



F. MATTERS FOR CONSIDERATION

**PART I: FROM THE MAYORAL COMMITTEE MEETING:
17 SEPTEMBER 2008**

9/7/2/2

Oupa Nkoane (012- 358 0940)
COUNCIL: 30 October 2008

1. CITY PLANNING, DEVELOPMENT AND REGIONAL SERVICES DEPARTMENT
(CITY PLANNING AND DEVELOPMENT DIVISION)
APPROVAL OF THE REGIONAL SPATIAL DEVELOPMENT FRAMEWORKS FOR
THE CITY OF TSHWANE, ALIGNED TO THE FIVE GEOGRAPHICAL REGIONS
OF THE CITY OF TSHWANE ALTERNATIVE SERVICE DELIVERY MODEL
(From the Mayoral Committee Cluster: Infrastructure and Development:
8 August 2008 and the Portfolio Committees: City Planning, Development and
Regional Services: 12 August 2008 and 9 September 2008)

1. PURPOSE

The purpose of this Report is to:

- Present the respective Regional Spatial Development Frameworks (RSDF's), which coincide with the five Alternative Service Delivery (ASD) Regions to Council,
- Obtain approval of the RSDF's for the City of Tshwane (CoT).

2. STRATEGIC OBJECTIVES

The RSDF's are in line with the following strategic objectives of the CoT Five Year Programme:

1. Accelerated higher and shared economic growth and development by the regeneration and development of potentially viable economic nodes focussing on the inner city.
2. To fight poverty, build clean, healthy safe and sustainable communities through the promotion of viable communities by establishing mixed human settlements closer to economic opportunities with social, cultural and economic development programmes that enable celebration of diversity and foster social inclusion.

3. Foster participatory democracy and Batho Pele principles through a caring, accessible and accountable service by involving the communities in the development of their communities and neighbourhood's.

3. BACKGROUND

The Gauteng Planning and Development Act of 2003, (Act 3 of 2003) determines that Municipalities must formulate Spatial Development Frameworks (SDF's) for their area of jurisdiction.

These SDF's must, inter-alia:

- indicate where public and private development and infrastructure investment should take place;
- the desired development and land-use patterns and
- where development of particular land-uses should be discouraged or restricted.

Based on the aforesaid legal requirements, the Strategic Executive Director: City Planning, Development and Regional Services, instructed the City Planning and Development Division to realign the draft RSDF'S compiled for the eight City Planning Regions to the five ASD Regions.

Alternative Service Delivery Model

The City of Tshwane (CoT) has embarked on a process of institutional restructuring; known as Alternative Service Delivery (ASD). This process aims to improve the quality of service delivery in the municipality. The RSDF'S compiled for the eight City Planning Regions have been realigned to the five ASD Regions, in order to promote consistency within the organisation.

The five ASD Regions are demarcated in geographical terms as indicated on the following plan:

4. DISCUSSION

The RSDF is considered to be the implementation mechanism for the City Development Strategy (CDS), Metropolitan Spatial Development Framework (MSDF), as well as other Strategic Policies with a spatial emphasis, such as the Council approved Densification and Compaction Strategy, Retail Strategy, Rural Strategy, Tshwane Public Transport Plan and the Tshwane Open Space Framework.

It is important to note that although the said Frameworks were compiled in terms of a single process to ensure functional interaction between the regions and deals with similar issues of metropolitan importance, the individual Frameworks acknowledge the unique characteristics of each Region.

Similar to the Metropolitan Spatial Development Framework (MSDF), the Regional Spatial Development Frameworks (RSDF's) are aimed at dealing with the following spatially related aspects, focusing, however, on a regional level:

- Provide spatial direction for development ;
- Provide an appropriate and integrated regional spatial framework for

- sustainable development;
- Ensure directed public investment, through the identification of geographic areas where intervention is necessary;
- Guide local development, in relation to urban movement and activity systems, in order to realize the vision of sustainability and urbanity;
- Inform developers and the general public of the location, structure and form of development that will most likely be approved and the sustainable urban planning and development guidelines to be followed;
- Promote a proactive approach by urban managers in using public-sector funds to provide the basis for effective community and private sector growth and development.

The purpose of the said RSDF's is to furthermore, deal with the following issues of metropolitan importance, namely:

- Densification
- Public Transport and Movement
- Urban Growth Management
- Rural Development
- Open Space and Conservation
- Nodal Development and Job Opportunities

The said frameworks will furthermore be linked to the Integrated Development Plan (IDP) and capital budget to ensure public investment, whilst private sector investment and development will be via land-use application of which all applications/ developments will be evaluated according to the extent that they contributes towards the spatial vision of the CoT as outlined in the RSDF's.

APPROACH AND METHODOLOGY: A SET OF REGIONAL SPATIAL DEVELOPMENT FRAMEWORKS FOR THE CITY OF TSHWANE METROPOLITAN AREA

The City of Tshwane embarked on a process to formulate a City Vision and a long term strategic plan, aimed at introducing interventions to give effect to the City Vision.

Following the approval of the CDS, a strategic directive was "issued" by top management and the political decision-making authorities of Council that all future planning and operational activities of Council must be aligned with the City Development Strategy (CDS).

The RSDF's, which are the subject of this report, are thus, inter alia, aimed at giving effect to the spatial restructuring of the city as envisaged by the CDS and MSDF. They furthermore provide a more detailed spatial representation of the City Vision, CDS and the MSDF and serve as implementation frameworks. They furthermore give local interpretation of the Tshwane Spatial Development Strategy, 2010 and Beyond (TSDS) that spatially express the City's 5 year plan. In addition to the above, the RSDF's serve the purpose of integrating various aspects of spatial planning, namely land use planning, planning of movement systems (pedestrian, vehicular and other movement patterns), planning of open space systems, road network planning and other service infrastructure and to guide decision-making processes regarding spatial (physical) development.

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

- The MSDF objectives, vision and supporting strategies, as well as development issues were used to inform the role and function of each of the regions.
- The metropolitan role and function of each region was determined.
- Existing planning documents were utilised to inform the analysis.
- The analysis was done in terms of the following planning environments and its impact on the spatial structure investigated:
 - the economic environment
 - the physical environment (natural and man-made)
 - the social environment.
- The RSDF's are issue based, through the identification of critical development issues and catalytic planning interventions.
- The RSDF's were formulated to meet local, regional, metropolitan and provincial requirements.

In conclusion, it is important to note that the approach provided for Regional Spatial Development Framework concepts indicate what should be done and in what locations, in order to:

- Address the obvious deficiencies and distortions of Tshwane's spatial structure;
- Respond to definite legislation, policy and provincial development planning requirements and
- Facilitate and enhance desired development trends, as well as community needs and aspirations.

PROCESS UNDERTAKEN TO FORMULATE THE REGIONAL SPATIAL DEVELOPMENT FRAMEWORKS

The formulation of the RSDF's were initially contracted to a town planning consulting firm, namely APS Plan Africa which produced eight draft RSDF's for the eight City Planning Regions. These draft documents were completed in May 2005 and circulated to all relevant Departments within the CoT. A series of presentations were held by the Regional Planning Section to introduce the documents and to invite comments. Limited comments were received on the draft documents.

Subsequent to the finalization of the RDSF's, a number of Council policies and studies, such as the MSDF, Compaction and Densification Study, Rural Strategy, Retail Study, and Tshwane Open Space Framework, etc. were initiated, advanced further or were finalized, which directly impacted on the RSDF's and which required integration with the RSDF's.

The local elections also impacted on the process as the Department had to consult community leaders on a medium to long term planning document, whilst their term came to an end.

The format was also revised to be more user friendly and to coincide with that of the MSDF and to incorporate specific aspects of the CDS.

The CoT embarked on the implementation of the ASD Model.

Based on the aforesaid, the RSDF's were substantially revised in-house by the Regional Spatial Planning Section in conjunction with the Metropolitan Planning Section.

In terms of the process, the following is relevant:

- An internal Steering Committee, comprising two representatives from each of the above Sections were appointed to manage the process.
- The said Steering Committee compiled a project plan, which allocated responsibilities and time-frames to the respective Managers of the City Planning regions.
- The process was structured around the following critical components of the RSDF's, namely:
 - Residential Densification
 - Activity and Mobility Spines
 - Road Network (Movement System)
 - Rural Strategy
 - Open Space & Conservation
 - Future Urban Development
 - Nodal Development
 - Urban Form
 - CDS Focus areas
 - Maps

A regional analysis was conducted to create an understanding of the most important influences and to determine spatial development patterns. Various planning frameworks and documents, such as the Gauteng Spatial Development Framework and the National Spatial Development Perspective, and sectoral plans such as the Integrated Transport Plan and the Metropolitan Open Space Framework, had been perused to inform the formulation of the RSDF's. The Gauteng Planning and Development Act of 2003, was also taken into consideration.

LAYOUT OF THE DOCUMENT AND SUMMARY OF THE RSDF's

The document makes provision for five parts, namely:

- Part One: Introduction

Part One presents the institutional context, dealing primarily with the legal requirements and approach/ methodology adopted in drafting the five RSDF's.

The introduction defines the legal context and specific reference is made to the Gauteng Planning and Development Act, 2003, (Act 3 of 2003) which determines that municipalities must formulate spatial development frameworks for their areas (Section 31 and 32) and that 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 introductory part to each RSDF also deals with the requirements of a Spatial Development Framework, as defined in the aforesaid Act, namely:

- Indicate where public and private development infrastructure investment should take place.
- Indicate desired development and land use patterns for different areas.
- Indicate where development of particular land uses should be discouraged or restricted.
- Provide broad indication of the areas where priority spending should take place.
- Shall provide guidelines for development and land use decision-making by the municipality.

Part One is concluded with a sub-section, which provides guidelines with regard to the interpretation and application of the RSDF document.

- Part Two: Metropolitan Context

Part Two is structured around the strategic planning documents of the CoT which inform the RSDF's, namely the TSDS, CDS and MSDF. With regard to the CDS, the emphasis is on the seven focus areas or interventions and how it relates to the respective regions. With regard to the MSDF, the emphasis is on the strategies (interventions) that need to be incorporated into the RSDF's.

The following focus areas as defined in the CDS are applicable to the Regions, namely:

FOCUS AREA	REGION
Infrastructure-led expansion of development potential to the north in an attempt to tackle poverty	<ul style="list-style-type: none"> • North West • North East
The continued management and development of established urban areas.	<ul style="list-style-type: none"> • All Regions
The strengthening of key economic clusters	<ul style="list-style-type: none"> • All Regions
Celebrating the national capital	<ul style="list-style-type: none"> • Central Western
Building high levels of social cohesion and civic responsibility	<ul style="list-style-type: none"> • All Regions
Modernizing and developing service delivery mechanisms	<ul style="list-style-type: none"> • All Regions
Ensuring solid financial fundamentals.	<ul style="list-style-type: none"> • All Regions

The following concepts, as contained in the MSDF, are interpreted and applied on a regional scale per region:

CONCEPT	STRUCTURING ELEMENTS	APPLICATION OF CONCEPT
<p>Smart Growth</p> <p>Smart Growth focuses on intensification and densification of the urban environment to create a more equitable, efficient and environmentally and financially sustainable urban dispensation</p>	<ul style="list-style-type: none"> • To address urban sprawl • Create economies of scale • Focus on infill and redevelopment • Support efficient infrastructure provision • Support a more efficient urban form • Protect environmentally sensitive areas, agricultural land and open space • Support a multi-modal transport system • Promote relevant densities and densification. 	<p>Areas, Corridors and Activity Spines were identified within each region for purposes of densification and intensification as implementation of the concept</p> <p>Future Urban Development Areas were identified in some Regions</p>
<p>Metropolitan Activity Areas</p>	<ul style="list-style-type: none"> • Ensure a clustering of various diverse activities at appropriate locations • Support viable public transport • Support efficient service provision • Maximize opportunities and diversity at accessible points. 	<p>The Capital Core, Urban Cores and Metropolitan Cores and Specialized Activity Areas are reflected in the respective RSDF's</p>
<p>Movement System</p>	<ul style="list-style-type: none"> • Support public transport • Promote accessibility of communities to employment, recreation and social opportunities • Protect the mobility function of major arterials and roads • Ensure economic competitiveness • Ensure that the movement system directly links with, and is supported by, strong high intensity nodes and higher density residential developments. 	<p>The intra- and inter regional movement system is defined in terms of the RSDF's and used as structuring element</p>
<p>Environmental Structuring Concept</p>	<ul style="list-style-type: none"> • Creating a network of open spaces • Protecting important environmental areas • Support sustainable urban development practices. 	<p>The open space network and environmental sensitivities were incorporated into the RSDF's as structuring element.</p>
<p>Urban Lattice Concept</p>	<ul style="list-style-type: none"> • Creating various opportunities for development and growth around the movement 	<p>This concept, which ensures integrated development, is incorporated in all</p>

	<p>system and urban nodes</p> <ul style="list-style-type: none"> • Supporting efficient service provision • Integrating the city by creating linkages between areas • Support public transport. 	RSDF's
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- Part Three: Regional Analyses

In terms of this part of the RSDF's, the regional characteristics and structuring elements of each of the regions are discussed, followed by a socio-economic and spatial analysis. This part is concluded with a SWOT analyses:

- Strengths
- Weaknesses
- Opportunities
- Threats

All regions are described in terms of the **main structuring elements**, which are primarily:

- High order roads, such as the National Roads (Freeways), Provincial Routes (K-Routes) and "Inter-Regional" Routes
- Natural features, such as rivers, mountain ranges and open spaces, e.g. Magaliesberg Mountain Range, Tswaing Crater, etc.
- Land-use zones of a prominent nature, e.g Industrial zones, Nodes, etc.
- Railway lines

In addition to the above, all regions are further described in terms of the following attributes, which directly influence the planning of the region, namely:

- Physical Environment
- Strategic Land-uses
- Nodes and Linear Activity Nodes
- Residential Uses
- Movement and Transportation System
- Service Infrastructure
- SWOT Analyses

- Part Four: Regional Spatial Development Framework

Part Four, termed the Regional Spatial Development Framework, is the spatial application of the concepts and principles. This part of the RSDF comprises:

- Diagrammatic explanation of concepts and principles,
- Maps indicating, inter alia, nodes, corridors, densification zones and conservation areas.
- Text, explaining the maps, diagrams, principles, concepts and strategic interventions.

The development concepts pertaining to the respective Regions are primarily aimed at:

- Promoting residential diversity and various housing typologies throughout the region
- Directing residential development towards urban cores, job-opportunity zones and areas that are well served by public transport
- Interventions to re-direct urban development towards urban cores
- Promoting development of nodes at railway stations with a strong focus on social and community facilities
- Identify areas of future job-opportunity and development
- Define and enhance the movement system within the region to enable movement of goods, services and people.
- Identify and enhance existing and future mass transport routes (mobility corridors)
- Integrate transport and land-uses, by classifying roads in functional terms and linking land-use activities thereto.
- Define the rural areas within the respective regions and distinguish between areas for:
 - Future urban development,
 - Natural areas and
 - Management areas
- Identify open space and environmental areas, such as rivers, mountain ranges, ridges, water courses, etc. as important structuring elements in the region.

The map, which forms an important component of the RSDF is a spatial representation of the principles and development concepts and has a geographical reference. The RSDF Map consists of a number of overlays, namely:

- Road and Railway Network
- Open Space
- Future Urban Development Areas
- Management and Natural Areas
- Mixed use/nodes/ job opportunities
- Gautrain- and railway stations map

The said map incorporates all aspects to ensure integration, consistency and continuity.

With regard to the RSDF it is of the utmost importance to note that emphasis is placed on densification and compaction. Densification is not restricted in terms of pre-determined number of units. Provision is made for density zones and related housing typologies and density ranges applicable to the housing typology. The exact number of units, density and/or development controls will be determined, based on, inter alia, the following criteria such as the proposed size, height, whether sufficient parking is available, privacy of adjoining owners, unit sizes, size of the property and overall quality, etc.

- Part Five: Detail Precinct Plans

Part Five relates to existing spatial plans/frameworks and policies that are still relevant and applicable. These plans and policies are to be read and applied within the context of the RSDF's and are primarily aimed at directing and informing planning and development at a local or precinct level. The plans are more detailed in nature and support the CDS, MSDF and other applicable legislation and policy directives.

Each of these plans are incorporated into Part Five of the document and discussed to ensure that it has status and is applied correctly.

5. COMMENTS OF THE STAKEHOLDER DEPARTMENTS

5.1 Strategic Executive Director: Agriculture and Environmental Management

(Unaltered)

This Division applauds the inclusion of the Tshwane Open Space Framework (TOSF) and Regional Open Space Plans (ROSP) in the RSDF's as a layer of structural importance. This Section did have the opportunity to participate during the process of compilation and therefore perceive the documents as transparent in terms of this Section's key focus area.

It is however requested that some of the TOSF policy statements is included in the documentation as the statements will have a major impact on the detailed requirements of development applications. At the least, the policy statements should be referred to in specific sections of the document where it will be applicable e.g. Rural Development Strategy (under Specific Conditions), all development applications located adjacent to any TOSF Open Space Typologies, activity spines as it correlates with the TOSF's brown ways and with the associated policy statements in this regard.

It is imperative that the RSDF's are updated and aligned with the latest version of the Regional OSP's. This refers to for example updated ridge analysis, watercourse and wetlands delineation. In cases where Environmental Management Frameworks (EMF) have been compiled these information should inform Local SDF's.

Please find attached this Section's detailed comments in the above regard. (Annexure 21)

5.2 Strategic Executive Director: Community Safety (Chief Fire Officer)

(Unaltered)

With reference to your letter dated 10 September 2007, I wish to comment as follows:

- Provide adequate access for fire fighting vehicles for all areas, especially the informal settlements in terms of roads and the construction thereof for emergency vehicles in case of an emergency.

- The water reticulation for fire fighting purposes in future urban development areas that includes existing informal settlements, should be upgraded to be in compliance with SANS 10090, clause 11 (Community Protection Against Fire); where it stipulates the flow rates and spacing of fire hydrants based on the specific fire risk category.

5.3 Strategic Executive Director: Health and Social Development Department

See Annexure 22.

5.4 Strategic Executive Director: Economic Development

See Annexure 23.

5.5 Strategic Executive Director: Public Works and Infrastructure Development Department

5.5.1 Roads and Stormwater Division

(Unaltered)

Further to our previous comments dated, as well as the discussion held on 7 April 2008, please find updated comments on the draft Regional spatial development frameworks (RSDF's) for the new five city planning regions.

The Division supports the RSDF's but wishes to remind that the following issues related to roads planning and stormwater systems planning need to be taken into account during implementation/more detailed plans are developed.

1. Services backlogs in the north-east and the north-west regions are briefly mentioned, although it is surely a constraint on development.
2. Existing municipal services, especially stormwater infrastructure in the older areas, usually cannot accommodate densification. Upgrading of these services must be addressed as part of densification proposals.
3. It is recognized that at the scale of regional spatial frameworks, road network project plans / proposals are often conceptual. Hence it is necessary to indicate that the status and details of planning be confirmed with the Section Infrastructure Planning and Management.

See Annexure 24.

5.5.2 Water and Sanitation Division

(Unaltered)

The Regional Spatial development Framework for CoT is supported. The main concern regarding the water and sanitation services is that the land earmarked for development south of Temba/Stinkwater/Nuwe Eersterust will be very expensive to provide bulk water and sewer infrastructure. This land is the furthest away from the existing bulk water infrastructure in the east and west and will require extensive extensions and lengthy supply pipelines to be serviced. This land is also the

furthest away from the planned regional waste water treatment plant in the far north that will require lengthy main waste water pipelines to be serviced.

Furthermore, the area earmarked for development in the Kungwini area east of the Tshwane boundary is much smaller than in the Kungwini SDF. Many current applications already fall beyond the area indicated in the Tshwane SDF.

See Annexure 25.

5.6 Strategic Executive Director: Corporate and Shared Services

5.6.1 Executive Director: Legal and Secretarial Services

(Unaltered)

The proposed Tshwane Spatial Development Framework Plans has reference.

This document was scrutinised by the Section: Corporate Governance within the Legal Services Division, in order to establish whether an acceptable standard of drafting was done, and also to ensure firstly that the proposed policy is compliant with applicable legislation and secondly that it takes cognisance of, and is aligned with other policies and secondary legislation approved by the Council.

The draftsman-ship of this policy is found to be of a very high and professional standard, and that it will portrays a positive image of the CoT as such.

The policy is furthermore well aligned with other relevant policies adopted by the Council and is also compliant with applicable legislation.

As the proposed policy is legally compliant and drafted according to acceptable standards, the approval thereof by Council is fully supported.

5.7 Chief Financial Officer

(Unaltered)

This Department takes note of the contents of the report and has no objection to the implementation of the recommendations. The Strategic Executive Director: City Planning, Development and Regional Services should ensure that sufficient funds are available for any financial implications that may emanate from the Report.

6. PUBLIC PARTICIPATION

The following public participation procedure has been followed:

- A copy of the relevant RSDF was sent to the Ward Councillor and the Ward Liaison Officer for comment, for a period of 30 days. (See Annexure 6)
- Notices were placed in the Provincial Gazette, Sowetan, Beeld and Pretoria News, on the 12 September 2007 allowing any interested party the opportunity to provide comments on the RSDF's for a period of 30 days from the date of the publication. (See Annexure 7)
- During the 30 days the RSDF's were available on the CoT website: www.tshwane.gov.za

- Hard copies were available to be viewed at all the CoT Customer Care Centres
- Hard copies were available to be viewed at the following CoT: City Planning and Development Offices:
 1. Munitoria Building, Corner Vermeulen and Van der Walt Street, Fourth Floor, Room 422
 2. Centurion Municipal Offices, Corner of Basden and Cantonment Street, Block F, Ground Floor, room F37
 3. Spectrum Building, Plein Street, Karen Park , Second Floor
- Notices were placed at the Land Use Information Counters notifying the Consultants and Developers of the RSDF's and the time period available for comments.
- The RSDF's were presented to the communities as per attached schedule, Annexure 8.

This process was not successful in all the regions and resulted in the Department rescheduling the presentations with the communities in consultation with the Speakers Office, as per attached schedule, Annexure 9.

7. COMMENTS FROM THE PUBLIC PARTICIPATION PROCESS

North West Region

Four public participation meetings were held with the communities and ward councilors on the following dates:

DATE	VENUE
11 September 2007	Mabopane Indoor Centre
12 March 2008	Pretoria North Town Hall
15 March 2008	Mabopane Skills Centre
29 March 2008	Mabopane Skills Centre

The attendance registers are attached as Annexure 10.

No formal comments were received.

Please see attached as Annexure 11, the issues that were raised at the public participation presentations: note that the issues raised were addressed at the meetings.

North Eastern Region

Four public participation meetings were held with the communities and ward councilors on the following dates:

DATE	VENUE
11 September 2007	Montana Hospital
13 September 2007	Hammanskraal Council Chambers
12 March 2008	Pretoria North Town Hall
18 March 2008	Temba Council Chambers

The attendance registers are attached as Annexure 12.

See Annexure 13, for the comments received for the North East Region.

The department's response to the comments:

All the roads mentioned are K-routes (Provincial Roads) and are not listed as priorities with Gautrans. Portions of Zambesi Drive (K14) are upgraded by the CoT. The portion of K97 (Lavender) south of the N4 up to Lintvelt Street will be constructed before the 2010 World Soccer Cup to enhance access to Wonderboom Airport.

The portion of K14 between Lavender and Paul Kruger Street may be constructed as part of the Rainbow Junction Project. The CoT has appointed consultants to do a scoping report on the proposed Pretoria North Inter-modal Interchange; this project might be financed jointly between the CoT and The Rainbow Junction Consortium.

A Rural Development Strategy for the North East Region has been compiled and is included in the RSDF. A Local Spatial Development Framework for the far northern area of the region currently being finalized for approval by Council.

Central Western Region

Four public participation meetings were held with the communities and ward councilors on the following dates:

DATE	VENUE
19 September 2007	Sammy Marks Square
8 March 2008	Atteridgeville
10 March 2008	Sammy Marks Square
13 March 2008	Atteridgeville

The attendance registers are attached as Annexure 14.

See Annexure 15 for the comments received for the Central Western.

The department's response to the comments:

In the evaluation of the comments received by this Section, the Section tried to accommodate the comments and amended the RSDF accordingly. Most of the comments are valuable and are based on misinterpretations in the text. Where mentioned the definitions were amended. The importance of the Hatfield node emphasized and stated more explicitly. The proposed light industrial uses along Duncan Street were a misunderstanding and are corrected. However, the proposed densities in the RSDF the comments received were evaluated against approved CoT policy documents, ie Compaction and Densification Strategy. Densification is a priority for CoT and the proposals are in line view the viewpoint of Council.

Much of the received comments also refer to the newly draft Spatial Development Framework for the Brooklyn Business node. Most of these comments are meaningful and will finally be evaluated when the draft plan is referred to Council for a decision.

Remarks were also received on inadequate services in the area (water pressure, sewerage problems, road network etc) and will have to be addressed by the relevant departments.

Eastern Region

Four public participation meetings were held with the communities and ward councilors on the following dates:

DATE	VENUE
20 September 2007	Sammy Marks Square
4 March 2008	East Lynne Community Hall
10 March 2008	Sammy Marks Square
16 March 2008	Mamelodi Mini- Munitoria

The attendance registers are attached as Annexure 16.

See Annexure 17 for the comments received for the Central Western.

The department's response to the comments:

Ward 42

1. Detailed studies will be compiled. The RSDF does not aim to be prescriptive on a site-specific level, but provides a framework for interpreting the vision, planning principles and structuring elements of the COT. The maps and graphic representations included in this document are, therefore, also more strategic/conceptual in nature and do not imply a site-specific interpretation.
 - a. As to produce an implementation plan detailed studies will be compiled.
 - b. Transport problems are addressed in point 4.7.1 of the RSDF under current major projects. The introduction of the BRT system will also help with regard to transportation needs.
2. The existing Integrated Development Framework documents will in future be revisited as to accommodate new development trends. Studies also need to be done on all major roads as to determine adjacent land use rights.
3. Charles Street is addressed in The Integrated Development Framework for Duncan Street, Lynnwood Road, Charles Street, Atterbury Road, Garsfontein Road and Duxbury/Brooklyn/ Dely Road.
4. The expansion Strategy refers to possible or future expansions of the nodes. This will be dealt with evaluation of applications supplemented by Frameworks and detailed studies if required.
5. Detailed Spatial Development Frameworks will be compiled in the future to address the densification concerns that have been raised.
6. Transport problems are addressed in point 4.7.1 of the RSDF under current major projects. The introduction of the BRT system will also help with regard to transportation needs.

7. Precinct plans are detailed frameworks applicable to specific streets/areas, whereas the RSDF does not aim to be prescriptive on a site specific level, but provides a framework for interpreting the vision, planning principles and structuring elements of CoT.

Ward 44.

1. The purpose of the RSDF is not to address the sustainability of services. All applications are referred to service departments and are dealt with accordingly.
2. Transport congestion: Refer to point 4.7.1
3. Detailed Spatial Development Frameworks will be compiled in the future to address the densification concerns that have been raised.
4. The RSDF is not the sole mechanism in determining the suitability of any potential change in land use, but should be used in conjunction with requirements as may be determined by infrastructure and other relevant aspects that may not be contained in the RSDF.

Open Spaces Action Group (subcommittee of Rietondale Riviera Rietfontein Deerness and Gezina Resident's Association). Departmental response:

1. The process was explained at the public meeting on 4 March 2008 to community present and in particular to representative of this Residents Association, Prof Van Schalkwyk who raised same question as represented in this comment. It was indicated that comments/ inputs would be evaluated, corrections/ amendments made if applicable. Copies of input/ comments would be included in final report for completeness of record.
2. The information in terms of natural environment, open spaces etc. included in the RSDF is based on the approved Open Space Policy of CoT. It never was the intention of the RSDF document to review said Policy, copy nor duplicate the information as included in the approved Policy document. By including excerpts and other references to the approved Policy in the RSDF, care is taken that the future user of the RSDF is informed/ sensitised about the importance of the Open Space Policy, and that detail be consulted as included in the approved Policy.
3. The detail information needs to be consulted as included in the approved Open Space Policy document.
4. Meintjieskop has been added on p23.
5. Cognisance is taken of the statement made. Information has been forwarded to Environmental Management.
6. Cognisance is taken of the developmental scenario favoured by the residents association for the different land parcels. However, the detail is such that it cannot be included in a broad framework as the RSDF. It was communicated to representatives from them at a follow- up meeting to discuss the proposals with the Department Public Works. The land belongs to state departments

and is sufficiently covered in terms of the broad guidelines included in the RSDf.

7. A meeting was held with them as requested on 13 March 2008.

School of Religion and Theology Departmental response:

1. Cognisance is taken of the opinion as expressed. Consultants were appointed to do the primary research. Lots of existing information was used in order to minimise additional costs. Where information was found to be dated, the integrity of the information was confirmed and amended if applicable. Where no information was found/ or information was insufficient, primary research was done to provide the required information.
2. The document has been compiled in terms of the requirements of the Municipal Systems Act, 2000 (Act 32 of 2000). It does not exclude, or pre-empt any other requirement as may be required by any other piece of relevant legislation. The purpose of the RSDf was to address the requirement for such a document as prescribed in terms of the Municipal Systems Act, 2000 (Act 32 of 2000).
3. The base document refers to a schematic development proposal as illustration of certain key principles that originates in the Tsošološo Policy document. It is of illustrative value only and was used generically for all other Regions.
4. Opinion as expressed is acknowledged. In general remarks were made/ opinions expressed that the implementation of the RSDf in future be based on all infrastructure services been able to accommodate the proposed development.
5. The Moot area is located in a transitional area between the inner city and the periphery of the city. Huge movement takes place through the area and it is foreseen in future that due to the geographical location, the use of the area would change in time. It is against this scenario that it is anticipated that the area at large would transform and play a pivotal role in future job creation.

Mr Rabie Departmental response:

A comprehensive reply was sent to Mr. Rabie on 7 April 2008. See Annexure 18

Southern Region

Two public participation meetings were held with the communities and ward councilors on the following dates:

DATE	VENUE
18 September 2007	Centurion Council Chambers
18 March 2008	Centurion Council Chambers

The attendance registers are attached as Annexure 19.

See Annexure 20, for the comments received for the Southern Region.

The department's response to the comments:

The Regional Spatial Development Framework does not take away the beauty of the rural environment but tried to protect the natural environment by putting into place means to guide and channel development with consideration of the environment (Balance development and environmental conservation needs through "Smart Growth"). The Regional Spatial Development Framework is a tool used to take the City's vision further in a more spatial represented form. *It concerns itself with the management of change; through... guiding development and growth in the city.*

The properties affected by the proposed Spatial Development Framework falls within an area where the Peri Urban Town Planning Scheme of 1975 or Centurion Town Planning Scheme were applicable. The primary rights of each property are determined by the zoning of the property from the scheme with the permitted coverage. If the property was zoned Undetermined in terms of the Peri-Urban Town Planning Scheme the primary rights are "dwelling house and agricultural buildings".

"Agricultural building" is defined in the Town Planning Scheme as *building designed for use in connection with and which may ordinarily be incidental to or reasonably necessary for the use of the property concerned as agricultural land, but does not include a cultivation shed.*

Any owner of a property who wants any land use rights more than his or her current zoning rights need to apply to the City of Tshwane for those rights. The Regional Spatial Development Framework is not the Town Planning Scheme but a "town planning tool" to evaluate, motivate or discourage any development that are being proposed but not in line with the future or desirable development for City of Tshwane. If a township establishment application is submitted it need to be submitted according to the correct Ordinance but it shall be evaluated according to the Regional Spatial Development Framework with the 5% footprint, a 1 dwelling per 5 hectare with the "cluster and space principle".

The Regional Spatial Development Framework was done internally by the City of Tshwane's personnel (City Planning, Development and Regional Services). The public participation for the RSDF was conducted twice and according to the recommendation of the Portfolio Committee where all Ward Councillors and wards where given an opportunity to raise their concerns. (18 March 2008 and 18 September 2007)

The future can not be determined but it can be guided and channelled towards a preferred direction that is more acceptable. The Regional Spatial Development Framework is one of the planning tools meant to take the strategic objectives of the IDP further in a more spatial form as mentioned earlier. The RSDF will be a way to maintain and guide development within the Management Area. The management areas are areas identified for land use and densities which do not fit into the denser urban complex which can accommodate residential as well as rural residential (2 units per hectare) in terms of the Rural Development Strategy. Non residential uses serving the area will be concentrated in rural nodes earmarked by the RSDF.

The RSDF is only one guideline plan in the hierarchy of guideline plans for the CoT. The Southern Region already embarked on a process for the compilation of a multidisciplinary development framework for the Monavoni/Mnandi Agricultural Holdings and the Western farm areas in the Southern Region that is under great pressure. More detail with regard to residential densities, locations of non-residential uses, sensitive areas etc will be part of this next level of planning. Most of the concerns of the public will also be addressed by the abovementioned LSDF for the Western Area

Page 30 paragraph 3 and 4 of the RSDF states that the Urban Edge function has been replaced by the "Management Area" as the Urban Edge policy was not workable and could not be implemented but the management area still adhere to the Urban Edge principles of discouraging urban edge and promoting smart growth.

The RSDF takes into consideration the proposed route of the Gautrain and the proposed Centurion Gautrain station.

The Natural Area earmarked by the Municipality to be protected from densification higher than 1 dwelling unit per 5 hectares was informed by the C plan and it forms part of the environmental unity. The 1 dwelling units per 5 hectares is in line with the environmental studies done by GDACE in the area.

The land uses along mobility spines are nodal development with mixed land use at large scale from residential to light industrial and retail. These can be evident from the land use mentioned by the comments and the RSDF will guide this development in the management area along the mobility spines.

8. IMPLICATIONS

8.1 Human Resources:

There will be human resource implications during the implementation phase of certain proposals relating to the RSDF's.

8.2 Finances:

Investment will need to be put into the development of service infrastructure in order to realize the proposals of the RSDF's. This will have to be financed by both the private and public sector. Budgets should be linked to the IDP.

8.3 Constitution and legal factors:

There are none.

8.4 Communication:

The RSDF's was duly advertised and forwarded to all the relevant Ward Councillors.

9. CONCLUSION

At the Political Infrastructure Cluster Meeting of 27 May 2008, the RSDF's were referred back for a discussion on densities and the impact on infrastructure. This workshop was duly held on 20 June 2008. It was attended by representatives from City Planning & Development (CPD), (Metropolitan Planning and Regional Spatial Planning), Housing and Sustainable Development, Water and Sanitation and Energy & Electricity from the Public Works and Infrastructure Development Department (PW & ID).

Each of the RSDF's were presented and the impact on infrastructure and the availability of infrastructure was discussed. From the discussions it is clear that the proposals in the RSDF's are acceptable and that there are gaps where current bulk infrastructure is at capacity and therefore only limited development and densification can take place.

The representatives from PW & ID undertook to provide information to CPD (Regional Spatial Planning) on the availability of bulk infrastructure as well as the timing of upgrades to infrastructure. Such information will be of great value when advising prospective developers regarding development opportunities.

It was also clear from the discussions that a need exists for a strategic infrastructure investment plan that will link infrastructure investments to the city's priorities, strategic objectives, CDS and spatial development processes. This would then enable the planning and budgeting of infrastructure investments to be better synchronised with the development of priority areas.

During the discussions the constraints affecting the provision of affordable housing near areas of employment were raised. These constraints relate to suitable land (foundation conditions, affordability, availability of infrastructure and quantity) and services. These issues have been noted and, where possible, factored into the RSDF's.

This Section has had lengthy discussions with the Executive Director: Agriculture in order to finalize the Agricultural Plan (A – Plan) for the CoT and to date the Executive Director: Agriculture and this Section has not been successful in obtaining confirmation from the Gauteng Department of Agriculture, Conservation and Environmental Affairs (GDACE) regarding the final A – Plan for the CoT. The Agriculture and Environmental Management and City Planning and Development Departments have provided comments on the Draft A-Plan to EnviroGIS, the firm appointed by GDACE to compile the A-Plan for the CoT. During these discussions it emerged that the majority of the sites identified in the Draft A-Plan correlate with the Management Area's as contained in the RSDF's.

Management Areas have been defined as area's that are usually cultivated areas, with dispersed ecological sensitivities. These area's are not suitable for urban development within the medium to long term (next 10-15 years) and are not highly integrated with the larger urban system. No bulk services are available or should be made available within the medium term. To allow urban development in the management areas will not contribute to the spatial objectives of restructuring the city or support efficiency in terms of urban form and processes. Agriculture should be maintained and promoted in these area's.

In light of the above and the available information, the approved A –Plan from GDACE, after consultation with the Strategic Executive Director: Agriculture and Environmental Management will be adopted as part of the RSDF's.

The RSDF's are considered an important planning and management tool to give effect to City Vision, realize the objectives of the Metropolitan Spatial Development Framework, respond to development needs and address unique issues within a regional context.

ANNEXURES:

1. Regional Spatial Development Framework: North West Region
2. Regional Spatial Development Framework: North East Region
3. Regional Spatial Development Framework: Eastern Region
4. Regional Spatial Development Framework: Central Western Region
5. Regional Spatial Development Framework: Southern Region
6. Request for comments
7. Newspaper advertisements
8. Schedule of meetings as requested by MMC N. C. T. Mokoena
9. Schedule of meetings as requested by the Speakers Office
10. North West Region attendance registers
11. North West Region discussion notes
12. North East Region attendance registers
13. North East Region comments
14. Central Western Region attendance registers
15. Central Western Region comments
16. Eastern Region attendance registers
17. Eastern Region comments
18. Eastern Region response to Mr. Rabie
19. Southern Region attendance registers
20. Southern Region comments
21. Agriculture and Environmental Management comments
22. Health and Social Development Department comments
23. Economic Development Department comments
24. Public Works and Infrastructure Development Department: Roads and Stormwater Division comments
25. Public Works and Infrastructure Development Department: Water and Sanitation Division comments

IT WAS RECOMMENDED (TO THE COUNCIL: 30 OCTOBER 2008):

1. That the Regional Spatial Development Framework's (RSDF's) for the CoT be approved.
2. That the Members of the Mayoral Committees for Public Works and Infrastructure Development and City Planning, Development and Regional Services prepare a strategic plan for the phasing of development to enable the prioritisation of bulk infrastructure provision in the IDP and budgets.

3. That the approved A-Plan from GDACE, after consultation with the City Manager be adopted as part of the RSDF's once the approved A-Plan for the CoT is made available by GDACE.

During consideration of this item by Council on 30 October 2008, Cnr PML Mdluli seconded by Cnr RM Bhoya proposed the following amendments:

(Unaltered)

Recommendation 1: Remains as in the report

Amend as follows:-

1. That in preparing for the 2009/2010 financial year, the IDP and Budget process should take into account the respective Regional Strategic Plans in order enable/inform the prioritization of bulk infrastructure provision.
2. That once the A-Plan from GDACE is made available to the CoT, it be submitted to Council for cognizance and the RSDF be aligned to it.

The Council acceded to Cnr Mdluli's proposal.

The following Councillors subsequently participated in a debate on the content of the report:

**RW Dinkelmann
A Sparg
FW van Wyk
Prof D Baker
J Engelbrecht
Adv CD Prinsloo
PJ van der Westhuizen**

Thereafter it was resolved as set out below:



RESOLVED:

1. That the Regional Spatial Development Framework's (RSDF's) for the CoT be approved.
2. That in preparing for the 2009/2010 financial year, the IDP and Budget process should take into account the respective Regional Strategic Plans in order enable/inform the prioritization of bulk infrastructure provision.
3. That once the A-Plan from GDACE is made available to the CoT, it be aligned to the RSDF and a report in this regard be submitted to Council for cognizance.

(Remark:

Cnr NWA Michael on behalf of the DA requested that their abstention from the approval of this report be registered).