

REVIEW OF GAUTENG SPATIAL DEVELOPMENT FRAMEWORK 2030

Symposium

18 August 2022

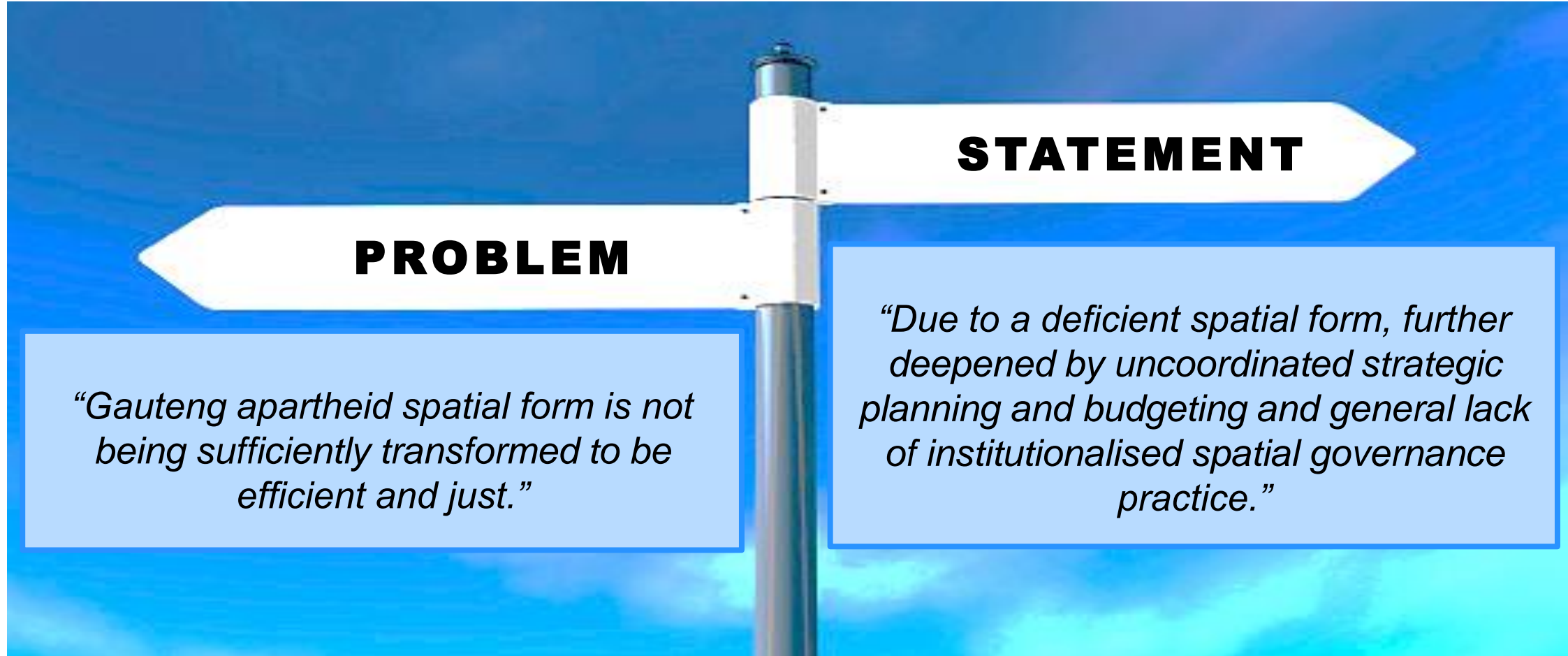


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Problem Statement



PRE-EXISTING INFORMANTS AND SPATIAL ANALYSIS INFORMING THE REVIEW

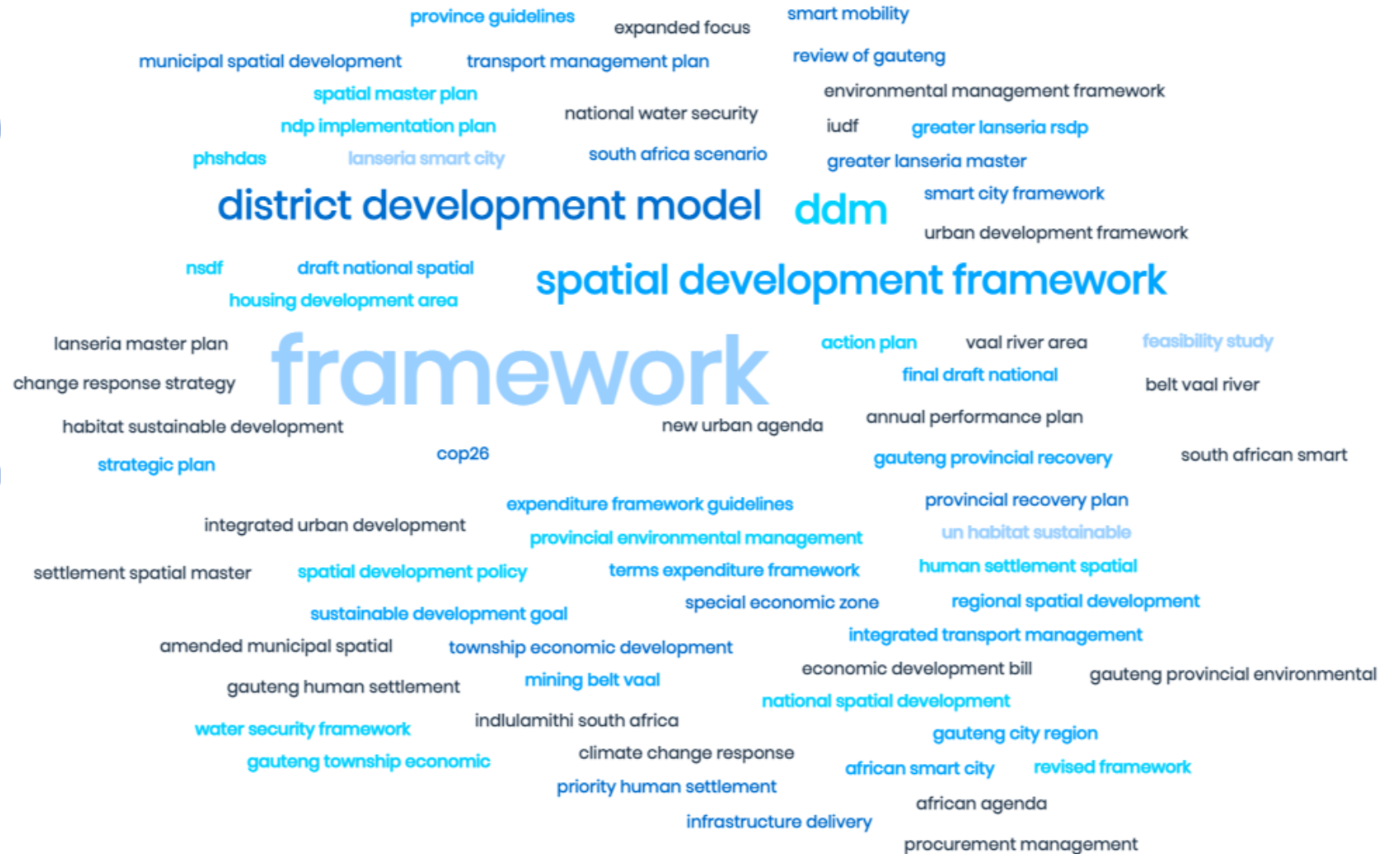
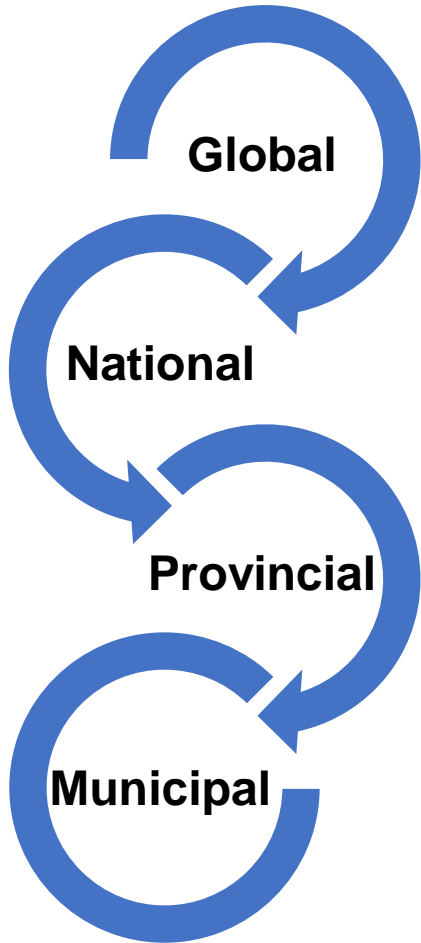


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New Policy



Key findings: Spatial & socio-economic dichotomy persist



High Quality Urban Nodes



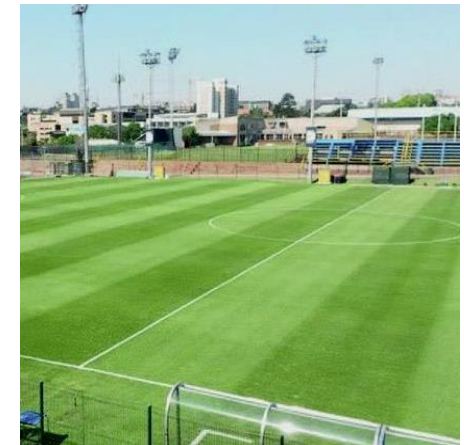
Private Residential Estates



Gautrain



Private Health Facilities



Luxurious sporting facilities



Informal Retail in Townships



Informal Settlements



Minibus Taxis



Public Health Facilities



Informal sporting facilities

High Level Status Quo - Spatial Analysis Summary

- Steady trend of population growth, high spurred on by migration and urbanisation trends
- Majority of SA population 15 and younger reside in Gauteng
- Strained economic outlook, job losses, fiscal constraints and increases in cost of living
- Limited overlap between where people live and economic opportunity further strained by rising cost of travel
- Interface between regional economic and spatial planning is lacking
- Metropolitan municipalities contribute 89% of the province's Gross Value Added (GVA)

Socio-Economic



- Environmental management is not supported by a sustainable urban form
- Pollution is an ongoing GCR challenge linked to acid mine drainage, ground pollution, particulate matter, and CO2 emissions as a result of an energy intensive economy dependent on fossil fuel
- Regional biophysical vulnerabilities, including climate change, water scarcity and food security, do not sufficiently inform spatial interventions
- Impact of pandemics, disasters and related risks are not appropriately contextualised for built-environment

Biophysical



- Sprawling urban structure detracts from spatial justice, efficiency, sustainability and resilience
- A settlement-led approach leads to poorly located greenfield developments with limited brownfield development
- Growth management not institutionalised as part of infrastructure planning
- Transport and land use disjuncture limits efficient movement and access to urban opportunity
- Strained Infrastructure negatively impacts on quality of life and economic prospects

Built Environment



GCR related challenges calls for application of scenario planning

Prevailing Challenges 2016

- Increased population translates to a bigger regional market but not economic growth
- Gauteng remains epi-centre of new developments supporting economic growth
- Marginalisation persists based on race and income
- Mining and manufacturing sectors in decline
- Localised opportunities remain untapped
- Informal economy requires substantial support to transcend
- Severely stressed eco-system
- Gauteng faces income inequality and high unemployment rates
- Spatial planning not optimally coordinated to drive impact
- Disjuncture between housing & job opportunities

More pronounced 2022

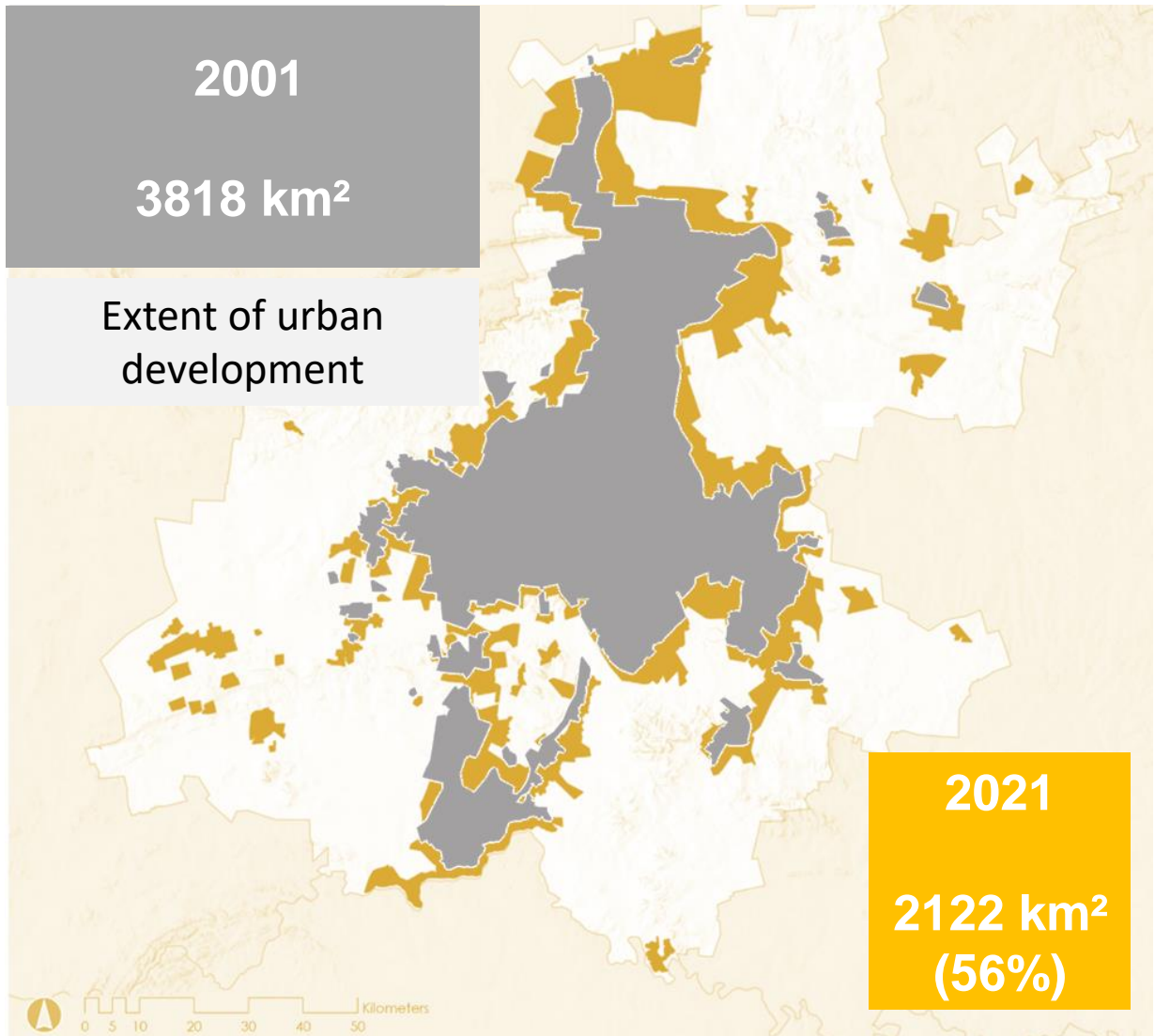
- A settlement-led approach often leads to poorly located developments
- Peripheral greenfield development more prominent than brownfield development
- Notable reductions in conditional grant allocations
- Low urban densities fail to support transport and infrastructure investment
- Migration increase places a strain on infrastructure/ service delivery
- High spend on transport by lower income groups
- Failing infrastructure and disrupted service provision
- Metro Rail decline further pressurises marginalized communities





Emerging challenges 2022+

- Municipal Financial feasibility limit infrastructure development and maintenance
- Access to energy resources locally and internally
- Food security risks linked to climate change, economic growth and inflation
- General inflation linked to global conflict
- Waterborne disease linked to water management, specifically sanitation
- Sustainable access to water sourced beyond the region (GCR)

- **Socio-economic, built environment and bio-physical challenges noted in the spatial analysis within Gauteng have worsened over the past 5 years**, in response to economic decline, fiscal constraints and the COVID-19 pandemic as well as a the prevailing *sprawling urban form*
- **Prevailing as well as emerging challenges (climate change, food security and resource constraints) necessitate appropriate responses** to multi-dimensional scenario planning to respond to a growing set of GCR challenges

Peripheral expansion in Gauteng (2001-2021)



	Extent of urban development	3818 km²
	Extent of urban development	5941 km²
	Area added from 2001 – 2021	2122 km²
	Urban expansion in 20 years	56%

- Extreme rate and extent of urban sprawl over the last 20 years
- Servicing and public transport cannot be provided efficiently nor sustained
- The rate of peripheralised marginalisation remains unacceptable.

“As municipalities attempt to redress the spatial legacy of apartheid, we are at risk of following a path of unchecked sprawl and inefficient patterns of development that require urgent attention.” (MTSF, 2019-2024)

Policy reform requires compact development and limiting of sprawl

Mid Term Strategic Framework (2019-2024)

- “We are at risk of following a path of unchecked sprawl and inefficient patterns of development that require urgent attention.” (p14)
- “A key concern is that the form and location of land developments, human settlement projects and informal settlement upgrades rarely respond directly to government’s statements of spatial intent.” (p149)

National Spatial Development Framework (2022)

- NSDF Spatial Development and Investment Guidance directs that: “settlement development, both in urban and rural South Africa, must increase development density, reduce urban sprawl, prevent the unsustainable use of productive land and optimise investment in infrastructure networks.”

NDHS Declared Priority Human Settlement Housing Development Areas (2020)

- “For the realisation of integrated and sustainable human settlements, 136 Priority Human Settlements and Housing Development Areas were declared with the objective to direct development and investment to areas closer to economic opportunities.”

Integrated Urban Development Framework (National response to UN – New Urban Agenda)

- “Policy choices can lead either to sprawling, car-dependent cities or to more compact, public transport-oriented urban development.



Gauteng Spatial Development Framework 2030 (2016)

- Pursuing densification, diversification and integration in those areas where a significant part of the provincial economy is concentrated, where the State owns multiple tracts of land, and land prices are not as prohibitive as in the economic core areas.

Gauteng Department Human Settlement Spatial Master Plan (2020)

- “The Gauteng Human Settlements Spatial Master Plan envisions a future....A future where urban sprawl is contained and possibly, revised as denser forms of development, more efficient in terms of land usage, lower infrastructure cost and better environmental protection; (p102).”

Application of Indlulamithi South Africa Scenarios 2030

Worst case trajectory	Current trajectory	Best case trajectory
 <p>Gwara Gwara THE UPS AND DOWNS OF A FALSE DAWN</p>	 <p>iSbhujuwa AN ENCLAVE BOURGEOIS NATION</p>	 <p>Nayi le Walk A NATION IN STEP WITH ITSELF</p>



Cities are being refashioned by economic and demographic growth, migration, climatic risks, disruptive technologies and social fragmentation. Aspiration and opportunity are intertwined with destitution and disaster in a world that is interconnected as never before.

Where to from here?

Our current trajectory coupled with impact of COVID-19, low projected economic growth, fiscal constraints, climate change risks and global energy shock related inflation could lead to Gwara Gwara

A change in trajectory within the built environment enabled by hard-line spatial transformation decisions as per regulatory reform that institutionalises responsiveness to spatial planning could re-direct urban efficiencies towards Nayi le Walk

Indlulamithi SA Scenarios 2030: Isbhujwa Scenario

What do we anticipate to see?

- Hope and despair as the country zigzags backward and forward
- Change is happening but not fast and deep enough
- Losing hope and retreating into enclaves of privilege or poverty
- This scenario can lead to Gwara Gwara

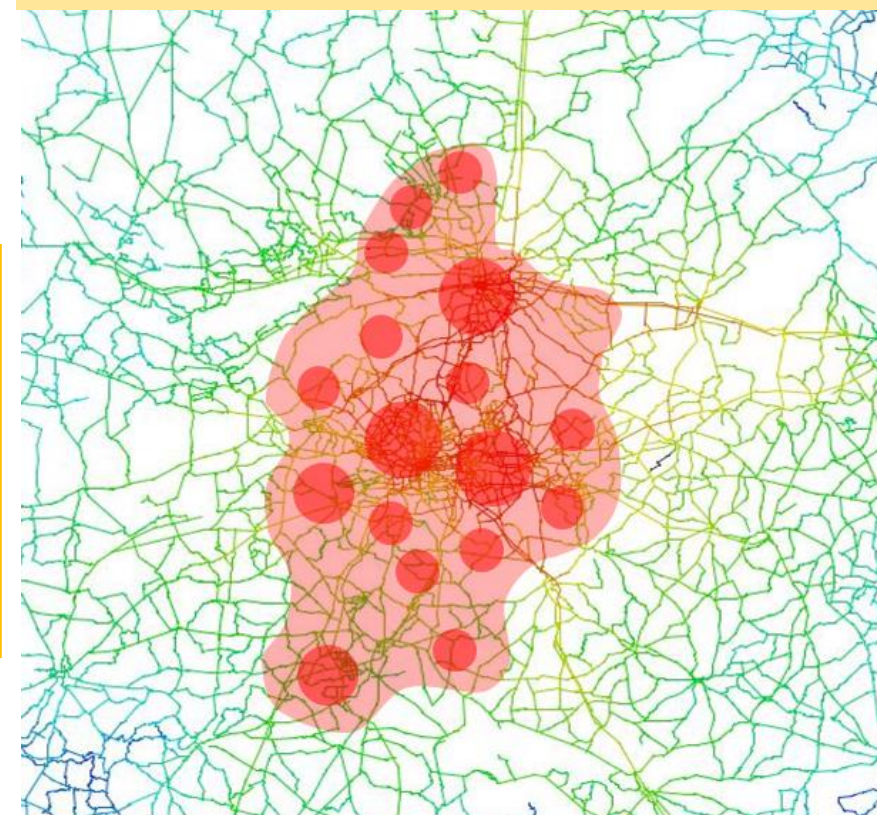
Spatial inputs that lead to scenario

- **Further urban sprawl to cope with growth**
- **Marginalization of the poor continues**
- Metrorail network is failing
- Limited PWV/ K-Routes developed
- GSRN road implementation is uneven
- Gautrain serves a limited sector only
- Spatial dysfunction and low socio-economic performance

Spatial Outcome

- On current trajectories, GCR continues to become **even more sprawled and fragmented contrary to the NSDF**
- GCR is limited in becoming a stronger spatial entity at the heart of the national economy.

Effect of staying on current trajectory



Indlulamithi South Africa Scenarios 2030 prepared by MISTRA
Key informant of Growing Gauteng Together 2030
Spatial application of scenarios by GSDF 2030 review

Indlulamithi SA Scenarios 2030: Gwara Gwara Scenario

What do we anticipate to see?

- things get worse on every development indicator;
- breakdown of public order fuelled by anger and dysfunction;
- rising poverty, increasing inequality, rampant corruption;
- unrelenting climate crisis.

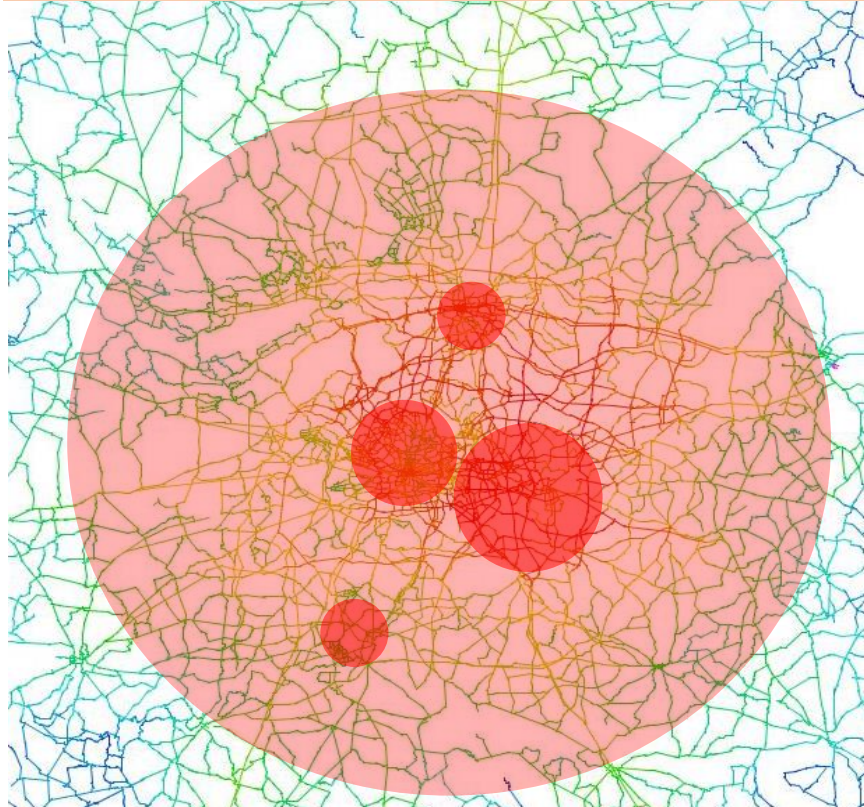
Spatial inputs that lead to scenario

- **the GCR sprawls hopelessly**
- **spatial dysfunction**
- marginalization is extreme
- spatial exclusion intensifies
- rail failure leaves a transport crisis
- socio-economic performance plummets
- biodiversity fails
- infrastructure failure

Spatial Outcome

- contrary to the NSDF, the GCR becomes polarised and fails as the driver of the national economy;
- highly marginalised communities, poor economic prospect, unsustainable infrastructure and extreme disaffection.

Worst case scenario if GCR stays on current trajectory



Indlulamithi South Africa Scenarios 2030 prepared by MISTRA
Key informant of Growing Gauteng Together 2030
Spatial application of scenarios by GSDF 2030 review

Nayi le Walk (the best-case scenario):

What do we anticipate to see?

- SA recovers from its socio-economic, political and moral crises
- drastic and far-reaching interventions are made in all sectors
- a better life for all becomes tangible
- unemployment, poverty and crime reduce markedly

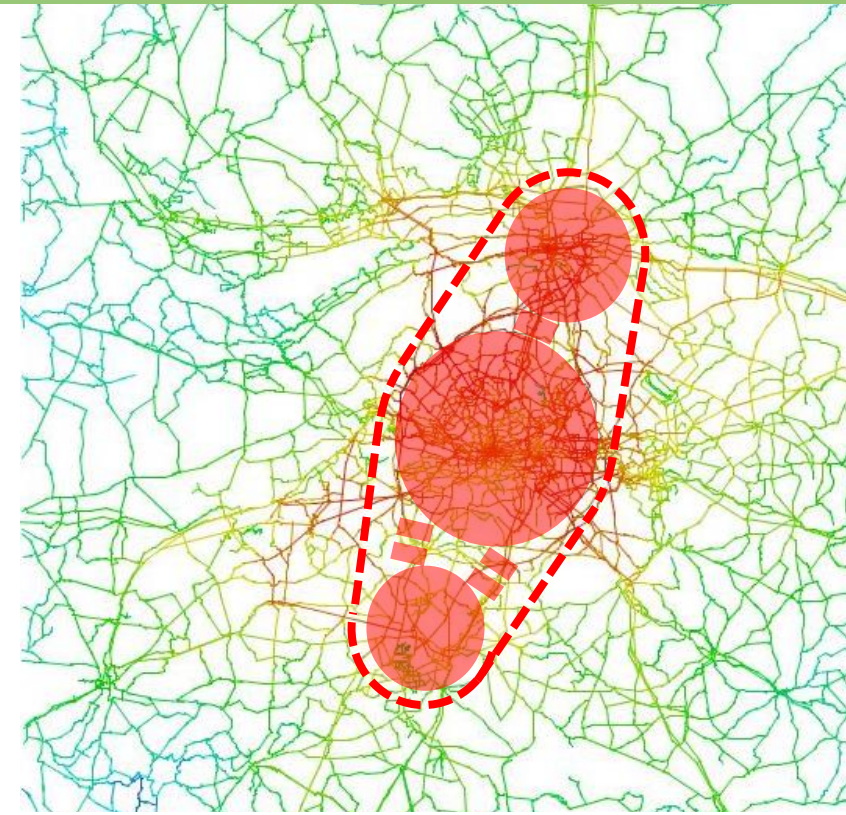
Spatial Inputs that lead to scenario

- **bold spatial interventions towards a compact urban form by ensuring implementation of GSDP 2030 by government spend**
- intensification, densification and urban consolidation
- upgrading of existing infrastructure networks
- a re-set urban model with spatial integration and inclusion
- responsible environmental management
- strong socio-economic performance due to accessibility of urban opportunity

Spatial Outcome

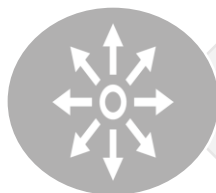
- The intended spatial re-set of Nayi le Walk achieves the NSDF envisioned outcomes of:
 - a compact & complex urban system, fostering a strong economy
 - reducing commuting & improving access to opportunity
 - achieving high levels of socio-economic performance

Best case scenario if we redirect urban efficiency



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Spatial application of scenarios by GSDP 2030 review

Take-aways for the review



Cross-cutting

- Spatial rationale to be utilised as basis for joint planning practice across spheres and sectors
- The District Development Model approach and a range of regulatory reforms to institutionalise spatial planning approaches provides opportunities to embed spatial governance



Socio-Economic

- A clear need exists to advance urban efficiencies and manage urban growth
- Responses required to National policy reforms that directs compact development on well-located land, specifically city regions
- Optimised access to urban opportunities must inform investment choices linked to social amenities



Bio-physical

- Smart and sustainable solutions to be advanced to facilitate urban resilience in the face of future built environment challenges (e.g. pandemics, climate change, resource scarcity, etc.)
- Linkages between food security, rural development and agricultural potential to be mainstreamed



Built Environment

- A compact spatial form to be enabled in support of economic growth, mass transit options and smart city transitions
- Cross-jurisdictional regional planning approaches for functional areas to be advanced across disciplines
- Maintenance and operation of existing infrastructure to be recognised as an enabler for spatial transformation

REVIEW



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GSDF 2030 Spatial Development Concepts, Strategies & Interventions

What do we want to achieve?

What will enable this?

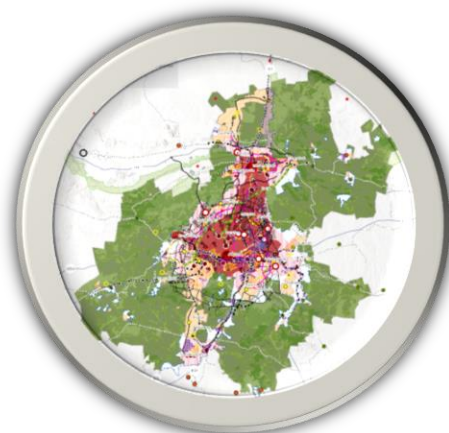
How will we do it?

CONCEPT/ MODEL

STRATEGIES

16 STRATEGIC SPATIAL DEVELOPMENT INTERVENTIONS

**COMPACT
BALANCED
POLYCENTRIC
SPATIAL FORM**



Capitalising on proximity



Managing new Settlement development



Building an economic network



Creating viable and productive hinterland



Driving the Urban Sustainability Agenda

8X SSDIs: Coordination and Alignment Support

- Promote lower-income rental accommodation
- Increase infrastructure and social facilities in nodes, areas identified for densification
- Not well-located Peripheral settlements not to be expanded
- Growth management to be linked to spatial governance
- Resources to be re-directed to compaction and complex intensification
- GPG developments to support imperatives of a compact, complex city and related multipliers
- Inclusionary & social housing to be central to new housing initiatives
- Aspects of regional sustainable infrastructure to be conceived holistically at Provincial level (where not possible at municipal level)

1.8X SSDIs: Spatial Targeting

- The GCR more compact in extent
- Compaction must include complex intensification of the urban system
- Intensification directed into TODs, nodes and public transport corridors
- GCR is to be re-defined and re-shaped to reflect a compact, complex pattern
- Road and Rail infrastructure as primary shaper of urban form & extent
- Historically excluded peripheral townships as integration focus
- 'Provincial hinterland' as urban entity Urban Support Zone(USZ)
- Support for USZ as bio-diversity system laced through urban system

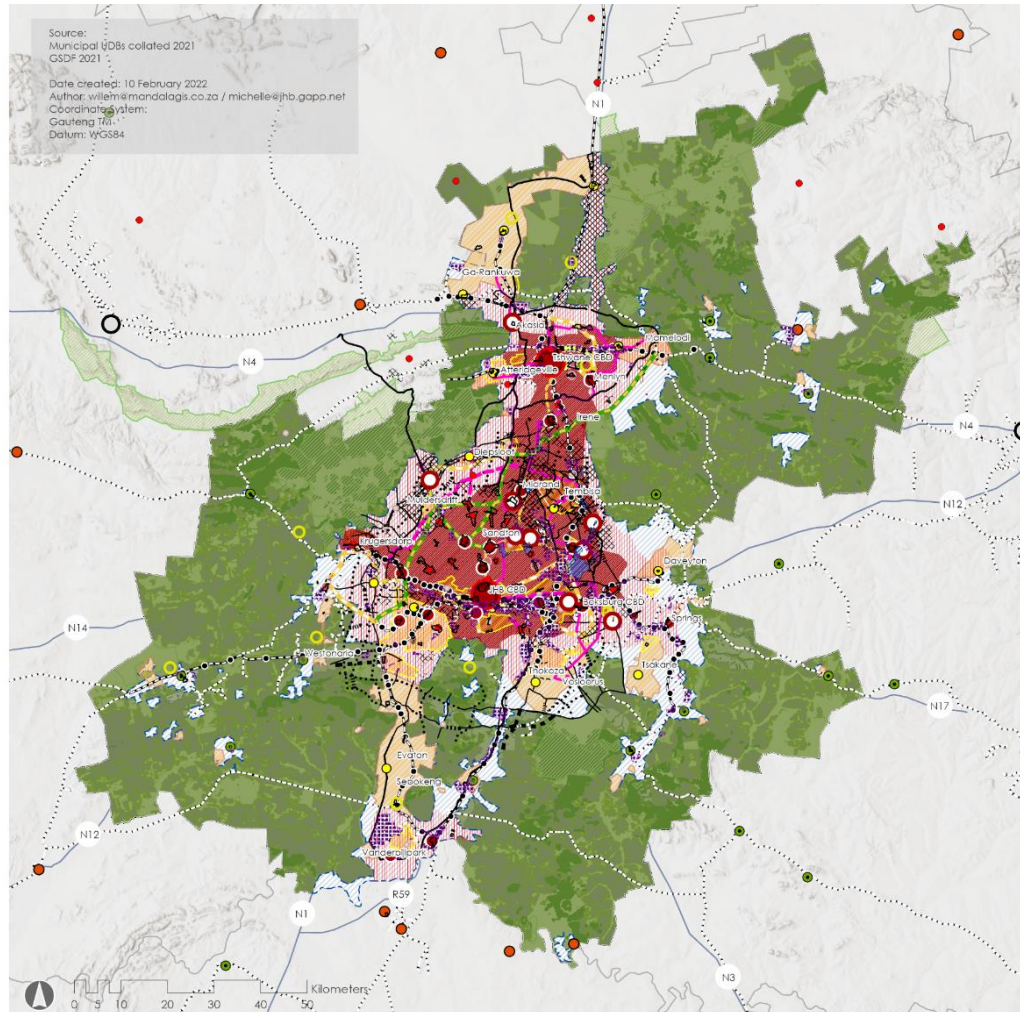
Spatial Model



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Re-directing to “COMPACT” the Balanced Polycentric Spatial Form



Redirect structural elements of spatial form to consolidate physical growth, support a compact urban structure and prevent sprawl in support of the “Nayi le Walk” Scenario in order to -

- Integrate GCR into **more coherent spatial entity** in line with National Spatial Development Framework
- Provide **urban opportunity for marginalised communities** to become part of the centrally placed spatial economy and urban pattern
- **Build on existing investments** in service and social infrastructure
- Solidify a spatial logic that allows **public transport and freight systems to be incrementally aligned, integrated and coordinated**
- **Safeguard the ‘urban hinterland’** as ecological, heritage, tourism, recreational, leisure and economic resource

SPATIAL STRATEGIES



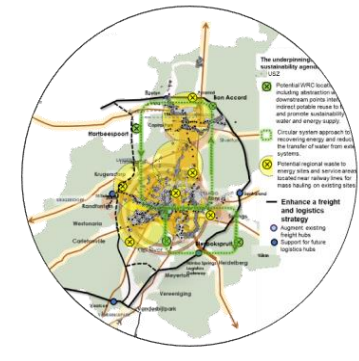
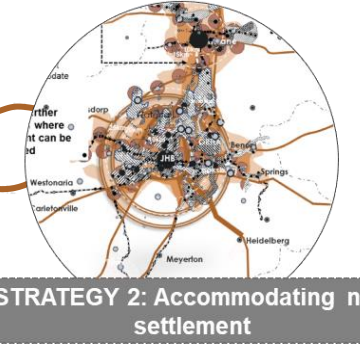
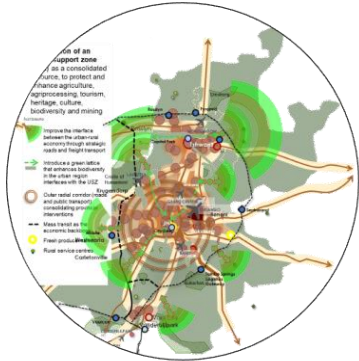
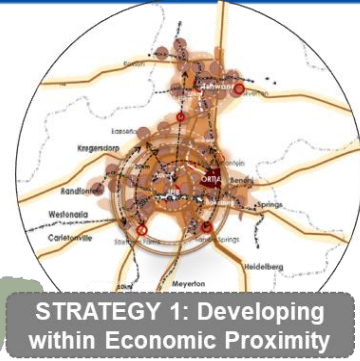
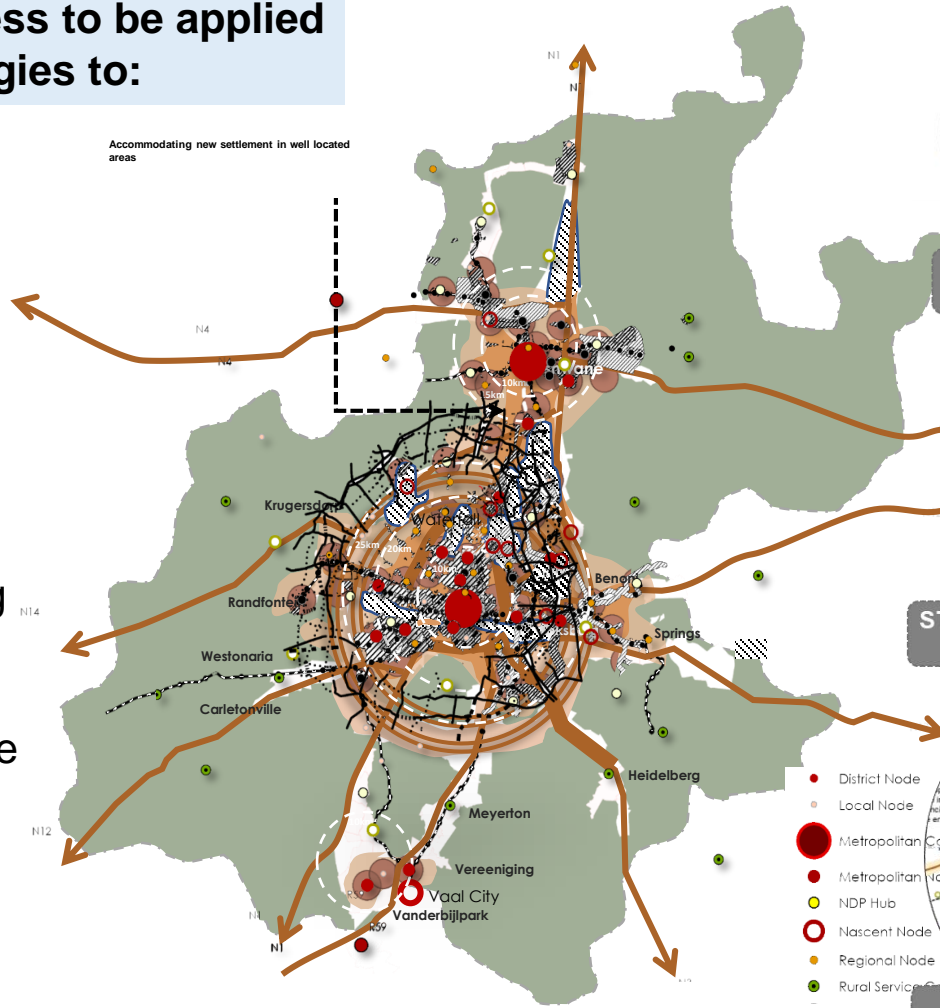
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Strategies in support of a Compact, Balanced Polycentric Model

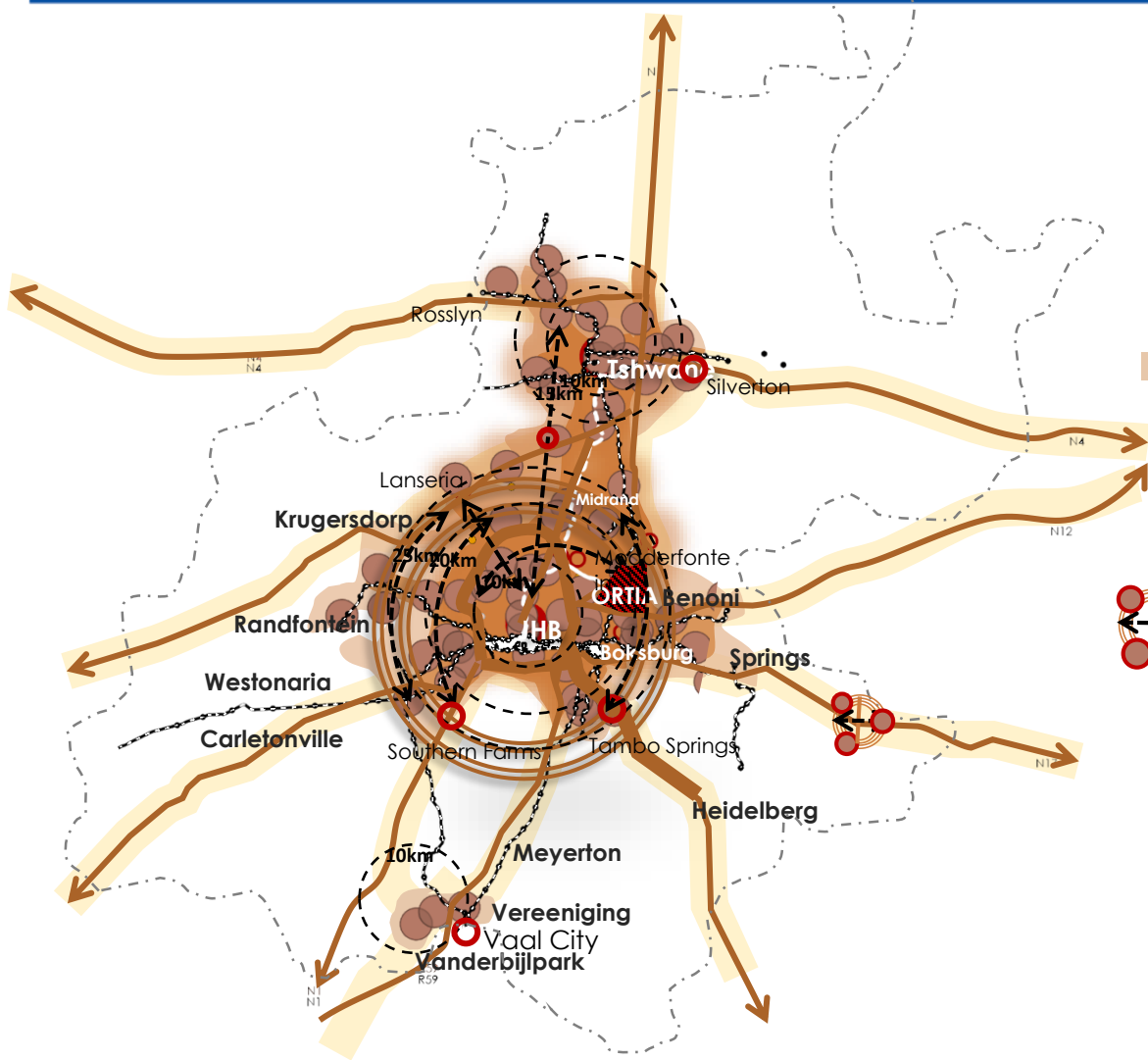
Concept of compactness to be applied across strategies to:

1. Intensify Municipal areas within core nodes, BRT routes
2. Capitalize upon potential for further intensification within transport corridors
3. Advance an outer radial corridor building on existing roads with Gauteng Strategic Road Network as base
4. Policy support for further intensification within the GCR core



Strategy added

STRATEGY 1: Developing within Economic Proximity by -



Strengthening the zone of economic proximity to maximise urban dividend as a cohesive conurbation with high levels of connectivity, significant socio-economic impact accessible to employment and economic opportunities, enhancement of existing economic activity, supported through infrastructure investment.

Zone of significant socio-economic impact accessible to employment and economic opportunities. Enhance existing economic activity, support and stimulus through infrastructure investment

Integrating new and newly established development initiatives into the zone of economic proximity, including existing historical townships, new provincially supported development initiatives, and recently built human settlements projects would through improved transport connections, including an outer radial transport corridor

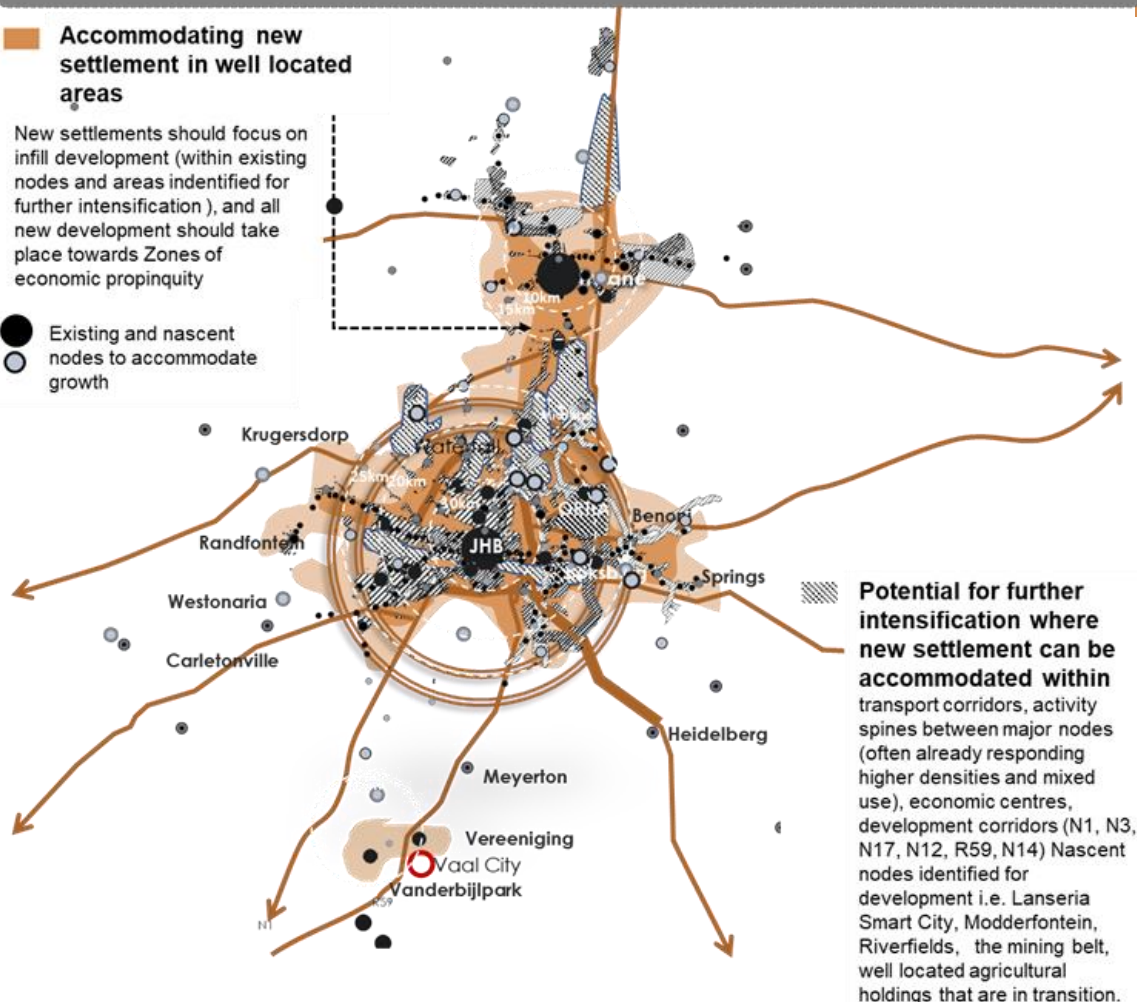
STRATEGY 2: Accommodating new settlement growth by-

STRATEGY 2: Accommodating new settlement

Accommodating new settlement in well located areas

New settlements should focus on infill development (within existing nodes and areas identified for further intensification), and all new development should take place towards Zones of economic propinquity

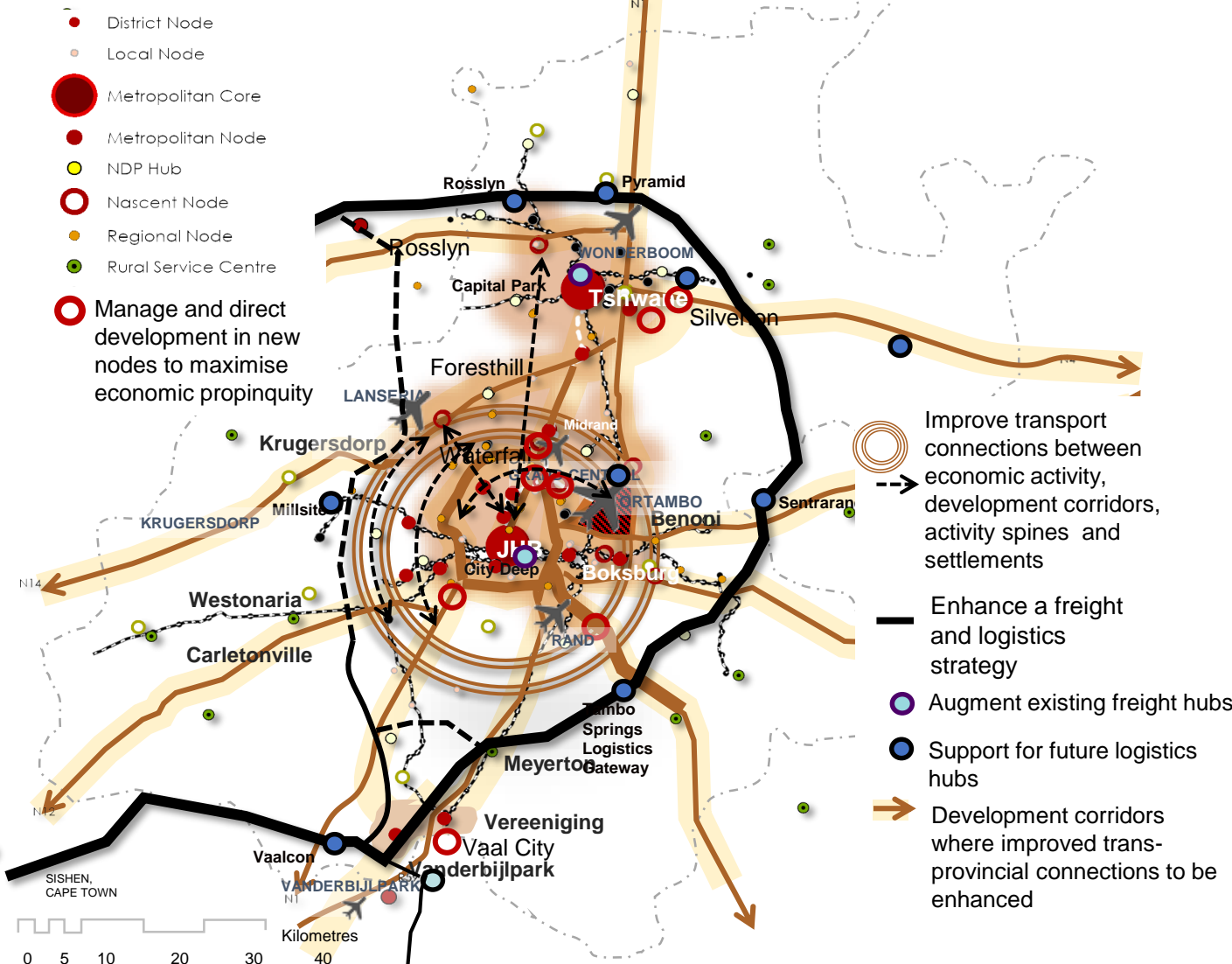
● Existing and nascent nodes to accommodate growth



Focusing on infill development for new settlements development (within existing nodes and areas identified for further intensification), and all new development should take place towards Zones of economic proximity

Advancing potential for further intensification for new settlements within transport corridors, activity spines between major nodes (often already responding higher densities and mixed use), economic centres, development corridors (N1, N3, N17, N12, R59, N14) Nascent nodes identified for development i.e. Lanseria Smart City, Modderfontein, Riverfields, the mining belt, well located agricultural holdings that are in transition.

STRATEGY 3: Reinforcing economic networks by -








Creating a network of economic concentration in areas of economic proximity specifically enhancing existing economic activity through infrastructure investment.

Enhancing existing nodes within economic proximity, to create a well-distributed network of higher order economic nodes across the province

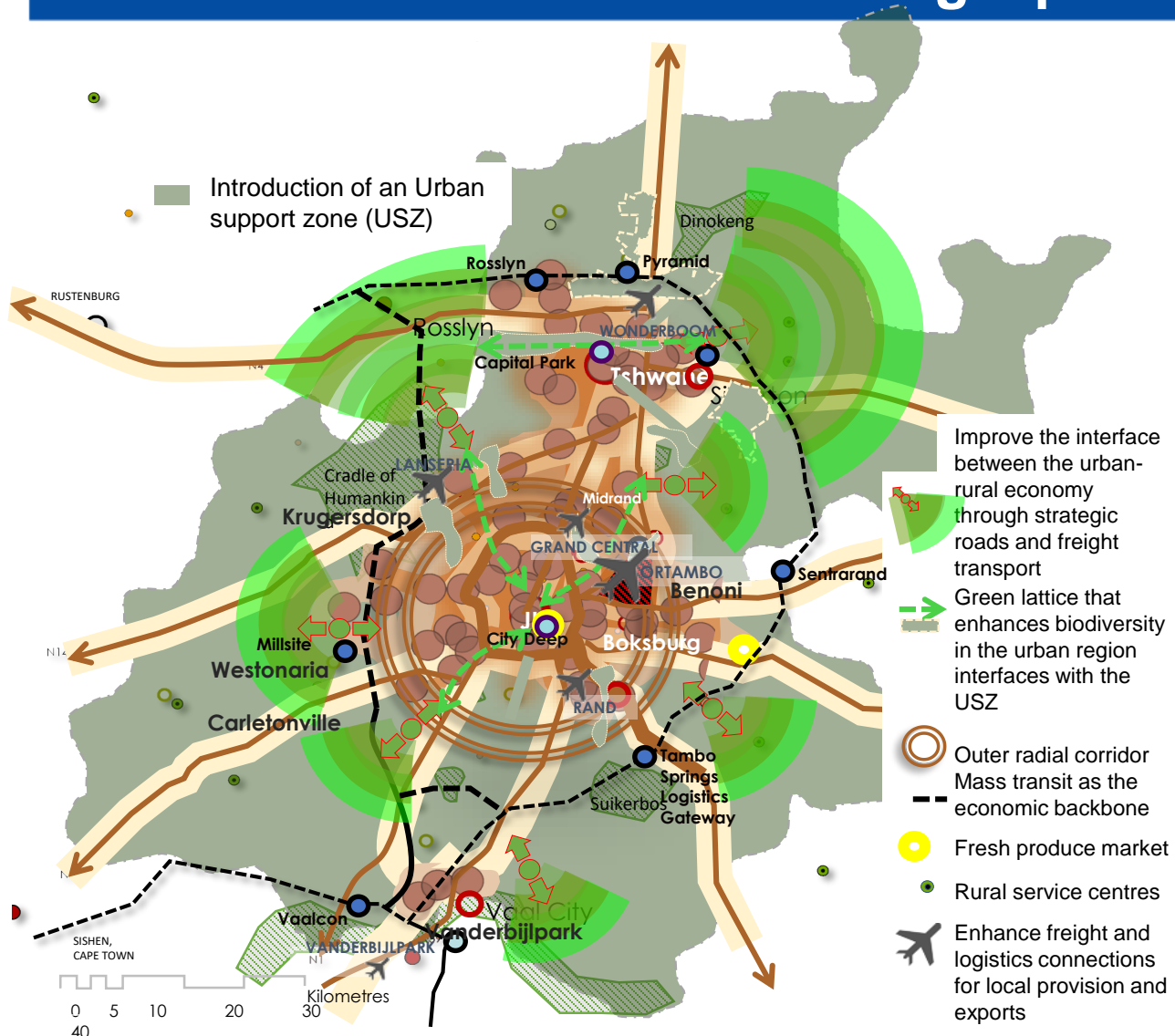
Directing development in new nodes to maximise economic proximity

Improving transport connections between economic activity, development corridors, activity spines and settlements

Enhancing trans-provincial connections through development of corridors, freight and logistics strategy, existing freight hubs and support for future logistics hubs

-  Improve transport connections between economic activity, development corridors, activity spines and settlements
-  Enhance a freight and logistics strategy
-  Augment existing freight hubs
-  Support for future logistics hubs
-  Development corridors where improved trans-provincial connections to be enhanced

STRATEGY 4: Creating a productive hinterland by -



Introducing an Urban support zone (USZ) as a consolidated resource, to enhance agriculture, agri-processing, tourism, heritage, biodiversity and mining

Introducing a green lattice that enhances finer scale biodiversity interfacing with USZ


Directing economic investment (agri-processing/markets) in the hinterland


Improving interface between the urban-rural economy through strategic roads and freight transport


Supporting fresh produce markets and rural service centres

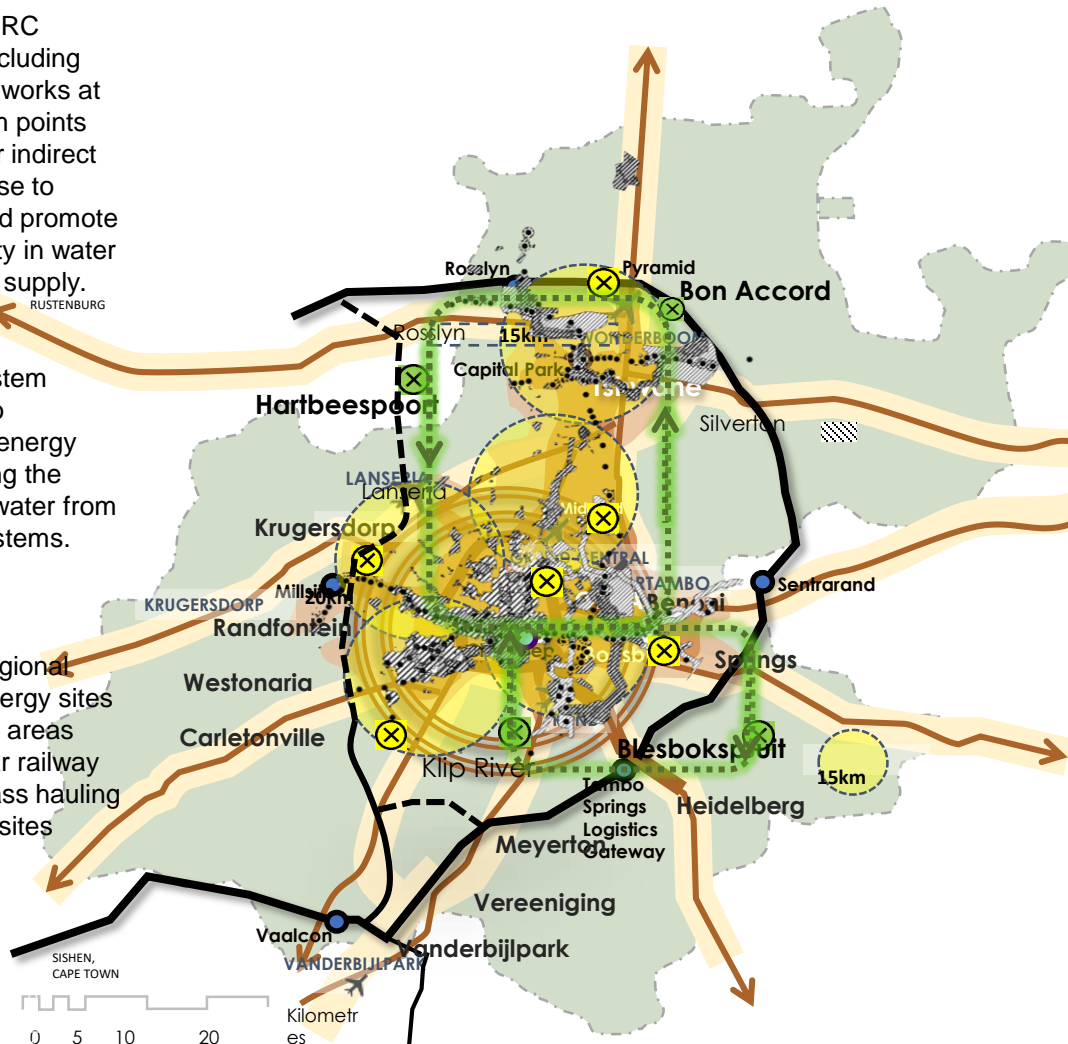
Enhancing freight and logistic connections for local provision and exports also supporting outer radial corridor

STRATEGY 5: Advancing urban sustainability and resilience by-

 Potential WRC locations including abstraction works at downstream points intended for indirect potable reuse to facilitate and promote sustainability in water and energy supply.

 Circular system approach to recovering energy and reducing the transfer of water from external systems.

 Potential regional waste to energy sites and service areas located near railway lines for mass hauling on existing sites



Advancing sustainability-resilience agenda at GCR and regional scale. Protect the rural hinterland’s ability to be productive in terms of biodiversity, tourism, heritage, agriculture bringing food security with introduction of an Urban Support Zone (USZ)

Supporting compact development as a growth management model to be linked with “Smart City” approaches in built environment

Enhancing regional support for economic growth networks (freight and logistics)

Reducing need to commute at GCR scale

Identifying regional sustainable infrastructure interventions including identification of Wastewater resource centre locations and regional waste to energy sites

SPATIAL DEVELOPMENT INTERVENTIONS



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Review of Strategic Spatial Development Initiatives (SSDIs)

Strategic Spatial Development Interventions

have been
expanded and

split into 2

sections to

advance
institutionalisation
of GSDI 2030 as
part of existing
implementation
focus linked to:

8X SSDIs: Coordination and Alignment Support

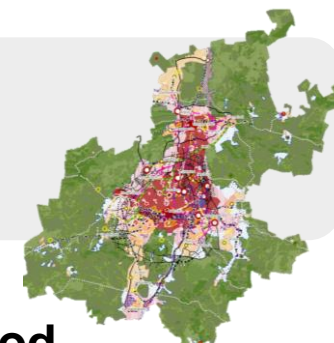
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Reviewed GSDF 2030 Composite map and “Key Messages”

Gauteng urban structure must be adjusted to share urban opportunity and optimise urban efficiencies

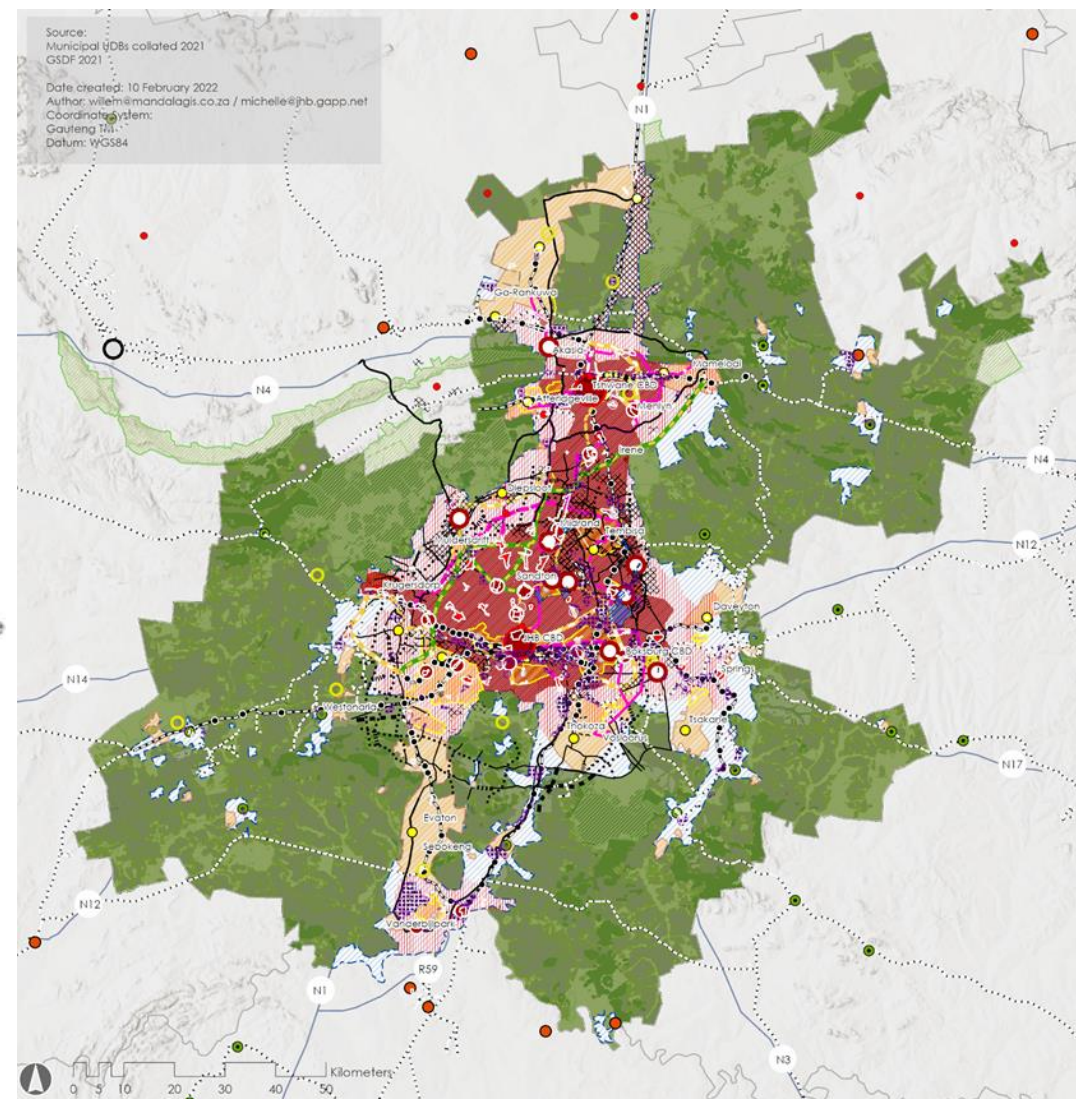


- **An efficient urban structure must facilitate regional alignment of jobs, livelihood opportunities and services**, while limiting the need to travel – “reaping the urban dividend”.
- **Failure to achieve an efficient urban structure will worsen dichotomies in service delivery and prospects for shared economic** growth leading to the “Gwara Gwara” Scenario and diminished quality of life.
- **Policy and regulatory reform (as well as and best practice) direct a decisive move towards densification, intensification and limiting of urban sprawl** to support access to urban opportunity, infrastructure efficiencies, solutions of scale and smart city transitions.
- **Spatial planning rationale must serve as baseline for investment** conceptualisation and prioritization which demands rigorous spatial governance of institutionalised processes.

Reviewed GSDF 2030 Composite map and “Key Messages”

-  Metropolitan Core
 -  Metropolitan Node
 -  NDP Hub
 -  Nascent Node
 -  Other towns; Regional Development Anchor
 -  Regional Node
 -  Rural Service Centre
 -  Towns - National Urban Nodes
 -  2.Area of Focus for Socio-Economic Integration
 -  1.Area of Focus for Shared Economic Prosperity
 -  3.Area of Focus for Economic Consolidation
 -  4.Area of Focus for Social and Local_Economic Support
 -  5.Urban Support Zone
 -  Commercial
 -  District Node; Node; Local Node
 -  Industrial
 -  Metropolitan Core
 -  NSDF Rural Service Centre
- *Area suggested for detailed review with municipalities as possible rationalization of the urban development boundary

-  Gautrain Stations - existing
 -  Roads existing - Corridor
 -  Roads proposed - Corridor
 -  Roads proposed GSRN - Corridor
 -  Strategic Roads proposed
 -  Rail network - core
 -  BRT/IRPTN Priorities
 -  Gautrain Stations - existing
 -  Gautrain Rapid Rail
 -  Rail Stations
 -  Protected Areas
 -  Green network - ridges, waterbodies, open space
- ### Gautrain Recommendations
-  Approved GRINN lines
 -  Proposed GRINN lines - supported
- ### Nodal Hierarchy
-  Agri Park
 -  District Node
 -  Local Node



DRAFT REVIEWED GSDF 2030 IMPLEMENTATION FRAMEWORK FOCUS



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Building on the existing GSDF 2030 Implementation Focus

Existing GSDF 2030 Implementation Focus

Core Actions

- 1 Coordination and Alignment
- 2 Spatial Targeting

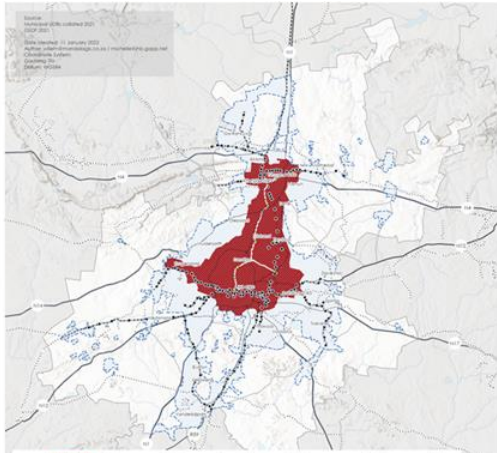
	Focus Area 1: Shared Economic Prosperity
	Focus Area 2: Socio-Economic Integration
	Focus Area 3: Economic Integration
	Focus Area 4: Social and Economic Support
	Focus Area 5: Rural Enterprise

Expanded implementation focus of GSDF 2030 Review

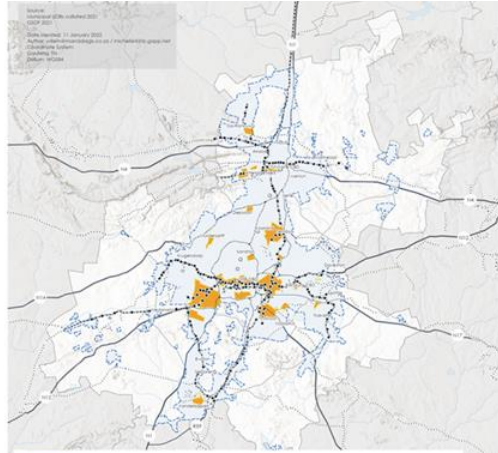
- (i) Coordination and Alignment directives to be expanded to link with existing GPG institutionalised processes including:**
- Strategic Planning
 - Financial Planning
 - Multi-sphere Coordination Planning
 - Infrastructure Planning
 - Sectoral spatial prioritisation policy
 - Spatial prioritisation of GPG Asset Register

- Guidelines to support application of Focus Areas**
- Strategic Spatial Development Interventions
 - Investment responses to spatial targeting focus areas

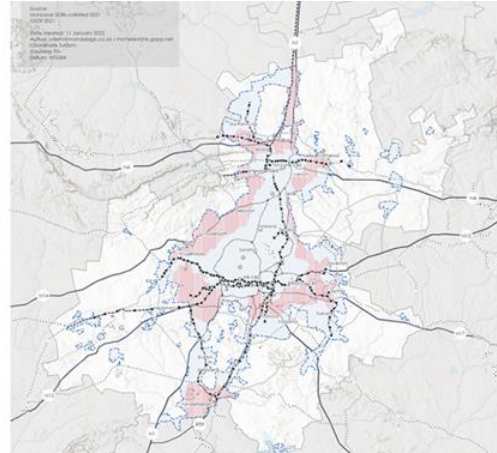
Spatial Targeting through Focus Areas



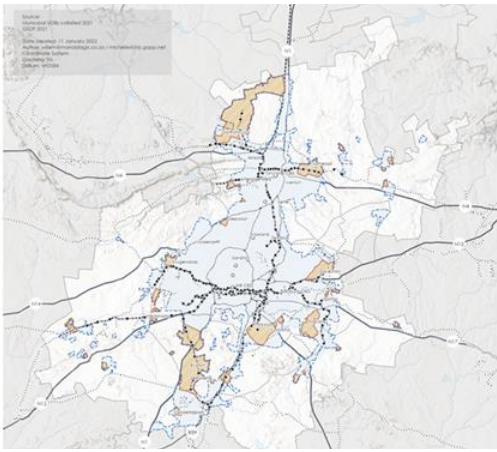
1: Shared Economic Prosperity



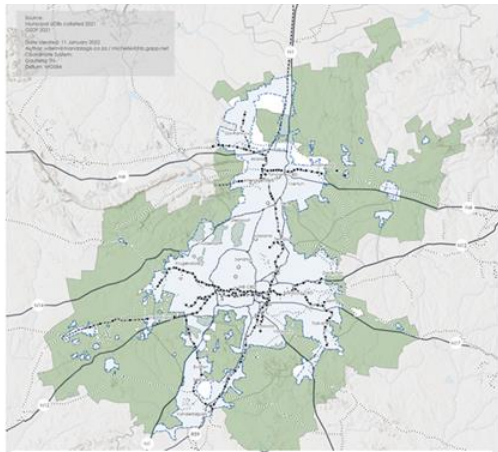
2: Socio-Economic Integration



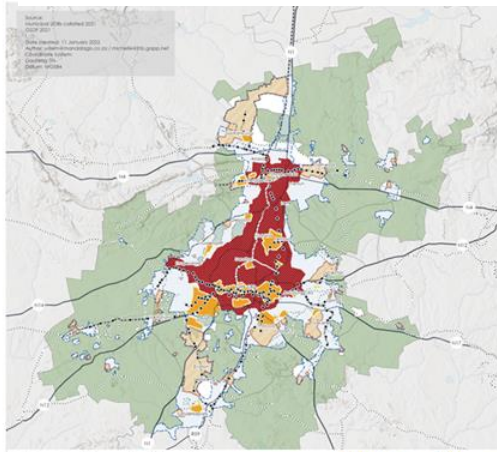
3: Economic Integration



4: Social and Economic Support








5: Rural Enterprise



Consolidated

Spatial targeting to be effected through five focus areas to direct, guide, align, coordinate public social and infrastructure investment

These focus areas present an opportunity for crowding-in investments in a coordinated manner as they coincide with national and municipal nodes.

-  **Focus Area 1:** Shared Economic Prosperity
-  **Focus Area 2:** Socio-Economic Integration
-  **Focus Area 3:** Economic Integration
-  **Focus Area 4:** Social and Economic Support
-  **Focus Area 5:** Rural Enterprise

Appropriate application of spatial rationale and targeting



Spatial Policy and related spatial targeting
(e.g. Provincial Spatial Development Frameworks)

Institutionalised processes that need to apply to spatial planning policy related directives and spatial targeting

- Strategic Planning
- Financial Planning
- Multi-sphere Coordination Planning (Including DDM)
- Infrastructure Planning
- Sectoral spatial prioritisation policy
- Spatial prioritisation of GPG Asset Register

Institutionalisation of spatial planning via existing prescribed processes

Focus	Process	Process to respond	Reforms
Coordination and Alignment	GPG Strategic Planning	<ul style="list-style-type: none"> Review of GGT 2030 (7th Administration) GPG Departments Strategic Plans and Annual Performance Plans 	<ul style="list-style-type: none"> MTSF 2019-2024 and NDP 2030 Implementation Plan
	GPG Financial Planning	<ul style="list-style-type: none"> MTEC Submissions by Departments MTEC Sessions with Provincial Treasury PBC Submission by Provincial Treasury 	<ul style="list-style-type: none"> Revised Framework for Strategic Plans and Annual Performance Plans, 2020
	Multi-sphere Coordination Planning	<ul style="list-style-type: none"> District Development Model One Plans and Integrated Development Plans National & Municipal Spatial Development Frameworks COGTA Regional Teams Provincial War Room initiatives PHSHDA Housing Development Plans 	<ul style="list-style-type: none"> NSDF 2022 and updated Municipal SDFs Medium-Term Expenditure Framework Guidelines for Provinces, 2021
Spatial Targeting	GPG Infrastructure Planning	<ul style="list-style-type: none"> Infrastructure Delivery management System (IDMS) - Integrated Asset Management Plans (I-AMP) and subsequent: Business Case submission for funding infrastructure projects, Integrated Project Management Plan (IPMPs), Estimates for Capital Expenditure (ECEs) Infrastructure Reporting Model (IRM) 5-Year GCR Infrastructure Pipeline 	<ul style="list-style-type: none"> Updated Grant conditions - Division of Revenue Act linked to spatial targeting and SDFs
	Sectoral prioritisation policy	<ul style="list-style-type: none"> GPG sectoral policy development by departments that requires direct responses to spatial rationale as part of infrastructure planning, incl.: GDHS, GDRT, GDARD, GDE, GDSD, GDOH, GDSACR 	<ul style="list-style-type: none"> Framework for Infrastructure Delivery, Procurement and Management (FIDPM), 2019 and related Infrastructure Delivery Management System protocols
	GPG Asset Register	<ul style="list-style-type: none"> Custodian Asset Management Plans (C-AMP) Link un developable properties to spatial prioritisation 	

GSDF 2030 IMPLEMENTATION FRAMEWORK

Introspection on implementation of GSDF2030 (2016)

“There are no quick fixes for transforming the workings of the space economy, however bold measures taken over a sustained period could change the trajectories of spatial development.” NDP2030



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GSDF 2030 Implementation: High Level Progress 2017 to date

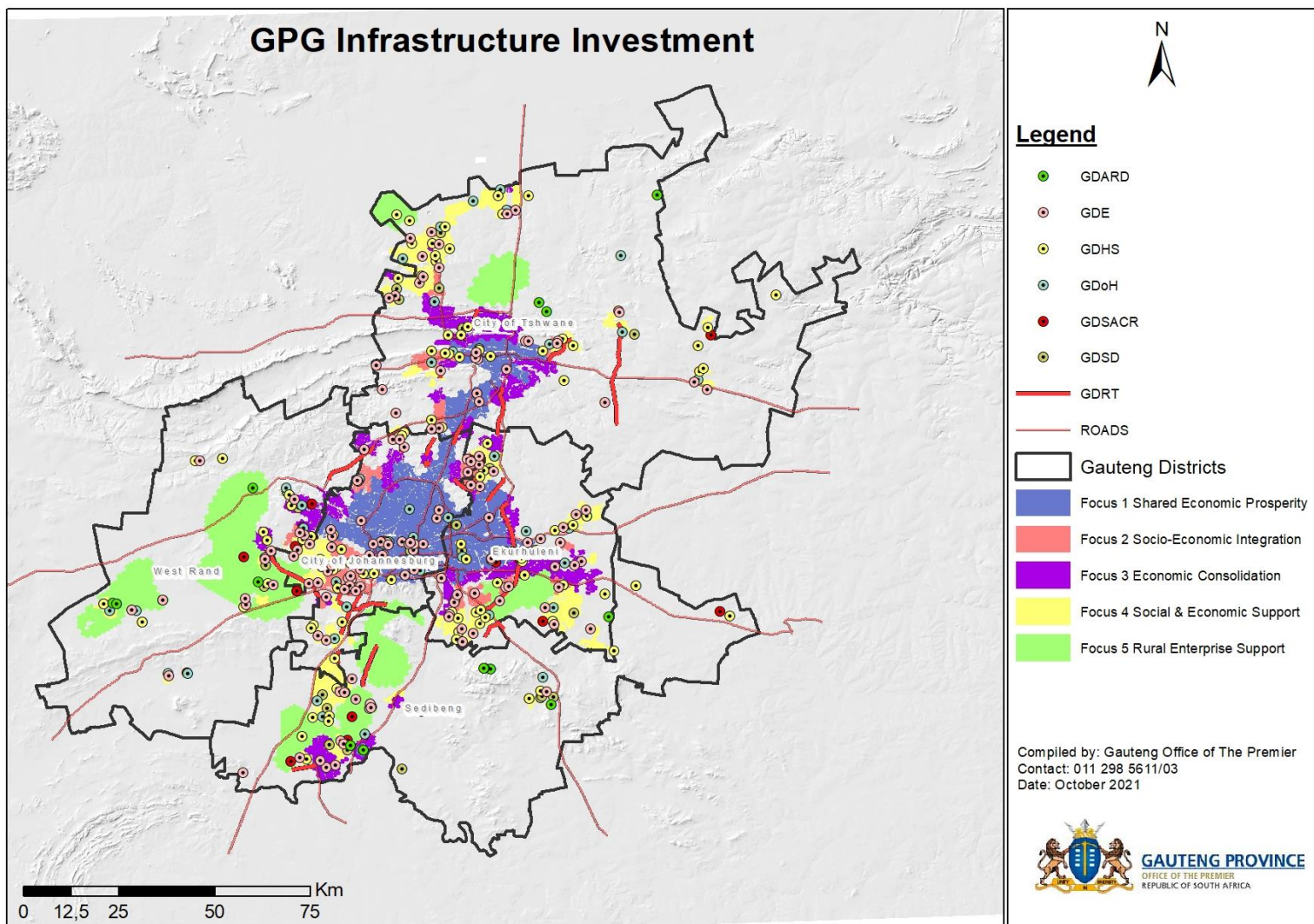
Regional Policy Development as proposed by GSDF 2030 (2016)

- **Lanseria Spatial Development Policy Development** which led to development of Greater Lanseria Master Plan towards the “Lanseria Smart City” that has been elevated as a project jointly driven by the Presidency and OOP
- **Mining Belt** Regional Spatial Development Policy developed
- **Greater Vaal River** Regional Spatial Development Framework being pursued by NDALRRD subsequent to the Feasibility Study developed by Gauteng Province

Institutionalisation of GSDF 2030

- **Application of GSDF 2030 Spatial Rationale in GPG Strategic Planning and Sectoral Planning**
 - In Annual Performance Plan process in support of OOP
 - Incorporation into GGT2030 as a key directive (see conceptual framework of GGT 2030)
 - Other GPG Policies of spatial nature e.g. GDHS Spatial Master Plan, GCR Climate Change Response Strategy, GP Environmental Management Framework, Proposed Gauteng Township Development Bill, etc.
 - National and Municipal SDFs and sectoral plans
 - Annual Incorporation of MEC comments for municipal responsiveness to GSDF 2030 as part of comments on Municipal IDPs
- **Application of GSDF 2030 Focus Areas and Spatial Prioritisation Matrix Budgeting Processes**
 - GPG MTEC submissions and sessions and consolidate input to feed into Premier’s Budget Forum
- **Application of GSDF 2030 spatial rationale in due diligence as part of Infrastructure Planning**
 - Application of GSDF spatial rationale in Infrastructure Delivery Management System processes including: Integrated Asset Management Plans (IAMPs), Business Cases for new infrastructure, Integrated Project Management Plans, etc.

Example - Consolidated Infrastructure Budget



- GSDF 2030 is acknowledged as a spatial directive by all GPG departments with infrastructure budgets as these scored well in relation to their ability to advance spatial transformation
- GDHS performance was the only department deemed to have underperformed as their performance is negatively impacted by lagging Legacy Projects situated in areas not well-located in order to advance spatial transformation

GSDF 2030 Implementation: Findings of Assessment Report

GPG responses to spatial planning remain insufficient

- Even though SPLUMA clearly directs that “All provincial development plans, projects and programmes must be consistent with the provincial spatial development framework” full adherence to GSDF 2030 is not yet realised with varying levels of responsiveness by provincial sector departments.
- Several processes have unfolded the last few years to support due consideration of spatial planning in strategic planning and budgeting processes in cooperation with OOP and GPT, however low or non-compliance with spatial directives does not have consequence

A lack of shared spatial vision across jurisdictional boundaries

- Ongoing regional policy support as per SPLUMA is deemed necessary across municipalities where planning is required for the functional area in the interest of the province as a whole.
- Policy support to transcend to development facilitation as part of DDM processes.

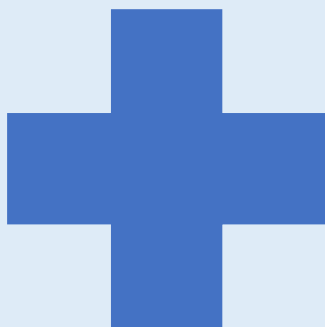
Need for ongoing evidence-based spatial analytic support

- GSDF 2030 related Geographic Information System applications as evidence-based analytic support tools conceptualised to advance implementation of GSDF 2030 to be updated and formalised for application to support departments and municipalities

GSDF 2030 Implementation institutionalisation gains and losses

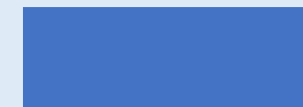
GSDF2030 related spatial planning input has been institutionalised as part of the following Gauteng Provincial processes since 2017:

- **Strategic Planning**
- **Budget Processes**
- **Infrastructure Planning as per IDMS**
 - *(Infrastructure Delivery Management System - as per Framework for Infrastructure Delivery, Procurement and Management, FIDPM, 2019 and related Infrastructure Delivery Management System protocols*



Limited accountability for unresponsiveness to spatial planning:

- **Spatial planning directives and targeting not utilised as deciding factor for prioritisation** of sectoral projects or budgets as intended in law and regulatory reform in terms of Strategic, Financial or Infrastructure Planning, “*merely a by-the-way consideration*”
- **Lack of full application by GDHS of IDMS** processes and methodology which severely impacts the ability to review or input on spatial responsiveness and coordination by ALL sector departments



WAY FORWARD



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Way Forward

During the respective public comment 60-day period set to commence within the next week:

- The Draft Reviewed GSDF2030 will be availed on www.gauteng.gov.za
- Hard copies will be accessible on weekdays from 09:00-15:00 at 11 Janadel Avenue Riverview Office Park, Block B, Midrand, Johannesburg and 30 Simmonds Street, Marshalltown, Johannesburg and hard copy comments may be submitted to same.
- Digital comments to be directed to email address - ReviewGSDF2030@gauteng.gov.za

Post public commenting period

- All formal comments to be captured and duly considered to inform finalisation of the Review of GSDF 2030
- Inclusion of updated strategic informants currently under development, notably provincial policies
- Strengthening of specific implementation and spatial governance responses post public participation to be incorporated into the
- Submission of Final Reviewed GSDF to EXCO for approval
- Placing of approval Notices as contemplated by SPLUMA

GSDf 2030 Review timeline and progress to date

