

Welcome to Cape Town

Municipal Spatial Development Framework and Comprehensive Integrated Transport Plan Review



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

The Cape Town Municipal Spatial Development Framework Review 2017-2022

Built Environment Stakeholders Session 22nd August 2017



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

The Cape Town Municipal Spatial Development Framework Review 2017-2022

PRESENTATION CONTENT

- Legal framework and content requirements
- IDP Transformation Priorities and MSDF alignment
- New Methodology: Spatial Transformation approach
- Chapter highlights
- Key changes made and implications
- Procedures for adoption

The Cape Town Municipal Spatial Development Framework Review 2017-2022

MSDF Legal Aspects

Section 22 of SPLUMA:

- “22. (1) A **Municipal Planning Tribunal or any other authority** required or mandated to make a land development decision ... **may not make a decision which is inconsistent with a municipal spatial development framework.**
- 2) ...**may depart from the provisions of a municipal spatial development framework only if site-specific circumstances** justify a departure from the provisions of such municipal spatial development framework.”

Echoed in Section 9 of the MPB-L:

- “9. (1) ... the City may deviate from the provisions of the municipal spatial development framework **only if site specific circumstances justify the deviation.**

THE MSDF CONTENT

MSDF content required to:

- Analyse and contextualise political, economic, environmental, and social trends;
- Provide a long-term vision for the desired spatial form and structure;
- Align City's spatial development goals, strategies and policies with national and provincial spatial principles, strategies and policies;
- Direct and support private and public investment by identifying priority investment areas; and
- Provide policy guidance to direct decision-making and investment.

THE SDF, IDP AND TRANSFORMATION PRIORITIES



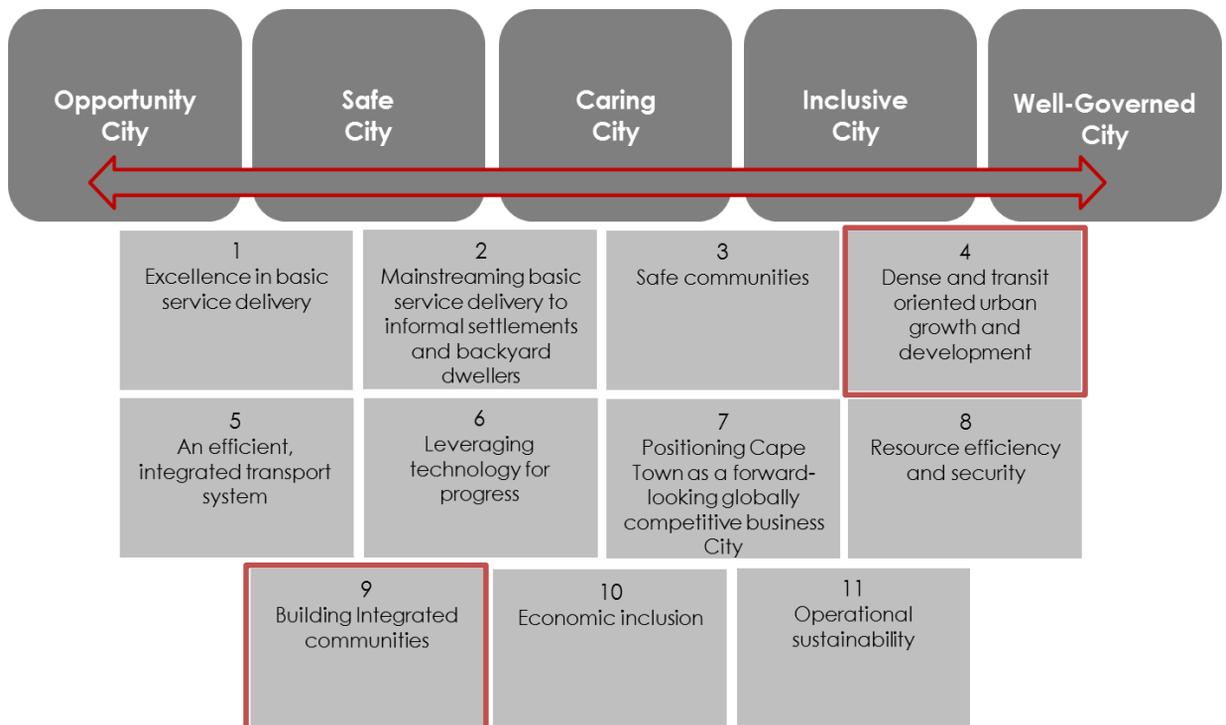
TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

The Cape Town Municipal Spatial Development Framework Review 2017-2022

THE SDF AND IDP

- MSDF required to reflect the IDP strategic objectives in spatial manner
- Note: Longertime horizon than IDP
- Legally required to provide a long-term spatial vision and policy context for the City
- Enables consistent and predictable decision-making, directing where the City will invest and allocate resources



SDF SPATIAL STRATEGIES IN IDP

1. Building an Inclusive, integrated, vibrant city

- Addresses and reverses the legacies of apartheid.
- Address existing imbalances in the distribution of different types of residential development, and avoid the creation of new structural imbalances in the delivery of services.
- Desired outcomes:
 - Mix of income groups, land uses, population density and;
 - Adequate and equitable provision of social facilities, recreational spaces etc.

SDF SPATIAL STRATEGIES IN IDP

2. Managing urban growth and create a balance between urban development and environmental protection



- Promoting urban form with higher densities and mixed land use patterns in a central development/urban core;
- Efficient transport corridors, a bus rapid transit (BRT) and rail network form integral part of urban core.
- Achieve outcomes such as:
 - more sustainable use of land and natural resources,
 - lower carbon emissions,
 - more efficient use of infrastructure;
 - effective public transport systems, social facilities and amenities.

SDF SPATIAL STRATEGIES IN IDP

FIVE-YEAR
INTEGRATED
DEVELOPMENT
PLAN JULY 2017 - JUNE 2022
EXECUTIVE SUMMARY

3. Planning for employment and improve access to economic opportunities



- Extent to which the City realises its spatial development goals linked to ability to sustain employment-generating economic growth in the medium term and to reduce accessibility costs for the urban poor.
- Creates imperatives such as:
 - High quality urban management
 - Attracting “job rich” economic investment
 - Responding to spatial needs of the economy
 - Improving opportunities for urban poor;

KEY PLANNING ENVIRONMENT CHANGES SINCE 2012



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

PLANNING ENVIRONMENT CHANGES

- Powerful role of SDF in decision making - SDF to carry transversal policy messages to decision makers
- Transformation priorities of IDP with focus on Spatial Transformation
- Legislative change and clarity on institutional roles and functions in spatial planning- e.g. SPLUMA, SDF Guidelines and IUDF as well as organisational changes in the City
- City improvements in data informants & evidence based policy – ECAMP, DAMS, MTIIF etc.
- Greater focus on financial viability and sustainability
- Increased emphasis on informality as driver of urban growth
- Concept/ vision driven SDF as opposed to cadastrally defined
- No longer duality of approvals (Province AND City)

INTRODUCTION AND CHAPTER 1 (AND TECHNICAL SUPPLEMENT A)



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

INTRO, CHAPTER 1 & TECH A

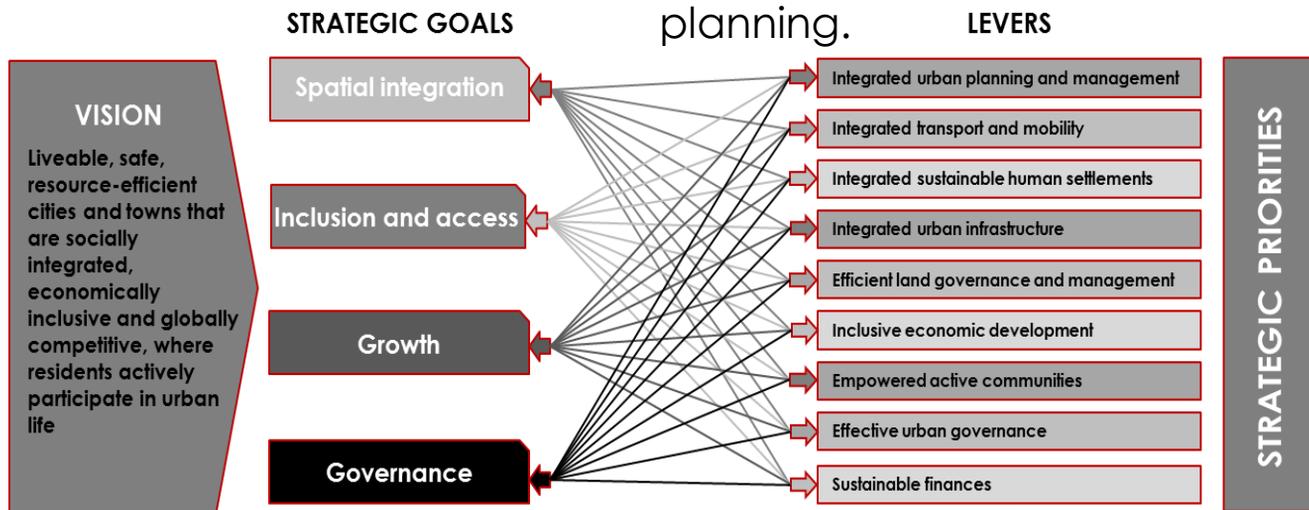
NEW LEGAL, POLICY AND INSTITUTIONAL ENVIRONMENT

2012 CTSDF

CTMSDF Review

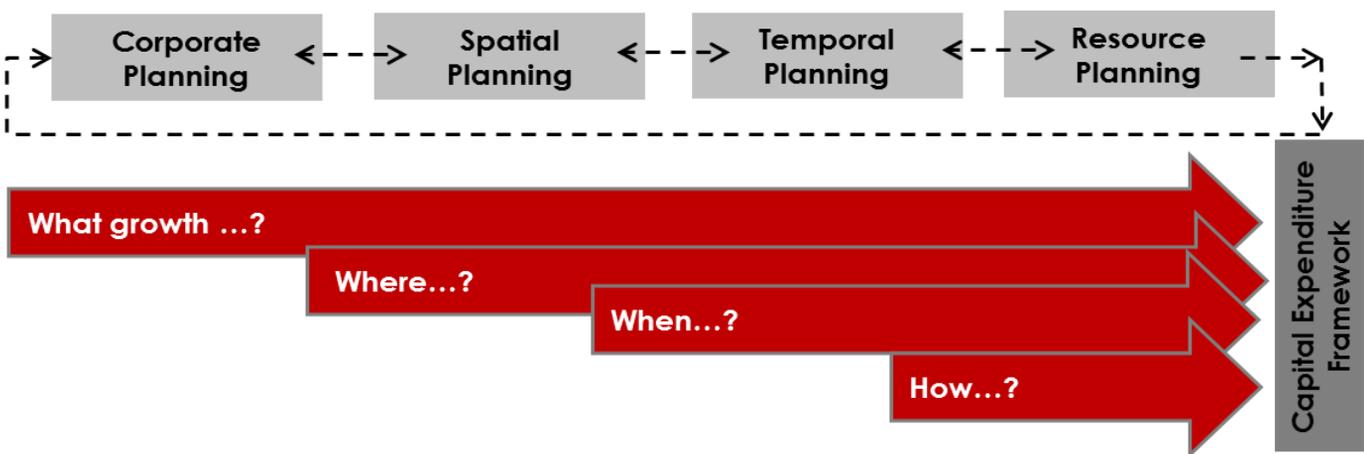
- Moving towards a policy driven land use management system
- Goals and Principles
- **Legal Context**
 - MSA
 - LUPO
- Governance arrangements for integration of state plans into CTSDF unclear
- Urban Policy spread across many policy documents

- National urban spatial planning goals & priorities via IUDF
- Principles and policy review via SPLUMA, NDP and City policy.
- New legal context, SPLUMA, LUPA direct review content.
- Link between LUMS and Policy more integrated through by-law
- New institutional context-
- Transformation priorities, MPB-L, ODTP, TDA
- Municipal leadership in spatial planning.



INTRODUCTION AND CHAPTER 1

- Introduces new policy and legislation-SPLUMA/ LUPA
- Introduces transversal Policies and Strategies post 2012



Traditional SDF

Post-SPLUMA SDF

Corporate Planning	Spatial Planning	Temporal Planning	Resource Planning
<p>Growth rationale and priority framed by strategy and targets / commitments made e.g. IDP / Energy 2040/ EGS/ SDS/ TOD SF/ IHSF</p>	<p>Spatial informant for growth described via MSDF Strategies and Policies</p>	<p>Timing/ phasing/ sequencing of support</p>	<p>City's commitment to facilitate growth i.e. Money, Land, People etc.</p>

CHAPTER 2: SPATIAL CHALLENGES AND OPPORTUNITIES

(AND TECHNICAL
SUPPLEMENTS B & D)



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

2. SPATIAL CHALLENGES AND OPPORTUNITIES

2012 CTSDF- Drivers of growth

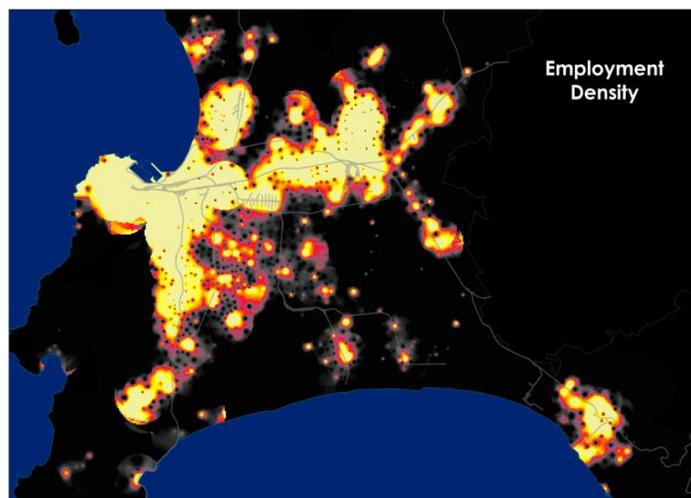
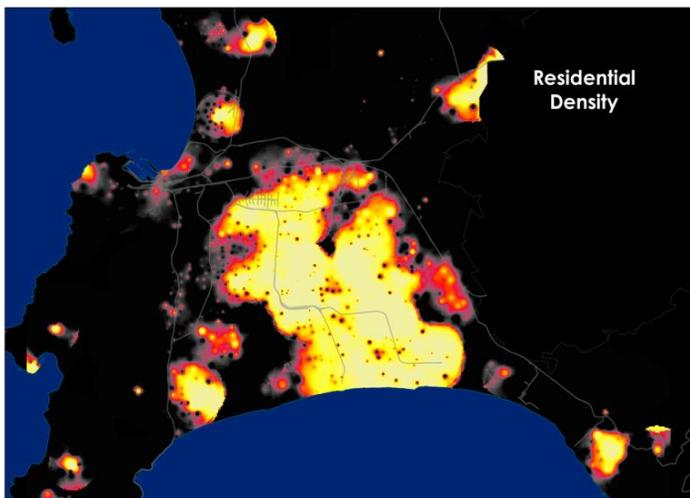
- Population growth scenarios baseline
- Spatial Structuring elements identified, however data more coarse
- Form of growth - critique of peripheral development
- Infrastructure focus on expansion - not maintenance, infrastructure risk considers present capacity risks
- Availability of land use-land consumption data limited
- Strong focus on environmental resource capacity
- Limited spatial analysis of economic data

2017 MSDF Review

- **Historical context highlighted-frame the challenge of the spatial legacy of apartheid**
- **Spatial structuring elements based on updated policy and TOD Comprehensive model**
- **Density analysis reflects infrastructure life-cycle cost imperative and benefits of diversity**
- **Economic and Socio-Economic analysis more comprehensive & spatial trends reflected**
- **Transport and services data informants more detailed**
- **Summary of analysis and sources provided - with detailed info contained in Tech Supplement B**
- **Natural resource and energy efficiency highlighted in Tech Supplement B**

KEY INSIGHTS: HISTORIC LEGACY

- **>190,000 households located within informal settlements – as many in backyards (unofficial)?**
- **+/- 440,000 citizens are unemployed (2nd quarter 2016) 23% re: strict definition of unemployed**
- **> 500,000 people cannot access any transport due to income constraints.**
- **95% of the public transport user group = low to low-medium income group**
- **Low-income group spends an average of 43% of their income on access (WELL in excess of intl. norms)**



2. SPATIAL CHALLENGES AND OPPORTUNITIES

KEY VARIABLES PART 1

Variable	Assessment
Population (demographic profile and projections)	<ul style="list-style-type: none">• A demographic transition with slowing population growth but alarming growth in household formation outstripping population growth• In-migration rates and projections uncertain
Spatial location and trends: <ul style="list-style-type: none">• Residential development	<ul style="list-style-type: none">• A spatial transition from outward to inward growth, characterised by marginal, localised increases in density
Spatial location and trends: <ul style="list-style-type: none">• Non-residential development	<ul style="list-style-type: none">• A spatial concentration of commercial activity to three business nodes (the CBD, Century City and Tyger Valley) – all have associated high levels of institutional management• A dispersion of “blue-collar” jobs to peripheral industrial nodes• In-migration outpacing job creation
Economy	<ul style="list-style-type: none">• Economic consolidation, increased unemployment and timid economic growth centred in selected service-orientated industries
Infrastructure (provision and constraints)	<ul style="list-style-type: none">• Rising efficiencies associated with water, electricity and land resources but evidence of climate change impact on regional scale.• Rising costs of transport due to congestion and declining levels-of-service for commuter rail

2. SPATIAL CHALLENGES AND OPPORTUNITIES

KEY VARIABLES PART 2

Variable	Assessment
Fiscal sustainability	<ul style="list-style-type: none">• Cape Town's performance score annually evaluated by internally and externally by National Treasury• Contributes to stable credit rating and high borrowing ability to expand infrastructure investment
Resource sustainability	<ul style="list-style-type: none">• Notwithstanding bulk supply issues re: water / electricity evidence of increasing resource efficiency: decreasing consumption of electricity, water and land relative to the size of the economy or population.• More to be done re: demand management• NB: Dramatic increase in fuel consumption during this period
Housing supply and demand (quantum / spatial location and trends)	<ul style="list-style-type: none">• A transition from formal, market-led housing supply to informal solutions• Spatial implications for already dense residential areas and burdening infrastructure networks in older less established parts of the city
Physical growth and form (land consumption and density)	<ul style="list-style-type: none">• Declining land consumption rates• Marginal increases in density – not sufficient to support public transport thresholds

2.2 INFORMANTS TO CITY STRUCTURE (+TECH B & D)



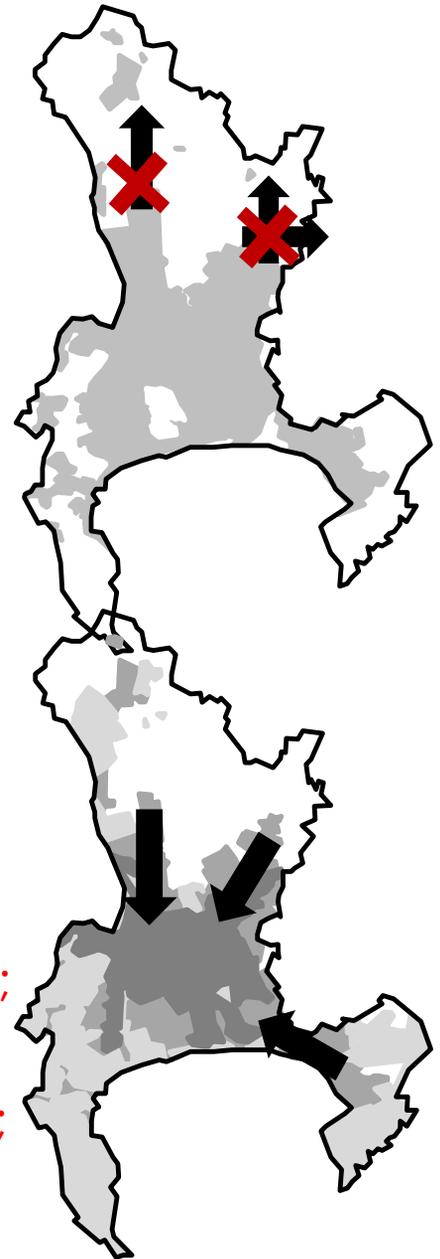
2012 CTSDF

2017 CTMSDF Review

- Structuring elements included natural assets, multi-direction accessibility grid, areas of land use intensification.
- 2012 Long term structuring elements presenting diagrammatic informed by now rescinded policies and laws.
- Informed by trends and prescripts of the time.

2016 Long term structuring elements based on:

- Connectivity concepts from integrated transport planning and transit oriented development policy;
- Alignment to IUDF levers;
- Data-driven modelling (incl. TOD-C);
- Updated and in-depth analysis of variables.



2.2 STRUCTURING ELEMENTS

BIOPHYSICAL

2012 CT SDF



Informed by:

- MOSS study
- Agricultural land study
- Biodiversity planning
- Diagram- not linked to spatial data

2017 CTMSDF Review



Informed by:

- **2016 Bioregional plan**
- **2015 Integrated coastal management plan**
- **2016 Review of agricultural land value by Dept. of Agriculture**
- **Water course data,**
- **Linked to GIS data**

2.2 STRUCTURING ELEMENTS

TRANSPORT

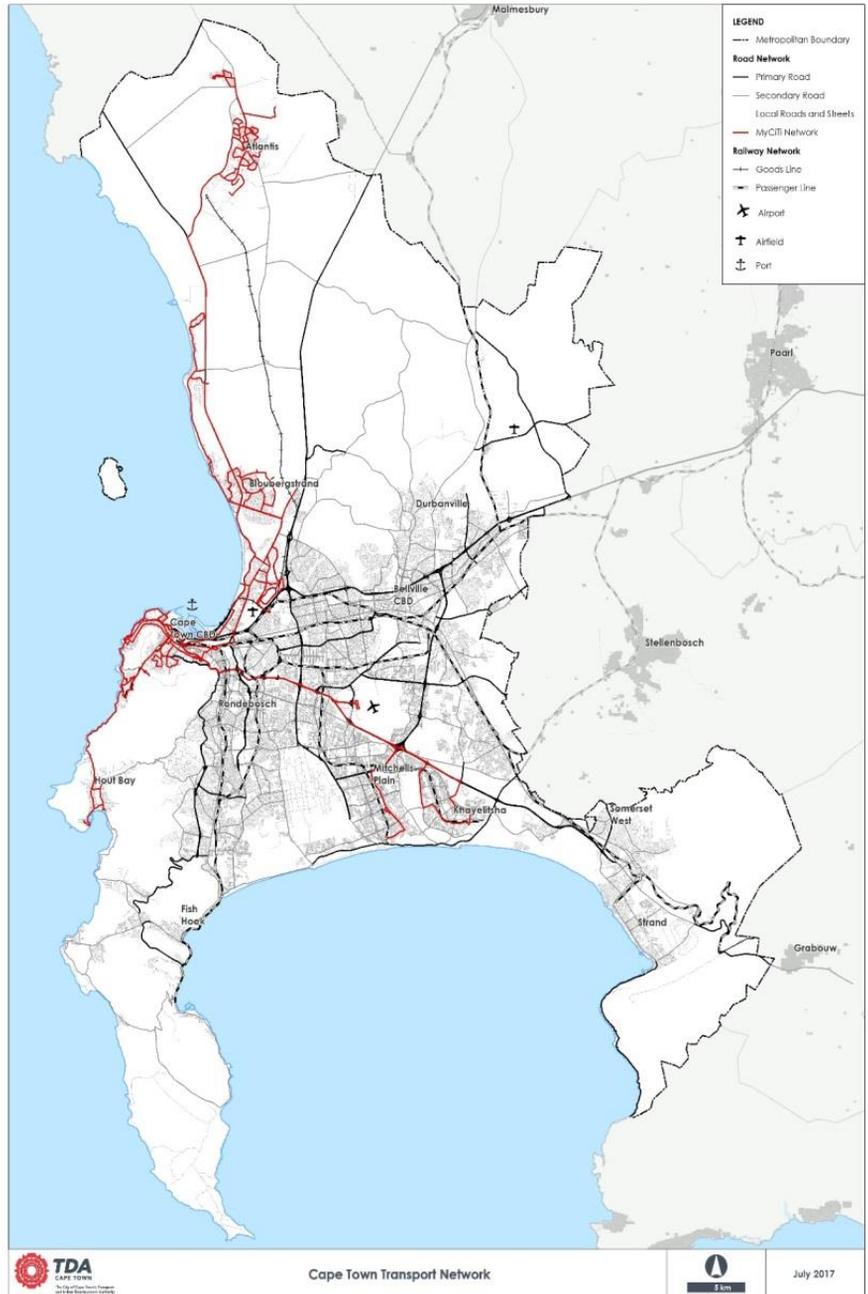


2012 CTSDF



Connected City based on a multi-directional accessibility grid concept

2106/17 CTMSDF Review



Connected City: based on IPTN 2032



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

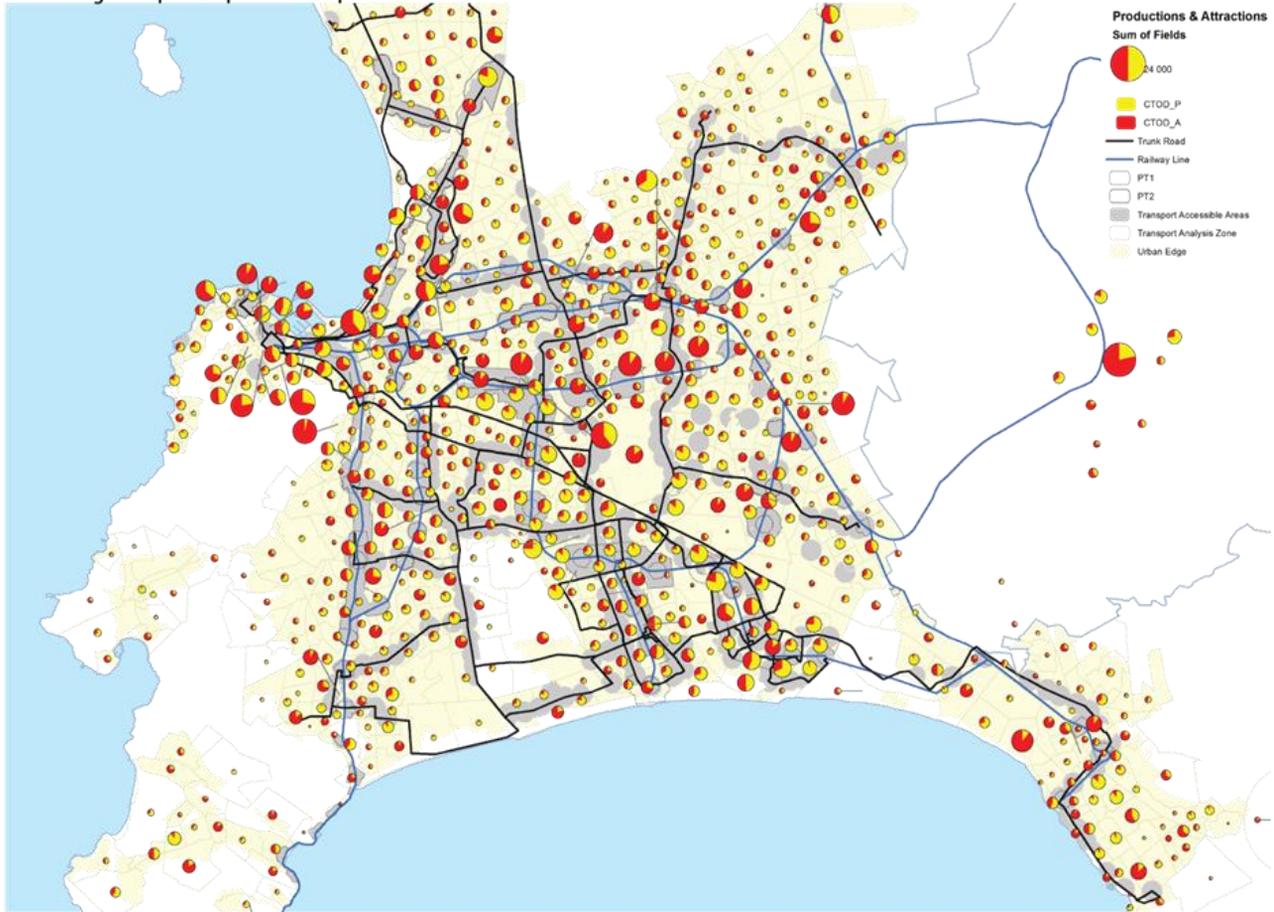
Making progress possible. Together.

STRUCTURING ELEMENTS

DEMAND

Following Transport's optimisation process

Pie size depicts intensity of use (largest pie = 24000 Ps + As) ⁱ⁾ _{total}
Pie split depicts diversity of use (Residential Vs. Non-residential)



Land use intensity models informed by: updated land use data & trip direction data modelling. Was not available in 2012.

Aim of achieving balance of **density** and **diversity** of residential and non-residential land uses for optimised land use informs spatial concept.

CHAPTER 3: SPATIAL CONCEPT (TECHNICAL SUPPLEMENTS D, E & H)

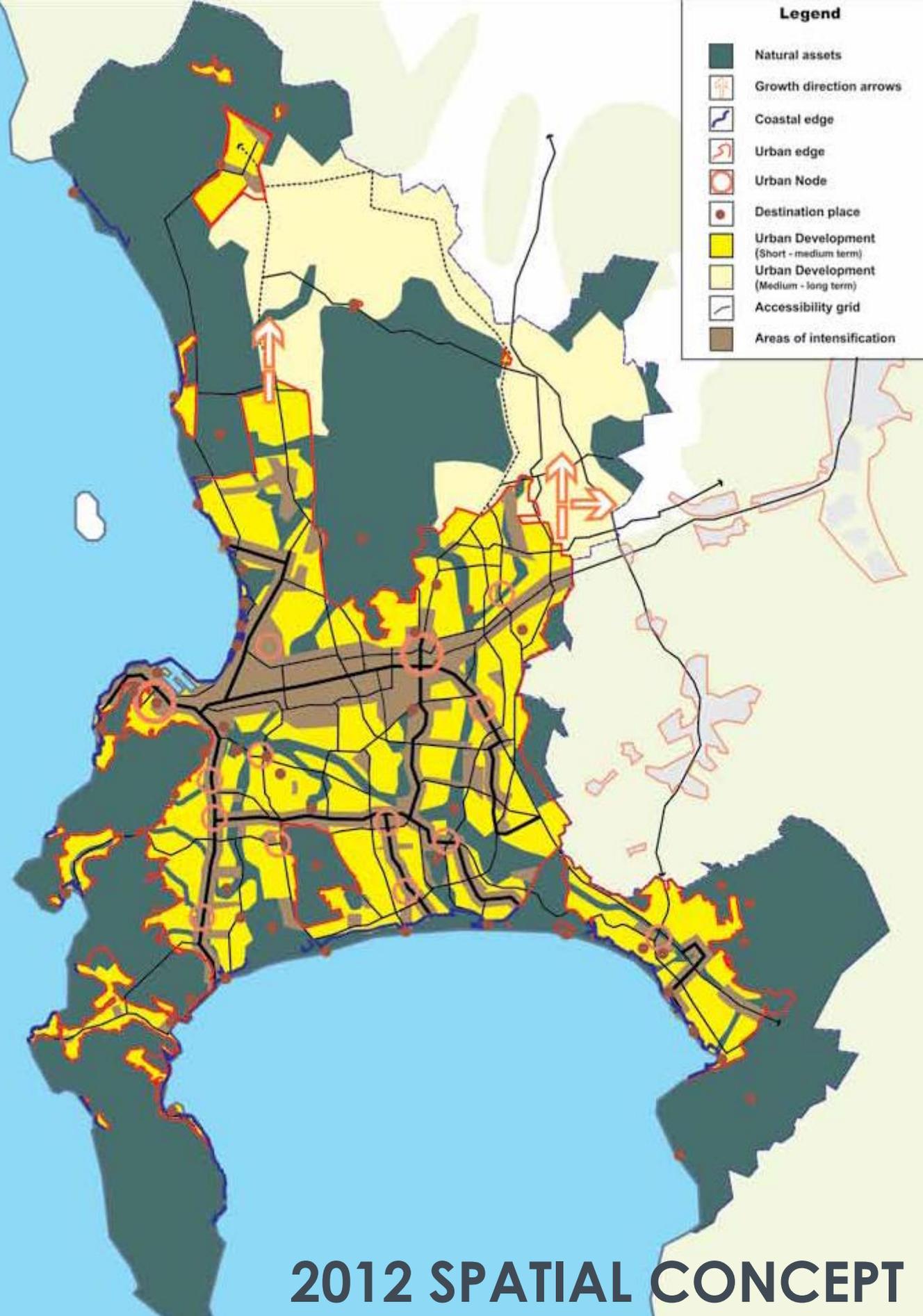


TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

Legend

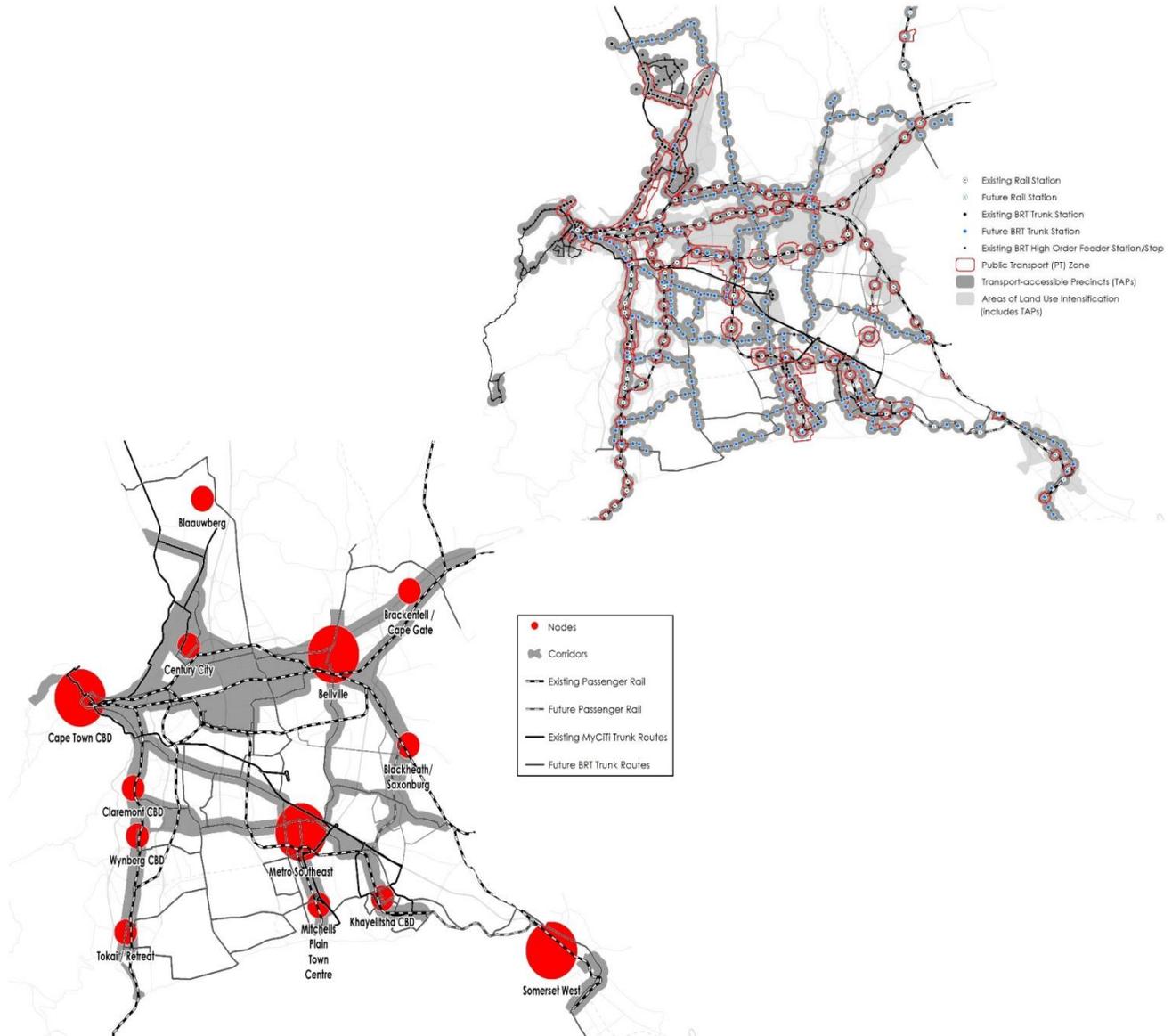
-  Natural assets
-  Growth direction arrows
-  Coastal edge
-  Urban edge
-  Urban Node
-  Destination place
-  Urban Development (Short - medium term)
-  Urban Development (Medium - long term)
-  Accessibility grid
-  Areas of intensification



2012 SPATIAL CONCEPT

3 SPATIAL CONCEPT (TECH E & H)

INTEGRATING DEVELOPMENT ECONOMICS, LAND USE, AND TRANSPORT



Conceptual development corridors and urban nodes (existing and emerging) shown in relation to the existing and planned IPTN (2032)

CHAPTER 4: SPATIAL VISION, STRATEGIES AND POLICIES

(TECHNICAL SUPPLEMENT G)



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

SPATIAL VISION

The City is intent on building a more inclusive, integrated and vibrant city that addresses the legacies of apartheid, rectifies existing imbalances in the distribution of different types of residential development, and avoids the creation of new structural imbalances in the delivery of services.

Key to achieving this spatial transformation is transit-oriented development (TOD) and associated diversification and densification.



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

4. SPATIAL VISION, STRATEGIES AND POLICIES

- Strategies x 3 retained in alignment with IDP
- Policies updated with extensive inputs from relevant departments, to reflect all new policy adopted by Council since 2012
- Policies consolidated and reduced in number from 50 to 42
- Policy statements and maps contained in Tech. G.
- 8 Maps based on stronger data and reflecting updated policy and law
- Urban edge and land use aspect of Spatial Planning Category policy statements removed – coastal edge retained
- Priority areas for development discussed in Chapter 5

CHAPTER 5 *NEW*:

DIRECTING SPATIAL TRANSFORMATION



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

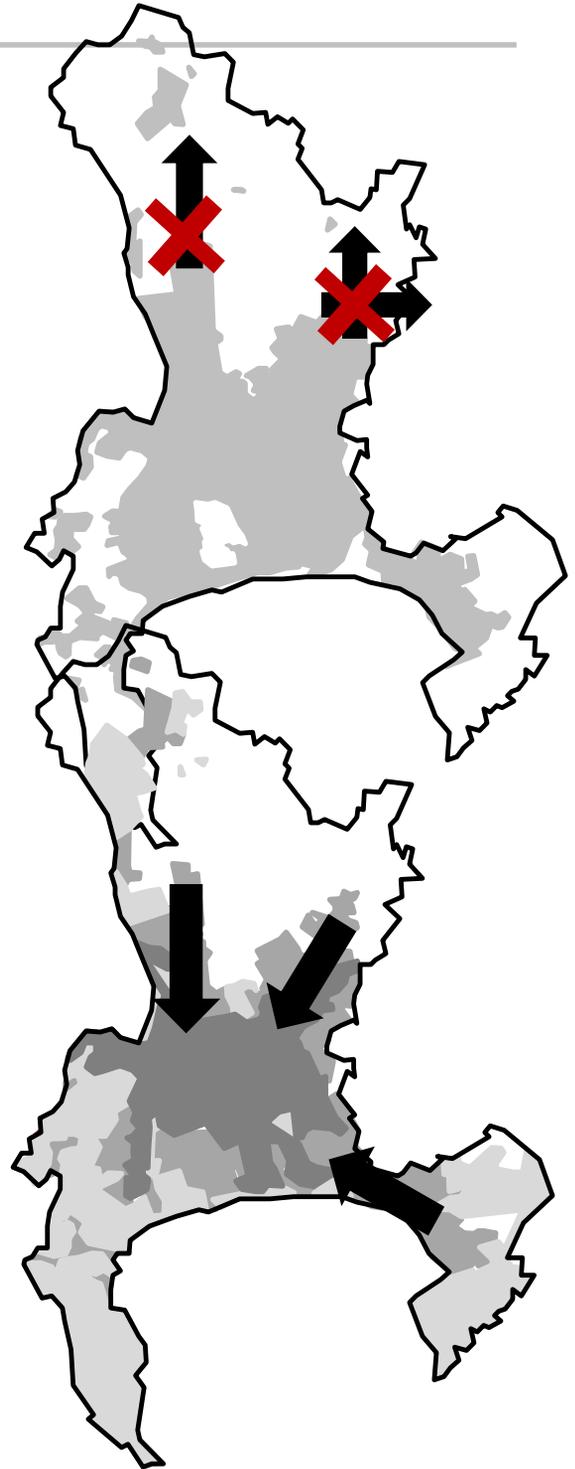
5. DIRECTING SPATIAL TRANSFORMATION

Spatial Transformation requires the creation of **ACCESS TO MORE OPPORTUNITIES FOR MORE PEOPLE.**

To achieve this, we need:

- an **inward growth focus and investment** to support dense, diverse and transit oriented land uses.

IDP & BEPP Both commit to this ...



CHANGING THE SDF NARRATIVE AND “USE” OF THE DOCUMENT

From... a largely prescriptive tool

- Used to argue merits / demerits of development outside urban edge or changes in Spatial Planning Categories - SPCs to allow development.
- Mapping informed by SPCs (highly detailed and technical, resulting in duplicating land use processes).



To... a facilitative tool

- Used to promote development in priority spatial locations; supported and guided by legal framework and adaptable land use management system.



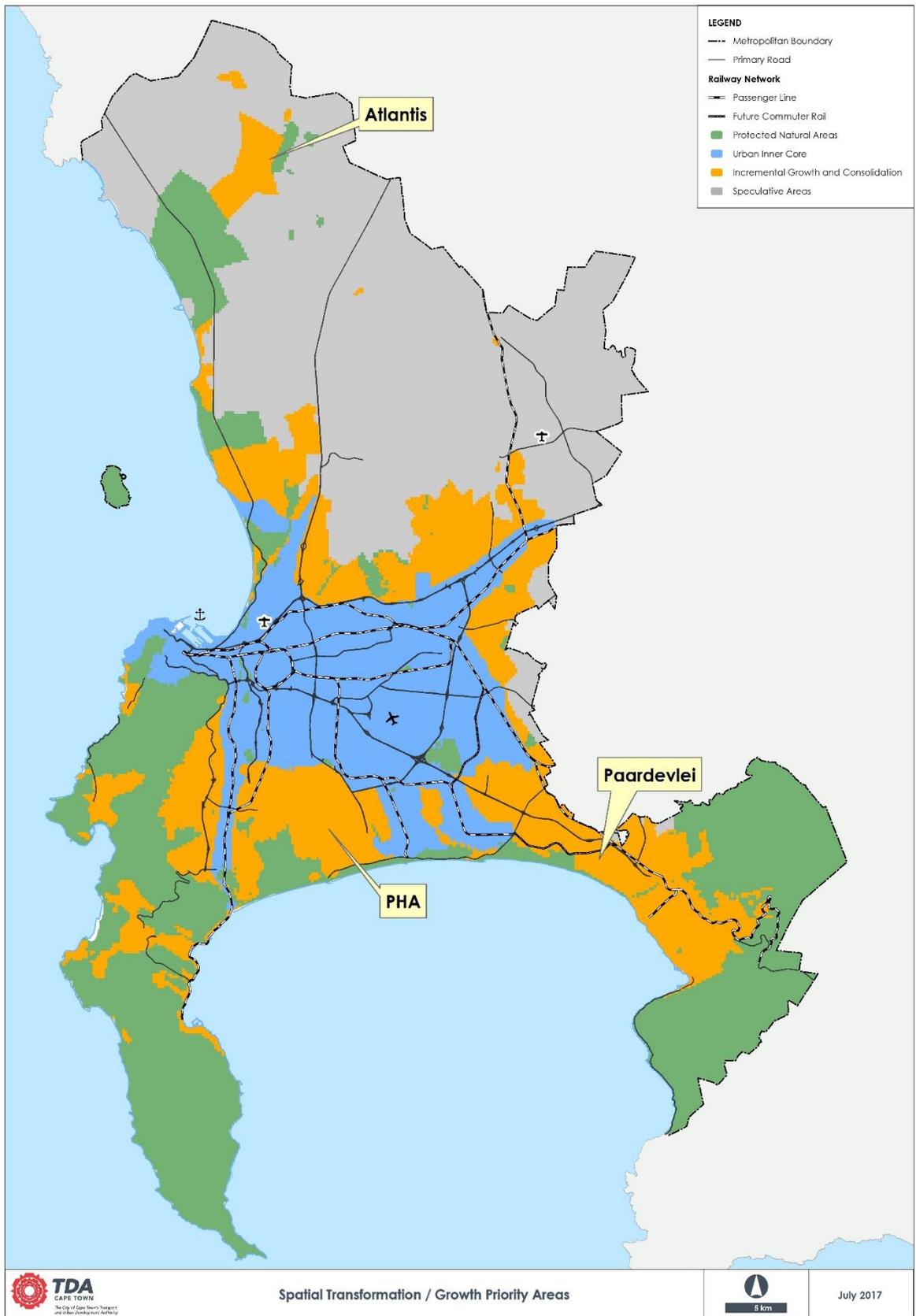
Whilst... Flagging potential risks!

- MSDF does not exempt applicants from considering maps reflecting developmental risks, flagged biodiversity aspects in need of verification, areas of agricultural significance etc.



5. DIRECTING SPATIAL TRANSFORMATION

Spatial Transformation Area	Investment Premise	City CapEx	City OpEx
Urban Inner Core 	<p>City investment priority. Where spatial transformation is most achievable. Areas of co-investment between public and private sector.</p>	Priority	Priority
Incremental Growth and Consolidation 	<p>Maintenance and upgrading focus for the City and incremental growth in support of spatial transformation.</p>	Subject to capacity.	Priority
Speculative 	<p>Beyond City's investment horizons. Ability to achieve spatial transformation via development is considered unlikely.</p> <p>Privately funded areas.</p> <p>Achieving spatial transformation objectives require significant investment from developer.</p>	Zero	Zero
Protection 	<p>Partnerships based on protecting asset.</p>	Limited	To maintain asset
Unique 		May be high	May be high

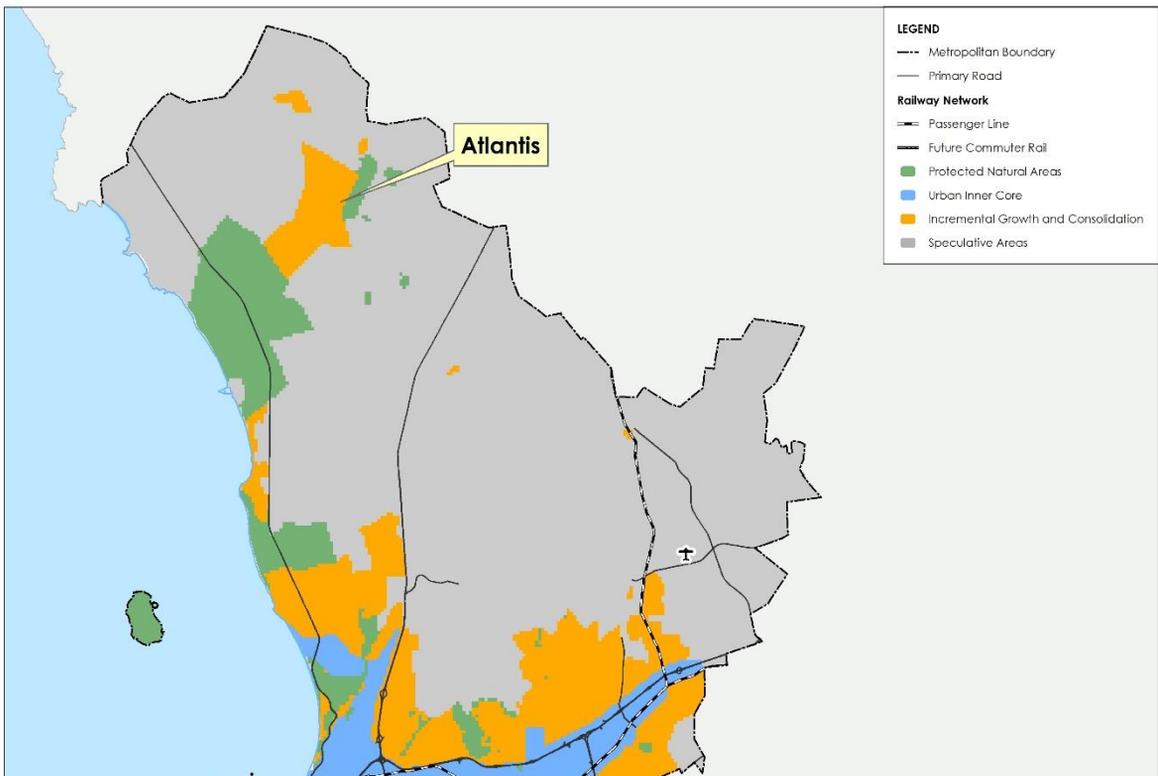


Spatial Transformation / Growth Priority Areas



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.



LEGEND

- Metropolitan Boundary
- Primary Road

Railway Network

- Passenger Line
- Future Commuter Rail

- Protected Natural Areas
- Urban Inner Core
- Incremental Growth and Consolidation
- Speculative Areas

Spatial Transformation Area	Investment Premise
Urban Inner Core 	<p>City investment priority. Where spatial transformation is most achievable. Areas of co-investment between public and private sector.</p>
Incremental Growth and Consolidation 	<p>Maintenance and upgrading focus for the City and incremental growth in support of spatial transformation.</p>
Speculative 	<p>Beyond City's investment horizons. Ability to achieve spatial transformation via development is considered unlikely.</p> <p>Privately funded areas.</p> <p>Achieving spatial transformation objectives require significant investment from developer.</p>



Spatial



Protection



Partnerships based on protecting asset.

5. CITY'S INVESTMENT FOCUS: WITHIN AN URBAN INNER CORE

INFORMANT	EMPHASIS / DESIRED SPATIAL OUTCOMES
<p>Transit Oriented Areas</p> <ul style="list-style-type: none"> • Majority of Transit Accessible Precincts / PT Zone • Primary structuring elements = corridor structure as per Revised SDF (incl. IPTN) • 4 of 5 Priority TOD projects and both Provincial TOD projects 	<ul style="list-style-type: none"> • Inward growth and connectivity Diversification and Densification -TOD-Comprehensive Modelling • Leverage TOD opportunities via Integration, Density, Mixed Use Development and intermodal interchange
<p>Need</p> <ul style="list-style-type: none"> • Full extent of Urban Development Zone • Majority of “Very Needy” communities as identified in Socio-Economic Index • Incremental housing 	<ul style="list-style-type: none"> • Service upgrading, local economic development and poverty alleviation. • Range of human settlements interventions (delivery methods, partnerships, typologies etc.). • Restructuring Zone Priority Area re: social / rental housing • Facilitation of a range of human settlements interventions (delivery methods, partnerships, typologies etc.) and supportive of the realisation of Inclusionary Housing initiatives. • Extension of effective urban management practices and programmes. • Unlocking development of large-scale economic opportunities within close proximity to areas of social need.
<p>Economic Potential Areas & Public sector investment</p> <ul style="list-style-type: none"> • Majority of commercial and industrial node • Inclusive of airport / ports and primary freight infrastructure • Integration Zones 	<ul style="list-style-type: none"> • Maximising economic potential and job creation and building on • Supporting regeneration of underperforming inner city business areas, with special focus on area-based urban management. • Support continued inward investment in well-performing areas through partnership-based funding arrangements. • Improving access to well-performing nodes through investment in connective infrastructure. • Extension of effective urban management practice and incentives to areas of opportunity (under-performing, high-potential areas).

LEGEND

- Primary Road
- == Future Commuter Rail

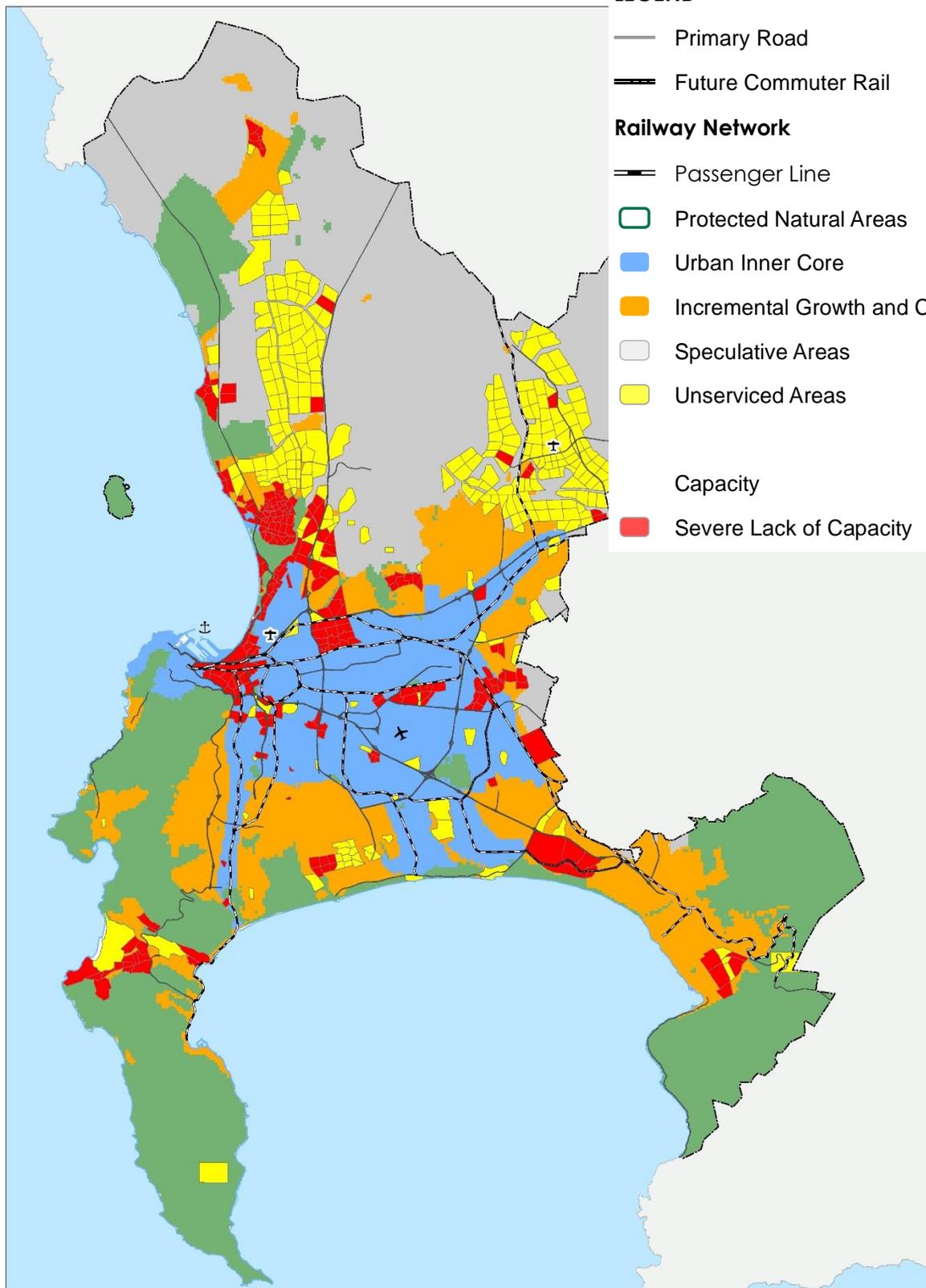
Railway Network

- == Passenger Line
- Protected Natural Areas

- Urban Inner Core
- Incremental Growth and Consolidation
- Speculative Areas
- Unserved Areas

Capacity

- Severe Lack of Capacity



City Growth and Investment Priority Areas and Infrastructure Constraints



July 2017



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Making progress possible. Together.



Extraordinary Conditions of Approval in Speculative Areas

CONDITION OBJECTIVE	PRINCIPLE	HOW THIS IS ACHIEVED IN PRACTICE	PRINCIPLE OF FAIRNESS
Determine cost and transfer cost back to applicant 	City will not pay for any capital costs related to required infrastructure and will not pay for operating costs of infrastructure for a minimum of 20 years.	<ul style="list-style-type: none"> The City requires the developer to pay all capital costs of utilities and social infrastructure. The City requires the developer to pay for all operating costs for infrastructure constructed for a period for 20 years from completion phase. 	<ul style="list-style-type: none"> The City has limited capacity and has confirmed that its capacity will not be available in this area.
Mitigate against risk in the event that applicant does not / can not honour commitments 	City will not carry speculative risks.	<ul style="list-style-type: none"> The City will require a bank guarantee to cover the total operating cost of infrastructure for 20 years from completion phase. 	<ul style="list-style-type: none"> The City has an obligation to protect residents, should the developer default.
Protect public good 	Despite this being a self-funded project, the City will insist on the creation of a liveable environment conducive to spatial transformation	<ul style="list-style-type: none"> The developer required to ensure that residents in DIY developments have access to social infrastructure and employment opportunities through conditions requiring the provision of privately-funded social facilities (such as schools) and transport to places of employment. 	<ul style="list-style-type: none"> The City's commitment to spatial transformation applies to all areas.

NB: Work to be done here during public participation period re: SOPs etc.

CONCLUSION

POTENTIAL IMPLICATIONS OF MAJOR CHANGES

- Will avoid the “challenge” of detail and categories on the SDF **Map “6.1”** – previously indicative of the Spatial Planning Categories (SPCs)
- NB: **Will not deter** aspiring developers to be “inside / outside” Urban Inner Core / Incremental Areas
- SDF directs prospective development to legislation with processes managed by national / provincial / local administrators – (not duplicating these).
- Reflects these aspects spatially (in detailed risk, agricultural environmental maps) but indicates that ground-truthing etc. would be required via the stipulated processes.
- “Speedbumps” and “Crown Jewels” protected by their own legislation and subject to their own statutory process

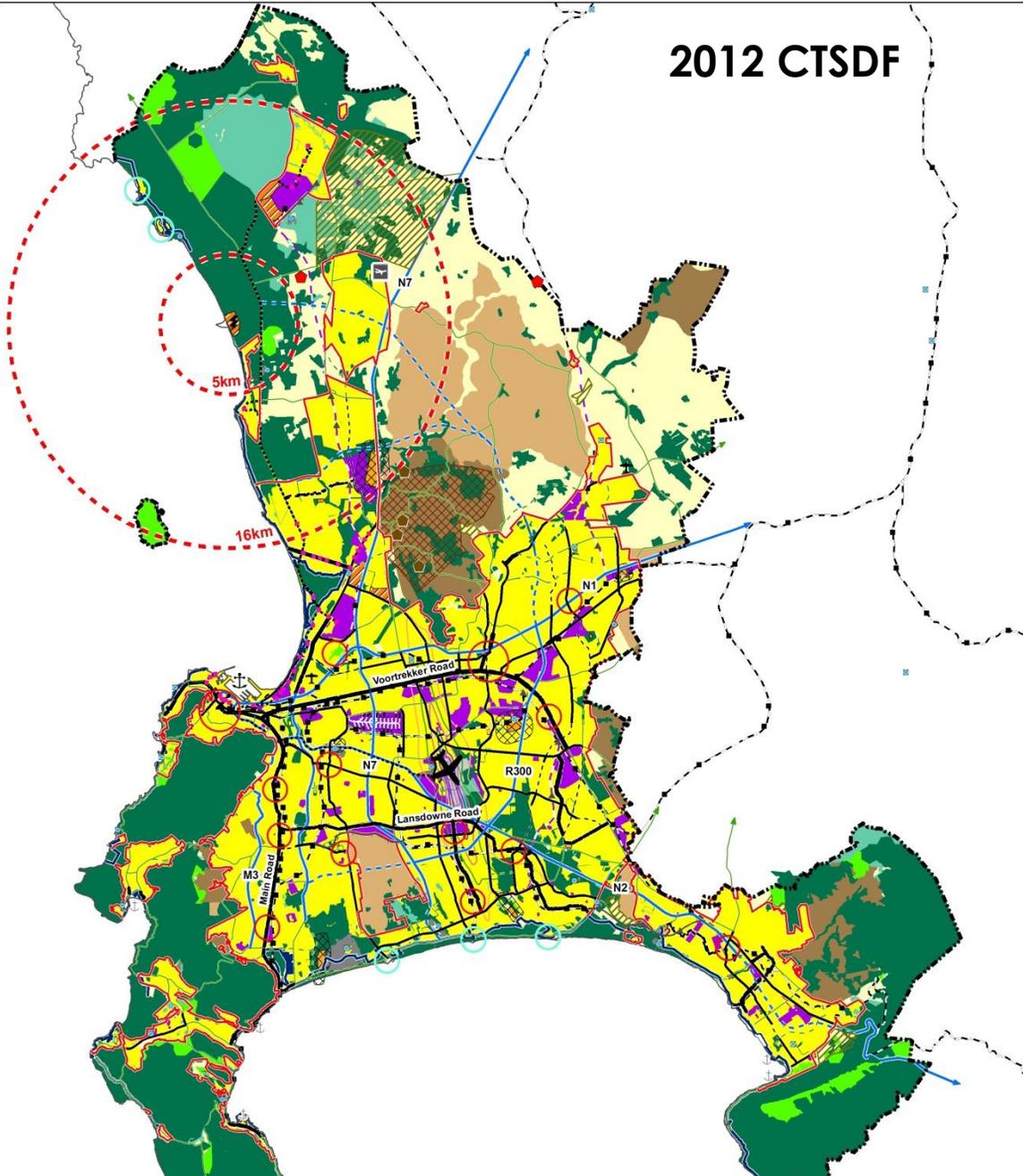
CHAPTER 6: SPATIAL DEVELOPMENT FRAMEWORK



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

2012 CTSDf



Legend

--- City of Cape Town Boundary

Spatial Planning Categories

- BPSPC Core 1
- BPSPC Core 2
- High Potential & Unique Agricultural Land
- Agricultural Areas of Significant Value
- BPSPC Buffer 1
- BPSPC Buffer 2
- Smallholding
- Urban Development
- Industrial Development
- Noxious Industry
- Koeberg Nuclear Power Station

Transport Infrastructure

- Railway Line
- Railway Station
- Integrated Rapid Transit (Trunk Service: Phase 1a)
- Integrated Rapid Transit (Trunk Station)
- Proposed Railway Line
- Proposed Railway Station
- Prioritised Rail Line

Development Edges

- Urban Edge
- Coastal Edge

Major Land Extensive Precautionary Areas CTIA Noise Cones (Existing)

- 55 db
- 60 db
- 65 db
- 70 db
- 75 db

- Koeberg Safety Zones (PAZ - 5km; UPZ - 16km)
- Waste Water Treatment Works
- Proposed Regional Landfill Site
- Current Landfill Site/Transfer Station
- Extraction Industry
- Construction Material Buffer Area
- Landfill Buffer Area

Conceptual Designations

- Metropolitan Node (Notional)
- Sub-Metropolitan Node (Notional)
- New Coastal Nodes
- Activity Route
- Development Route
- Urban Freeway
- Connector Route
- Proposed Activity Route
- Proposed Development Route
- Proposed Connector Route
- Proposed Urban Freeway
- Cape Town International Airport
- Other Airports/Airfields
- Possible Future Airport
- Port of Cape Town
- Harbours

FROM FOCUS ON DEVELOPMENT INHIBITORS TO A FOCUS ON DEVELOPMENT PRIORITIES

2012 CTSDF

Spatial Planning Categories

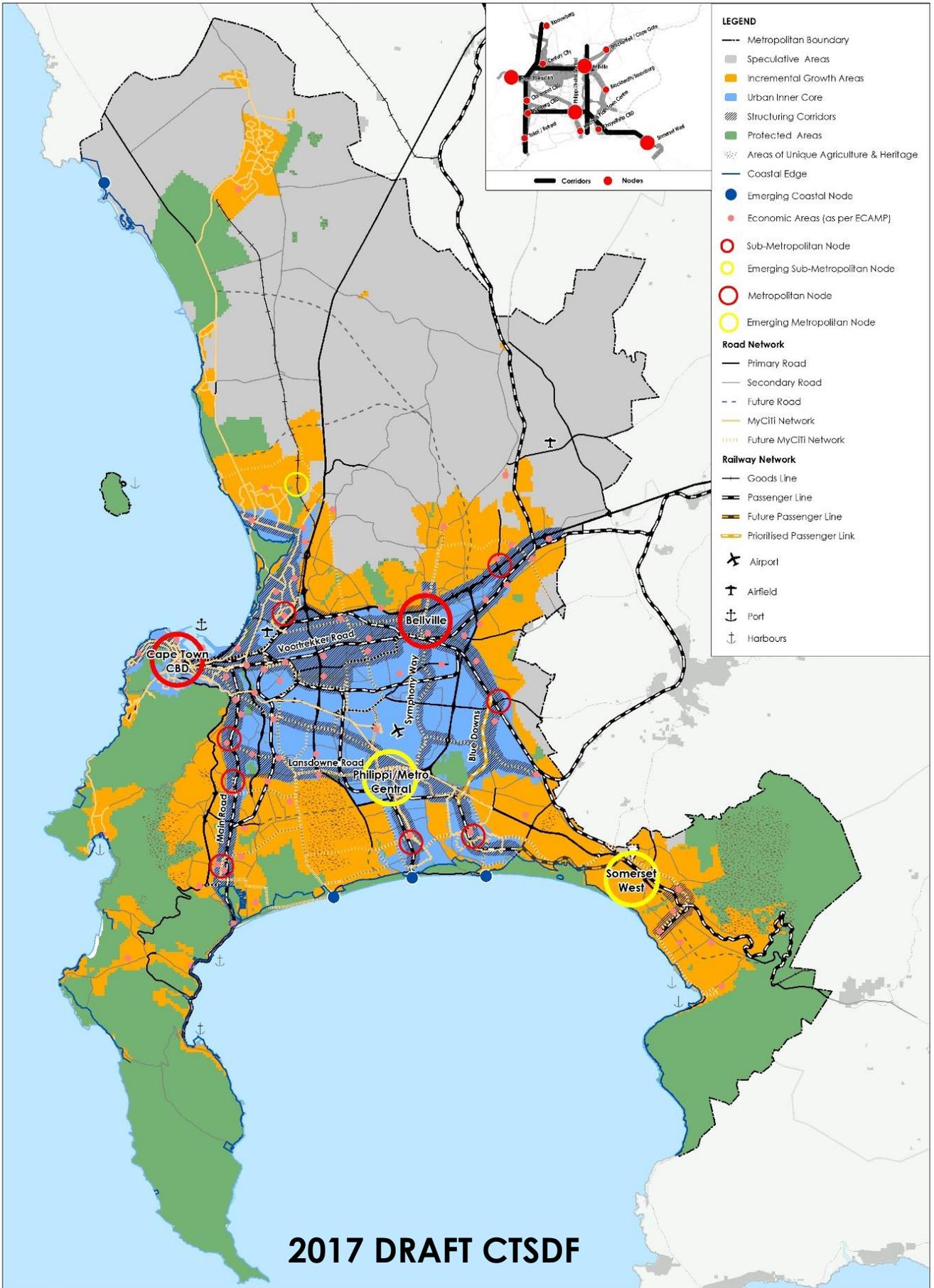
-   BPSPC Core 1
-   BPSPC Core 2
-   High Potential & Unique Agricultural Land
-   Agricultural Areas of Significant Value
-   BPSPC Buffer 1
-   BPSPC Buffer 2
-   Smallholding
-   Urban Development
-   Industrial Development
-   Noxious Industry
-   Koeberg Nuclear Power Station

2017 CTMSDF

-   Incremental Growth Areas
-   Urban Inner Core
-   Structuring Corridors
-   Protected Areas
-   Areas of Unique Agriculture/Heritage
-   Coastal Edge
-   Coastal Node
-   Economic Areas (as per ECAMP)

Of 11 spatial planning categories, 9 focused on where development should not go. Of the 2 SPCs focused on where development should go, one was purely a representation of existing industrial zoning. SPCs resulted in a cadastral-specific designation that was subject to many applications for a change of SPC designation- resulting in excessive red tape

5 of the SDF categories relate to "GO" areas and only two stops and one inhibiting category.



2017 DRAFT CTSDF

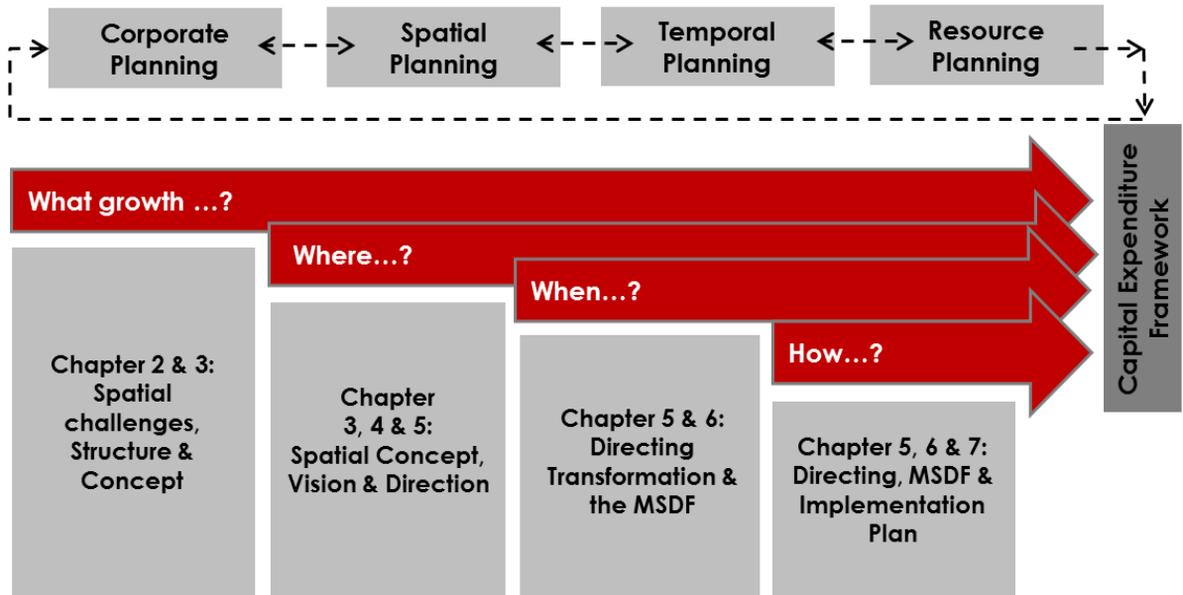
CHAPTER 7: IMPLEMENTATION PLAN



TDA
CAPE TOWN

*The City of Cape Town's Transport
and Urban Development Authority*

7. IMPLEMENTATION PLAN



- Alignment between the MSDF, IDP and Budget critical to implementation
- Built Environment Performance Plan (BEPP) depicts and presents an annually configured three-year capital response.
- Spatial targeting -a departure point in the BEPP- implies that the City, Province and State Owned Entities will focus investment in corridors and nodes, connected with public transport.
- This MSDF has adopted this BEPP frame and adapted it to establish an Urban Inner Core

EXTENT OF CHANGE IN 2017 SDF COMPARED TO 2012



TDA
CAPE TOWN

The City of Cape Town's Transport
and Urban Development Authority

PART 1

CTSDF 2012	MSDF Review 2017
<ol style="list-style-type: none"> 1. Introduction 2. Development and Policy context 3. Drivers of Urban Growth 4. Long-term metropolitan spatial structure 5. Strategies Policy Statements and Guidelines 6. The Cape Town Spatial Development Framework 7. The Way Forward <p>* 89 Pages All Maps and content in main document followed by appendices</p>	<ol style="list-style-type: none"> Executive Summary Introduction 1. Legislative and Institutional Context 2. Spatial Challenges and Opportunities 3. Spatial Concept 4. Spatial Vision, Strategies and Policies 5. Directing Spatial Transformation 6. The Spatial Development Framework 7. Implementation Plan <p>*78 Pages in main document Detailed Technical Info. And a number of Maps contained in Tech Supplements <i>Chapters with substantial changes in bold-detail of changes to follow</i></p>

PART 2: MAPS

CTSDF 2012	MSDF Review 2017
<ul style="list-style-type: none"> • Major Infrastructure risk areas • Spatial implications of urban growth drivers Conceptual development framework • Major land extensive precautionary areas • Biodiversity network • Aquatic network • Agricultural areas to be protected • Destination places, scenic routes, • Cape Town Spatial Development Framework • Transport & Roads priority action areas • Infrastructure and housing priority action areas • Social Facilities and Recreational open space priority action areas 	<ul style="list-style-type: none"> • Transport Network (2015) • Integrated Public Transportation Network (2032) • Conceptual Spatial Structuring Elements • Spatial Transformation / Growth Priority Areas • Spatial Development Framework • Developed, developable and constrained land • Current infrastructure constraints (as of 2016) • Social Facilities Investment Framework (2032) • Heritage Resources • Tourism Assets • Precautionary Areas • Biodiversity Areas • Fire, Coastal and Aquatic Resource Risk • Agricultural Areas of Significance

PART 3 TECHNICAL SUPPLEMENTS

CTSDF 2012	MSDF Review 2017
N/A	<p>Technical Supplements:</p> <ul style="list-style-type: none">A: Regulatory Requirements and InformantsB: Provincial Planning InformantsC: City Approved Policies and Strategies Endorsed Since 2012D: Analysis of Drivers of Urban ChangeE: Land Use IntensificationF: Integration Zone OverviewG: MSDF Policy Statements <p>Land Use Modelling Overview</p> <p>Brings page count to 207</p>

PART 4 ANNEXURES

CTSDF 2012	MSDF Review 2017
<p>A: List of documents to be withdrawn</p> <p>B: Summary of related legislation, policies and studies</p> <p>C: MOSS, CBA & Prov Bio-Regional & route designation</p> <p>D: Strategic Impact Assessment Summary</p> <p>E: Overview of Env Impact Man Zones</p> <p>F: Social Fac & Rec Space Stds</p> <p>G: Record of Amendments</p>	<p>A: List of historical SDF Amendments</p> <p>B: Summary of sector related legislation, policies and studies that have informed the MSDF Review</p>

PART 5: TECHNICAL SUPPLEMENTS

CTSDF 2012	MSDF Review 2017
Not Applicable	<ul style="list-style-type: none">• Technical Supplement A: Regulatory Requirements and Informants of the MSDF• Technical Supplement B: Provincial Planning• Technical Supplement C: City Approved Policies and Strategies Endorsed Since 2012• Technical Supplement D: Analysis of Drivers of Urban Change• Technical Supplement E: Land Use Intensification• Technical Supplement F: Integration Zone Overview Technical Supplement• G: MSDF Policy statements Technical Supplement• H: Land Use Modelling Overview

POTENTIAL IMPLICATIONS OF MAJOR CHANGES

Document is clear on principles for :

- 'depicting the **desired form and structure** of the geographic area',
- '**land use management** regarding the appropriate nature, form, scale and location of development'
- 'contribute to spatial co-ordination'
- 'guiding decision making on applications',

BUT

1. 'Policy Consistency' judgement by decision maker (MPT) is important. New guidelines to be produced. Absolute clarity required re process for non-compliant applications:
 - Requesting deviation from policy based on site-specific circumstances present: Current Guidelines to be reviewed
 - Requesting deviation from policy if no site-specific circumstances seems evident: Require Review Framework for evaluation of submissions received via IDP (possibly S 3(5) of MPB-L, i.e. procedures by MM)
2. Tools and efforts required to **ensure coherent the implementation of principles, maybe more SOPs to guide technical departments and decision makers.**
3. Document should establish **closer links to implementation tools available** (e.g. Council-approved density policy, District Plans), and tools under development (land use diversity/ TOD implementation framework)

PROCEDURES FOR AMENDMENT AND ADOPTION



TDA
CAPE TOWN

*The City of Cape Town's Transport
and Urban Development Authority*

