

PLANNING FOR URBANISATION AND LONG TERM URBAN GROWTH

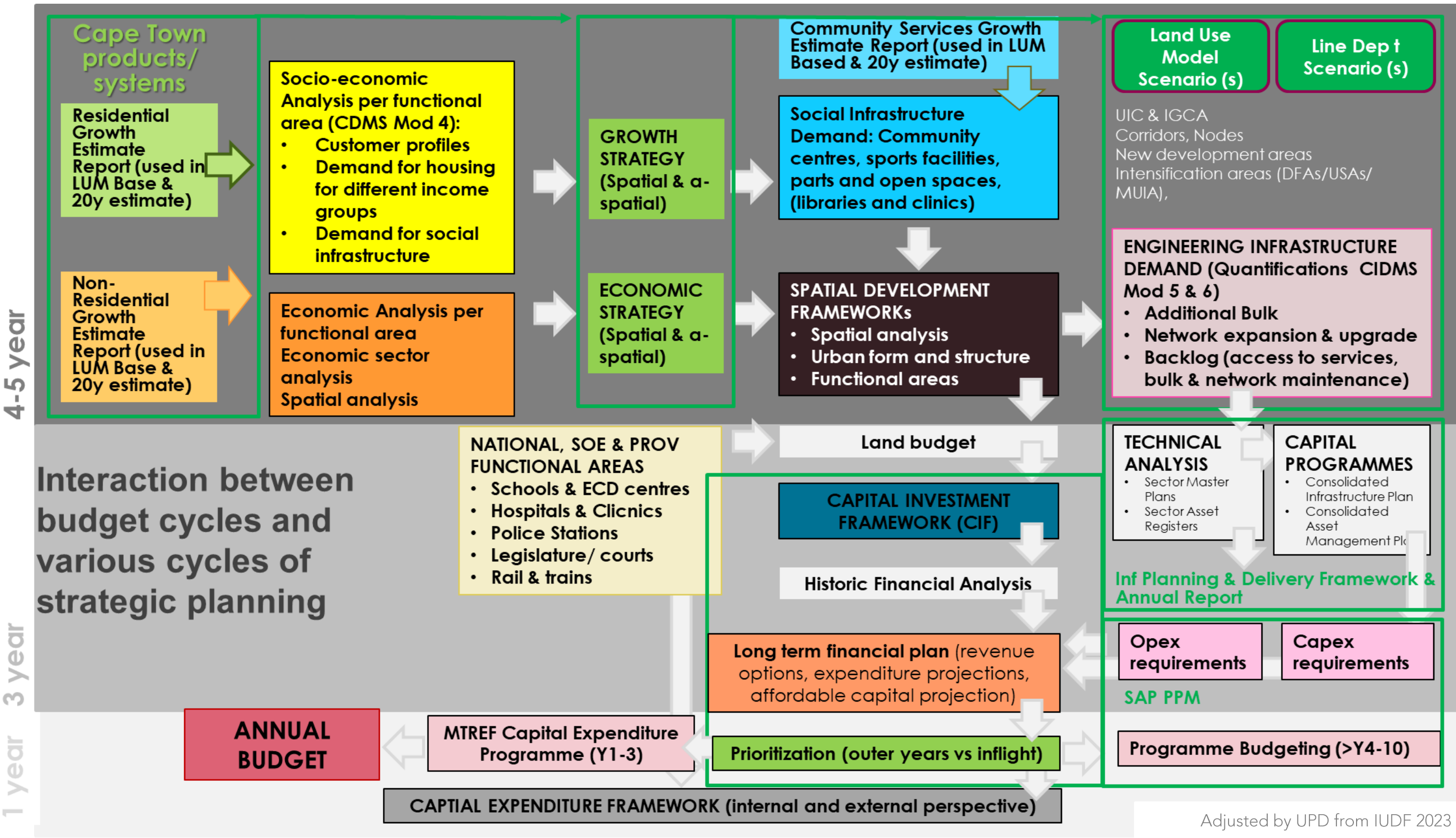
Potential location, intensity and diversity of activities in 20 years' time

METRO SPATIAL PLANNING & GROWTH MANAGEMENT
Various cycles of scenario planning in association with other line departments and external consultants

Various iterations of ...

- ❑ New residential development and densification of existing residential areas
 - ❑ Location of commercial and industrial development
- Cape Town in 2032: completed in 2011/2012 to inform the 2012 MSDF & DSDFs
 - Cape Town in 2032: completed in 2015-2017 to inform the 2018 MSDF
 - Cape Town in 2040: completed in 2019/2020 to inform the 2022 MSDF and DSDFs
 - Next: Cape Town in 2050

Land Use Modelling process as part of the overall strategic processes



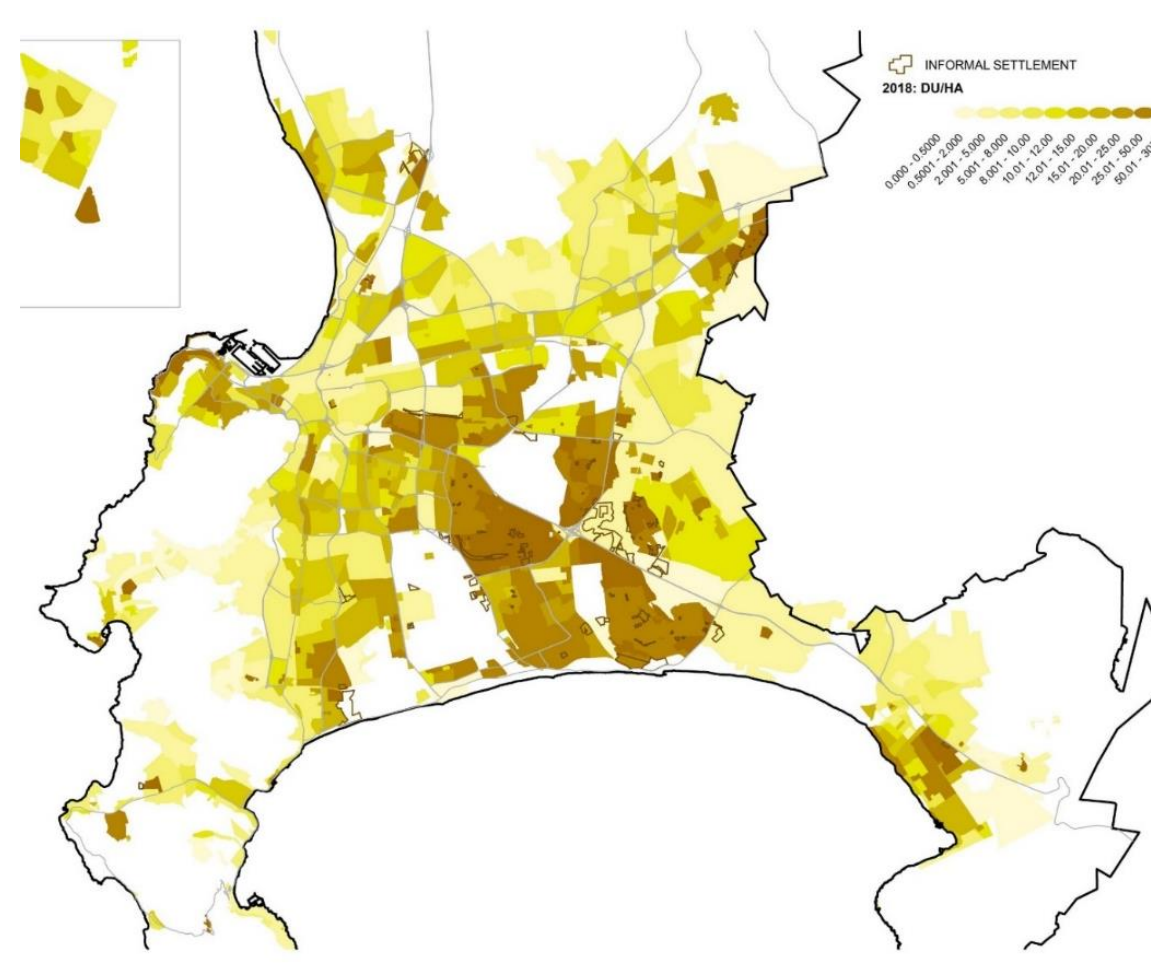
Cape Town 2040: Most recent estimates

Land Use Modeling (2019-2020) One (1) medium term scenario

Pragmatism in times of uncertainty

- ❑ Future spatial distribution of an estimated 630 000 new households
- ❑ Planning context: Covid-19 pandemic; negative economic growth
- ❑ Estimates used in the planning of bulk engineering infrastructure (master plans)
- ❑ Short term focus remained infill, densification and retrofitting spatial structure (inward growth)

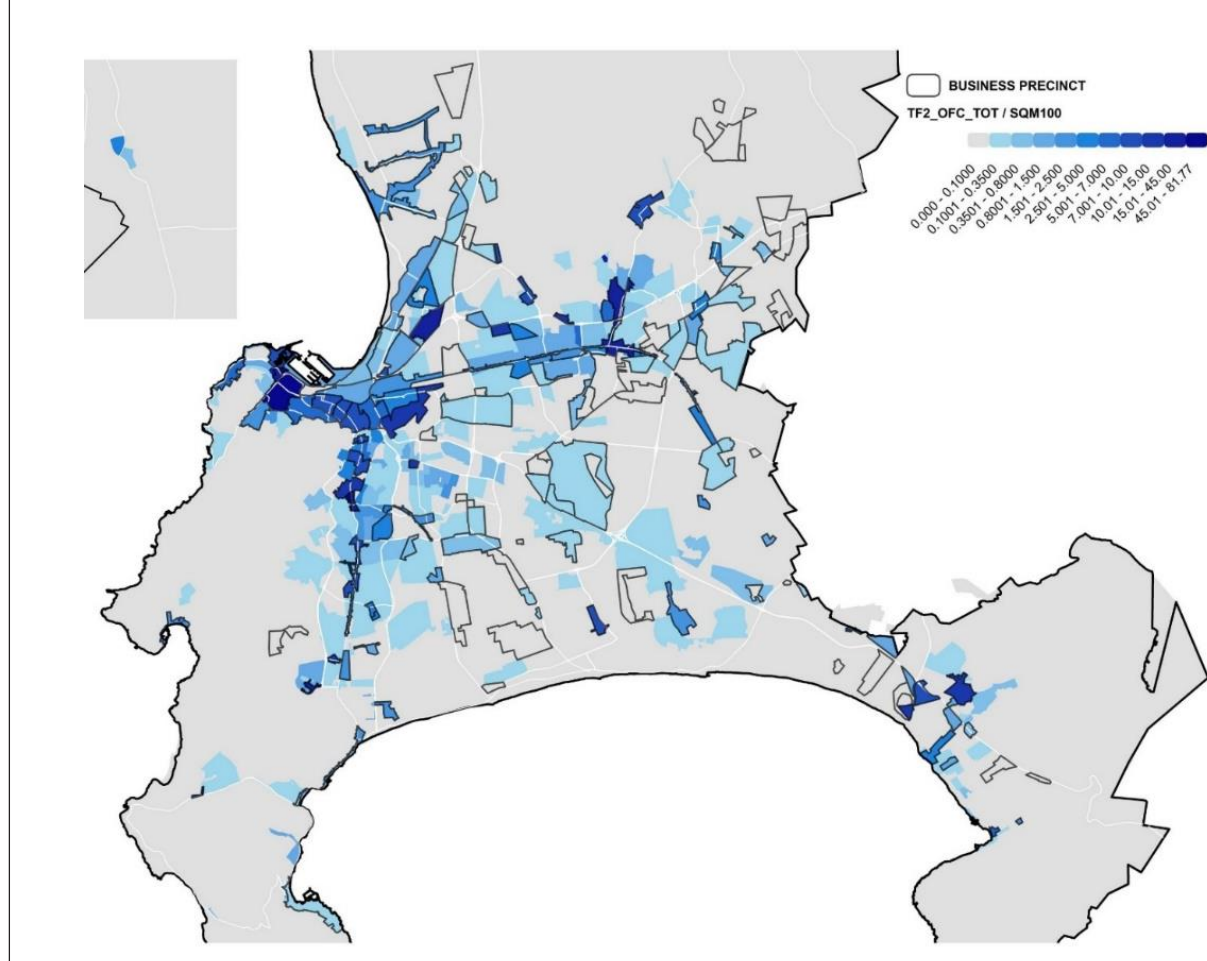
Residential dwelling units (estimated 2040): Total: 1,962m du; Average density: 25 du/ha (gross)



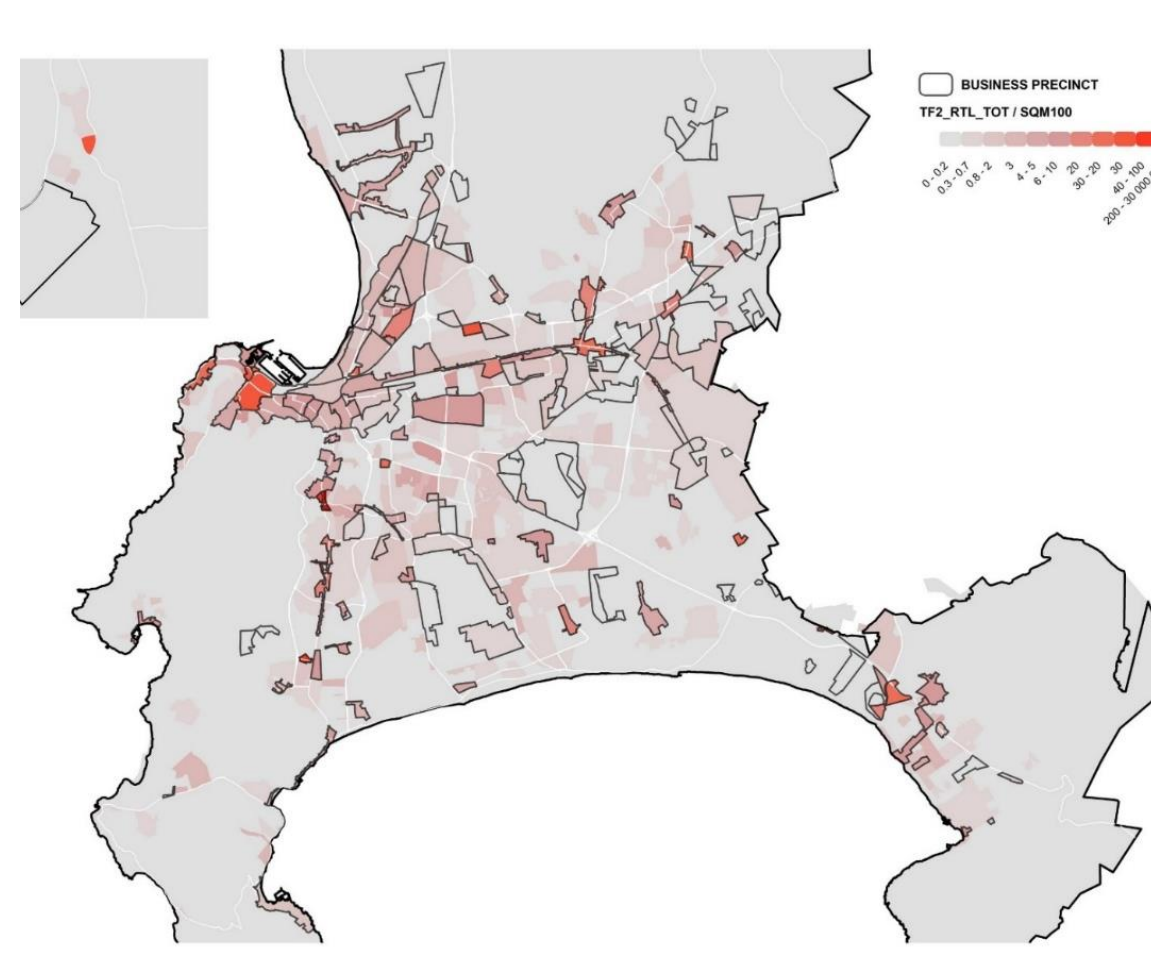
Future growth: control totals (2040)

Population 2020-2040	± 1 752 740
Adult working age population is expected to increase	
Aging population: % of population aged 65+ is expected to almost double	
Residential Dwellings/HHs	± 630 264
Formal, informal / backyard dwellings	
Non-Residential	± 1 007 727
Consider emerging trends in the market segments: anticipated future demand based on anticipated changes in the local population, consumer spending, and the global, regional and local economy (e.g. work from home, e-retailing, conversion)	
Retail (m² GLA)	± 1 481 951
Office (m² GLA)	± 3 650 764
Industrial (m² GLA)	

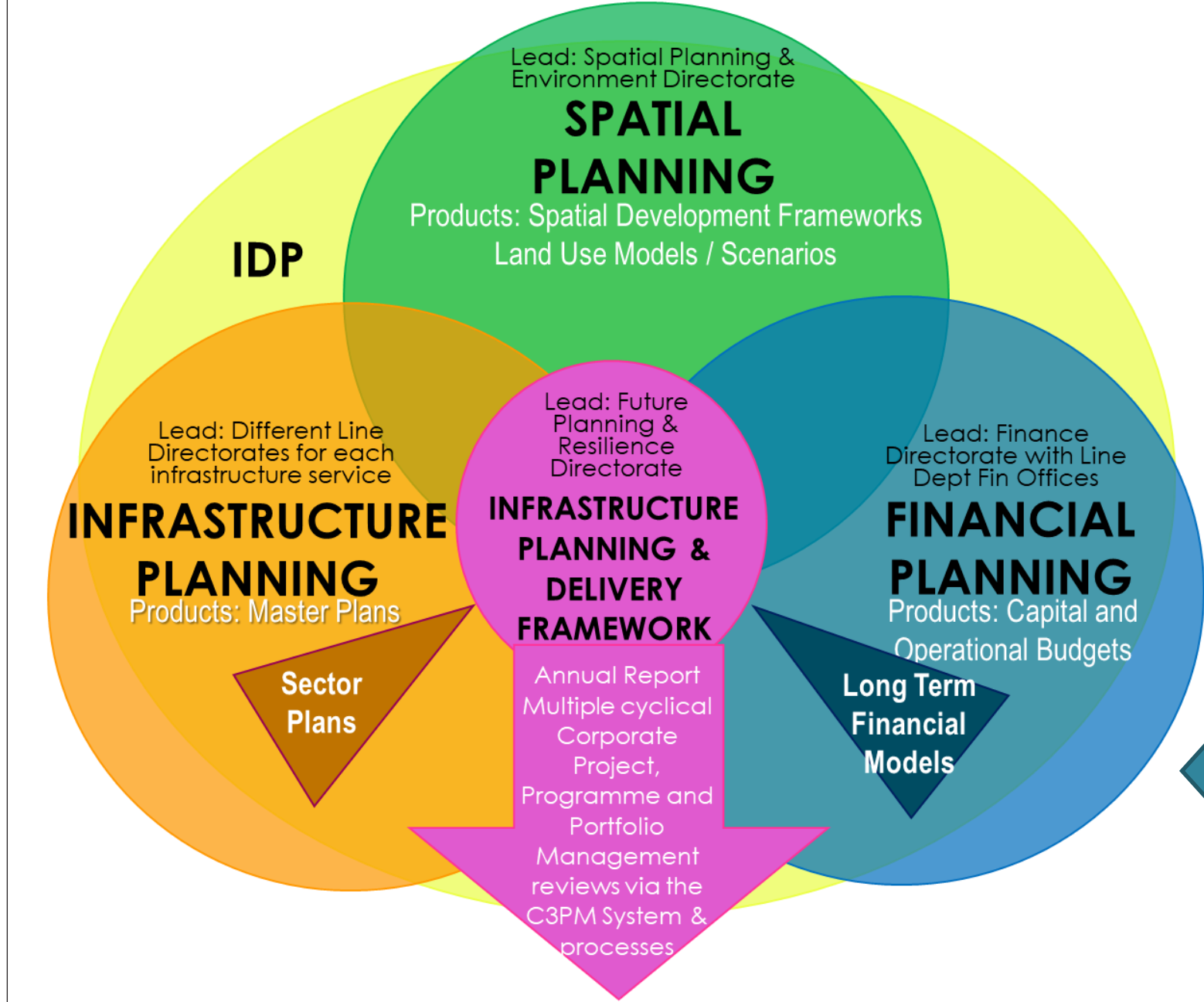
Office land uses (anticipated growth quantity and location)
Estimated change: +1.5M m² GLA; Total in 2040: 9m m² GLA



Retail land uses (anticipated growth quantity and location)
Estimated change: +1M m² GLA; Total in 2040: 9.8m m² GLA



Industrial land uses (anticipated growth quantity and location)
Estimated change: +3.4M m² GLA; Total in 2040: 27M m² GLA



Outcomes:

- Updated Municipal and District Spatial Development Frameworks (2023)
- Baseline (geo-spatial location of number of residential units and gross lettable area for all non-residential land uses)
- Growth estimates into Master Planning by Engineering Departments (bulk and reticulation infrastructure)



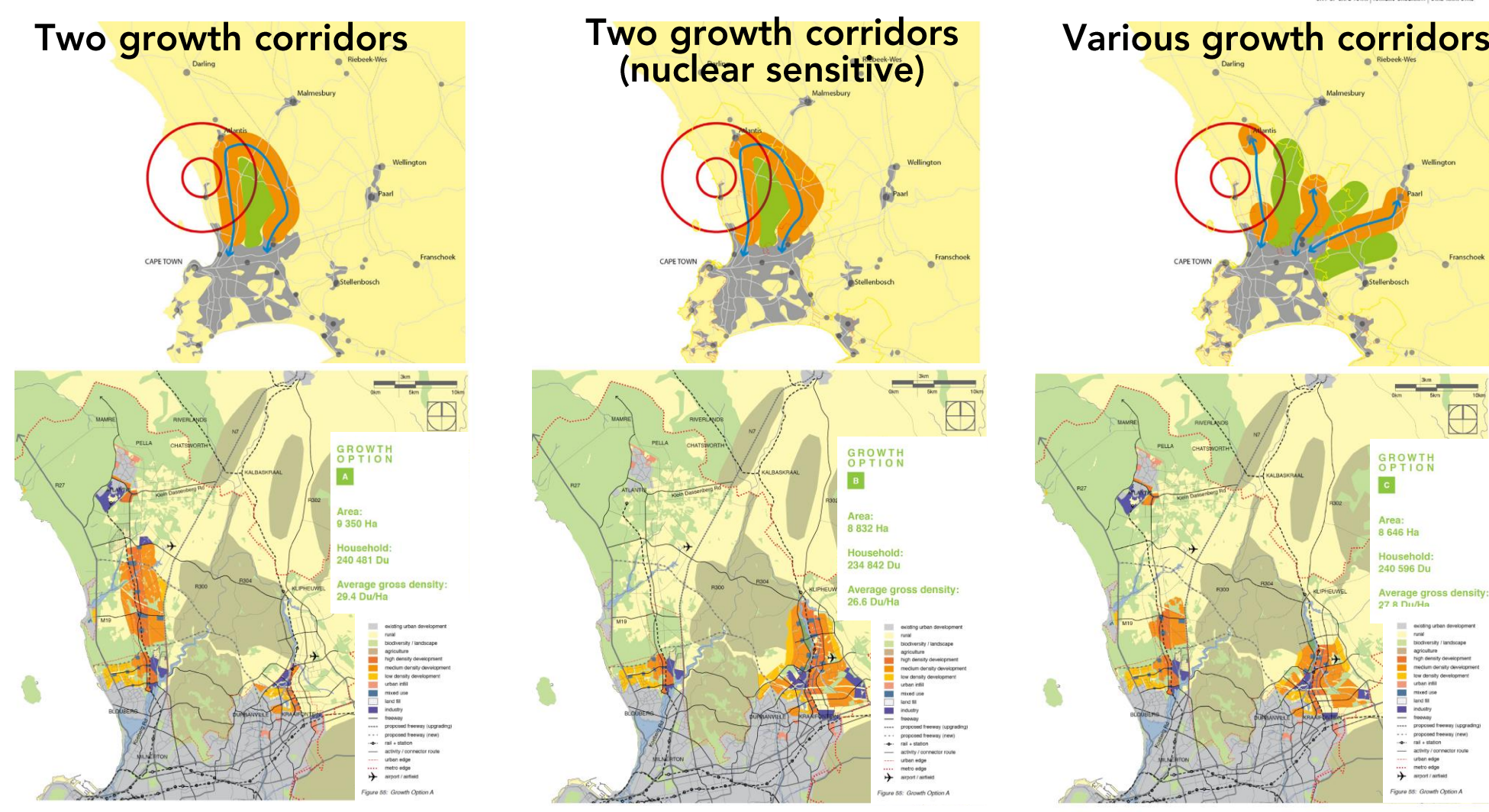
Cape Town 2032: Previous estimates

"Growth Options" (2012): two long term scenarios for 2060
Included three (3) medium term scenarios up to 2032

- ❑ Spatial location of an estimated 250 000 new households
- ❑ Planning context: Breaking New Ground (Human Settlements' Strategy of one house per erf) and other subsidy programmes
- ❑ Short term focus remained infill, densification and retrofitting spatial structure (inward growth)

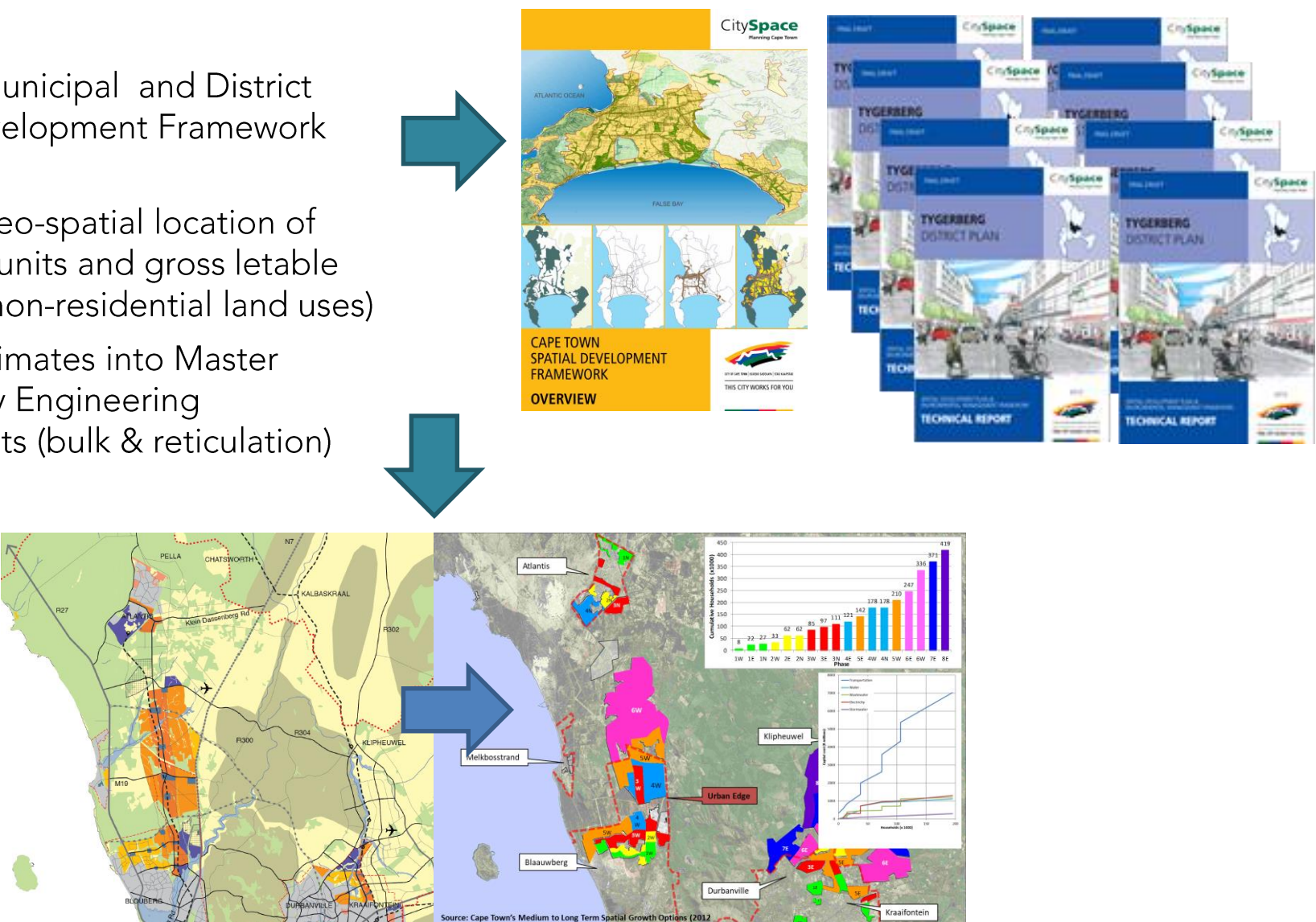
Principles:

- Protect Biodiversity, high potential agricultural areas and significant landscapes
- Support existing bulk infrastructure networks and service catchments
- Contribute to an integrated urban mobility network



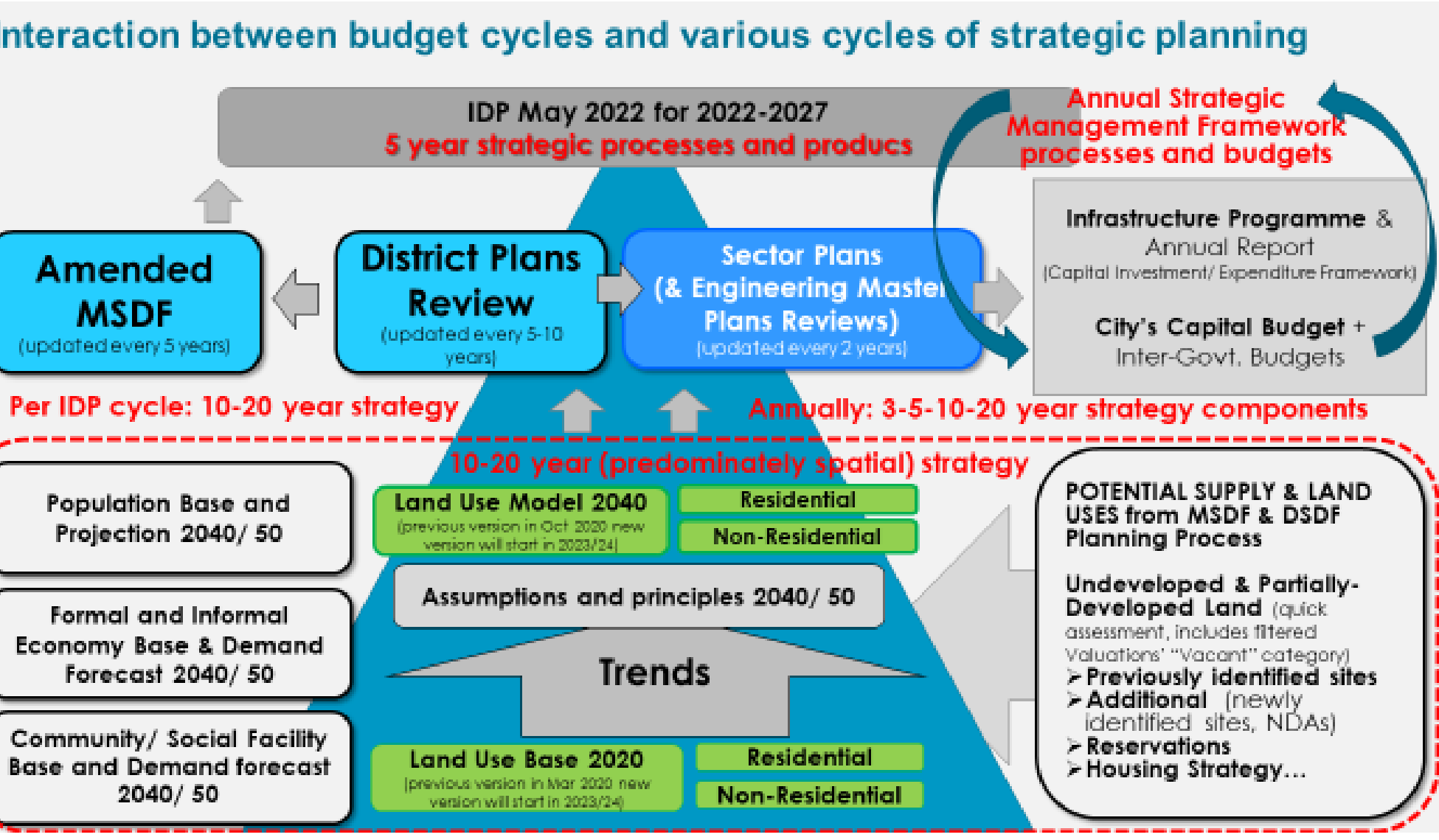
Outcomes:

- Updated Municipal and District Spatial Development Framework (2012)
- Baseline (geo-spatial location of residential units and gross lettable area of all non-residential land uses)
- Growth estimates into Master Planning by Engineering Departments (bulk & reticulation)



2013-14 Bulk Infrastructure Estimates / Triggers project:
Base year capacity shortfalls and future estimated trigger projects

Cycles of Land Use Modelling combined with Spatial Planning and Infrastructure Planning



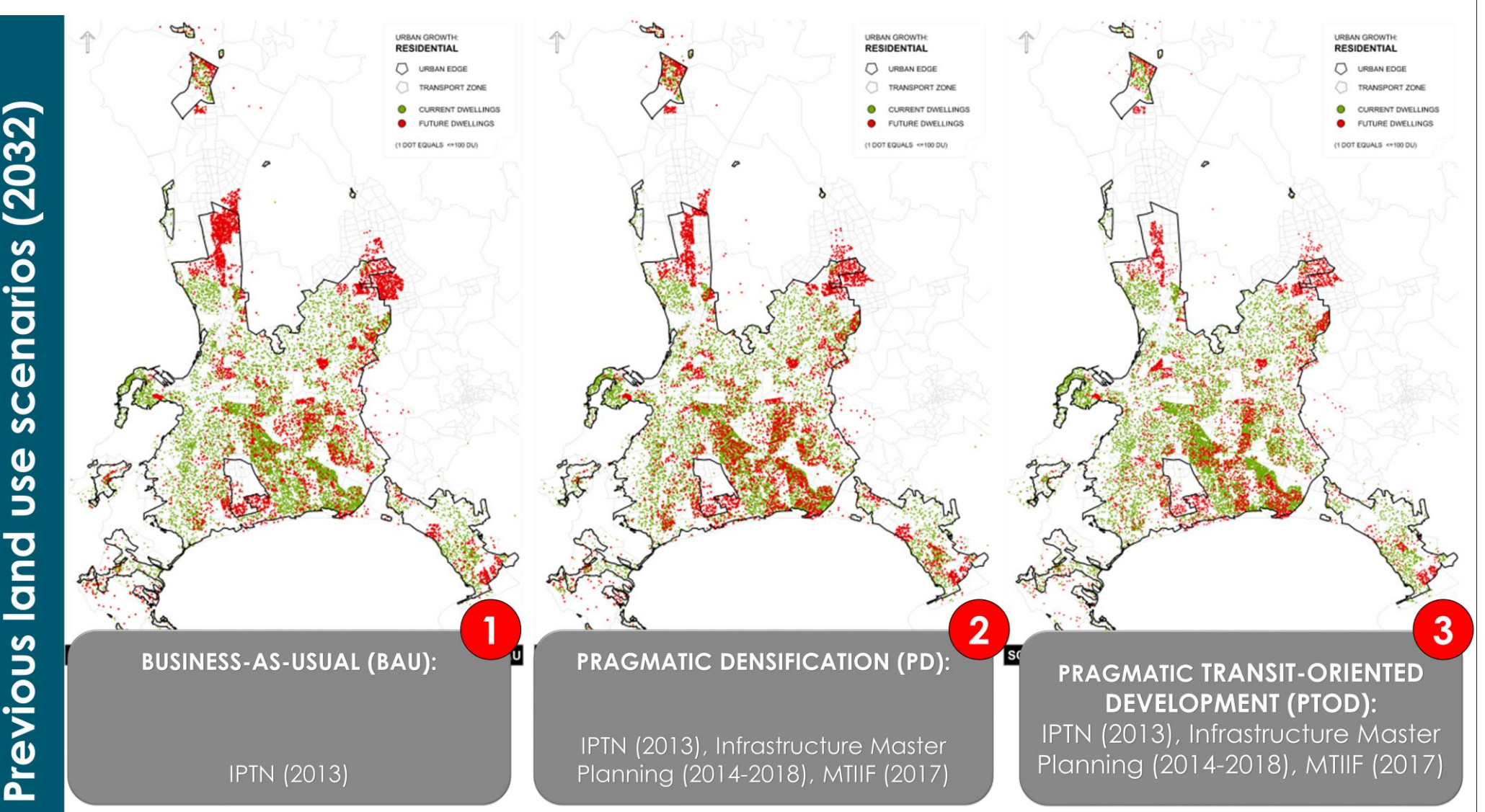
Land Use Modeling in 2015-2017 Three (3) medium term scenarios

- ❑ Spatial location of an estimated 500 000 new households
- ❑ Planning context: Transit Orientated Development (TOD) was a key strategy of the Transport and Development Authority (Directorate Spatial Planning combined with Directorate Transport Planning)
- ❑ Estimates informed bulk engineering planning (Medium Term Infrastructure Investment Framework)
- ❑ Short term focus remained infill, densification and retrofitting spatial structure (inward growth)

Principles:

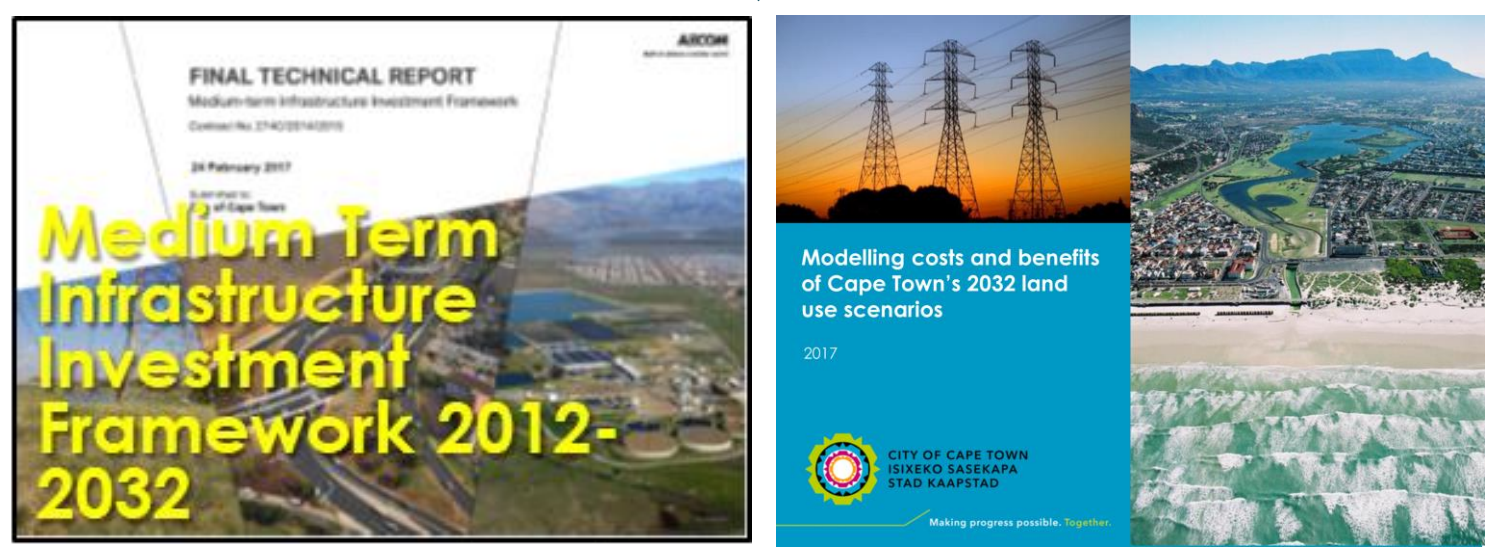
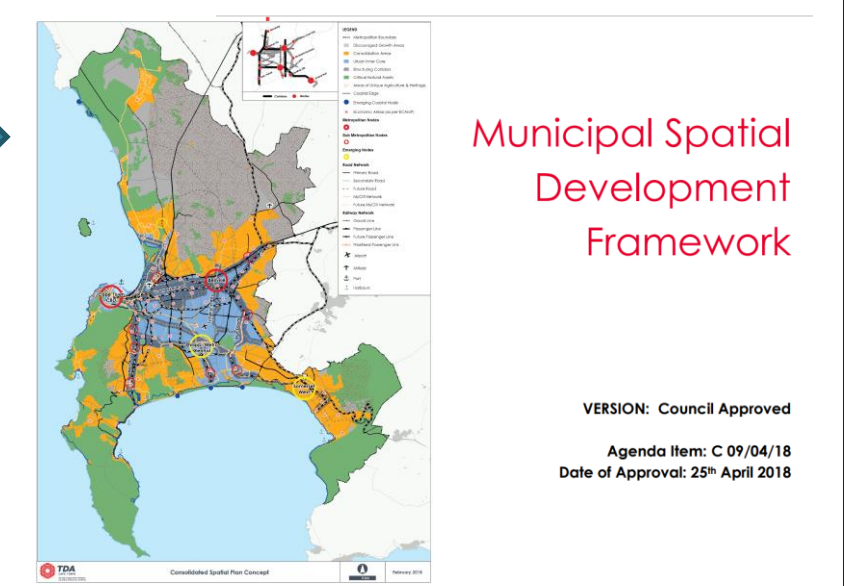
- Optimise land uses surrounding an integrated urban mobility network
- Protect biodiversity, high potential agricultural areas and significant landscapes
- Optimise existing bulk infrastructure networks and service catchments

Between 2012 and 2032:



Outcomes:

- Updated Municipal Spatial Development Framework (2018)
- Baseline (geo-spatial location of residential units and gross lettable area for all non-residential land uses)
- Growth estimates informed Medium Term Infrastructure Investment Framework (including cost comparisons of different scenarios)



2017-2018 for three (3) TOD scenarios, calculated base year capacity shortfalls and future estimates for all engineering networks (water, sewer, electricity, waste, roads, public transport, stormwater)