planning as is the intention to circulate the documents for public participation.

As per the report, it is understood that the purpose of this report is to obtain approval for public participation of the 2017 Regional Spatial Development Frameworks for the Seven Regions of the City of Tshwane.

It is therefore expected that once inputs have been received post the public participation process, material changes may be made to the drafts that are now being commented on. Spatial Planning requests that such material changes are communicated to the section and that we are afforded the opportunity to formally give input on these, prior to final submission of the amended documents to Council for approval.

5.6 COMMENTS OF THE GROUP HEAD: ENVIRONMENTAL AND AGRICULTURAL MANAGEMENT

The Environment and Agriculture Management Department takes cognizance of the report and the consideration of the City of Tshwane Bioregional Plan, 2016 in reviewing and updating the RSDF. It is also noted that one of the objectives of the review of the RSDF is to guide local development, in relation to urban movement and activity systems, in order to realise the vision of sustainability and urbanity; (Ecological Transformation). The Department acknowledges the aforementioned objective and would like to add that the focus should not only be on ecological transformation. Consideration should also be given to waste management and air quality management issues. It is important for the municipality to manage the level of emissions that industries release into the atmosphere thus contributing to air pollution and respiratory related diseases, particularly those located in close proximity to settlements. This should find expression in the RSDF in order to ensure compliance at community level. No development can be supported by the Department on ecologically sensitive environments if not compliant with the Environmental Authorization from a Competent Authority i.e. Gauteng Department of Agriculture and Rural Development (GDARD). However, the site-specific relaxation of the requirements and conditions can be considered by this Department if supported by the outcomes of an Environmental Impact Assessment (EIA) and/or Environmental Management Programme (EMP). The Department hereby supports the approval of the report and recommendation thereof.

5.7 COMMENTS OF THE GROUP HEAD: HUMAN SETTLEMENT

The report and its recommendations are supported.
5.8 COMMENTS OF THE GROUP HEAD: ROADS AND TRANSPORT

The purpose of this Report is to:

- Integrate the visions of the Roadmap towards Tshwane 2030, as indicated in Chapter 2 of the Draft 2017/21 IDP;
- Present the Revision of the 2013 Regional Spatial Development Frameworks (RSDF) for the Seven Regions of the City of Tshwane; and
- Obtain approval for public participation of the 2017 Regional Spatial Development Frameworks for the Seven Regions of the City of Tshwane.

Furthermore the following documents which were looked at relating to Roads & Transport related issues:

- Gauteng 25-Year integrated Transport Master Plan, 2013;
- City of Tshwane Rapid Transit (TRT): Spatial Development Policy: Densification and Intensification Guidelines; and
- The City of Tshwane Comprehensive Integrated Transport Plan 2015 (CITP).

As per the report, the review of the RSDFs was in order to align with more recently approved city strategies including Comprehensive Integrated Transport Plan and to rectify issues relating to the use of densities and activity streets.

- The sustainability of the land use planning, in order to support the IRPTN, will not only be supported by the densities but by to the extent to which the land uses provide sustainable human settlements. The over-emphasis of singular types of land uses. i.e over provision of high density housing along certain BRT routes will have the consequence of limiting the BRT to a morning and afternoon peak with limited use throughout the rest of the day, increasing costs of the BRT service. Limit the BRT to a morning and afternoon peak – limited use between peak hours.
- The revised RSDF drafts have a greater emphasis on Transit-Oriented Developments in nodal areas, liveable streets and mixed use residential areas along the BRT effectively gearing land uses towards supporting sustainable compaction and densification.
- Closer interaction is required in the development of the Local Spatial development Plans/Precinct plans to follow.

Roads and Transport Department takes cognizance of the content of the report, requests that remaining concerns are noted and undertakes to work with Economic Development & Spatial Planning Department to ensure alignment to the RSDF's and Future Precinct plans.

5.9 COMMENTS OF THE GROUP HEAD: UTILITY SERVICES

The purpose of this report is to integrate the visions of the Roadmap towards Tshwane 2030, as indicated in Chapter 2 of the Draft 2017/21 IDP; Present the Revision of the 2013 Regional Spatial Development Frameworks (RSDF) for the Seven Regions of the City of Tshwane, and Obtain approval for public participation of the 2017 Regional Spatial Development Frameworks for the Seven Regions of the City of Tshwane.
Water and Sanitation Division of the Utility Services Department takes cognizance of the content of the report, undertakes to work with Economic Development & Spatial Planning Department to ensure alignment to the RSDF. Water and Sanitation Division support the report and the recommendations.

The City of Tshwane Energy and Electricity Division of the Utility Services Department notes the content of the report and requirements to revise the current RSDF to align it towards the priority areas as identified in the IDP 2017/21. The EED undertake to align the Electricity Master Plan to support the nodes in the RSDF. Further, the EED working with City’s Sustainability Directorate will facilitate the development of off-grids in a quest to support development where there are capacity constraints. The report is supported.

6. IMPLICATIONS

6.1 HUMAN RESOURCES

Not applicable.

6.2 FINANCES

Not applicable.

6.3 CONSTITUTIONAL AND LEGAL FACTORS

The Municipal Systems Act, 2000 (Act 32 of 2000) determines that a municipality must adopt a framework for integrated development in its area in the form of an Integrated Development Plan (IDP) (Section 27). A Spatial Development Framework, which guides and informs all development forms part of the IDP (Section 35 (2)). The Gauteng Planning and Development Act, 2003 (Act 3 of 2003) determines that municipalities must formulate spatial development frameworks for their areas (Section 31 and 32). The content of these plans "shall be in the form of maps or a map together with explanatory report of the desired spatial form of the municipality".

The burden on a local authority in the preparation of the IDP and the SDF with regard to public participation limits the power of a local authority to, without proper consideration amend, undermine or redirect policy. The citizenry within the jurisdiction of the City of Tshwane has the right to be able to rely on the content of the IDP and RSDF, SDF’s and any amendment thereto should not be taken lightly.

In particular, no development proposal may undermine the budgetary provisions contained in the IDP read with the SDF. Should such development proposals have merit, they should be tested against the overall objectives of the policy documentation and formally incorporated to ensure integrated, funded and sustainable development takes place, that reach the objectives set out in the policy documents. The RSDF indicate where and how discretionary powers are granted to deal with applications on merit. A merit deviation should be based on specific criteria or threshold requirements, which requirements shall in the sole opinion of the local authority be complied with, in order to deviate or amend the RSDF or any component thereof. Keeping in mind that if it is as material as to impact on the overall objectives of the MSDF, RSDF, SDF or IDP, that it can only be formally amended by the legislative body of Council, with public participation.
6.4 COMMUNICATION

The Spatial Development framework was to be compiled inter alia in terms of the relevant provincial legislation and the Spatial Planning and Land Use Management Act, 16 of 2013 (SPLUMA) and the City of Tshwane Metropolitan Municipality Land Use Management By Law, 2015, with specific reference to Public Participation.

Public Participation for the 2018 RSDF’s was conducted simultaneously with the IDP and Budget process. A total of 24 presentations were made in the 7 Regions regarding the RSDF during two periods (5 April 2017 to 5 May 2017) and (10 October 2017 to 10 December 2017.) During the first public participation process (5 April 2017 to 5 May 2017) a total of 160 comments were received from Ward Councillors, resident associations, community members, professional associations and town planners. During the second public participation process (10 October 2017 to 10 December 2017) a total of 175 comments were received. The comments consist of 853 pages of written comments on the draft RSDF. The comments received were used to refine the Draft RSDF 2018.

The following Public Participation process was followed.

- Public Meetings.
- One open day where information could be viewed and discussed at Municipal Offices. (24 October 2018)
- Documents plus maps placed on the public Website for comments.
- Invited written comments 30 day comment period. (5 April 2017 to 5 May 2017)
- Invited written comments 60 day comment period. (10 October 2017 to 10 December 2017.)
- Notified public to comment, by means of advertisements in two local newspapers for the abovementioned two periods.
- Notified all Town Planning Professionals working in Regions.
- Provided each Ward Councillor per region with maps and electronic copy’s.
- Presentations to applicable Internal and External Departments.

Detail ward maps and documentation were provided to all Ward Councillors. The proof of the Public Participation advertisements and presentations are attached as Annexure 9. Comments received from the Public Participation process and Response is attached as Annexure 10. The Department received a total of 335 written responses to the revision of the 2018 RSDF and can be summarised in the following categories.

The Department has evaluated and summarised all comments received from the public participation process and has responded to all comments. Where applicable the 2018 RSDF has been amended accordingly. The Table attached as Annexure 12 contains the Response to the Department within the City.

The bulk of the comments relate to densification and the impact thereof on services and infrastructure. Clarity regarding densification interpretation, changes made to the 2018 densification proposals and the need for more social amenities in areas too be densified is mentioned. In order to accommodate the projected population, densification of core areas of the City is a reality and low densities in the core areas is no longer sustainable.
The proposals included in the Regional Spatial Development Framework for the Regions is thus based on future population growth and Council approved strategies and is not based on individual applications or specific requests for low densities in areas that should be densified in terms of the cities strategies.

This Department is of the opinion that a comprehensive public participation process was followed and has been indicated in Annexure 8 of this report as such. More than sufficient comments were received and the Departments are fully aware of the concerns raised with regard to spatial planning within the City. Further it is the Department’s opinion that individual negotiation with specific residential communities which will lead to an area specific spatial plan cannot take place, as standard principles apply, such as densification on corridors which leaves limited room for negotiation. It is therefore the Departments recommendation that the public participation process as followed be regarded as sufficient in terms of the Spatial Planning and Land Use Management Act, 2013, Act No. 16 of 2013 and the City of Tshwane Metropolitan Municipality: Land Use Management By-Law.

6.5 PREVIOUS COUNCIL OR MAYORAL COMMITTEE RESOLUTIONS

The Council previously approved the Regional Spatial Development Frameworks 2013 on 27 March 2014. The 2018 RSDF are regarded as a revision of the previous RSDF.

7. CONCLUSION

The 2018 RSDF’s is considered an important planning and management tool to give effect to the City’s Vision and respond to development needs.

The spatial concept of nodal and corridor development will facilitate the realisation of a Sustainable, Competitive and Resilient City of Tshwane by:

- giving high impact to broad-based economic growth;
- reducing carbon footprint;
- creating improved quality of environment;
- giving equitable access to work opportunities city-wide; and
- providing broader housing options across income groups within an area of opportunity through densification, consolidation and strategic location.

The detail of the spatial vision can be found in the Regional Spatial Development Frameworks, which are further supported by Local Spatial Development Frameworks.

Although massive investment in fixed assets will be required, strong policies, consistent implementation and political will see a spatially transformed Tshwane within the next 10-15 years. This spatial transformation will improve job and livelihood prospects by reducing travel time and cost, increasing access of poor households to education opportunities and encourage large scale investment in the City. It is critically important that the nodal and corridor approach as adopted does not change until the spatial vision is achieved.
• In compliance with Section 5 (4) (d) (c); of Tshwane Land Use Management By-Law, 2016 the following registered planners were part of the drafting of the Regional Spatial Development Frameworks: André du Plessis Pr.Pln (A/974/1997); Fulufelo Mathobo Pr. Pln (A/1835/2014); Siphiwe Masango Pr. Pln; Tiisetso Mdovu Pr.Pln (A/1615/2012).

IT WAS RECOMMENDED (TO THE COUNCIL: 27 SEPTEMBER 2018):

1. That the Regionalized Spatial Development Frameworks for Region 1-7 as the Municipal Spatial Development Framework, as contemplated in Chapter 7 of the Integrated Development Plan (IDP) as approved on 25 May 2017, be approved;

2. That the content of the report of the Technical Steering Committee established in terms of section 5(1) of the City of Tshwane Land Use Management By-law for the co-ordination of input into the Municipal Spatial Development Framework, dated 23 March 2018 attached as Annexure "8" be noted;

3. That the Metropolitan Spatial Development Framework (MSDF) (RSDF’s for Region 1-7) be used to guide and be considered in the preparation and adoption of a Land Use Scheme as contemplated in section 24 of the Spatial Planning and Land Use Management Act, 16 of 2013; and

4. That it be noted that the legislation contemplates a hierarchy of planning instruments related to specific powers, functions and duties of a Municipality, including but not limited to the Tshwane Open Space Framework, the City Wide Urban Design Guidelines, and the Transport Orientated Development Guidelines, and that the Metropolitan Spatial Development Framework (MSDF) (RSDF’s for Region 1-7) hereby adopted be considered in the preparation and adoption of these instruments.

During the Council meeting of 27 September 2018, the Executive Mayor when submitting his reports to Council, tabled the following additional recommendations in terms of Section 13(5) of the Rules and Orders:

(Unaltered)

"5. The following section be added to the heading of the Road and activity Matrix table of all 7 regions. "The interrelation between a proposed functional road classification and activity matrix is illustrated by the table below and is only used for the purposes of the evaluation of land use applications. (The South African Road Classification and Access Management Manual is applicable to engineering standards for roads and access):

6. Uniform definitions be developed in the compilation of the Metropolitan Spatial Development Framework (MSDF) which should take into account the South African Road Classification and other applicable legislation such as SPLUMA."
7. The Biodiversity map and tables as indicated in the Regionalized Spatial Development Frameworks for Region 1 - 7 be regarded as a guideline until such time as the Tshwane Environmental Management Framework and Tshwane Open Space Framework is adopted. All applicable environmental legislation will still be applicable.

8. The Draft Colbyn Development Framework be deleted as per Section 5.1.8 in the Regionalized Spatial Development Frameworks for Region 3 and moved to Section 5.2.2 regarding future precinct plans to be developed.”

The Council acceded to the above additional recommendations, whereafter it was resolved as set out below:

ANNEXURES:

1. Region 1 RSDF Doc
2. Region 2 RSDF Doc
3. Region 3 RSDF Doc
4. Region 4 RSDF Doc
5. Region 5 RSDF Doc
6. Region 6 RSDF Doc
7. Region 7 RSDF Doc
8. Technical Steering Committee report
9.A Public Participation
9.B Public Participation
9.C Public Participation
10. Response Part A
11. Response Part B
12. Comments and Response Departments
13. Region 1 Maps
14. Region 2 Maps
15. Region 3 Maps
16. Region 4 Maps
17. Region 5 Maps
18. Region 6 Maps
19. Region 7 Maps

RESOLVED:

1. That the Regionalized Spatial Development Frameworks for Region 1-7 as the Municipal Spatial Development Framework, as contemplated in Chapter 7 of the Integrated Development Plan (IDP) as approved on 25 May 2017, be approved.

2. That the content of the report of the Technical Steering Committee established in terms of section 5(1) of the City of Tshwane Land Use Management By-law for the co-ordination of input into the Municipal Spatial Development Framework, dated 23 March 2018 attached as Annexure “8” be noted.
3. That the Metropolitan Spatial Development Framework (MSDF) (RSDF’s for Region 1-7) be used to guide and be considered in the preparation and adoption of a Land Use Scheme as contemplated in section 24 of the Spatial Planning and Land Use Management Act, 16 of 2013.

4. That it be noted that the legislation contemplates a hierarchy of planning instruments related to specific powers, functions and duties of a Municipality, including but not limited to the Tshwane Open Space Framework, the City Wide Urban Design Guidelines, and the Transport Orientated Development Guidelines, and that the Metropolitan Spatial Development Framework (MSDF) (RSDF’s for Region 1-7) hereby adopted be considered in the preparation and adoption of these instruments.

5. That the following section be added to the heading of the Road and activity Matrix table of all 7 regions. "The interrelation between a proposed functional road classification and activity matrix is illustrated by the table below and is only used for the purposes of the evaluation of land use applications. (The South African Road Classification and Access Management Manual is applicable to engineering standards for roads and access):"

6. That uniform definitions be developed in the compilation of the Metropolitan Spatial Development Framework (MSDF) which should take into account the South African Road Classification and other applicable legislation such as SPLUMA.

7. That the Biodiversity map and tables as indicated in the Regionalized Spatial Development Frameworks for Region 1 – 7 be regarded as a guideline until such time as the Tshwane Environmental Management Framework and Tshwane Open Space Framework is adopted. All applicable environmental legislation will still be applicable.

8. That the Draft Colbyn Development Framework be deleted as per Section 5.1.8 in the Regionalized Spatial Development Frameworks for Region 3 and moved to Section 5.2.2 regarding future precinct plans to be developed.