



WELCOME TO THE URBAN PLANNING & DESIGN CONFERENCE

“A City Reimagined – Managing growth together.”



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

27 JUNE 2026

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Pete Ahmad

Programme Coordinator

- *Executive Masters in Cities (London school of Economics, 2022)*
- *Talking Transformation Podcast*
- *Toastmasters International Area Director (2025/26)*
- *Council member - SACPLAN*

Pete is an independent city planner and strategist with nearly 30 years of executive and professional experience advancing metropolitan, provincial and national priorities in South Africa. His work bridges policy, strategy, and implementation, helping governments, corporates, and NGOs design innovative, transversal processes that unlock inclusive urban transformation.



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Programme:

Session 1 & 2

1. Opening & Welcome
2. Introduction & Purpose
3. Keynote address
4. Ice Breaker
5. Presentations:
 - City Growth: Risks and Opportunities to Consider
 - Creating Space for future communities: Growing together
6. Q&A Session + Activity 1
7. Body Break: 10:20am

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Programme:

Session 3, 4 & 5

1. Presentations:

- Urban Design Policy
- Projects & Guidelines (Urban Infill)
- Quality Public Places – Public Places to support density
- The End of Densification. Long Live Densification

2. Q&A Session + Activity 2

3. Lunch - 12:00

4. Panel Discussion + “Open Mic” Session

5. Summary of the Day & Key Take Aways

6. Next Steps

7. Votes of Thanks & Closure



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Opening & Welcome

Pete Ahmad



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**City of Cape Town Spatial
Planning Portal**

#SpatialPlanning
#Re-ImagineCPT
#LongLivePlanning

ENGAGE | RESPECT | PARTICIPATE | ENJOY



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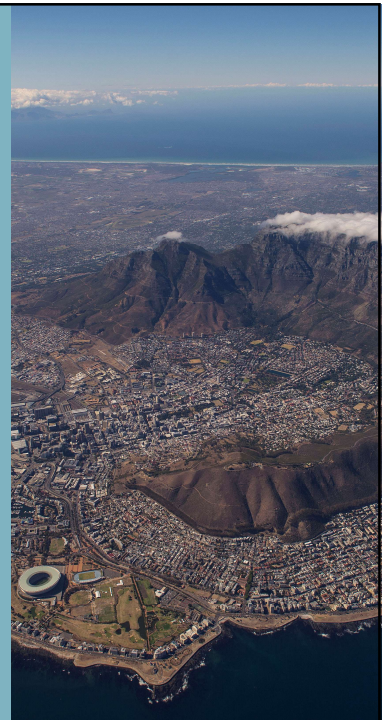
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Introduction & Purpose

Rob McGaffin



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Keynote Address

Deputy Mayor, Ald. Eddie Andrews







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UPD CONFERENCE



CAPE TOWN IS GROWING.

ARE OUR SYSTEMS
GROWING WITH IT?

Growth is inevitable.

Managed growth is a choice.

HOUSING

INFRASTRUCTURE

TRANSPORT

APPROVALS

AFFORDABILITY

Housing. Infrastructure. Transport. Approvals. Affordability.
These are not separate pressures — they are one urban system.

Managing growth is no longer a future challenge.

It is the work of government, developers and communities now.



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URBAN PLANNING AND DESIGN CONFERENCE

THE PRESSURE IN NUMBERS



POPULATION

**4.77
MILLION**

Cape Town residents in 2022

+27.6% since 2011



HOUSING

22,970–27,980

annual housing
opportunity shortfall



estimated 2018–2028



TRANSPORT

UP TO 43.1%

of monthly
household income



for low-income
public transport users



HOUSEHOLD PRESSURE

76%

of households earn
R22,000 or less / month



Cape Town affordability
benchmark

DEPUTY MAYOR **EDDIE ANDREWS**

Sources: Stats SA Census 2022; City of Cape Town Integrated Human Settlements Sector Plan; City of Cape Town district planning documents.



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QUESTION 1

LEGISLATIVE FRAMEWORKS WE COMPLY WITH

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UPD CONFERENCE

QUESTION 1

LEGISLATIVE FRAMEWORKS WE COMPLY WITH

Key planning and regulatory considerations



MSDF

Spatial policy direction



EMF

Environmental framework



HERITAGE

Cultural and place protection



PUBLIC PARTICIPATION

Community input and notice



OVERLAY ZONES

Additional development controls

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QUESTION 2

What is the City's infrastructure plan?



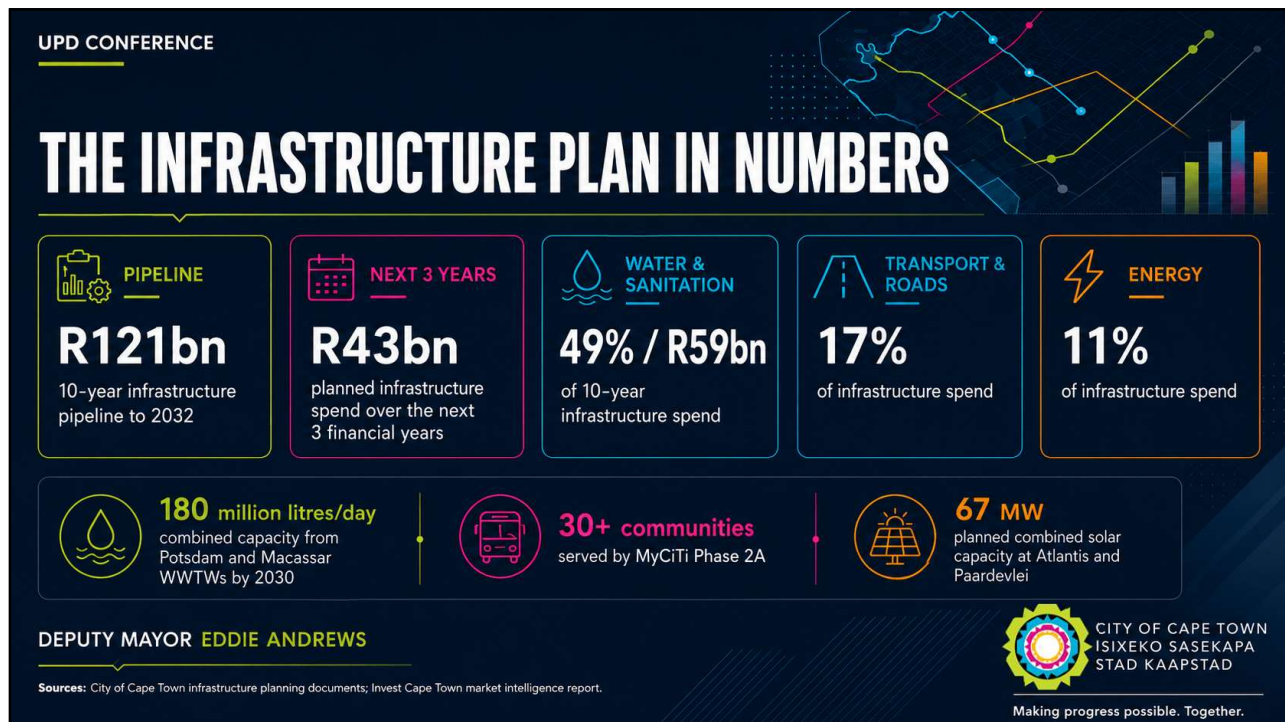
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QUESTION 3

AFFORDABILITY, COMMUNITY TRUST AND SPATIAL INEQUALITY

AND SPATIAL INEQUALITY

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UPD 2026 CONFERENCE

NOT EVERYONE'S 24 HOURS ARE EQUAL.

For some, the day begins long before the city wakes up.

A worker waking at 04:30 to clock in at 07:30 is not just facing a transport problem. She is living the cost of how the city is structured.

04:30 AM
I wake up because traffic is bad.

07:25 AM
Toolbox talk. The day finally starts.

3 HOURS
before clocking in

TIME LOST
before the workday even begins

THE QUESTION IS:
HOW DOES DEVELOPMENT MAKE DAILY LIFE EASIER?

Closer housing. Better transport. More time. More access. More dignity.

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PRESENTATION 1:
City Growth: Risks & Opportunities to Consider
Nigel Titus

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Purpose of the Presentation

To illustrate the challenges (risks) and opportunities that need to be considered in managing city growth in Cape Town

i.e. the challenges and opportunities that we face and that influence how Cape Town spatial planning responds to urbanisation (more people moving into cities).



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Why Cities and What is the Objective of City Growth Management

Why Cities?

PEOPLE their ACTIVITIES and PLACES

Places (spaces/ land uses) to accommodate and address the needs of concentrations (communities) of people:

- **Live** (stay): **Residential**
- **Work** (shop, learn): **Employment**
- **Play** (culture, sport, etc): **Facilities**



Why city growth management?

HOW these NEEDS are BEST ACCOMMODATED in SPACE



What should happen where on the land.

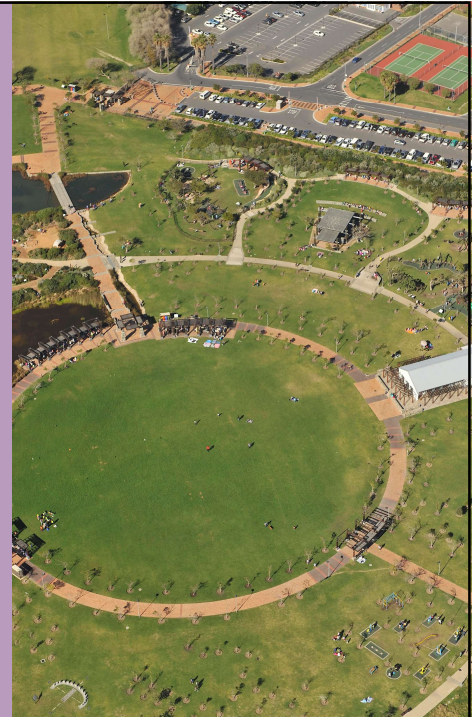
Guidelines and projects to achieve the planned outcomes.

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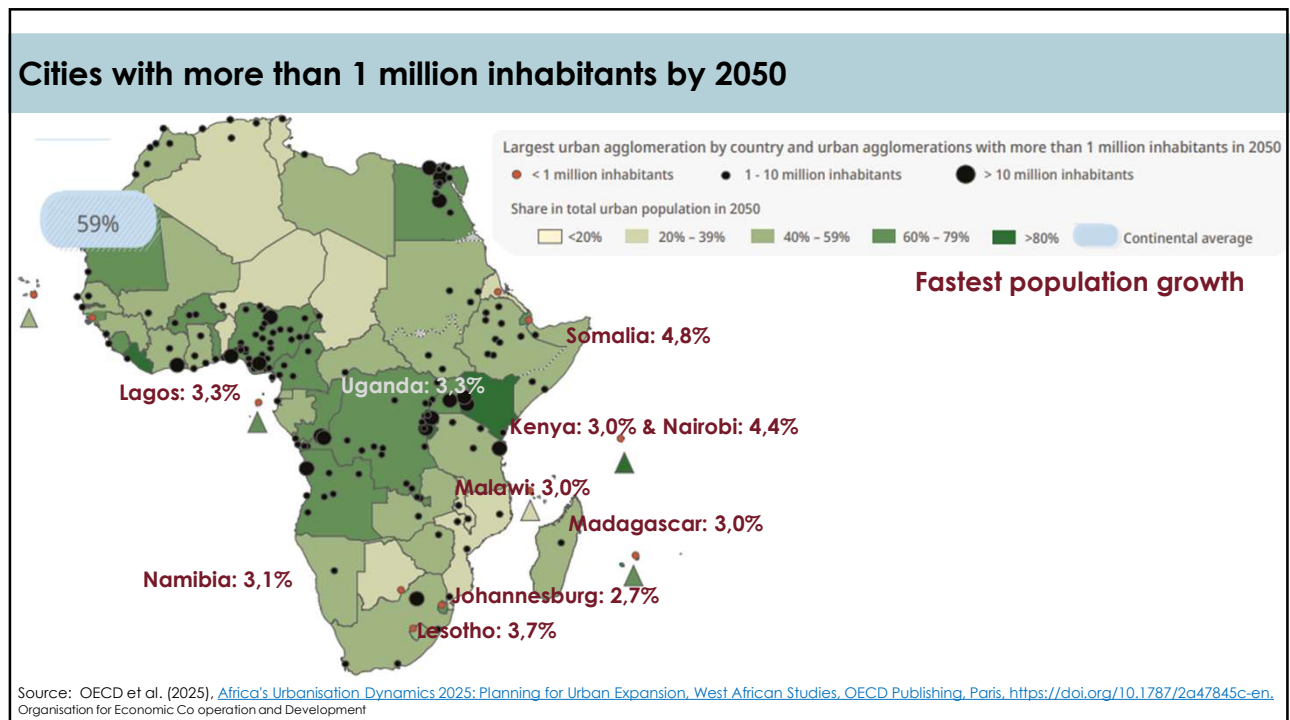
“What influences city growth management choices?”



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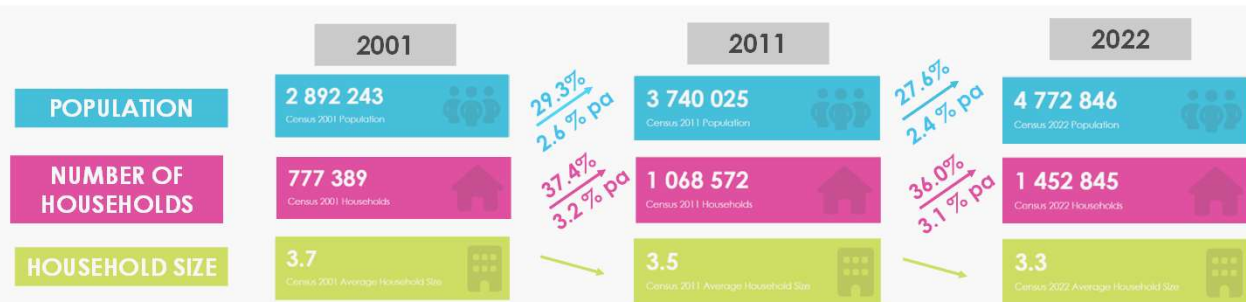


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Need to accommodate the growth in the population → live, work, play ...

Population Growth = **Natural growth** (families expanding) + **Migration** to Cape Town
Migration = **"Semigration"** (from rural areas and South Africa) + **"Immigration"** (from other countries)

Population and household growth (2001-2022)



1. Population growth is driven mainly by our natural growth;
2. Household growth is faster than population growth;
3. Household sizes (ave.) are becoming smaller – changing needs of households;

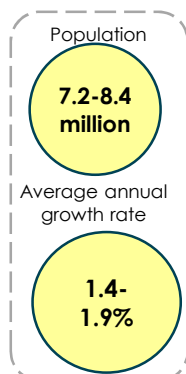
Source: City of Cape Town
 Population Growth Report to
 2050; and Residential Growth
 Estimates Report (2025)

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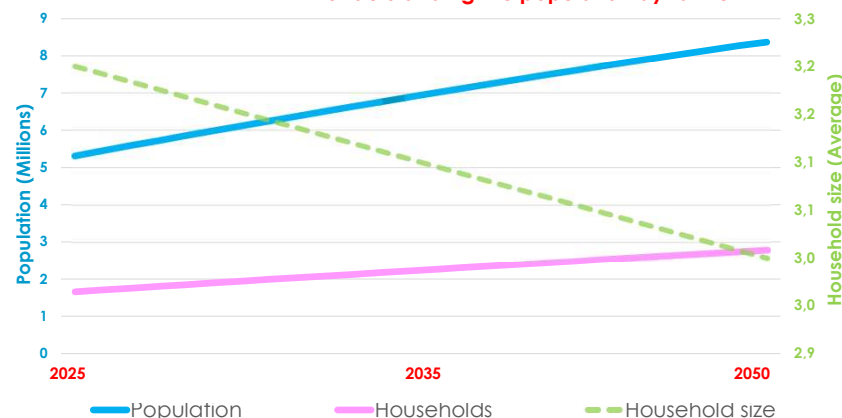
Need to accommodate the growth in the population (Estimates)

Estimating: Cape Town population growth estimates (2050)

Medium-High growth



Understanding the population dynamic



By 2050:

1. Population: between 7 and 8 million (10m?);
2. No of Household: 3million
3. How much land will be needed for live, work and play – where?



Source: City of Cape Town
 Population Growth Report to
 2050; and Residential Growth
 Estimates Report (2025)

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What we need to accommodate (previous land use model - LUM)



By 2040 (new LUM will go to 2050):

1. Based on existing and possible future growth trends;
2. Number of households includes backlog and population growth;
3. Where can these be accommodated in Cape Town?

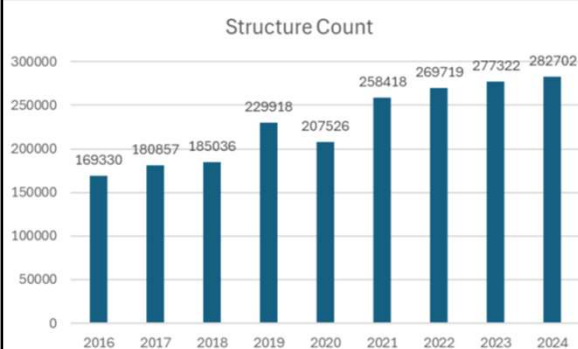
Source: City of Cape Town
Population Growth Report to
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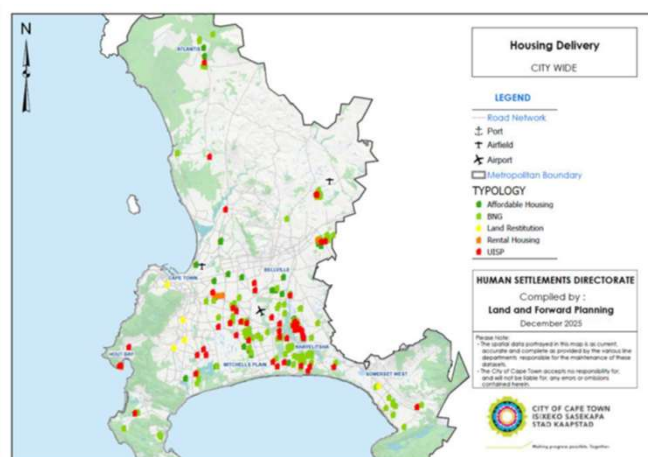
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Housing Need vs Delivery



Growth in number of informal structures for the period 2013/14 to 2024/25



Housing delivery 2011 to 2025

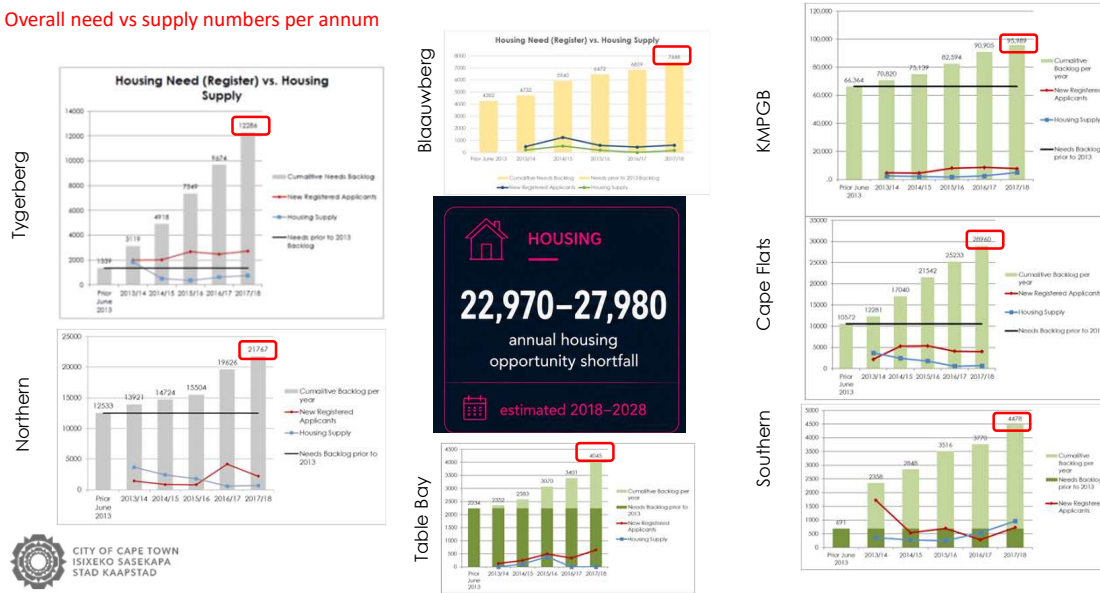


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Housing Need vs Delivery per year per district

Overall need vs supply numbers per annum



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Land invasions

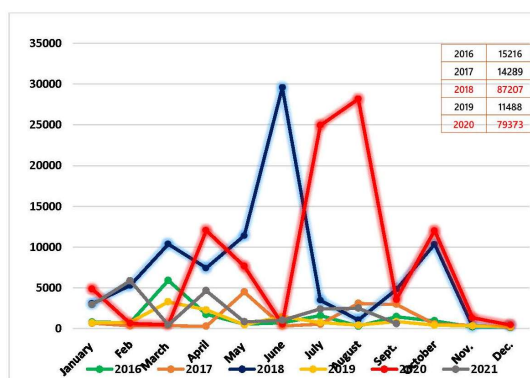
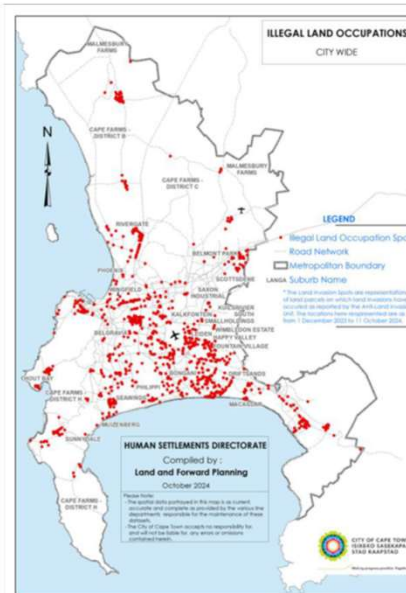


Figure 11: Unlawful land occupation trends, 2016 to 2020

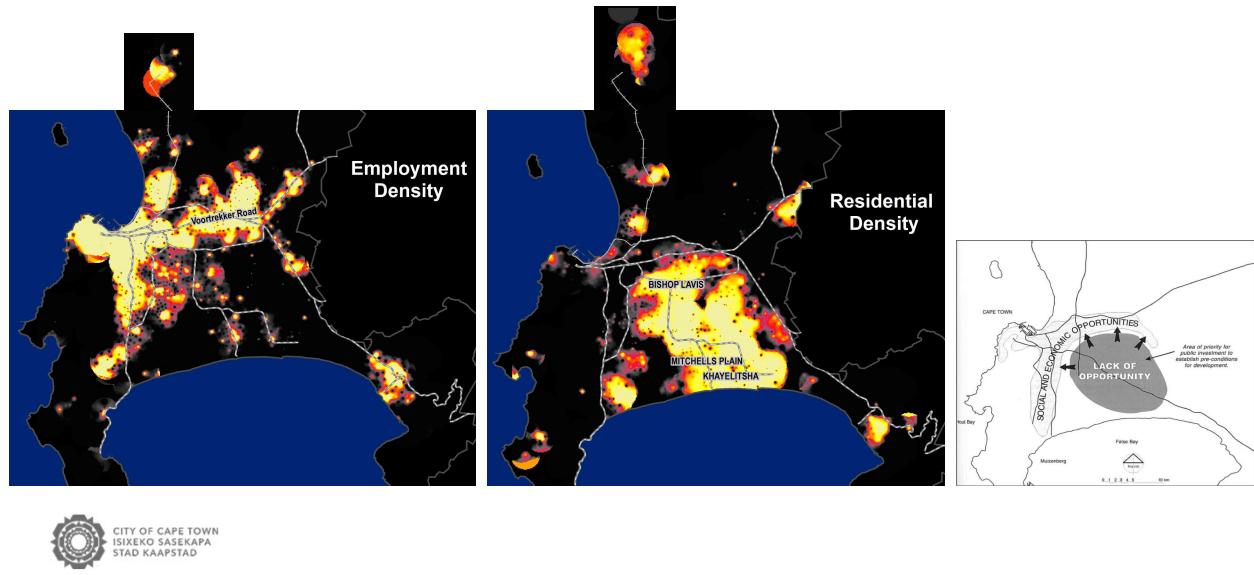
Land Owner	2020 Ha	%	HA 2018	%
COCT	241.4671	71%	232.8559	73%
Private	52.6623	16%	52.6623	16%
Province	3.0555	1%	1.3267	0%
SoE (Transnet & PRASA)	41.5581	12%	34.3537	11%
Total	338.743	100%	321.1987	100%

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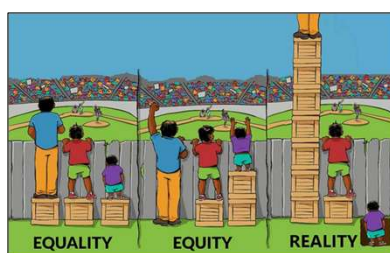
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Historical inequitable spatial structure

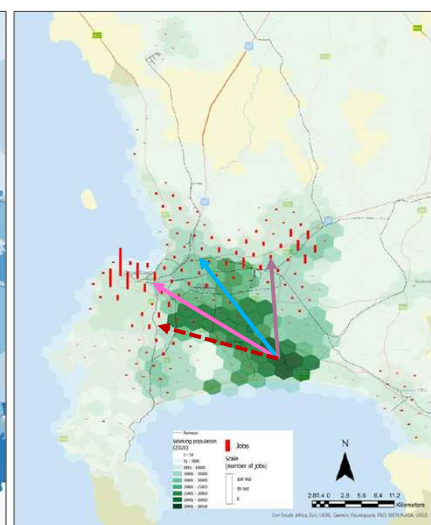
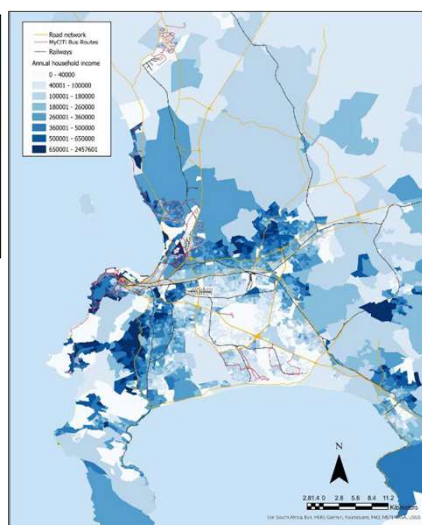


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Historical inequitable spatial structure: the need for transport



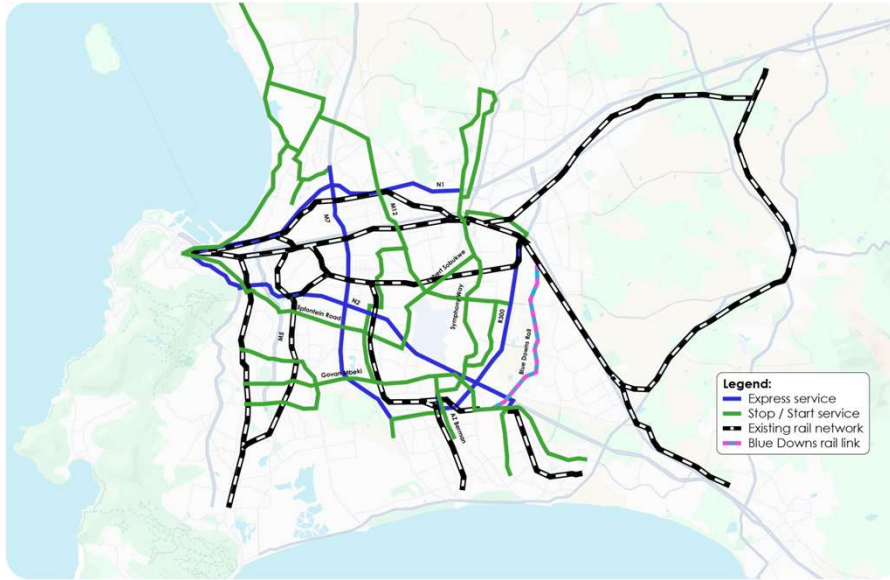
Poorer people far from opportunity areas,
more on the periphery.
Setting up a need for more
travel to just survive
($\pm 40\%$ of low-income salaries &
time spent on transport)



All people enjoy equitable movement and access through a quality public transport system

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High demand services on emerging Low Regrets Investment Network

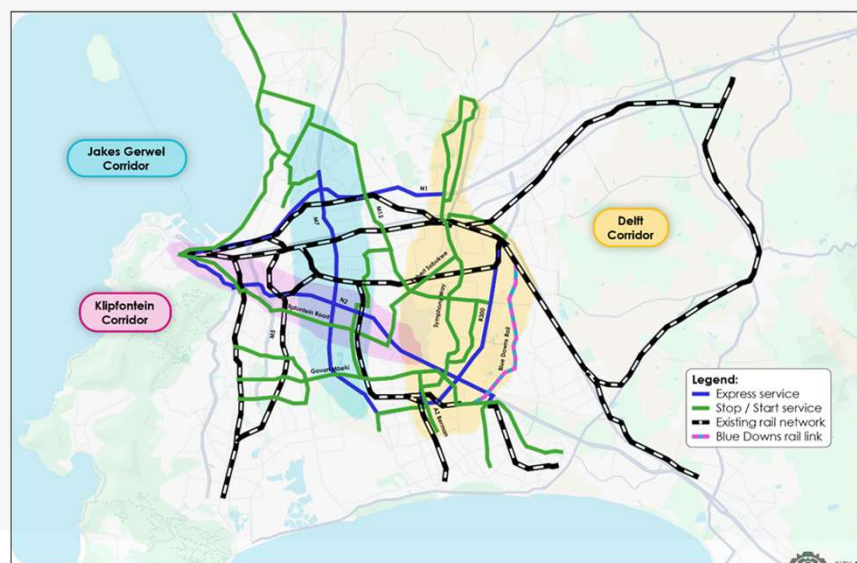


1. Congestion trends indicate that congestion will worsen without PT investment
2. Accessibility over mobility → Physical mobility, Land use proximity and Digital access
3. Rail reinforced as the backbone of PT
4. Minibus Taxi industry formal integration –
5. Incremental & adaptive delivery –move away from large once-off infrastructure towards modular, infrastructure-light improvements

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Three development corridors

- Corridors in line with **dominant travel desire lines originating in the MSE.**
- The **Delft Main** Road Corridor aligns with the Blue Downs / Symphony Way Development Corridor.
- The **Klipfontein Corridor** is part of the broader West-East / Southern Development Corridor.
- The **Jakes Gerwel Corridor** overlaps with both the former mentioned Corridors in the south-east and the Blaauwberg Corridor in the north-west.



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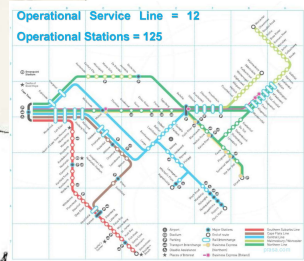
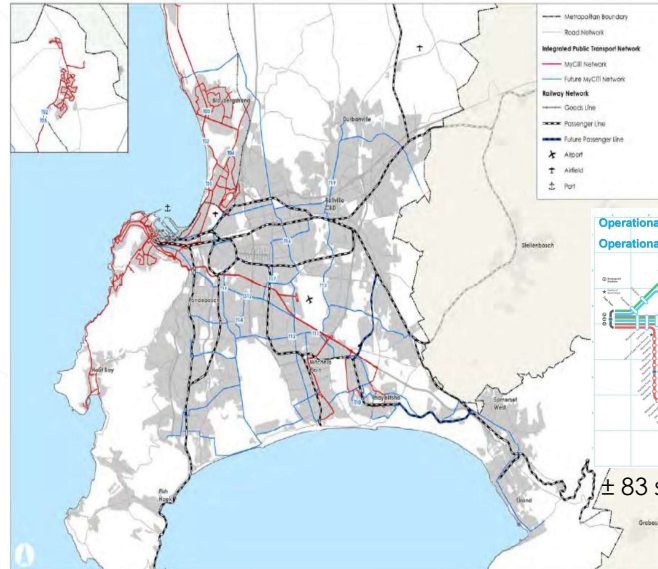
Transport opportunities: Rail



HISTORICAL CONTEXT

The Region runs the following services. From Cape Town to:

I.	Simon's Town	28
II.	Retreat via Athlone	11
III.	Kapteinsskip	7
IV.	Chris Hani	7
V.	Belville via Sarepta	7
VI.	Belville via Monte Vista	9
VII.	Kraaifontein	5
VIII.	Wellington	7
IX.	Strand	9
X.	Stellenbosch	5
XI.	Malmesbury	8
XII.	Worcester	14



± 83 stations in Cape Town

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Transport opportunities: Rail



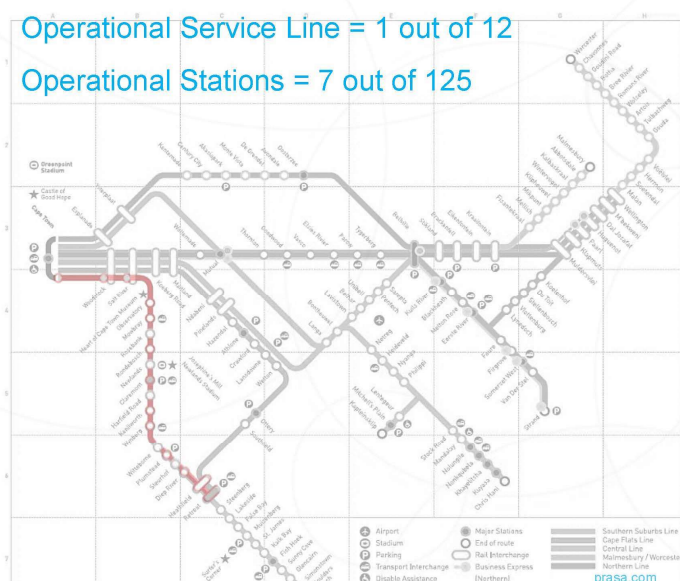
Our journey – the first step 07 July 2020

The Region runs the following services. From Cape Town to:

I.	Simon's Town	28 (7)
II.	Retreat via Athlone	11
III.	Kapteinsskip	7
IV.	Chris Hani	7
V.	Belville via Sarepta	7
VI.	Belville via Monte Vista	9
VII.	Kraaifontein	13
VIII.	Wellington	7
IX.	Strand	9
X.	Stellenbosch	5
XI.	Malmesbury	8
XII.	Worcester	14

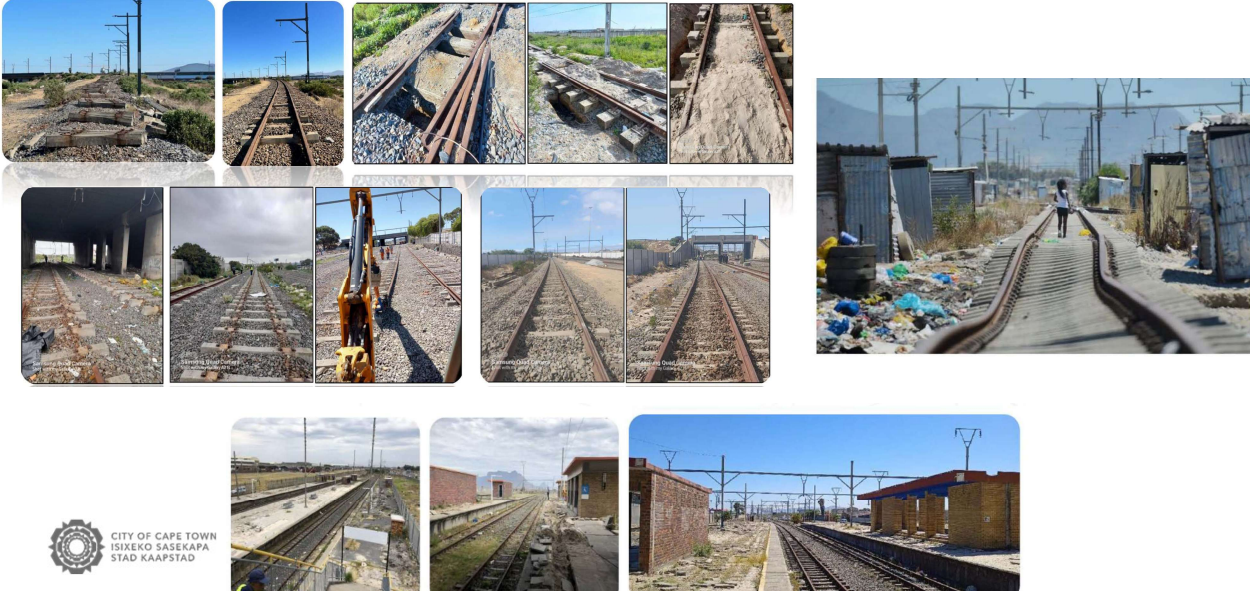
Operational Service Line = 1 out of 12

Operational Stations = 7 out of 125



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Transport opportunities: Rail (COVID shutdown and related vandalism)



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Transport opportunities: Rail – *±fully recovered, just signalling outstanding*



Our journey so far

1st April 2026

The Region runs the following services, From Cape Town to:

I.	Simon's Town	28	01:28:00
II.	Retreat via Athlone	11	00:40:00
III.	Kapteinsskip	7 (5)	00:51:00
IV.	Chris Hani	7	01:15:00
V.	Bellville via Sarepta	7 (6)	00:30:00
VI.	Monte Vista	9 (8)	00:55:00
VII.	Kraaifontein	13	01:15:00
VIII.	Wellington	7	02:36:00
IX.	Strand	9	01:50:00
X.	Stellenbosch	5 (4)	01:58:00
XI.	Malmesbury	8	02:30:00
XII.	Worcester	14	

Operational Service Lines = 11 out of 12

Operational Stations = 120 out of 125



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Economy: Unemployment



HOUSEHOLD PRESSURE

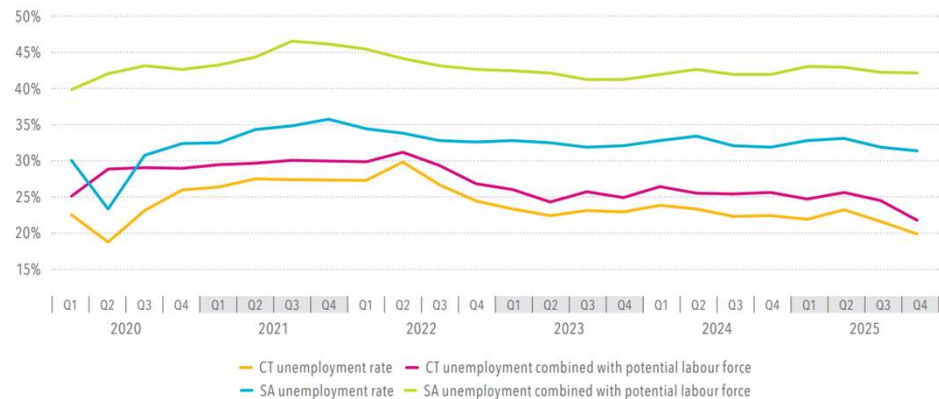
76%

of households earn
R22,000 or less / month



Cape Town affordability
benchmark

Unemployment² rates for South Africa and Cape Town, 2020 Q1 to 2025 Q4



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Source: Statistics South Africa, Quarterly Labour Force Survey, 2024 Quarter 4, February 2026.

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Economy: Property prices and affordability



Key Indicators

1. $\pm 75\%$ of CT households earn <R18 000/pm (Ndifuna Ukwazi: w-e Argus 31/08/2024)
2. Ave residential property prices R1 575 000 (Stats SA: 2021)
3. Gross of R18 000/m to service a R500 000 bond
4. Gross of R27 000/m to service a R750 000 bond (Hayley Ivins-Downes, Lightstone: w-e Argus 31/08/2024)
5. To afford an average house in CT you need to earn above R54 000
6. For max BNG subsidy, hhld income should be than R3500

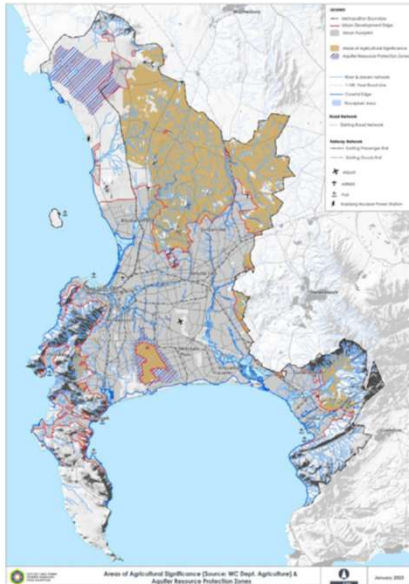
1. Cape Town one of most economically unequal cities in the world (i.e. big gap between the rich and poor) – how can our city structure (where people and land uses ad how much of those are located) help to reduce that?
2. Different housing typologies for different income groups and needs
3. **"Business as usual is no longer acceptable"**



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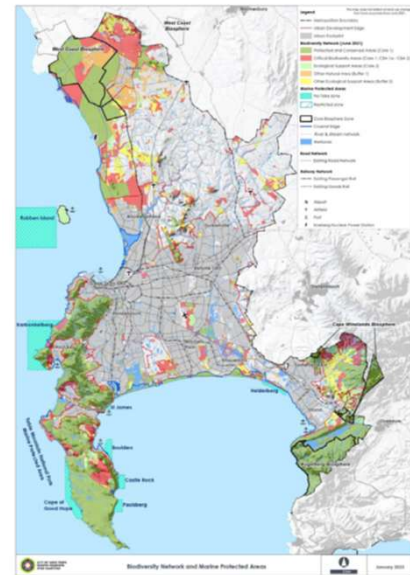
Environmental considerations: risks & opportunities



Aim: How to main a sustainable municipality

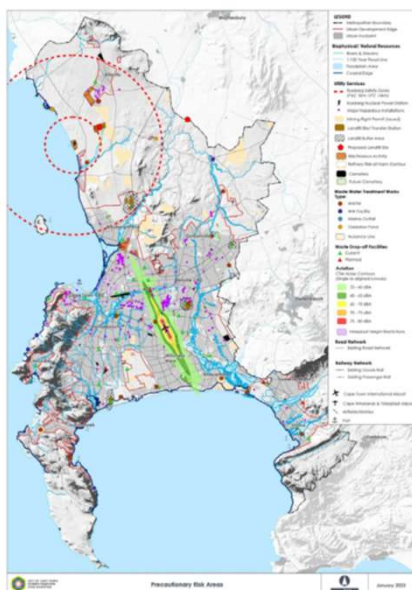
→ **Protect assets:**

1. Food and water security- aquifer protection zones, agricultural areas of significance.
2. Protecting and enhancing critical natural assets- irreplaceable biodiversity, protected areas, groundwater sources and urban waterways.



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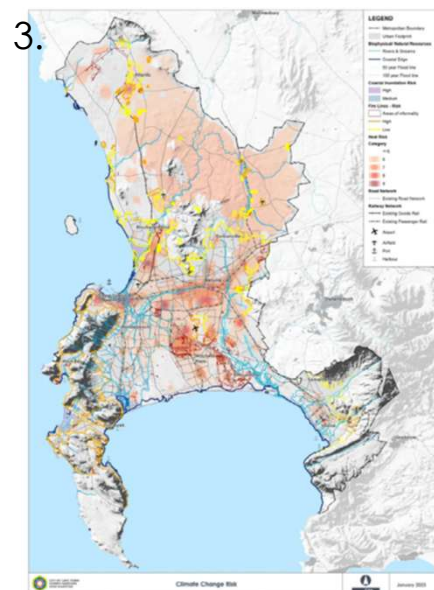
Environmental considerations: risks & opportunities



Aim: How to main a sustainable municipality

→ consider **Risks**

1. Urban activity e.g. Koeberg, Airport noise, refinery blast radius
2. Climate and coastal processes, flood risk zones, urban heat islands, wildfire risk zones, etc.



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on **heritage resources**
and **tourism/ place**
making assets:

- [illegible]

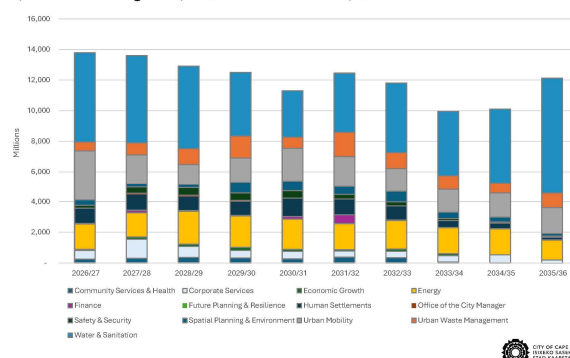
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Portfolio to support development, drive economic growth, maintain the asset base, and ensure resilience

Cape Town's infrastructure pipeline is dynamic and is constantly being reviewed for

- for suitability and affordability over a rolling 10- 15 year period.
- responding to projected need, not anticipated budget availability (i.e. affordability).

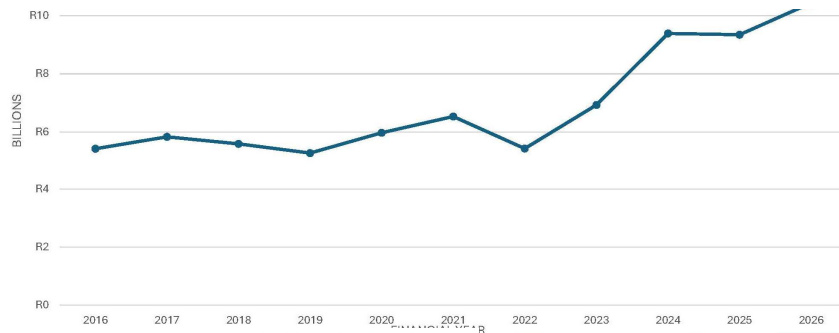


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Infrastructure Planning

Demonstrable track record and ramp up investment in new and refurbished infrastructure to overcome the capacity constraints



MyCiti Phase 2A



Potsdam WWTW Upgrade



Pipeline Replacements



Steenbras refurbishment



Road Network Rehabilitation



Atlantis solar PV plant



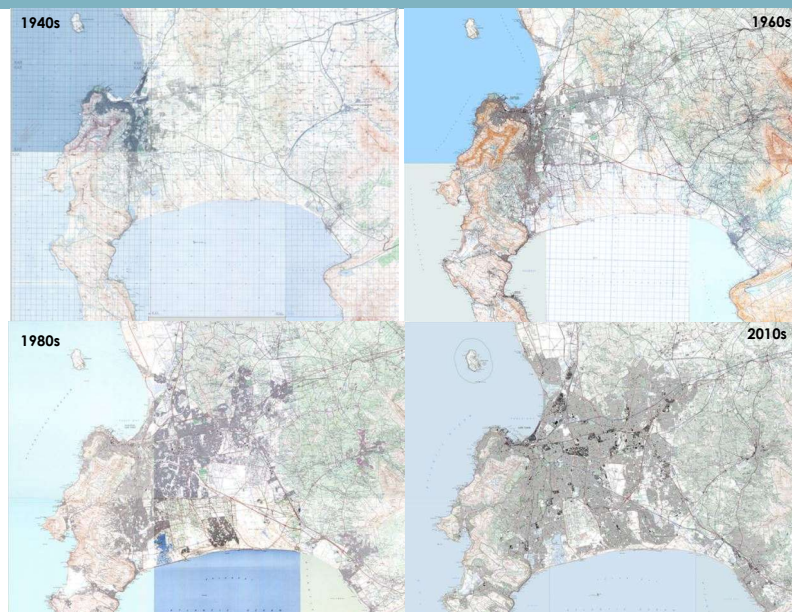
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Land take up and densities

If we continue to grow on the historical growth pattern of expansion and land take up at such low densities → we are likely to have a day zero for land and lose all our agriculture and sensitive natural areas

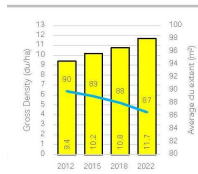
"Business as usual if thus no longer acceptable."



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Historic land take up and densities



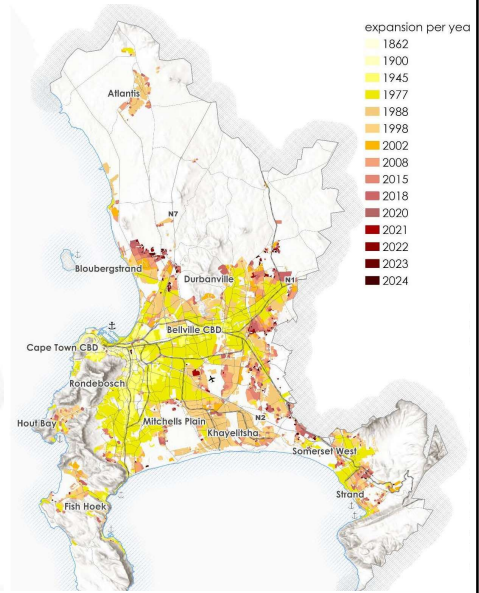
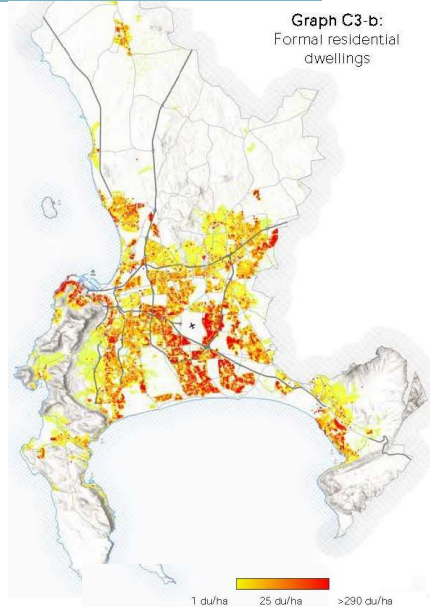
31% of land inside the Urban Development Edge remains undeveloped i.e. the land within the Urban Extent that is potentially developable as of 2024

Gross density is increasing gradually. From 2018 - 2022, formal gross density grew by 0.9 du/ha or 8,7%. Since 2012 the average annual increase in formal gross density has been approximately 2,4% per annum.



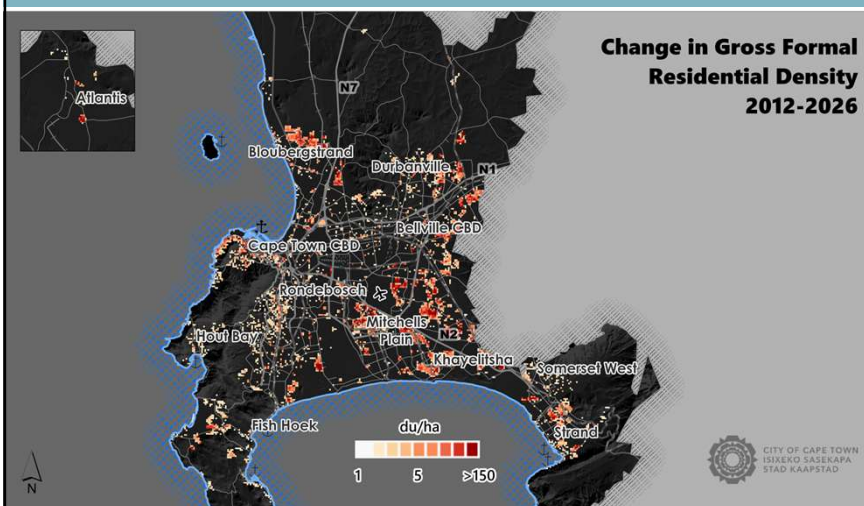
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Graph C3-b:
Formal residential dwellings



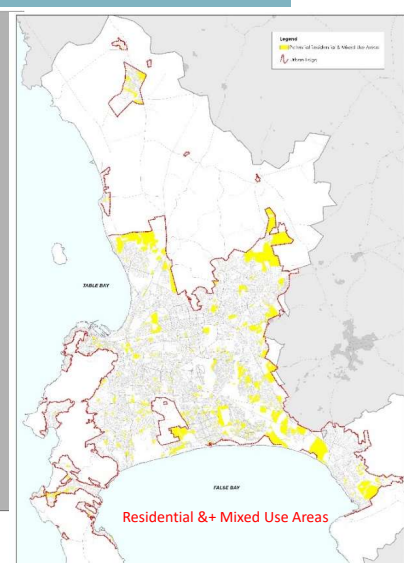
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Densities and potential land for development



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Densities too low to support sustainable, well functioning services,



Developable land for New Developments

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THANK YOU.



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PRESENTATION 2:
**Creating space for future
communities: Growing
together**
Annelise De Bruin



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CONTENT

Planning for Africa's urban expansion

Over the next three decades, Africa will experience an unprecedented increase in its urban population, doubling from 704 million to 1.4 billion people by 2050. It will become the continent with the second largest urban population after Asia (3.5 billion). OECD 2025

Part A: Overview of urbanisation in the African context

Part B: What is happening in Cape Town?

Part C: What is the City of Cape Town doing?

Part D: What should each one of us do?



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Africa's urban transition poses both an urgent challenge and an unparalleled opportunity. Proactive planning, effective governance and innovative financing strategies are essential to ensure that cities thrive. By acting now, Africa can manage urban growth in ways that promote sustainability, inclusiveness and resilience, setting the stage for a prosperous urban future.

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City growth cannot be limited.

It can at best be monitored on high level.

We try to model and direct the growth.

But we cannot control or stop the growth.

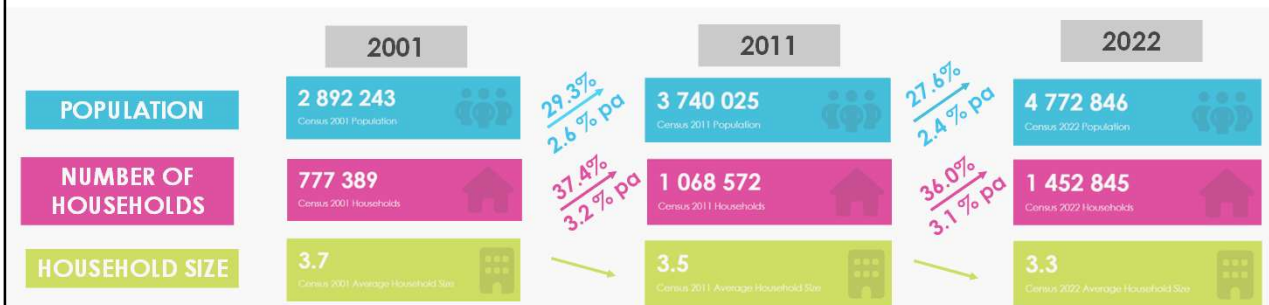
There is going to be urban growth, it has benefits and impacts.

The change in the built environment has many benefits.

What can WE do?

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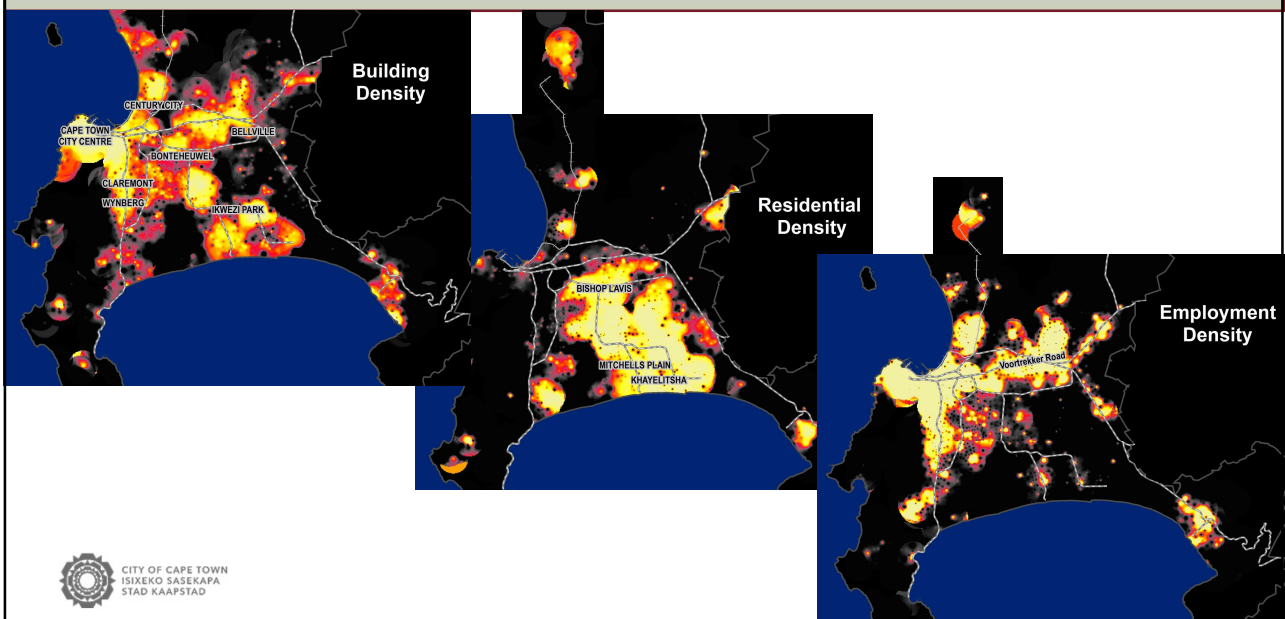
Track: Cape Town population and household growth (2001-2022)



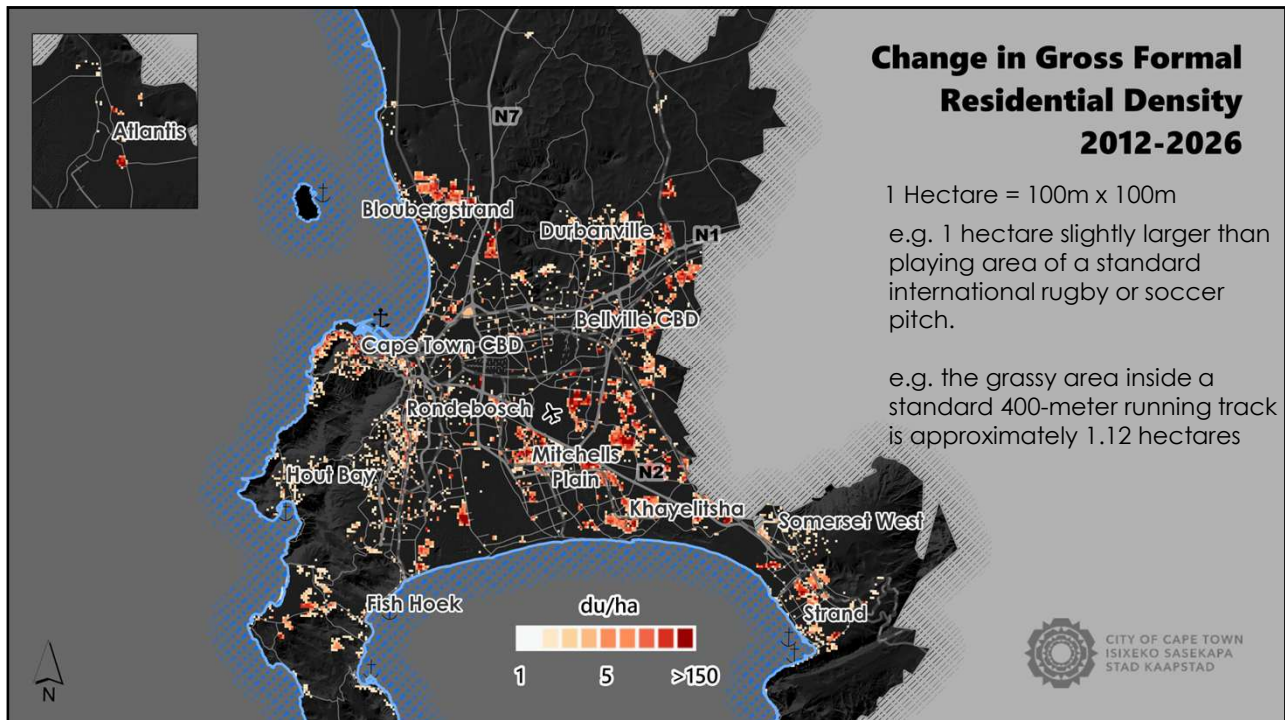
Source: StatsSA

54

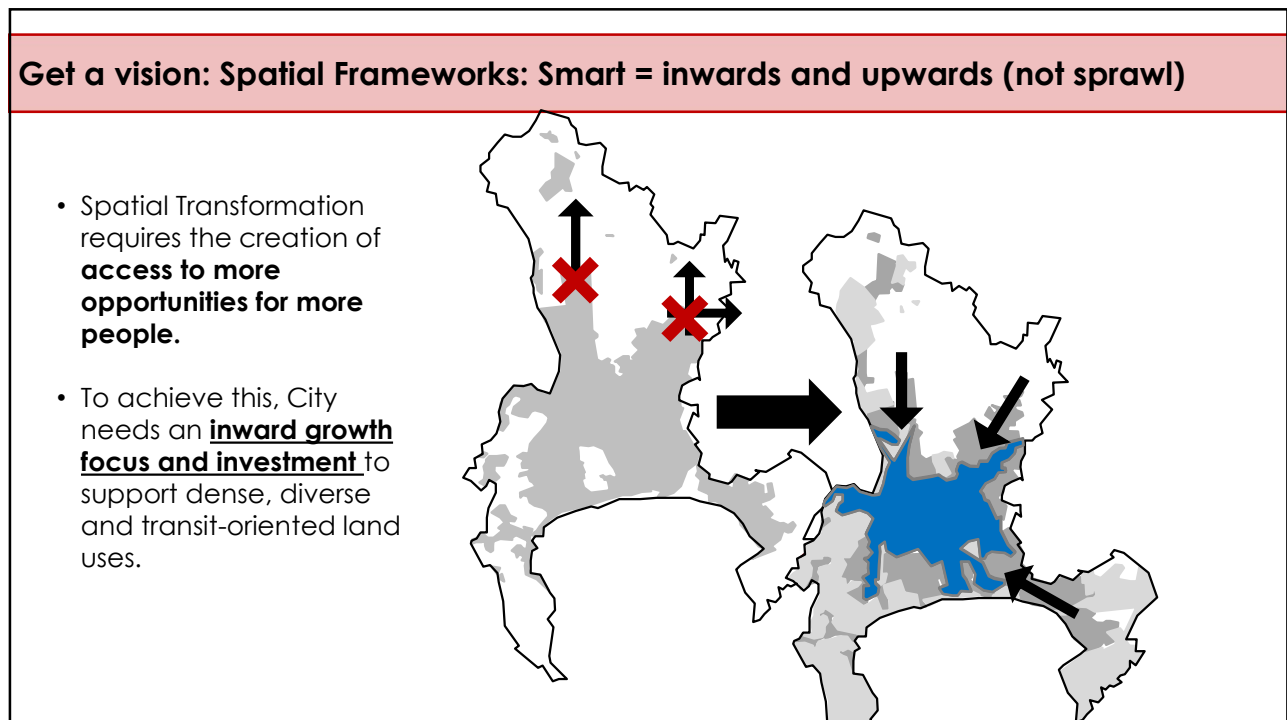
Acknowledge concerns: People stay far from job concentrations



56



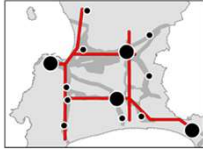
57



58

Vision of the 'blue turtle': A more inclusive and connected city

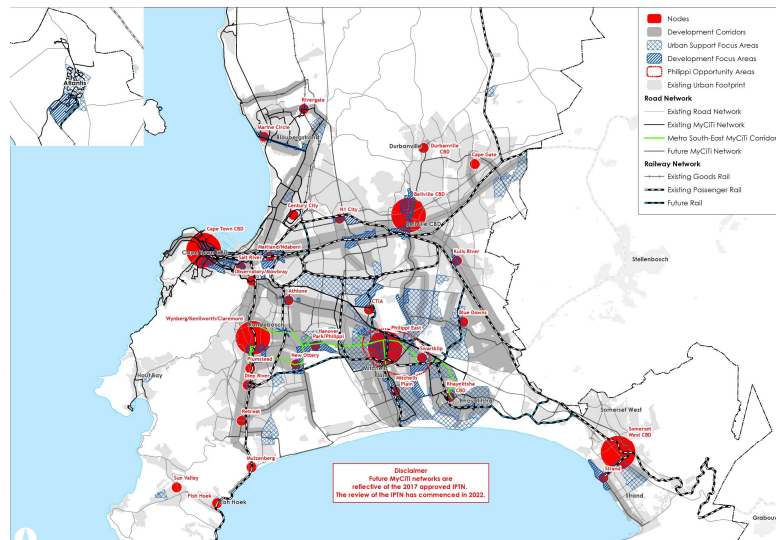
A series of trunk routes
(rail and MyCiti) – IPTN 2032



A focused investment rationale
within an urban core



A spatial hierarchy of economic nodes and intensification corridors
served by public transport to: improve mobility linkages, enhance future
jobs and accommodation options



59

Vision of the 'blue turtle': A more inclusive and connected city

UIC Urban Inner Core (larger than MPB-L ARF/ SSRU Prone area)

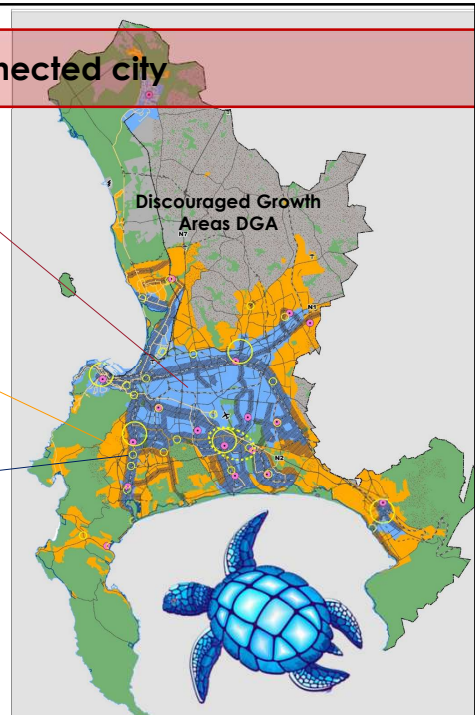
- High intensity + diversity = land use mix res & non-res land uses
- High residential & job density
- 'Subject' to engineering infrastructure but Development Charges payable

Growth & Consolidation Area GCA (orange):

- Incremental densification (2nd & 3rd dwelling units) + diversification of non-res in delineated nodes
- Subject to engineering infrastructure capacity but Development Charges payable

Nodes and Corridors (dark blue):

- Corridors and nodes:** Highest intensity + diversity = land use mix res & non-res land uses = highest residential & job density
- 'Subject' to engineering infrastructure capacity but Development Charges payable



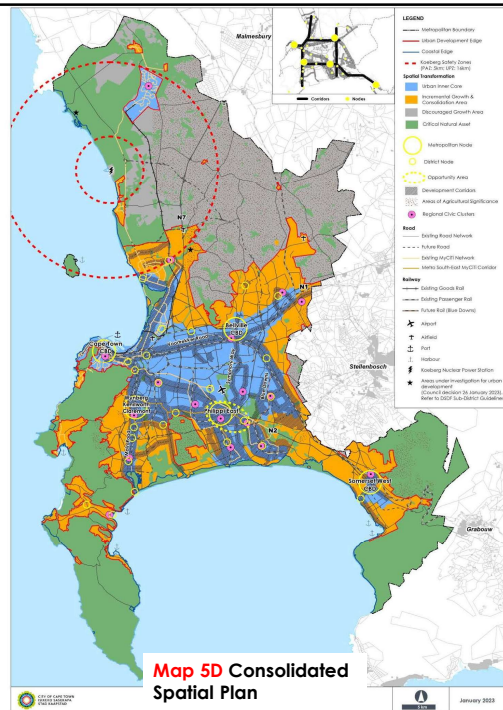
60

Build the vision for Cape Town

New SDF since 2018, reviewed in 2023.

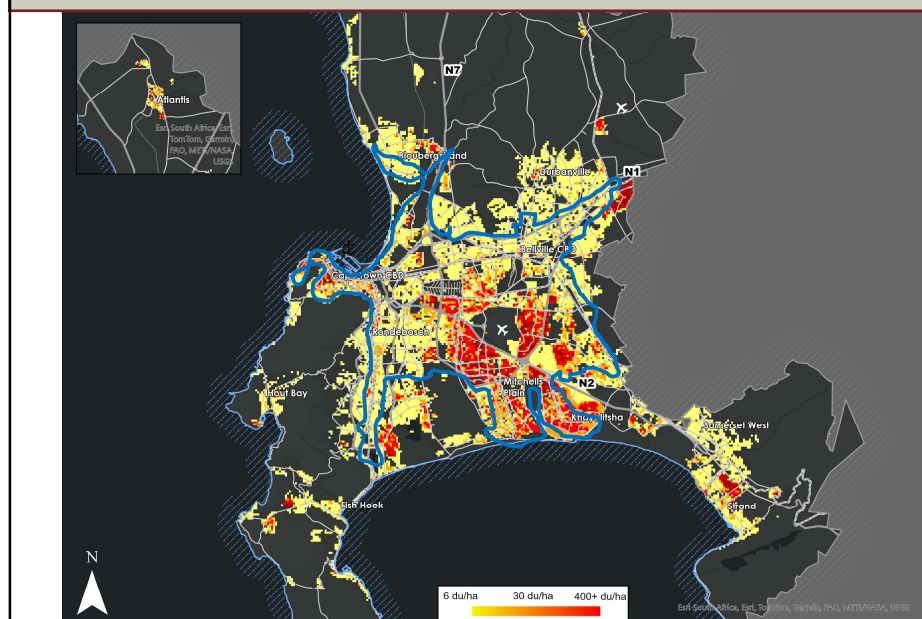
City's spatial logic based on an Urban Inner Core and key structuring corridors around trunk routes - remains unchanged.

1. Contain the growth to avoid lateral urban expansion;
2. Improved Access:
 - ❑ locate opportunities locally &
 - ❑ improve public transport to take people to opportunities;
3. Encourage mixed use and higher density development;
4. Balance conservation and development
5. Need to accommodate backlog and future growth (res. and non-res. uses);
6. Focus on informality and micro-development
7. Remove red tape: i.e. exemptions/ exclusions, incentives overlays



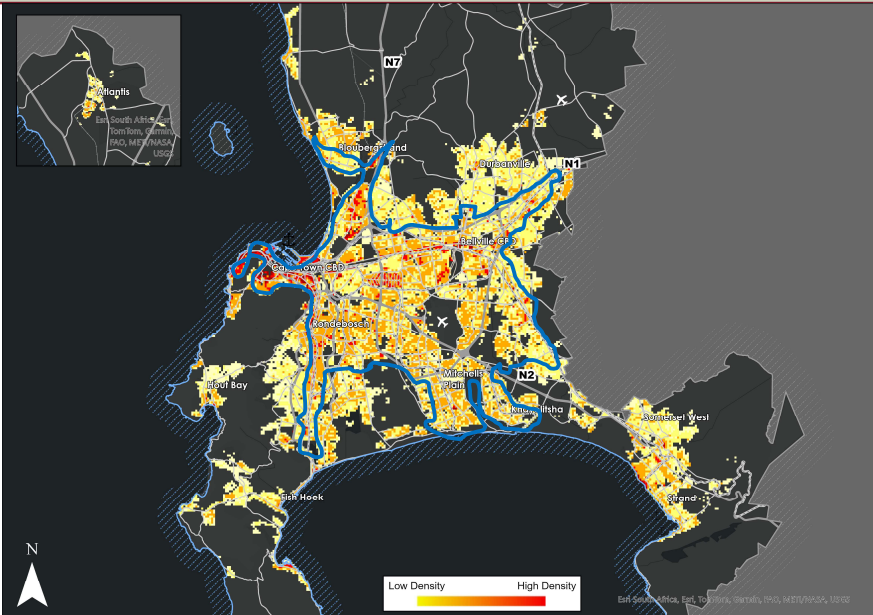
61

Acknowledge: Dwelling unit concentrations (2025)



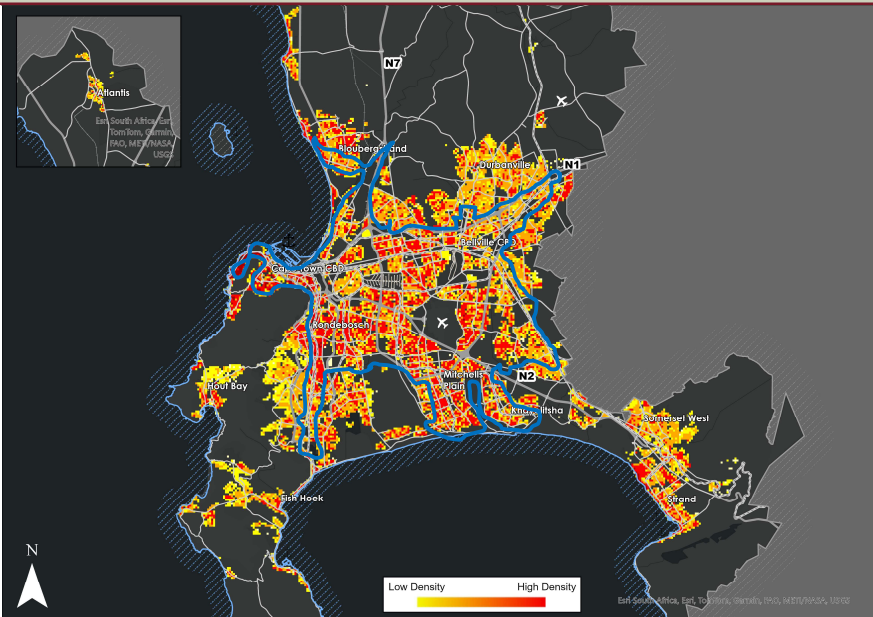
62

Acknowledge: Building concentrations (2025)



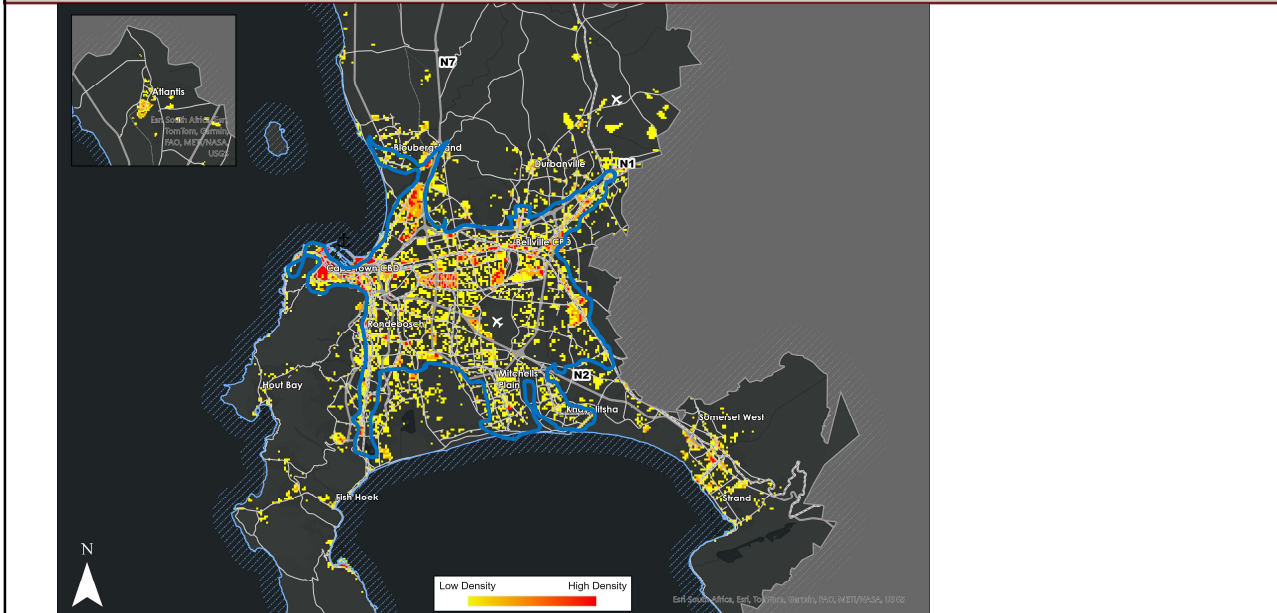
63

Acknowledge: Residential land uses (houses) concentrations (2025)



64

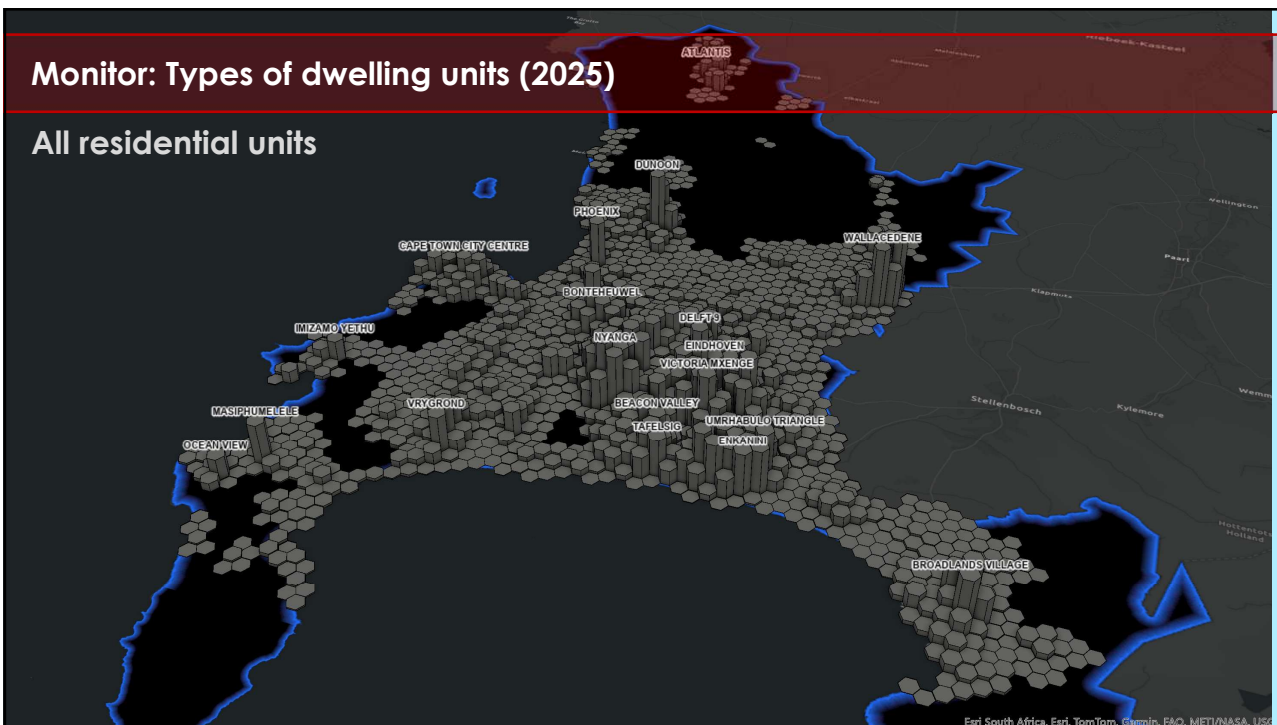
Acknowledge: Non-residential land uses (jobs) concentrations (2025)



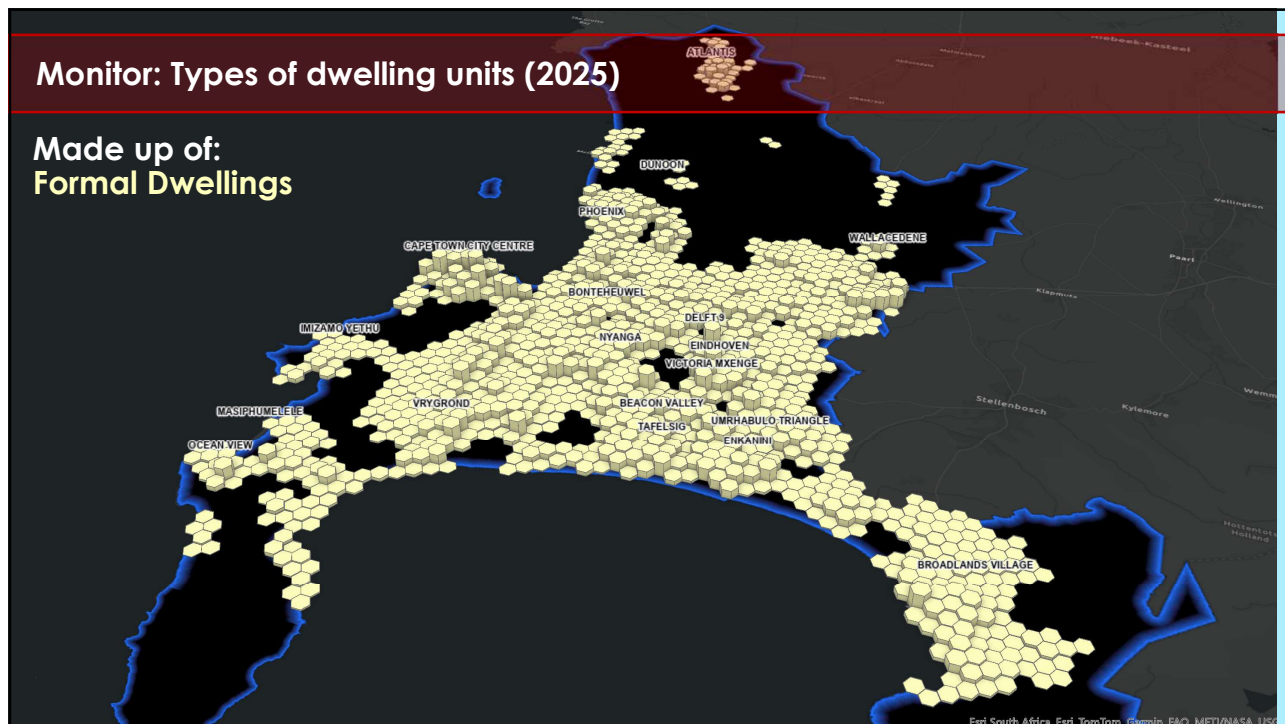
65

Monitor: Types of dwelling units (2025)

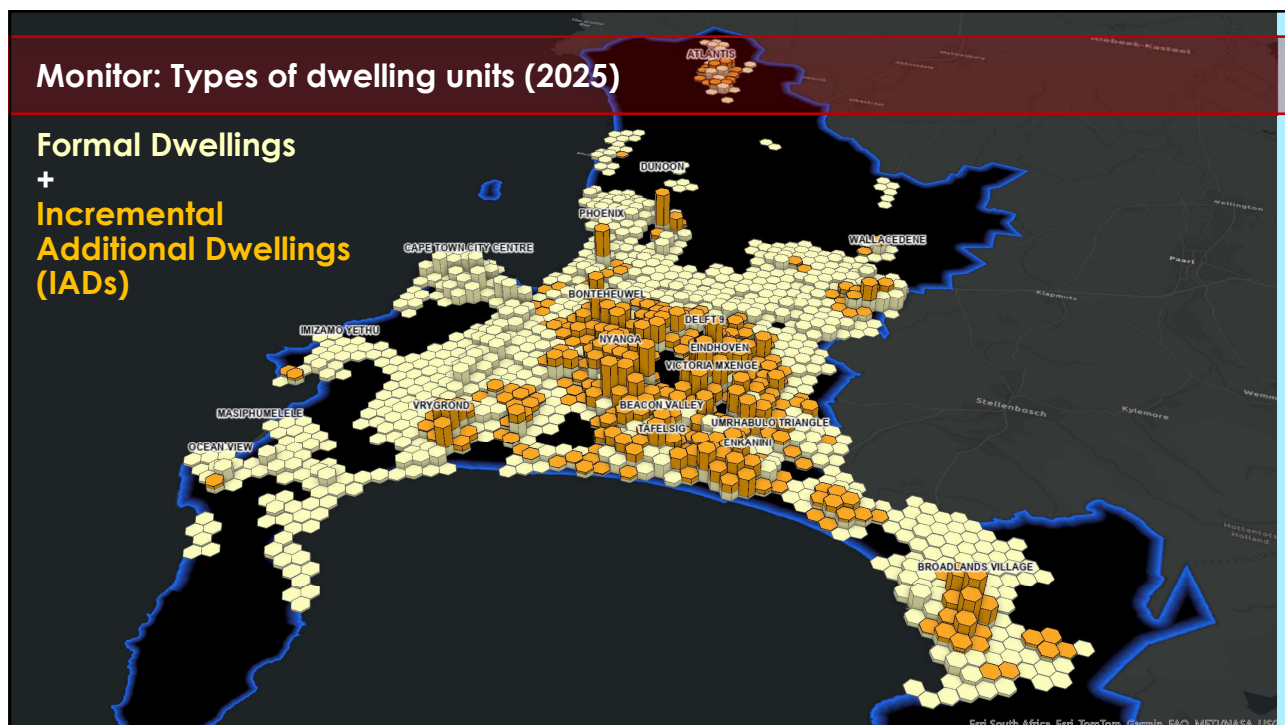
All residential units



66

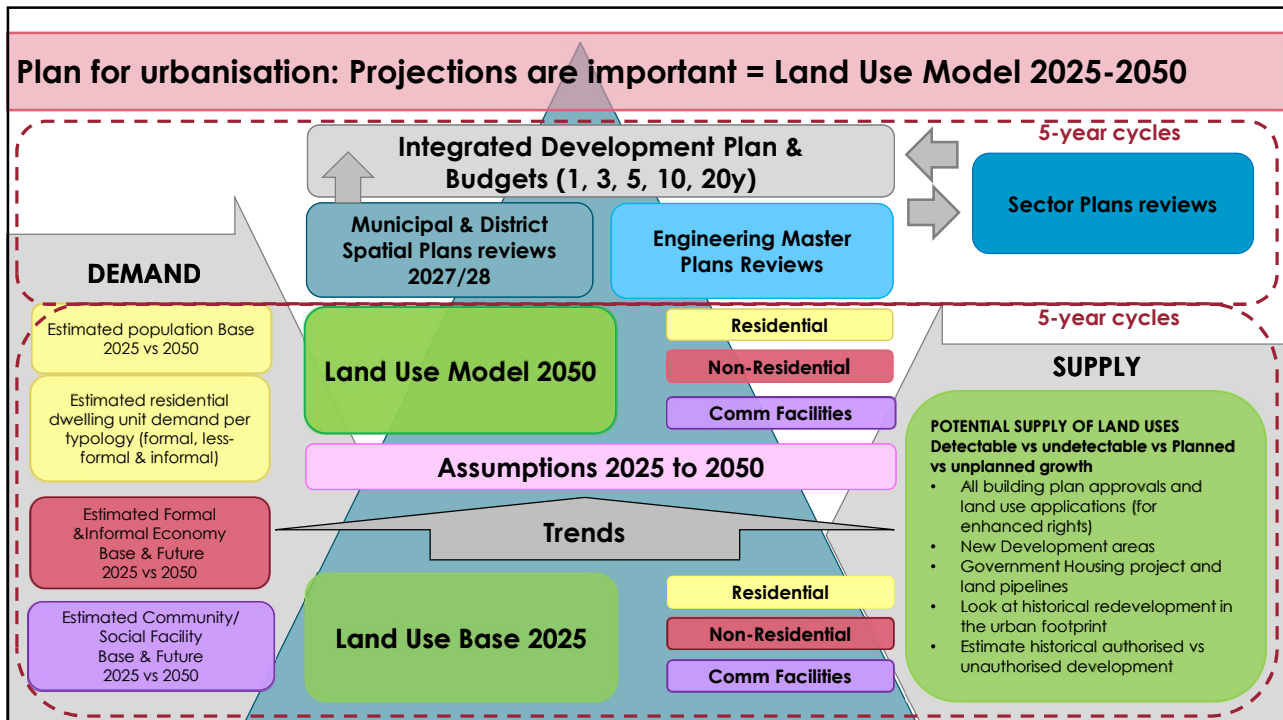


67

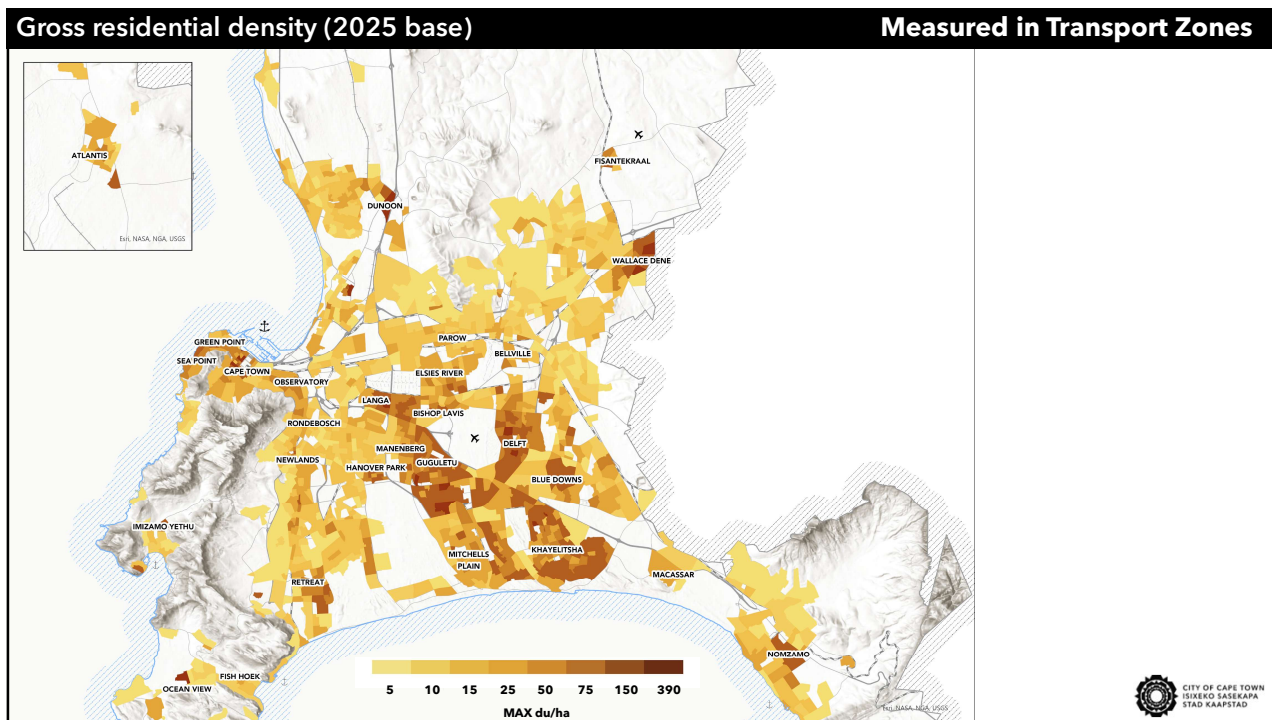


68





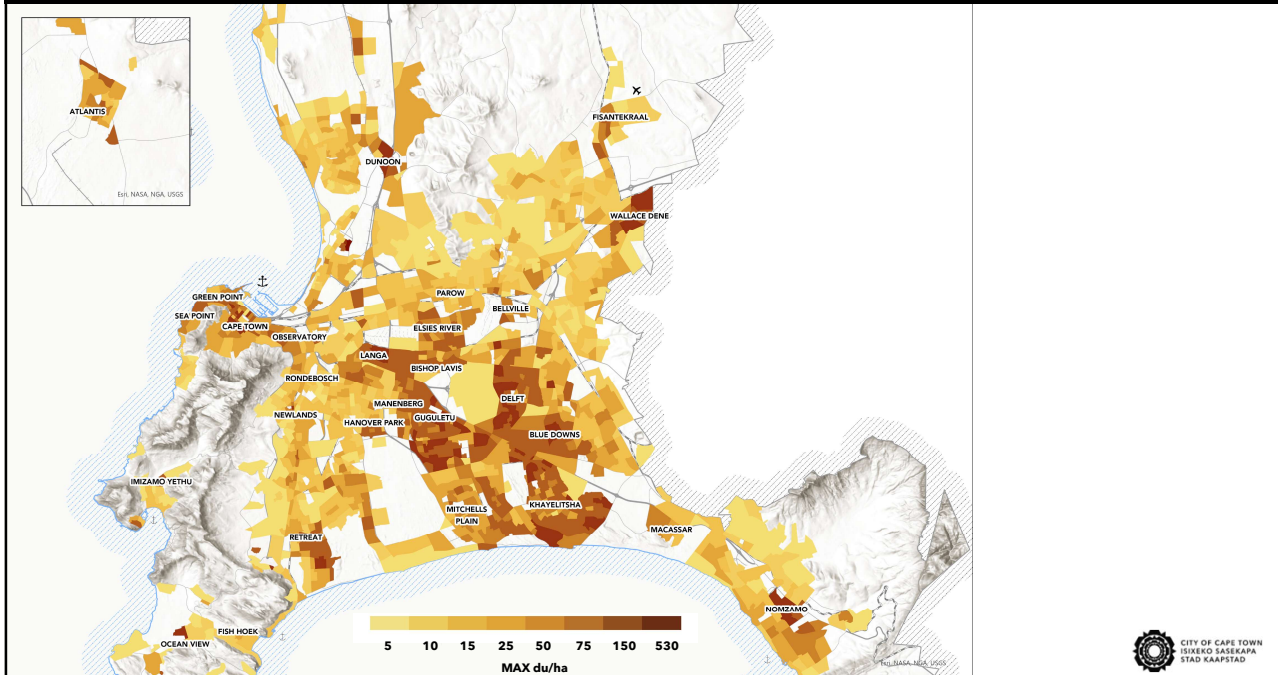
71



72

SC 2 Gross residential density 2050 (2025 Base + Additional)

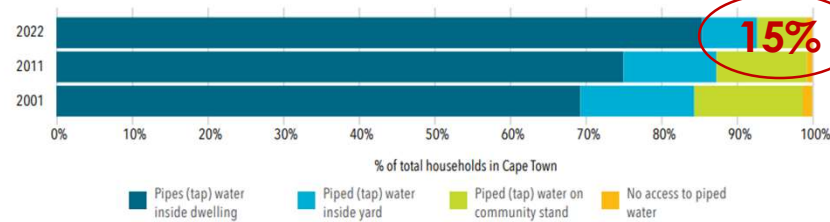
Measured in Transport Zones



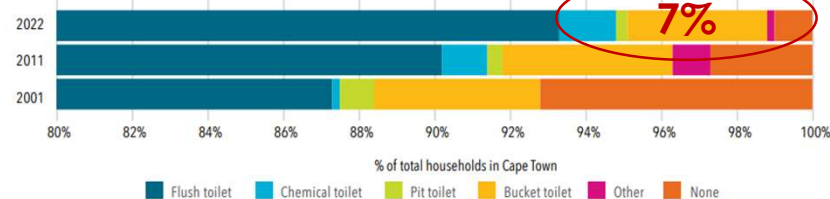
73

Expect to address: backlogs and pressure on basic services

Access to piped water



Access to toilet facilities



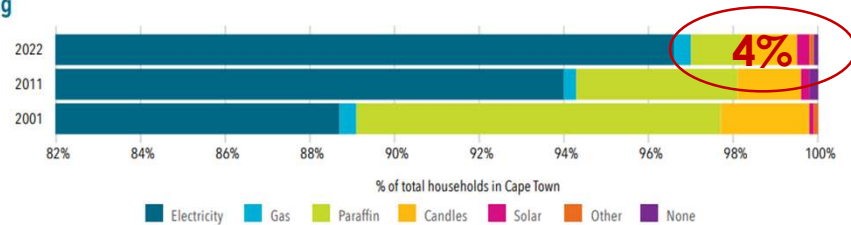
Source: City of Cape Town State of Cape Town Report 2024.

https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/State_Of_Cape_Town_Report_2024.pdf

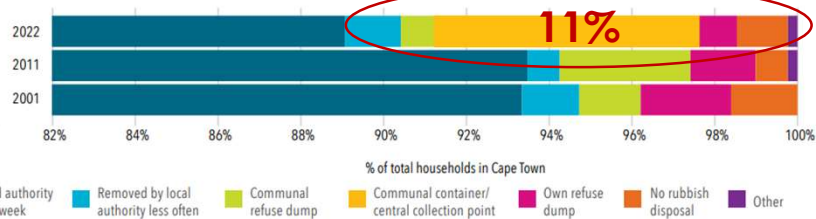
74

Expect to address: backlogs and pressure on basic services

Energy for lighting



Access to weekly refuse removal



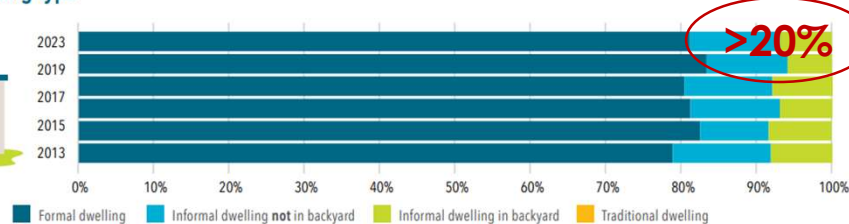
Source: City of Cape Town State of Cape Town Report 2024.

https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/State_Of_Cape_Town_Report_2024.pdf

75

Expect to address: backlogs and pressure houses and community facilities

Reported dwelling type



Schools,
Education
& Training

Hospitals &
Clinics

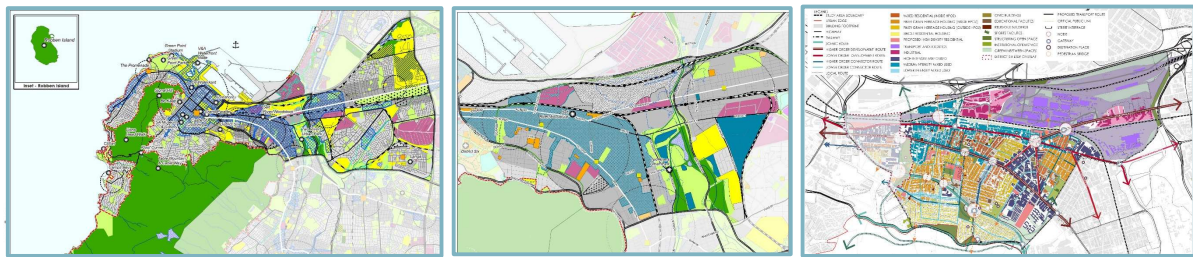
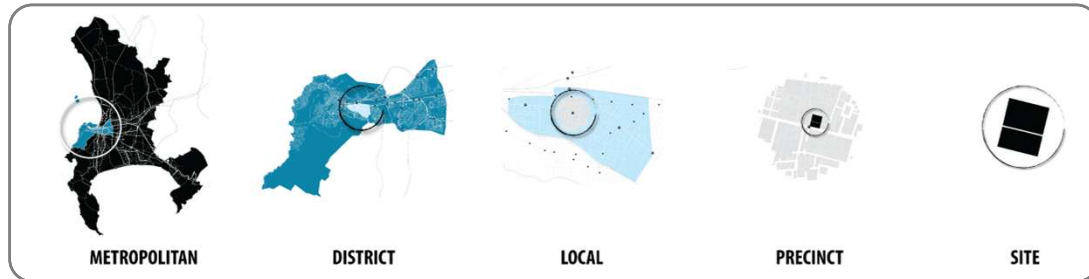
Community
facilities incl
sports fields

Source: City of Cape Town State of Cape Town Report 2024.

https://resource.capetown.gov.za/documentcentre/Documents/City%20research%20reports%20and%20review/State_Of_Cape_Town_Report_2024.pdf

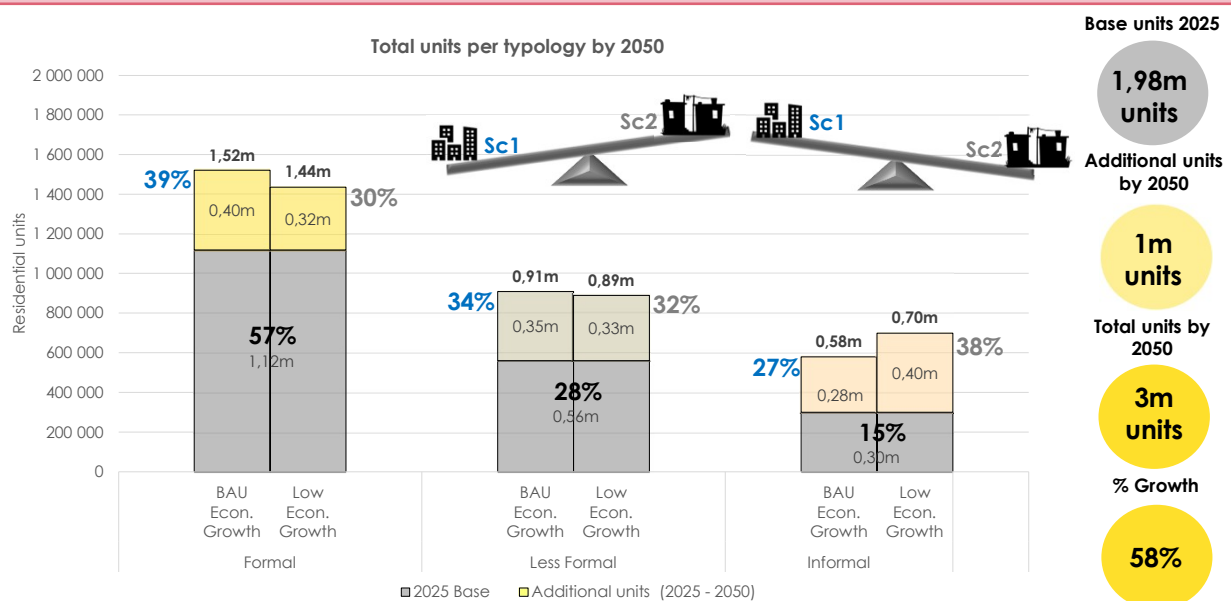
76

Plan at different scales: Spatial Development Framework



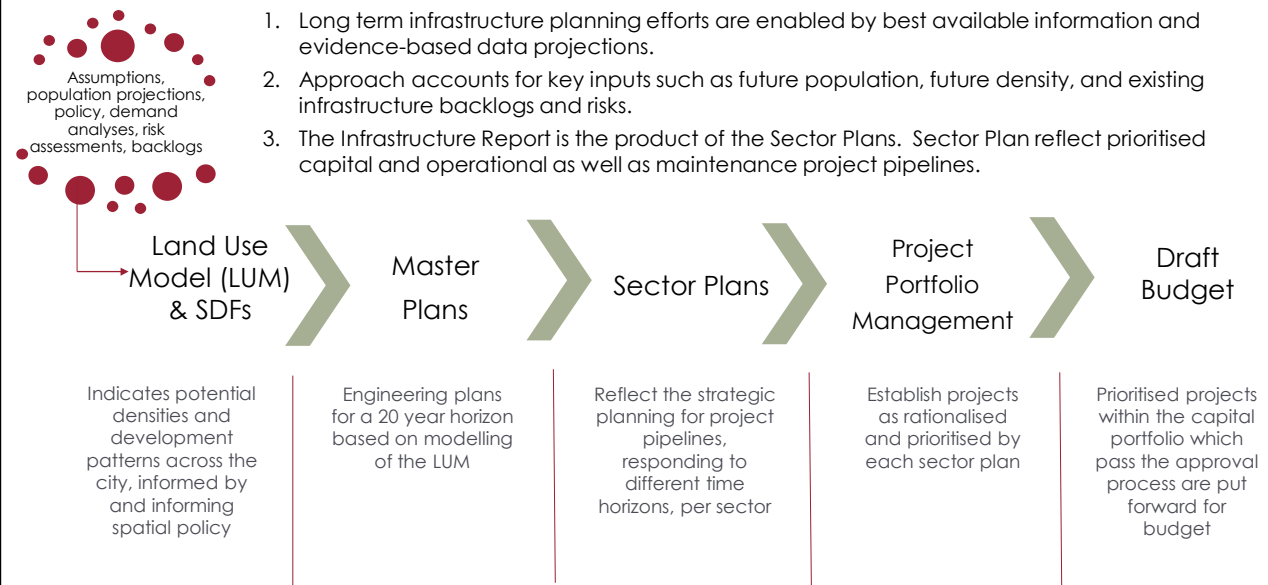
77

Expect changes: Future will require additional dwelling units



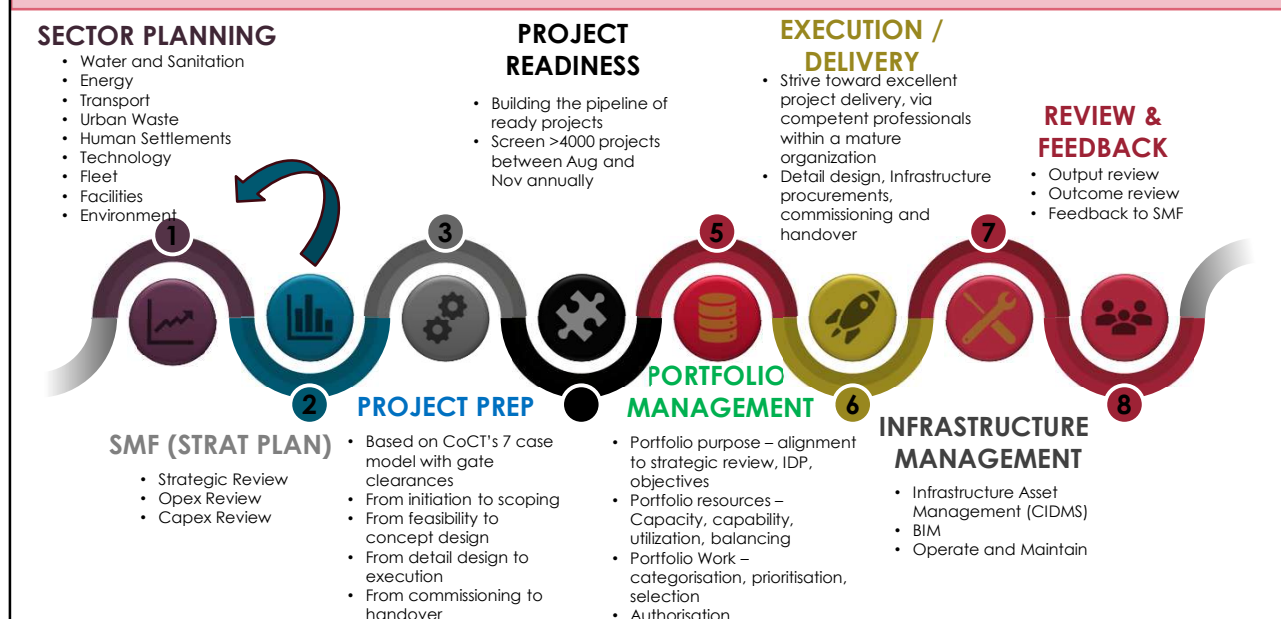
78

Combine spatial and infrastructure planning

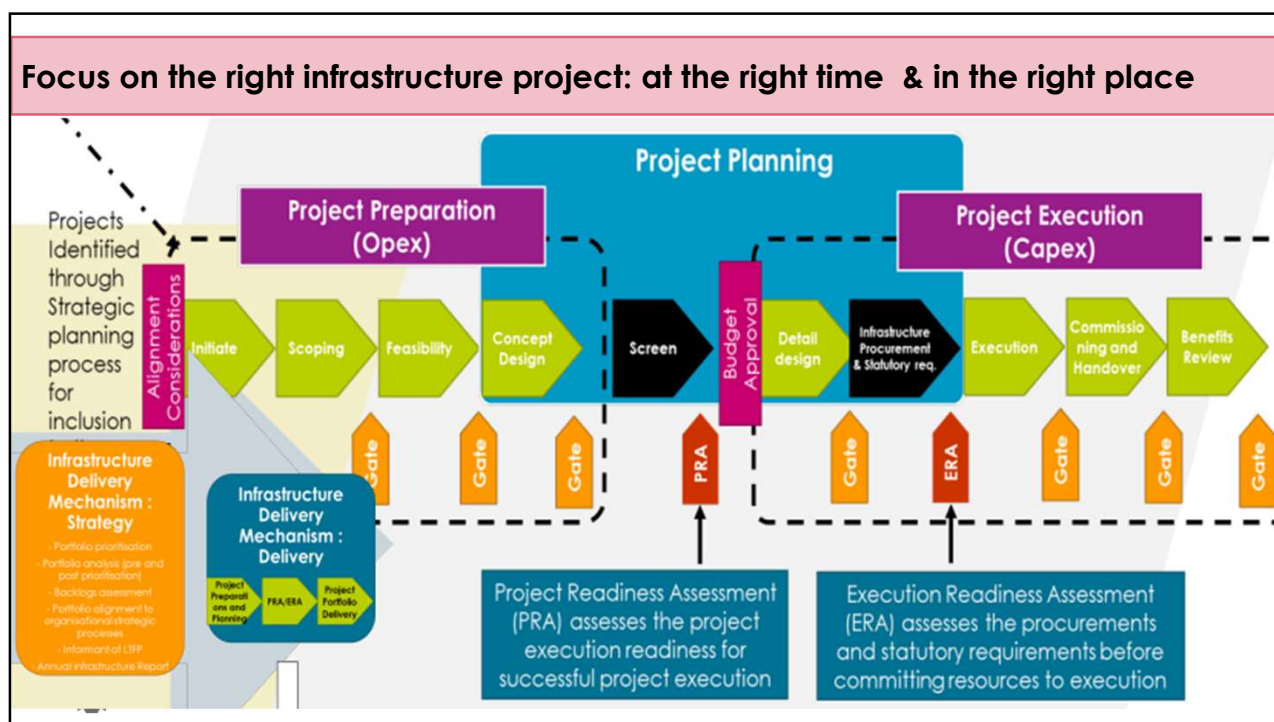


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Regular review and execute infrastructure delivery



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Focus on solving 5 key challenges

Cape Town's congestion crisis: Transport expert warns of 'complete failure'

Prof Stephan Krygsman, Univ Stellenbosch, Apr 2026

- 1. Consolidate the 5-mode problem** (rail, BRT, GABS, taxi etc). Pursue devolution of rail & and other services.
- 2. Workforce need to pay a smaller part** of disposable income on transport
- 3. Promote and approve a higher intensity and diversity of land uses** (more density and mixed use). **Hold the Urban Development Edge** and use geographic constraints (mountain, sea, agricultural land) to produce more efficient, concentrated development.
- 4. Improve revenue for public transport through implementing congestion taxes,** developer contributions and privatising rail, stations, busses etc.
- 5. Get access to large parcels of national government owned sites** and do as much as possible infill development.

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Source: [Cape Town's congestion crisis: Transport expert warns of 'complete failure' | TygerBurger \(novanews.co.za\)](#)

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Focus on managing urban growth: Advice from the OECD

1. Ensure your **City is financially sustainable** > Plan for a return of investment in the right places
2. **Recognise informality** > the need for more affordable rental units
3. **Invest in infrastructure** and public services
4. Regulate, **incentivise and direct urban growth**
5. **Prioritised spending to support urban growth** and promote sustainable and inclusive development.
6. Develop strategies to leverage **alternative sources of finance** and attract additional private investment
7. **Spend better:** align investment with needs and realities of residents and businesses. Reach agreement on objectives



Source: OECD et al. (2025), *Africa's Urbanisation Dynamics 2025: Planning for Urban Expansion*, West African Studies, OECD Publishing, Paris, <https://doi.org/10.1787/2a47845c-en>.
Organisation for Economic Co-operation and Development

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Join the SDF review process 2026-2028



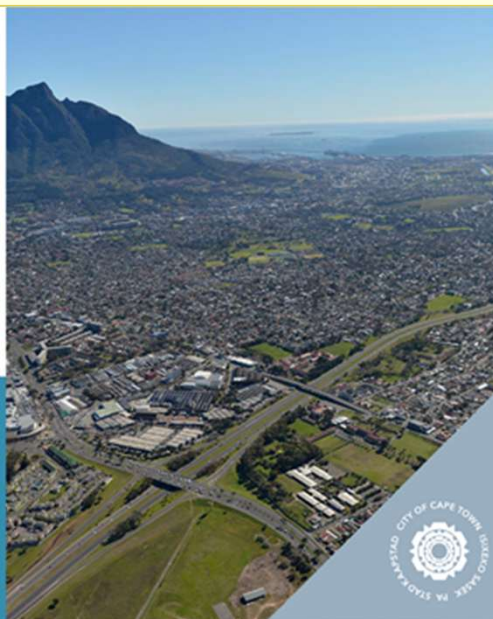
The City of Cape Town is calling on residents, land owners, and interested parties to register to receive regular updates about the upcoming review and integration process of the Municipal Spatial Development Framework and eight District Spatial Development Frameworks.

Have your say

by registering your interest in the City of Cape Town SDF Review



Available at www.capetown.gov.za/haveyoursay
and at subcouncil offices until **25 July 2026**



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Opportunity for the “sandwich generation” MPB-Ls 2nd & 3rd Dwelling unit possibilities



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DEVELOPMENT MANAGEMENT DEPARTMENT
Land Use Management

DEVELOPMENT MANAGEMENT SCHEME COMPLIANCE ADVISORY: 3 OF 2021

SECOND AND THIRD DWELLINGS AS AN ADDITIONAL USE RIGHT IN TERMS OF THE CITY OF CAPE TOWN DEVELOPMENT MANAGEMENT SCHEME

1. PURPOSE OF ADVISORY

1.1. The purpose of this advisory is to indicate the Departmental position in consideration of second and third dwellings as an additional use right within certain zoning categories of the City of Cape Town Development Management Scheme (DMS).

1.2. This advisory follows Departmental Circular 2 of 2020 on the same matter.

2. BACKGROUND

2.1. Second dwellings are permitted as an additional use right within:

- Single Residential Zoning 1: Conventional Housing (SR1);
- Local Business Zoning 1: Intermediate Business (LB1);
- Agricultural Zoning (AG); and
- Rural Zoning (RU).

2.2. Third dwellings are permitted as a further additional use right within:

- Single Residential Zoning 1: Conventional Housing (SR1); and
- Single Residential Zoning 2: Incremental Housing (SR2).

2.3. An owner of land zoned as above, may exercise the additional use, subject to compliance with the conditions listed respectively in items 25A and 25B of the DMS (together with any applicable development rules within the relevant zoning and any other potential restrictions, e.g. title deed restrictions).

2.4. In the AG zone, owners will also need to comply with Item 111(a), which requires that the density of additional dwelling units plus any second dwellings shall not exceed the maximum 3-unit residential density.

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Check out the Local Planning Support for Affordable Rental Flats

Tools

- LPS Website
- ARF User Guide booklets
- Prototypical Plans
- ARF Map
- Mobile outreach & District Office Schedules
- FAQs



Local planning support series
Plan and Build is Right
Contact us

Local Planning Support

What we do

The Local Planning Support (LPS) Branch within Urban Planning and Design (UP&D) Department advises, guides and assists the Small-Scale Rental Units and Affordable housing sector to ensure development complies with policy and regulation. The LPS promotes income generation, increased affordable housing opportunities and the development of sustainable urban growth. The branch's role is focussed on promoting sustainable neighbourhoods within communities and works in close collaboration with other City departments, property owners, micro-developers, and other stakeholders.

LPS Guideline Series

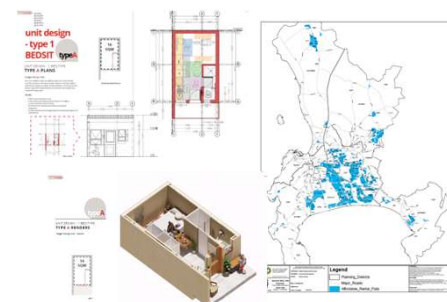
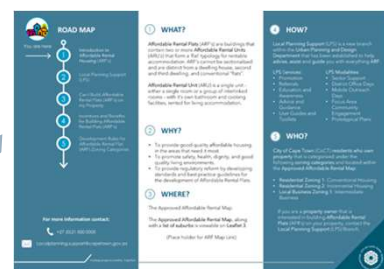
View the latest advisories below:

Local planning support Guidelines

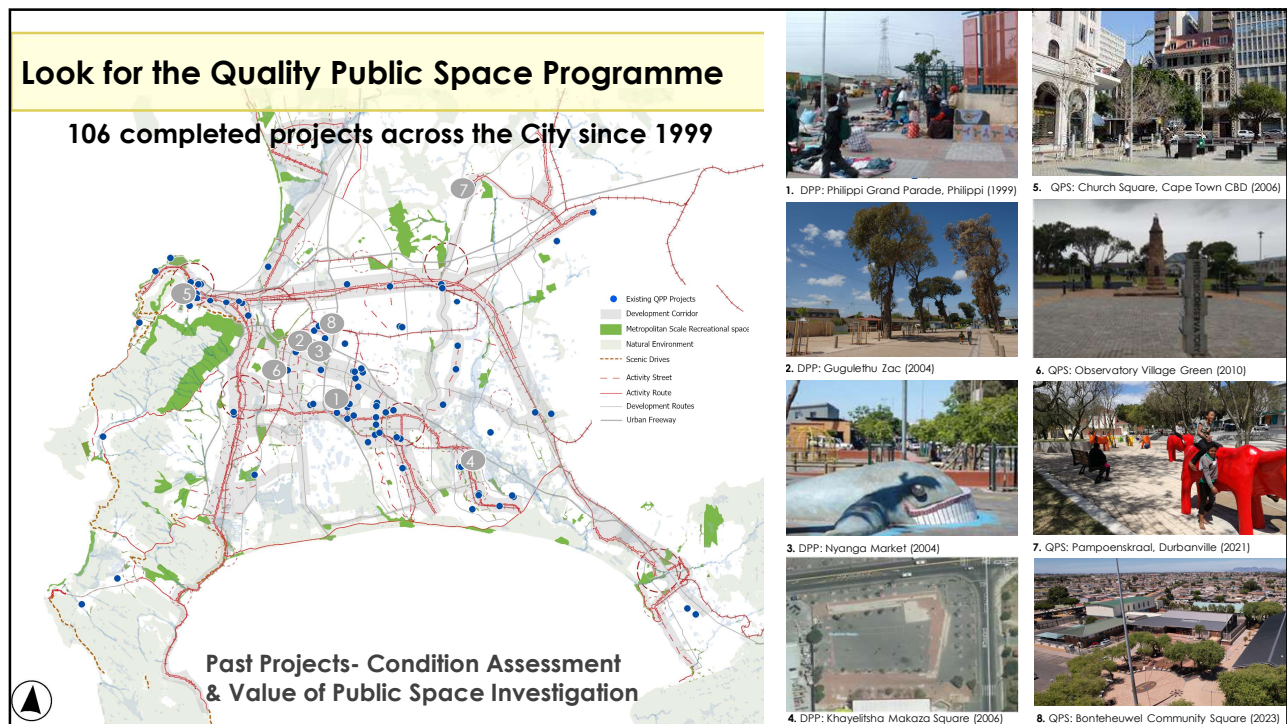
- Booklet 1: Introduction to affordable rental flats
- Booklet 2: Introduction to local planning support
- Booklet 3: Can I build affordable rental flats on my property?
- Booklet 4: Incentives for building affordable rental flats
- Booklet 5.1: Development rules for residential 1
- Booklet 5.2: Development rules for residential 2
- Booklet 5.3: Development rules for Local business 1
- Booklet 6: General FAQ

Prototypical layouts DWG

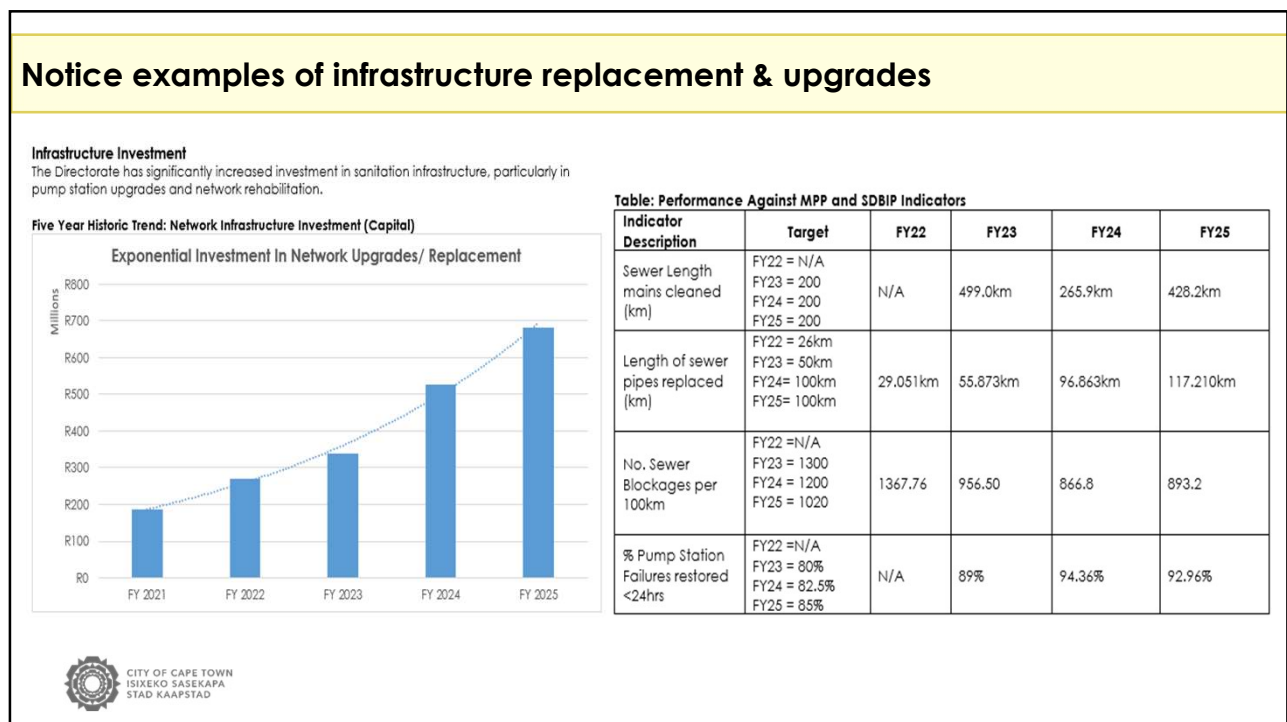
- All DWG Prototypical layouts
- Type 1 unit drawings
- Type 2 unit drawings
- Type 3 unit drawings



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Learn more about Spatial Trends

1. Historic patterns / trends
2. Data collected annually / standardised processes
3. Annual publication on World Town Planning Day 8 November



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SPATIAL TRENDS & IMPLEMENTATION TRACKING REPORT: 2025

Change in the City's Built Footprint

Change in Residential Density

Change in the Natural Environment

Change in Land Use & Property Value

Change in Areas of Informality

URBAN PLANNING & DESIGN DEPARTMENT

57 BUILT ENVIRONMENT & NATURAL ASSET SPATIAL INDICATORS



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Please visit the website using the QR Code or URL to access the full report:
<https://bit.ly/SpatialTrendsReport>

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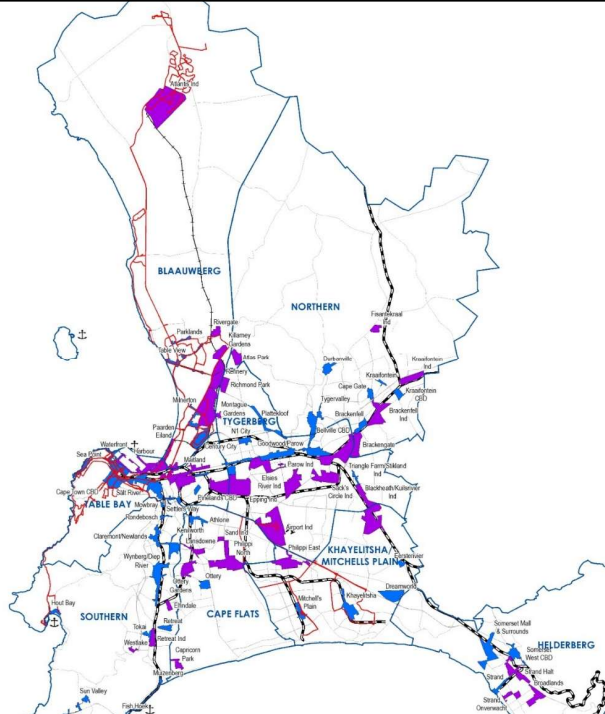
Learn more about the >70 Economic Area Profiles



Economic Area Profiles

The City's [Urban Planning and Design Department](#), in partnership with the Economic Research and Investment Facilitation Units, developed a range of Economic Area Profiles, which contain the latest information about land use and building plan development trends, patterns and changes. The data reflects the 10-year change between 2012 and 2022 in each of the 78 industrial and commercial areas in the City of Cape Town.

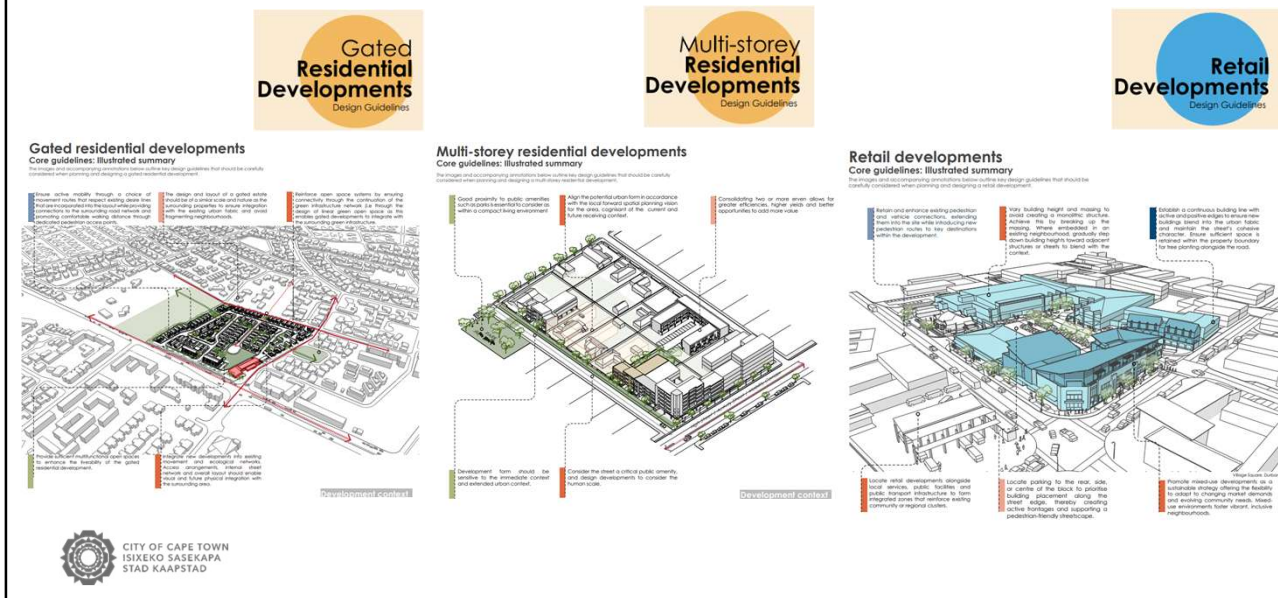
capetown.gov.za/work-and-business/planning-portal/spatial-analysis-and-research/economic-area-profiles



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Refer to the Urban Design Guidelines documents



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Investigate the Urban Development Zone: A SARS tax incentive for urban renewal

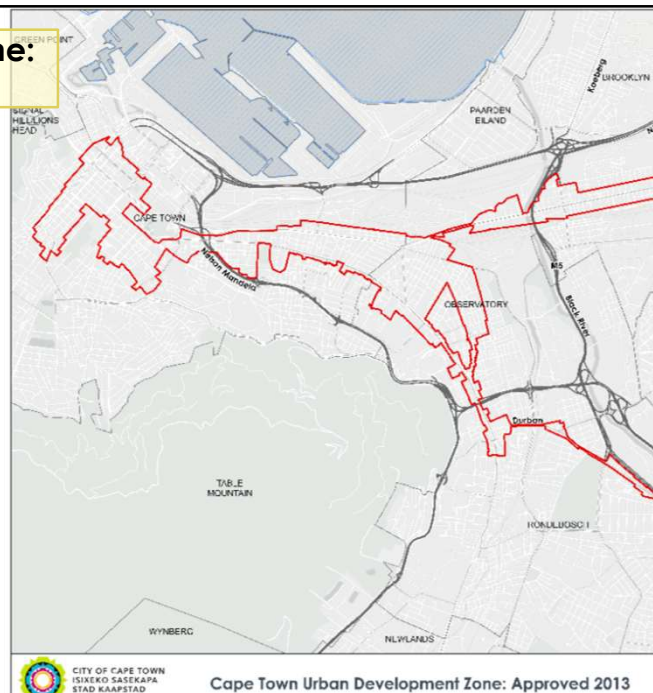


The Urban Development Zone

The **Urban Development Zone (UDZ)** is a tax incentive administered by SARS, and aims to encourage private sector-led residential and commercial development in inner-city areas with developed public transport facilities.

The Minister has recently announced a continuation of the tax incentive by five years until 31 March 2030.

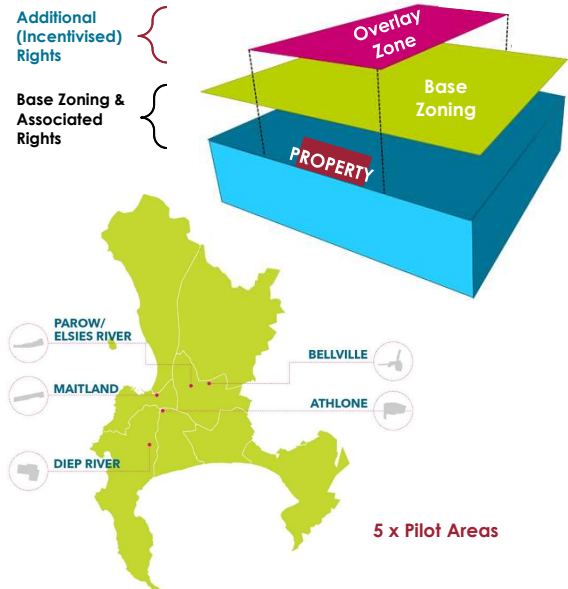
capetown.gov.za/work-and-business/doing-business-in-the-city/business-support-and-guidance/urban-development-zones



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Investigate the Incentive Overlay Zone

1. Regulatory tool / land use mechanism, that through enhancement of development right (height, floor factor, coverage, etc.) simplifies approval processes and makes development easier in targeted strategic areas in the attempt to achieve the type of development envisioned in policy.
2. Implemented through the MPBL (Municipal Planning By-Law). The IOZ creates a special zoning area (overlay zone) over and above a property's base zoning.
3. Specific areas with low market uptake and high levels of accessibility / potential.
4. Approved in 2025 MPBL Review.



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Investigate Exemptions from the Heritage Protection

1. Process undertaken to exempt properties within 7x development focus areas from the requirements of Sections 34 and 38 of the National Heritage Resource Act (Act 25 of 1999).
 - i.e. Older buildings with no heritage value that are located within the exemption areas can be altered, improved and demolished without prior approval from Heritage Western Cape.
2. These areas have now been approved and promulgated.
3. The exemption applies to over 34 500 properties.



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THANK YOU.



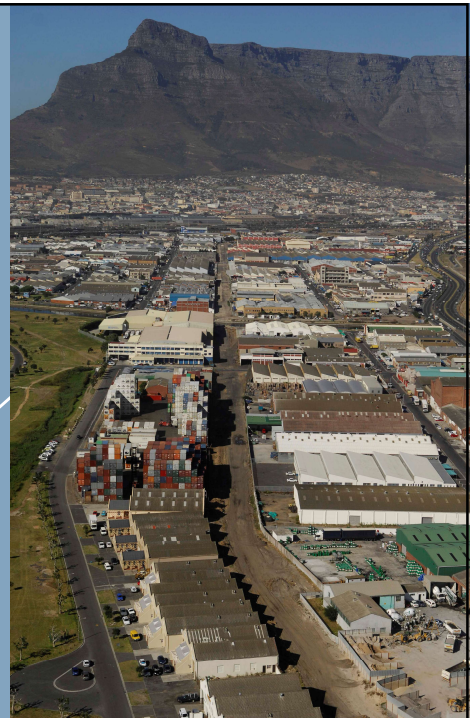
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Activity 1



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Map Activity

Aim: To engage participants in identifying suitable opportunities for densification across different districts within the city.

Guide: Select location where the example you chose can be integrated in a way that complements the existing urban fabric.

Tip: The map has features including suburb names and road networks. Consider factors like infrastructure, accessibility and transport systems when choosing a location.



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Map Activity



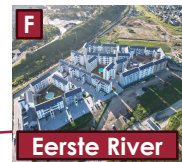
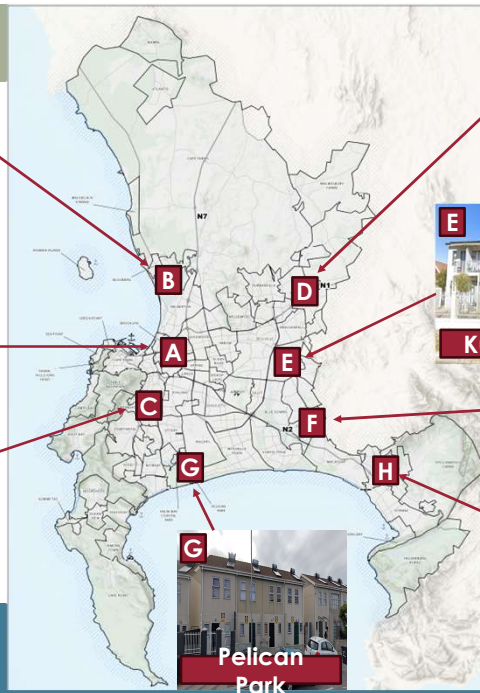
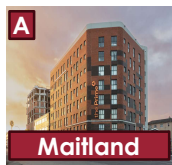
100

Map Activity - Answers



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Map Activity



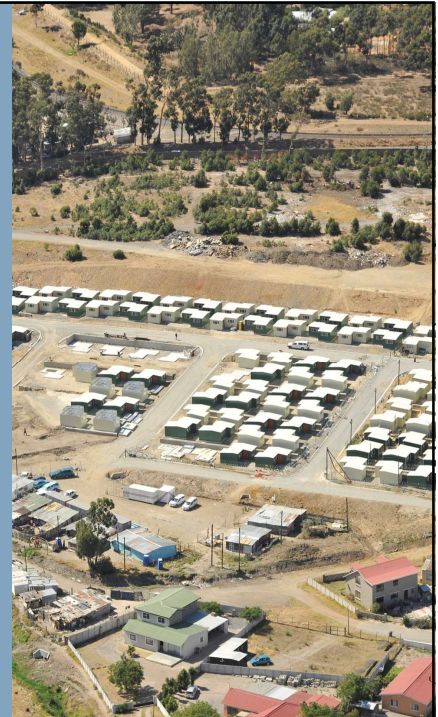
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PRESENTATION 3: **Urban Design Policy**

Simone Bergoff



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STAD KAAPSTAD



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Designing Quality Places: Urban Design Policy (2024)



Designing Quality Places

Urban Design Policy for the
City of Cape Town



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Designing Quality Places: Urban Design Policy (2024)

Principle and Objective based approach



Designing Quality Places

Urban Design Policy for the City of Cape Town



4.2 Policy objectives

OBJECTIVE 1
Ensure legible spatial structure

Spatial structure refers to the organisation of space and urban activities to create legible places and neighbourhoods experienced of varying scales. This includes urban, cultural and green infrastructure systems, which structure the city as a whole. Spatial structure is the foundation for unique identity and the character of a place. Its functionality, performance and connectivity. In our context, spatial structure has been used as a device for development, therefore, it is essential that these structures be designed with the objective of contributing positively to the spatial structure of the city.

OBJECTIVE 2
Create good quality open space through placemaking

Quality open spaces are places of social exchange, shared, reflection, recreation and recreation that contribute to the health and well-being of city residents, workers, and visitors. These spaces play an important role in supporting community and healthy ways of living. It is essential to ensure that the public realm is of high quality to encourage and generate, as these are the environments that people use and experience daily. The quality of the public realm is determined by how well the open space and its respective interfaces are designed, built, maintained and activated.

OBJECTIVE 3
Contribute to the creation of healthy and safe communities

People's quality of life is dependent on their environment. Developments and the urban environment should contribute to the increased safety, sense of stability and general well-being of communities. Developments should build resilience and therefore reduce exposure to natural and human-induced environmental hazards such as flood, flooding, fire, pollution, climate risk and resource shortages. Places should be designed to promote safe and secure environments. Where levels of safety are increased and where the occurrence of vandalism are reduced, criminal and violent activities are more difficult to commit, and perpetration of crime are easier to identify.

OBJECTIVE 4
Design streets as positive public space

In order to create a people-centred, legible city, streets and squares should be multifunctional spaces that form an integral part of the city's public realm. This should be considered as part of, and in parallel to, an accessible urban mobility and non-motorised transport (NMT) network and network. These well-designed public spaces help to create a neighbourhood's 'sense of place', while assisting with accessibility and connectivity. These spaces should promote a safe community and social, cultural and commercial activities.

OBJECTIVE 5
Promote intensity, diversity and adaptability of uses

Positive development attracts a diverse range of people and businesses to live, work, play and socialise. These spaces can be used for multiple activities, low cost and the future. These facilities offer a diverse range of activities, cultural, sports, physical, social, educational, health, and leisure, and are available to the public. A development and the performance of the city.

OBJECTIVE 6
Ensure positive interfaces onto the public realm

The manner in which a development is integrated to the wider urban environment is fundamental to the way that people experience the city and a key factor in the development's success. Positive interfaces onto the public realm are essential for a development to be successful. This includes the design of the building's facade, the design of the building's entrance, and the design of the building's exit, all of which are essential for creating the quality of the public realm.

OBJECTIVE 7
Provide support to sites of informality

Informality is an integral part of our urban environment, which has evolved over time. It is a result of the historical and social context of the city, and it is a key factor in the development's success. Informality is a result of the historical and social context of the city, and it is a key factor in the development's success. Informality is a result of the historical and social context of the city, and it is a key factor in the development's success.

OBJECTIVE 8
Value and enhance green open spaces

Green open spaces are an integral part of the city and the urban environment. They provide a range of benefits, including improved air quality, reduced noise, and improved mental health. Green open spaces are an integral part of the city and the urban environment. They provide a range of benefits, including improved air quality, reduced noise, and improved mental health. Green open spaces are an integral part of the city and the urban environment. They provide a range of benefits, including improved air quality, reduced noise, and improved mental health.

OBJECTIVE 9
Respond to the character and identity of an area

The quality of a place is determined by its character and identity. A development should be designed to respond to the character and identity of the area in which it is located. This includes the design of the building's facade, the design of the building's entrance, and the design of the building's exit, all of which are essential for creating the quality of the public realm.

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Designing Quality Places: Urban Design Policy (2024)

Principle and Objective based approach



4.2 Policy objectives

OBJECTIVE 1
Ensure legible spatial structure

Spatial structure refers to the organisation of space and urban activities to create legible places and neighbourhoods experienced of varying scales. This includes urban, cultural and green infrastructure systems, which structure the city as a whole. Spatial structure is the foundation for unique identity and the character of a place. Its functionality, performance and connectivity. In our context, spatial structure has been used as a device for development, therefore, it is essential that these structures be designed with the objective of contributing positively to the spatial structure of the city.



OBJECTIVE 3
Contribute to the creation of healthy and safe communities

People's quality of life is dependent on their environment. Developments and the urban environment should contribute to the increased safety, sense of stability and general well-being of communities. Developments should build resilience and therefore reduce exposure to natural and human-induced environmental hazards such as flood, flooding, fire, pollution, climate risk and resource shortages. Places should be designed to promote safe and secure environments. Where levels of safety are increased and where the occurrence of vandalism are reduced, criminal and violent activities are more difficult to commit, and perpetration of crime are easier to identify.



OBJECTIVE 2
Create good quality open space through placemaking

Quality open spaces are places of social exchange, shared, reflection, recreation and recreation that contribute to the health and well-being of city residents, workers, and visitors. These spaces play an important role in supporting community and healthy ways of living. It is essential to ensure that the public realm is of high quality to encourage and generate, as these are the environments that people use and experience daily. The quality of the public realm is determined by how well the open space and its respective interfaces are designed, built, maintained and activated.



OBJECTIVE 4
Design streets as positive public space

In order to create a people-centred, legible city, streets and squares should be multifunctional spaces that form an integral part of the city's public realm. This should be considered as part of, and in parallel to, an accessible urban mobility and non-motorised transport (NMT) network and network. These well-designed public spaces help to create a neighbourhood's 'sense of place', while assisting with accessibility and connectivity. These spaces should promote a safe community and social, cultural and commercial activities.



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Designing Quality Places: Urban Design Policy (2024)

Principle and Objective based approach

- The Greater public good
- Whole above the parts
- Integration and spatial transformation
- Identity, context and placemaking
- Resilience, sustainability & climate adaption
- Intensity, diversity & adaptability



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Chapter 4: Design principles & objectives

The Policy is guided by overarching design principles that aim to achieve a more resilient and spatially integrated city. That is aligned with the City's strategic objectives and Outcome for Chapter 3.1, Emerging from these fundamental principles are the nine policy objectives and their respective policy statements, all encompassed in this chapter.

4.1 Overarching design principles



4.1.1 The greater public good

Cities are places where people come together to enjoy the benefits of living and working in close proximity to others. Through the arrangement of activities, built form and open space, urban development must ensure that these benefits are accessible to all and generate further opportunities for social and economic development. Sustainable development can result only when there is a goal to improve the environmental, social and economic situation, whether driven by the public or private sector. The objective should always be to create a better city for all to benefit from and enjoy.



4.1.2 The 'whole' above the 'parts'

The city is made up of a multitude of components often with conflicting requirements and demands. In order to create a successful and well-performing urban environment, the impact on people requires consideration. It is essential to understand the performance of the whole and not the optimisation of the individual parts. Urban design seeks to provide a holistic understanding of city-making and takes a balanced approach to the requirements of the individual urban and landscape components, while prioritising the performance of the urban environment as a whole.



4.1.3 Integration and spatial transformation

The historic development of Cape Town, through the process of colonisation and apartheid, has resulted in gross levels of spatial segregation and inequality. This has resulted in identifying neighbourhoods removed from well-located land that is in close proximity to economic opportunities, transport nodes, and social facility support. A large proportion of residents do not have immediate access to the required basic goods and services. This legacy of segregated development remains embedded in the fabric of the city and needs to be actively transformed through design, to create a more equitable city.



4.1.4 Identify, context and placemaking

Cape Town has a unique context and identity, shaped by its social, cultural, economic and physical landscape. This is being altered throughout time through independent action and design decisions. Design proposals should respond appropriately to this unique landscape by recognising the context and identity of place. Good placemaking recognises the differences between people and practices, by creating places that are inclusive, accommodate the needs of citizens, and enhance the urban experience. Places should be created in a way that positively respond and contribute to the unique identity and context of the immediate and broader urban landscape.



4.1.5 Urban resilience, sustainability and climate adaptation

To create sustainable urban environments, social, cultural, natural resources, and economic conditions need to be carefully considered throughout the design process. This is in alignment with the Sustainable Development Goals (SDGs), specifically, SDG Goal 11: Sustainable Cities and Communities. Balancing economic, social and environmental imperatives in development is critical to improving the wellbeing and livelihood of people. Development should positively contribute to the urban environment by protecting resources and creating dignified urban environments for people, for current and future generations.



4.1.6 Intensity, diversity and adaptability

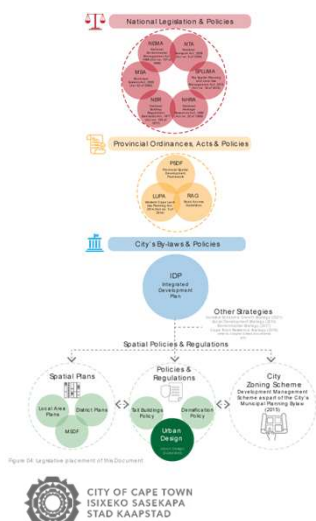
Thriving, equitable and convenient quality places, meet a variety of demands from the widest possible range of users, and social groups. These quality places integrate different building forms, uses, services and demands. Multi-functional development (residential, industrial, business, retail, leisure, office or science parks) are clusters of low-density facilities that in recent years have formed vibrant estates apart from their surroundings. They remain one of the most problematic challenges for city and policy makers concerned with creating integrated mixed developments. At a detail level, building street frontage and width, also have an impact on street vitality and resilience of the city neighbourhood or street. Free-standing environments can be seen as more resilient as they tend to have diverse ownership, low cost of entry, more destinations within walking distance and greater resistance to negative larger scaled building typologies.



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Designing Quality Places: Urban Design Policy (2024)

Contextualising & using the Policy



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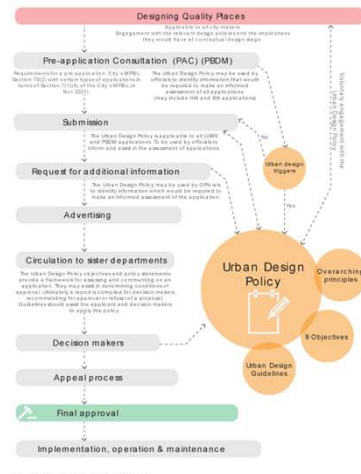


Figure 05: How the Urban Design Policy is used?

"Making the biggest impact in the right locations"

- Proposals that deviate from the approved forward planning vision and spatial policies of the City at a local area scale, trigger the Policy.
- New township establishments or where the application includes new subdivisions into more than 20 urban land units.
- Where the regeneration of a site, exceeding 1ha, is envisaged.
- Development proposals that include the creation and upgrading of public open space, public or community facilities (e.g. schools, clinics, hospitals, libraries), transport interchanges, in each case, including boundary and fence conditions.
- Proposals from 1000m² adjacent to or including development edges, natural resources and ecosystems, including biodiversity areas, natural/semi-natural green structuring open spaces, river and wetland systems, coastlines and floodplains, cultural, heritage resources and business nodes.
- Where Site Development Plans (SDP) are required for the following group of applications:
 - Shopping centres (from neighbourhood to district scale centres);
 - Commercial developments exceeding a bulk of 1000m²;
 - Industrial and warehouse developments exceeding a bulk of 5000m²;
 - Developments of more than 12 residential units;
 - Development in Transit Accessible Precincts.
- Where an authorised official considers that a proposal has the potential to have a significant negative spatial impact, and where the cumulative effect of such a design proposal would have a negative spatial impact on the public realm or for residents and users, over time.
- Where a development proposal may have significant negative impact on the public right-of-way and access to and from public transport or structuring open space network, including public amenities and facilities.

Designing Quality Places

Urban Design Policy for the City of Cape Town

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Designing Quality Places: Urban Design Policy (2024)

Implementation 'Action Plan'



Key Component	Action	Indicators	Short-term	Medium-term	Long-term
POLICY GUIDELINES	Urban Design Policy Guidelines (Annexure A of the Policy)	Development of an updated guidance document	Review of draft guidelines (2015-2017). Develop a prioritised list of guidelines and consult with sector specific requirements	Seek approval of prioritised guidelines	Add and review
SPATIAL PLANNING INTEGRATION	Implementation Framework (B); Improve linkages with spatial planning	Increase urban design content in spatial planning policies and lower order planning initiatives	Support preparation of urban design content for a metro node	Support preparation of urban design content for priority LUDF in areas of informality and a priority suburban node	Over time contribute to lower order planning initiatives (e.g. precinct plans)
REGULATORY INTEGRATION	Implementation Framework (C); Regulatory review	Increase and improve urban design content in regulatory space	Support preparation of urban design content in spatially targeted areas Consult on Development Management Scheme Investigate improvement with engineering standards	Ongoing review Ongoing review Ongoing review	 Ongoing review

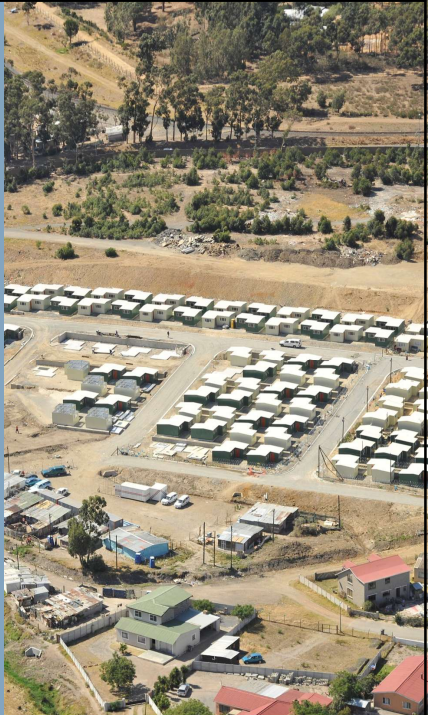


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Thank you.

PRESENTATION 4: Projects & Guidelines

Anees Arnold



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Density Examples



1

Approximately 20 floors
160 units
Amenities on site
Parking on site



2

Approximately 8 floors
134 units
Amenities off site (relies on neighbourhood)
No parking



3

Max 4 floors
Approximately 150 units (across 6 developments)
Amenities off site (relies on neighbourhood)
Parking on site

115

Density Examples

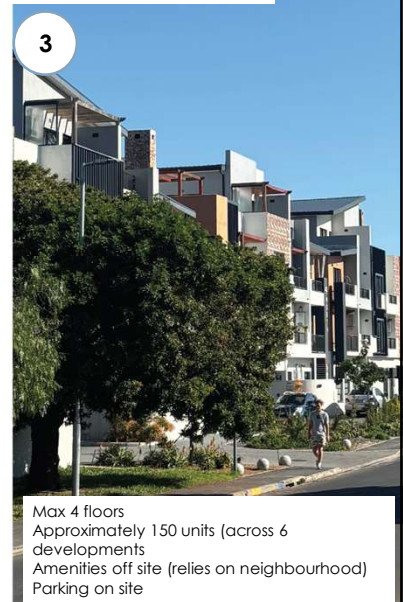
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2



3



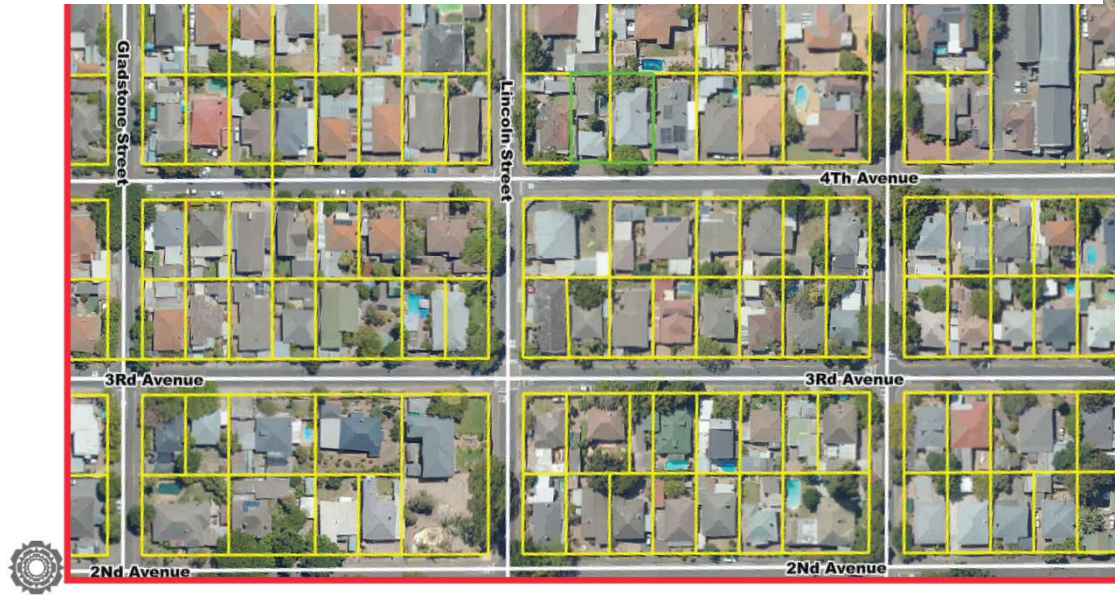
116

Density Examples



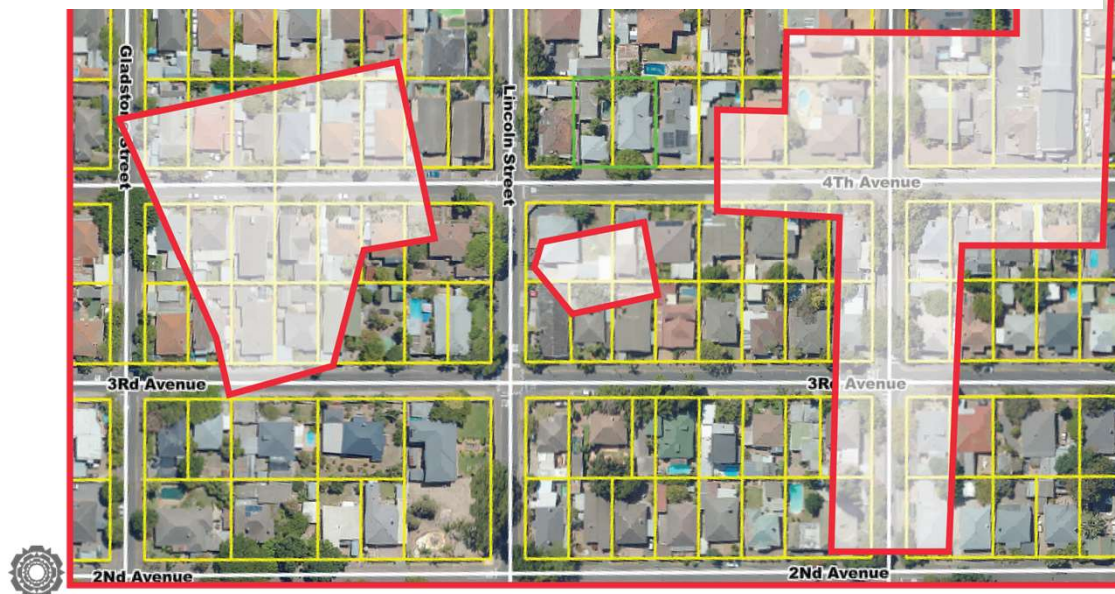
117

Density Examples



118

Density Examples



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Urban Design Projects – Designing for Density

1. Urban Design Policy – Designing Quality Places
2. Cape Town CBD LSDF
3. Blaauwberg Road LSDF
4. Our work on the incentive overlay zone
5. Urban Design Guidelines:
 - Multi Storey Residential
 - Gated Estates – a reality of our residential landscape

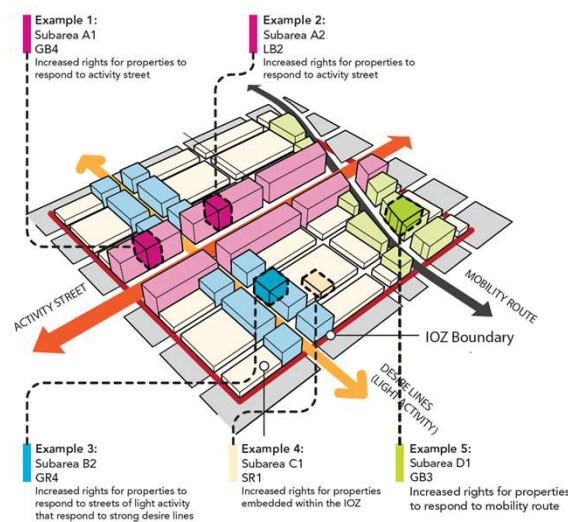


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1. Spatial Structure

- Understanding the spatial structure is fundamental to understanding what and where densities could be encouraged
- Densities and form should respond to the street and nodal hierarchy



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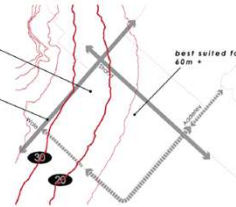
1. Spatial Structure

- Consider all elements that influence the spatial structure.
- This may include street hierarchy, open space network, heritage grain
- This will inform appropriate densities and form

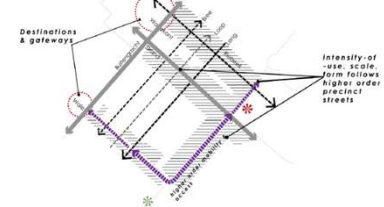
STEP 1: Where does the site sit in relation to the study area?



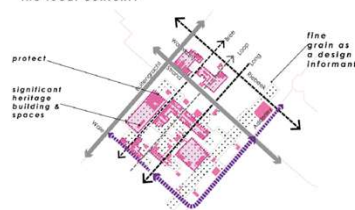
STEP 2: How will the scale fit into the broader context?



STEP 3: How will the scale fit into the local precinct context?



STEP 4: How will the proposal's scale fit into the local context?



STEP 5: How will the proposal's scale fit into the local context?



STEP 6: How does this all fit together?

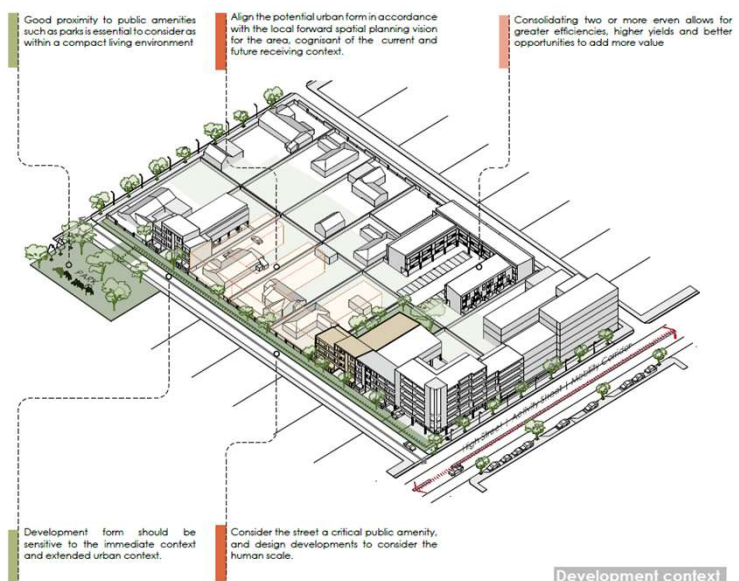


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1. Spatial Structure

- Mixed-use intensification should be encouraged along activity streets
- Multi-storey residential buildings should be encouraged within nodes and in close proximity to activity streets



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1. Spatial Structure



Multi Storey Residential Redevelopment

Over the past 5 years, Multi Storey Residential Redevelopment is observed as the second highest development trend within the study area. This trend highlights that the standard 1000m² erven are redeveloped into small flats along the listed streets above. Due to the consistent erf sizes throughout the area, redevelopment of these erven are similar as the site constraints and development envelope are the same.



Business on Premises

This trend sees the single residential properties converted into business along the connector routes. The sites are not redeveloped and the built form to be retained as is. However, in some cases the street boundary walls are removed and parking is located along the street interface.



Mixed Use along a Service Road

This trend seeks to redevelop the sites along the service road and consists of a commercial component on the ground floor (activation).



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1. Spatial Structure

- Consider the relationship between gated estates and the surrounding fabric
- Existing patterns and networks should extend through gated estates
- Future-proof gated estates to be integrated into the wider neighbourhood



Source: City Maps Viewer, 2025

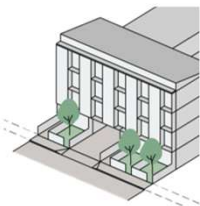


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2. Accessibility

- Prioritise pedestrians and active mobility over private vehicles
- Minimise the impact of vehicles onto the street
- Reduce parking – particularly within Public Transport areas



Ground floor units with gardens



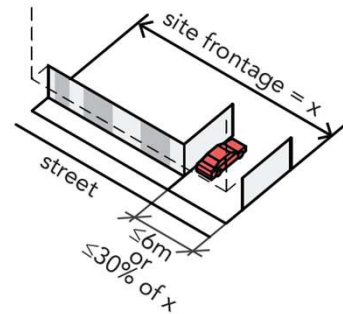
Ground floor units with gardens and screened parking



Semi-basement with gardens on top and landscaping



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Maximum 30% or 6m of the site frontage or (whichever is more prescriptive) to be used for parking or vehicular access.

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2. Accessibility

- Create walkable streets and neighbourhoods
- Streets are an essential component of the public realm



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2. Accessibility



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3. Site Design

- Buildings should have a positive relationship to the street
- Respond to the surrounding conditions



An example of desired built form - perimeter block. (Claremont)



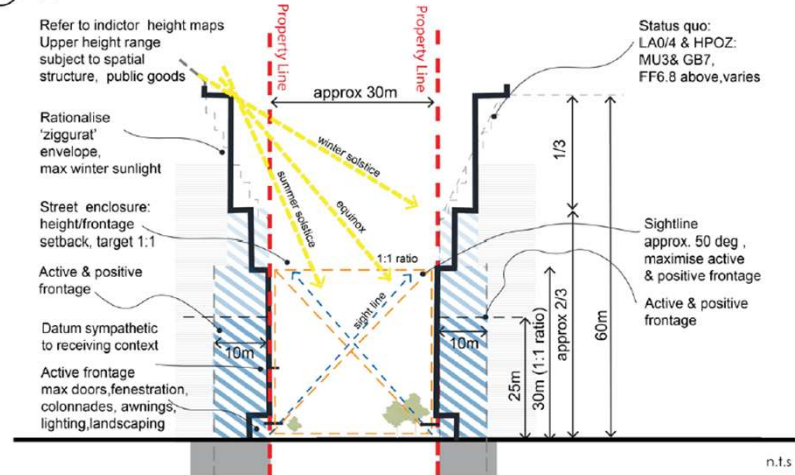
An example of a positive interface along green infrastructure and climate response. (Pinelands)

129

3. Site Design

- Built form should allow light and ventilation into spaces to ensure a positive and liveable experience

02 typical section 30m



Typical street cross section for a street approx. 30m, demonstrating interface and setback principles. Read in conjunction with Attachment C.

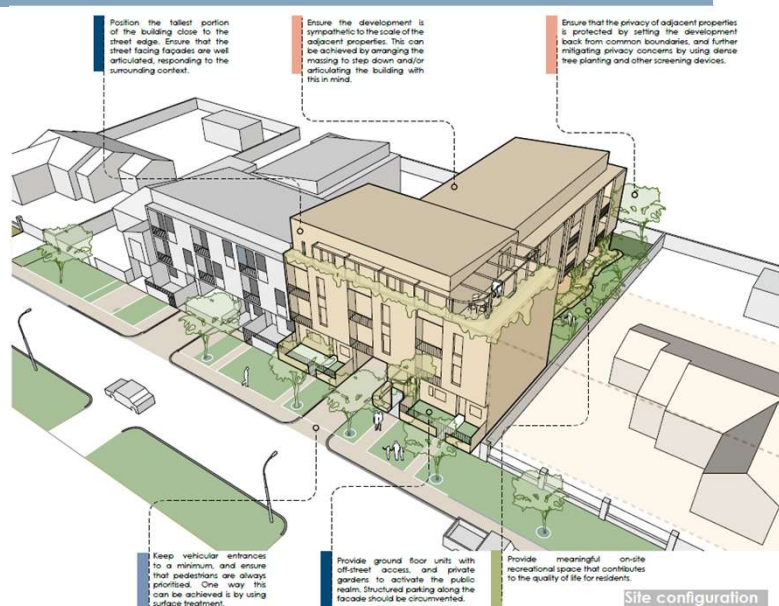


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3. Site Design

- Understand the development context
- Anticipate the development trajectory of the area whilst responding to the existing conditions
- Respect neighbouring structures and privacy – particular residential fabric



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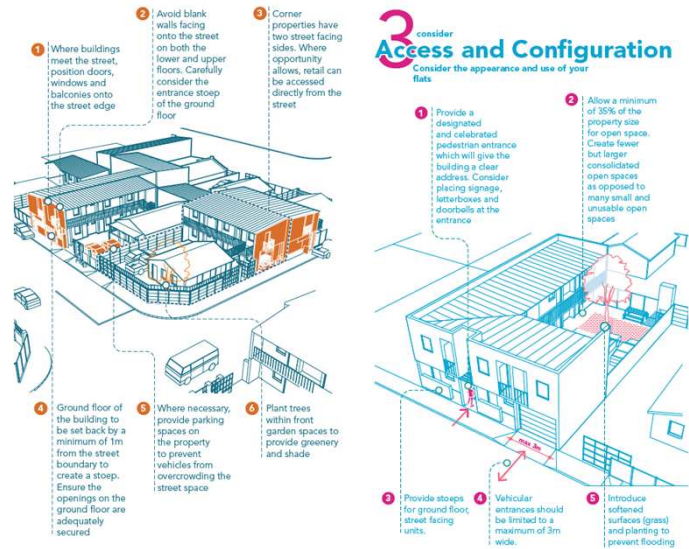
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3. Site Design

- Consider the way in which a neighbourhood may be changing
- Respond positively to neighbouring conditions
- Consider the role that the development plays within the neighbourhood.



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3. Site Design



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Le Ruh Security Estate, Durbanville

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4. Open Space

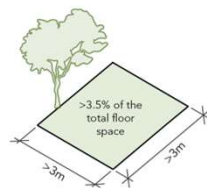
- Understand the open space provision in the area
- Ensure appropriate open space on site
- Ensure open spaces accommodate the needs of residents
- Open space should not be leftover space

315 The rule of '3-30-300' provides the basic framework to follow, to create a healthy urban environment.

3 trees: Individuals should be able to see at least three mature trees from their home's windows.

30% canopy cover: Every neighbourhood should have a minimum of 30% tree cover, which provides significant cooling effects and health benefits.

300 meters: Everyone should live within a 300-meter walk or bike ride of a public green space.



Minimum 3.5% of the total floor space to be functional open space (minimum 3m in each direction e.g. 3x3m)



An example of on-site open space. Mixture of hard and soft landscaping space.



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4. Open Space

- Ensure that developments have a positive relationship to adjacent public open space



Source: City Maps Viewer, 2025 - Constantia, Cape Town



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4. Open Space – the Street as Public Space

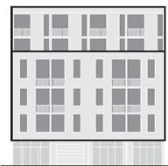
- Consider the street as public space (Objective 4)
- Ensure that buildings have a positive relationship to the street and public realm
- Tree planting and landscaping on the street edge improves amenity



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5. Interface

- Improve safety through passive surveillance
- Position overlooking features and habitable rooms onto the street
- Create activity of the ground plane
- Limit the impact of vehicles on pedestrians



Significant habitable space with fenestration and overlooking features onto the street for levels above ground.



Significant fenestration on ground floor level, with active uses



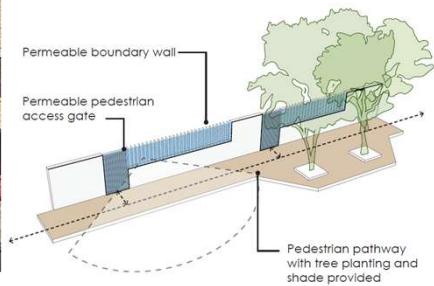
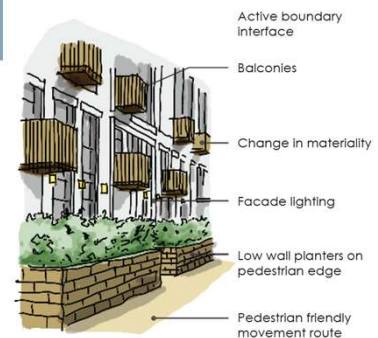
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5. Interface

- Create layered threshold conditions as a transition between the residential units and the public realm
- Permeable boundary walls promote overlooking onto the street
- Tree planting and landscaping contribute to the street experience
- Articulate upper floors with well-proportioned openings and balconies



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5. Interface



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Interface



Position windows and openings on the street frontage. This will allow for passive surveillance



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Designing for Density

1. Density requires **good design**
2. **One size does not fit all**
 - Contextually appropriate intensification
3. Understand the **context**
4. Think through **scales**
5. **Improve neighbourhood performance** by considering:
 1. Site
 2. Accessibility
 3. Site Layout
 4. Open Space
 5. Interface



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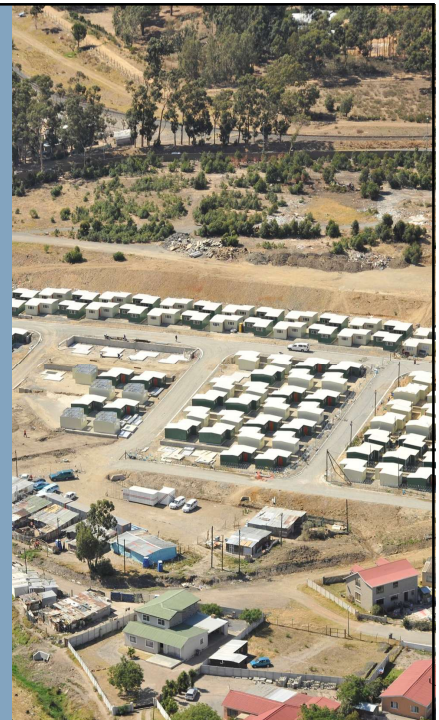
Thank you.



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PRESENTATION 5: Quality Public Places – Public Place to support density

Bobby Gould-Pratt



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CAPE TOWN 2050

VISION

In 2050, Cape Town will be a thriving city of hope where all its residents can experience freedom, opportunity and dignity.

The year is 2050, and Cape Town is a thriving city that has played a leading role in making South Africa a winning nation. Our residents are healthy and well educated, with the right skills for the current needs of our economy, having experienced a significant improvement in their quality of life over the past 25 years. Cape Town is caring, inclusive and free, driven by our strong levels of social cohesion and cultural vibrancy.

Our economy has grown significantly since 2025, far surpassing population growth for over a decade. This is the result of the Cape Town economy having achieved break-out growth compared to the rest of South Africa, having maximised our comparative advantages, removed barriers to growth, increased our resilience to climate impacts and having made sustained infrastructure investments over the past 25 years. Subsequently, we have experienced drastically decreased unemployment levels, and poverty has decreased significantly. As a result, our city is now one characterised by a high level of choice for both individuals and businesses.

As a city government we have maintained our excellent record of good governance and service delivery over the past 25 years. In this time, Cape Town has invested in modern, resilient infrastructure to support long-term growth, which has provided equitable access to quality, affordable, and reliable services for our residents. We have delivered an ambitious infrastructure agenda over the past 25 years, guided by a proactive planning approach.

Our city is a safe place to live and work, enabled by our strong municipal policing service, which significantly increased its effectiveness following the devolution of various powers from national government more than 20 years ago. Several social ills have also decreased as quality of life has increased.

Cape Town has an accessible and efficient public transport network, strengthened by a functioning and well-utilised rail network, resulting in drastically reduced congestion on our roads. Over the past 25 years, we have succeeded in increasing density in our city, which has further strengthened the success of our public transport system and has enabled a more targeted approach to infrastructure service delivery. This has allowed us to achieve an economically efficient urban form, further enabled by a significant growth in affordable housing opportunities close to centres of economic growth with the release of large tracts of previously underutilised land by national government in the late 2020s.

Our ability to trade has improved with private sector involvement in the ports, which has increased efficiencies in the past two decades through improved inland freight services, and through increased airport capacity. We have also managed to successfully navigate the AI-tech wave, having harnessed the benefits for improved government responsiveness, while assisting industry to mitigate its impacts on key sectors as far as possible.

While the city has faced various shocks and stresses, communities across Cape Town have come together in times of need to not only recover but also thrive. The City and partners have proactively invested in climate resiliency, building climate resilient infrastructure, securing sustainable sources of energy and water, supporting a circular economy and protecting and enhancing the natural environment.

In 2050, Cape Town stands out as a beacon of resilience, innovation and progress - proof that with vision, collaboration and sustained investment a city can truly transform lives and contribute significantly towards overall South African success and prosperity.

'What is the role of Urban Design?'

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What is Urban Design?

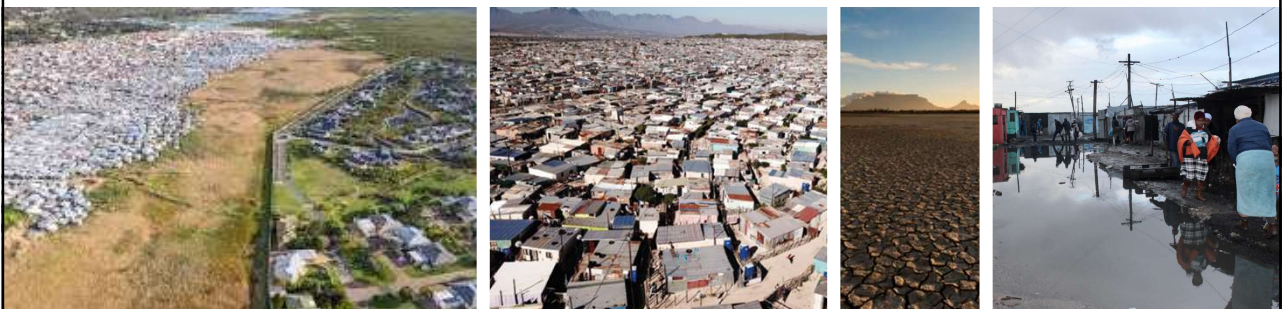
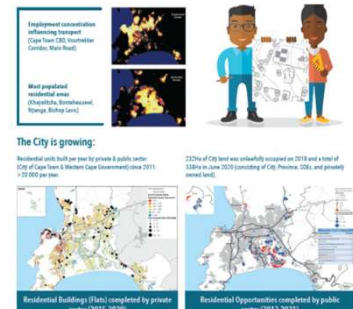
Urban design is the **art of shaping the physical layout of cities** to make them functional, attractive and comfortable for the people who live in them.

- Ensures that the **connections and relationships** between buildings and spaces, public and private areas, and natural and built environments work well and efficiently as urban areas grow and develop.
- Takes into account **aesthetics, social, environmental and economic impacts**, as well as the **identity, character and heritage** that define towns and cities.
- Is **applied at various scales**, from large towns and cities to individual streets and buildings, and their surrounding landscapes or urban spaces.

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HOW TO BALANCE MULTIPLE COMPETING NEEDS?

- Extreme inequality, poverty and high crime
- Rapid growth with limited space to expand- poor living conditions and inequitable access to public facilities and spaces
- Spatially fragmented spatial structure- private vehicle dependence
- Natural systems under threat- water scarce region
- Loss of and/ or lack of sense of place, belonging and identity



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WHY URBAN DESIGN MATTERS

'Building **inclusive, healthy, functional, and productive** cities is perhaps the greatest challenge facing humanity today.

There are no easy solutions. And yet a key part of the puzzle lies right in the heart of the world's urban areas: the **public spaces**.' – the collective

(source: *Place making and the Future of Cities- Project for Public Spaces & UN Habitat*)

'Public spaces are a **vital ingredient** of **successful cities**. They help build a sense of community, civic identity and culture. Public spaces **facilitate social capital, economic development and community revitalisation**.

The liveliness and continuous use of public space as a public good leads to urban environments that are well maintained, **healthy and safe**, making the city an attractive place in which to live and work.'

(Source: Global Public Space Toolkit- UN Habitat)



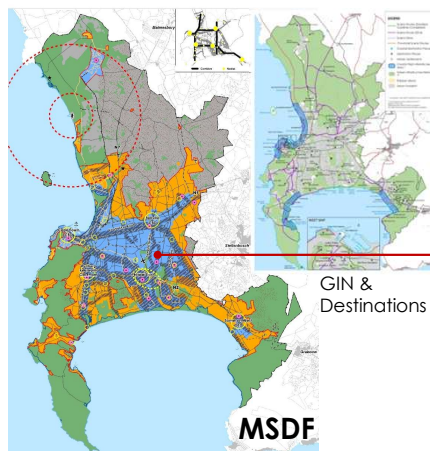
The case for Public space is built on the following arguments:

- Public space as the banner of **urban civility**
- Public spaces are our **urban commons**
- Public Spaces promote **income, investment and wealth creation**
- Public Spaces enhance **environmental sustainability**
- Public Space increases **transportation efficiency**
- Public Space improves **public health**
- Public space enhances **urban safety**
- Public Spaces promotes **equity and social inclusion**
- Public Spaces are tools for **gender and age-friendly cities**
- Public Spaces offer ideal opportunities to **generate citizen involvement**
- Public Spaces make for **great cities!**

(Source: Global Public Space Toolkit- UN Habitat)

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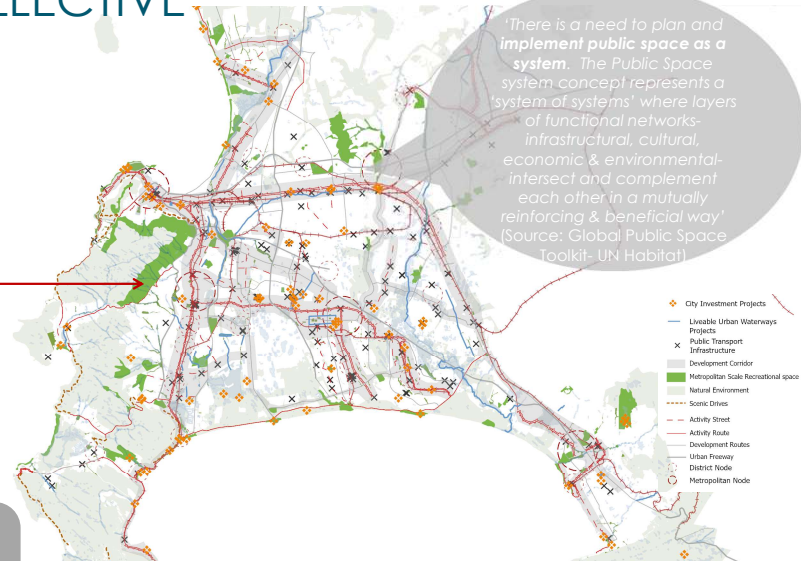
SECURING THE COLLECTIVE



GIN & Destinations

MSDF

Public space collectively forms the **connective matrix or skeleton** of the city, upon which all else rests. It is the **overarching structuring system** that links **urban (built) & natural** systems. These spaces jointly form the **Public Realm**



'There is a need to plan and implement public space as a **system**. The Public Space system concept represents a 'system of systems' where layers of functional networks—infrastructural, cultural, economic & environmental—intersect and complement each other in a mutually reinforcing & beneficial way' (Source: Global Public Space Toolkit- UN Habitat)

METRO & DISTRICT PLAN REVIEW

EMERGING INTEGRATED PUBLIC SPACE NETWORK

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Public Open Spaces

Public Facilities

Markets / Destinations

Living Streets

EMERGING INTEGRATED PUBLIC SPACE NETWORK

THE LAYERS OF PUBLIC SPACE

Public space serves as the **'image of the city'** by shaping its character, defining its identity, and influencing how people perceive and interact with the urban environment. It is the physical and visual framework—including streets, green open spaces, parks, and squares—that represents the city's **social, economic, and cultural life**, both for its residents and visitors. A city's public spaces are not merely a backdrop but are active elements that communicate its values and function as a stage for collective experience and civic life

"Public Spaces are places publicly owned or of public use, accessible and enjoyed by all for free and without a profit motive."

Public space takes many spatial forms and are categorised into the following main types:

- **Public Open Space;**
- **Public Facilities;**
- **Markets;** and
- **Streets**

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DESIGN LED THINKING PROMOTES QUALITY OUTCOMES

Designing Quality Places

Urban Design Policy for the City of Cape Town



2024



‘The **quality of our cities, towns, neighbourhoods, streets and public places have an important influence in our daily lives.** The quality of these places contributes to our economy, our natural and built environments, their sustainability and the overall liveability and safety of our cities. This helps businesses to grow, promotes quality of life and influences our physical and mental health and well-being.

*It is through the **application of design** that the qualities of these environments are transformed, given purpose, become relevant, and have meaning.*

People and communities are at the centre of the UD policy. It looks to draw on a number of principles and design objectives to **guide design responses** in order to achieve a quality and well performing city. The strong links between quality of place and quality of life are widely recognised. **Social, environmental, and therefore long-term economic benefits are derived from well-designed places.** ‘

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UNDERSTANDING & MEASURING VALUE

PMT 2: PRELIMINARY SITE VISIT FINDINGS

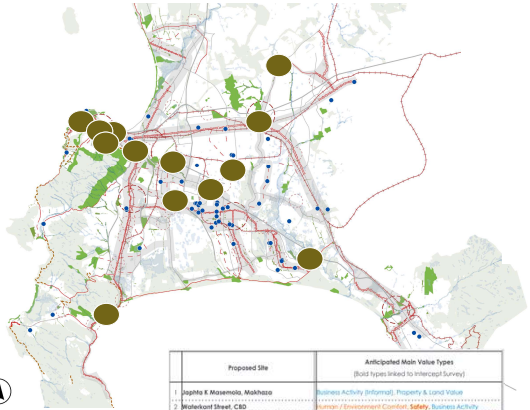
VALUING PUBLIC SPACE STUDY

JUNE 2026 (Milestone 5)



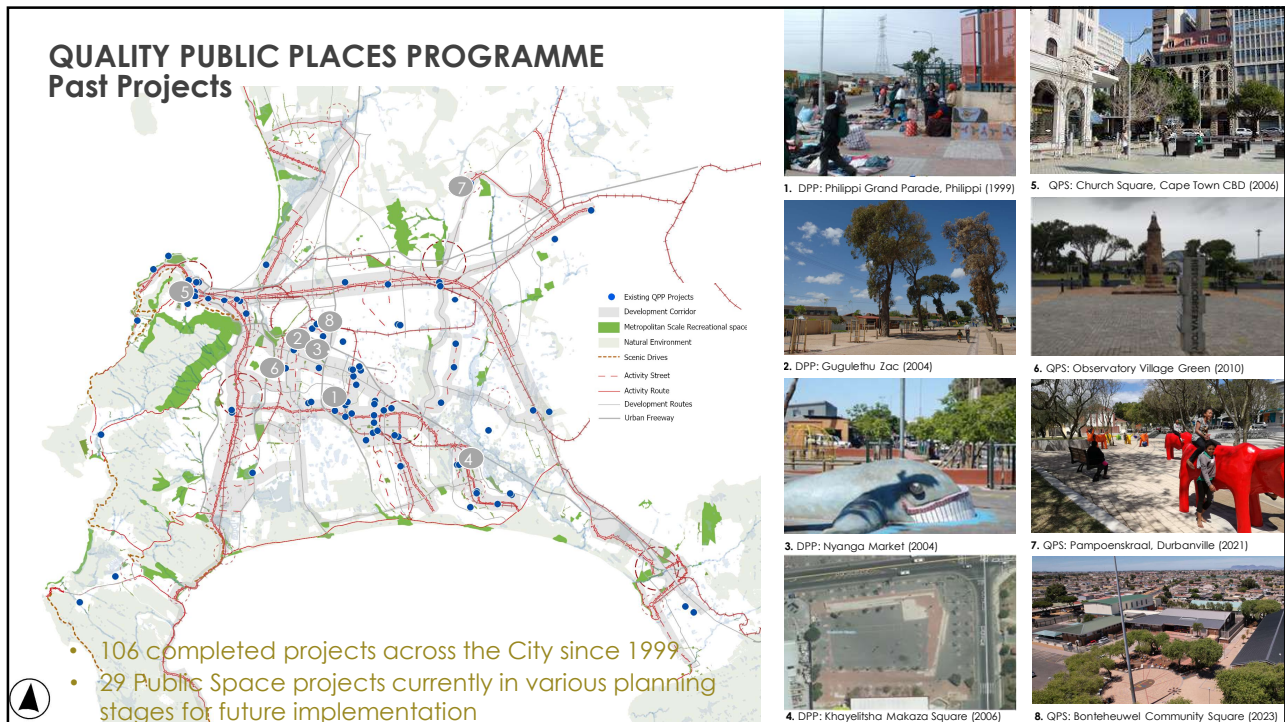
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Work in progress

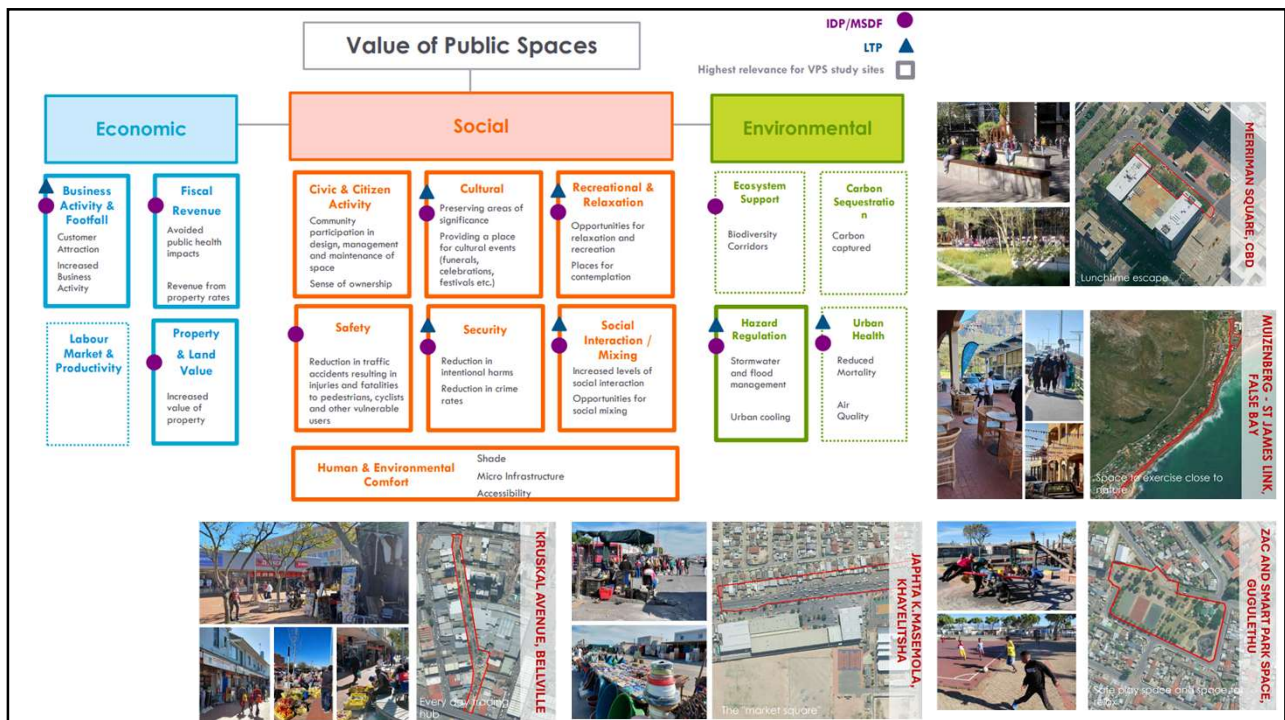


Proposed Site	Anticipated Main Value Types (Build types listed to interrogate survey)
1. Jagtjies X Mosamola, Makhaza	Business Activity (Informal), Property & Land Value
2. Waterfront Street, CBD	Urban Environment (Informal), Property & Land Value
3. Mubenberg to St James, York Rd Precinct	Recreational and Retail use / Social Interaction, Business Activity, Property and Land Value
4. Goleville CBD	Urban Environment (Informal), Business Activity (Informal and Informal)
5. King Longobelle Drive, Langa	Cultural, Business Activity (Informal)
6. Kridol Avenue, Bellville	Social Interaction, Business Activity, Safety
7. St Andrews Square, Freshwater Precinct	Cultural, Urban Environment (Informal)
8. Merimoon Square, Foreshore	Urban Environment (Informal), Property & Land Value, Informal
9. Pampoenkraal Heritage Square, Durbanville	Cultural, Business Activity
10. SAC Recreational	Social Interaction, Recreation and Retail use (Informal)
11. Spence, Gugulethu, Car NT119 & NT128	Recreational and Retail use / Social Interaction
12. Observatory Community Green	Social Use, Recreational, Civic
13. Sea Point - Mouille Point Promenade	Business Activity, Property & Land Value, Social Use, Social Interaction

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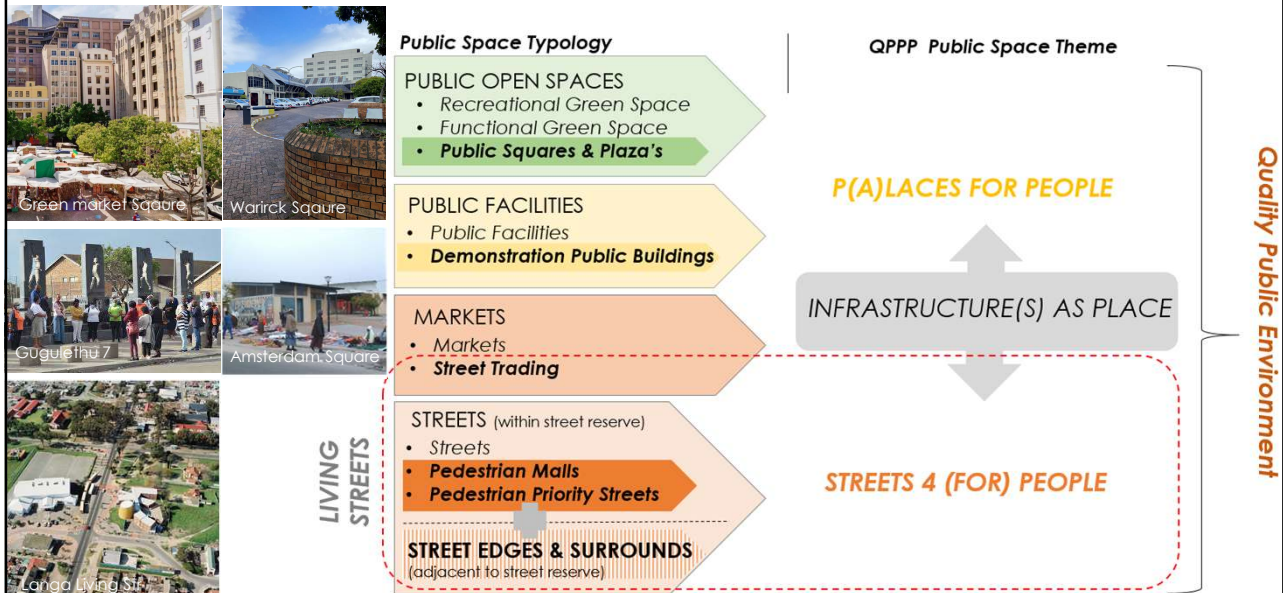


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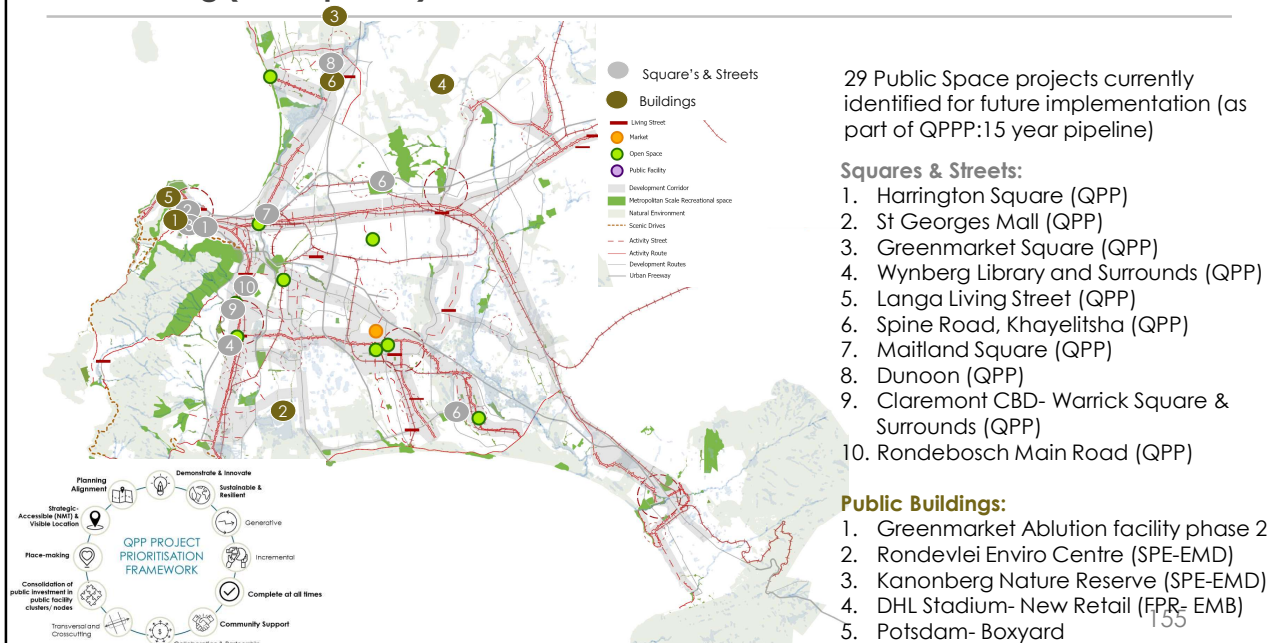
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Quality Public Places Programme : DEMONSTRATE PROJECT FOCUS

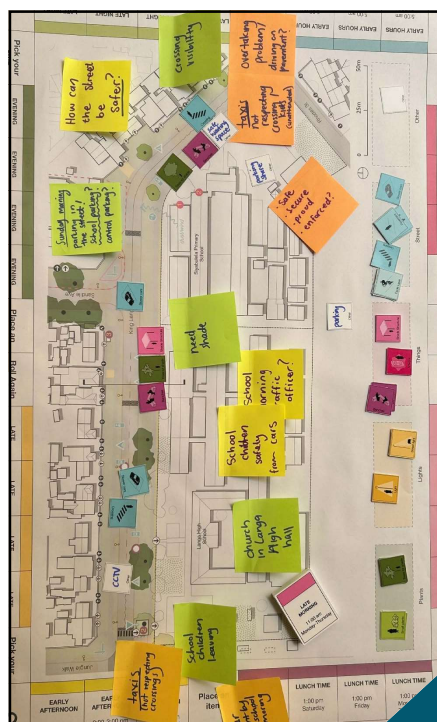


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In Planning (new spaces)



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SUMMARY

- Urban Design- design thinking has a critical role to play to balance competing demands as well as influence quality, the look & feel of a place
- Value in place making is multi-dimensional- quantitative and qualitative

It is critical to plan and design for both economic as well as both social and environmental value- they are linked and contribute differently but are all inherently critical to vibrant, healthy and prosperous settlements. One shouldn't be prioritised in isolation of the other

If we achieve this we are setting ourselves on a path for creating a legacy of hope – a resilient and hopeful future for now and tomorrow

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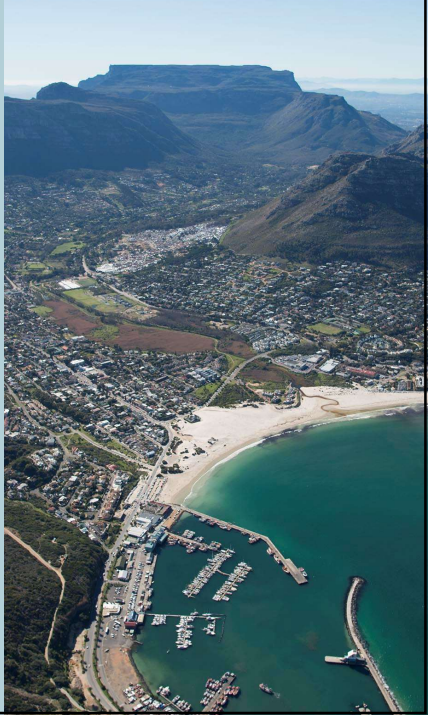
Thank you.

PRESENTATION 6:

The End of Densification. Long Live Densification

Rashiq Fataar







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Activity 2





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Density Activity

Choose and arrange the densification examples from **least dense to most dense** based on what you think. Place them in order on the table.

Aim: To challenge perceptions of density and highlight the difference between **perceived vs actual density**.

Guide: Focus on the *physical form* of each example (height, spacing between buildings, building type). Consider how density might be achieved through different approaches (e.g. mid-rise vs high-rise vs informal).

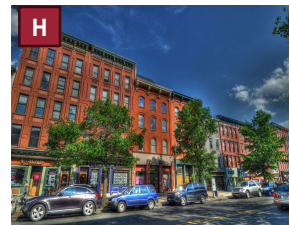
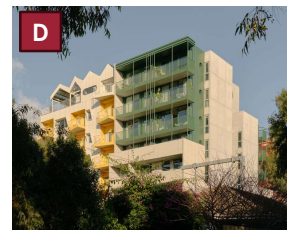
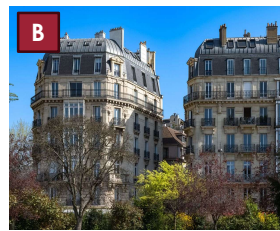
Tip: Don't assume taller buildings are always denser. Look closely at spacing, plot sizes, and building footprints.



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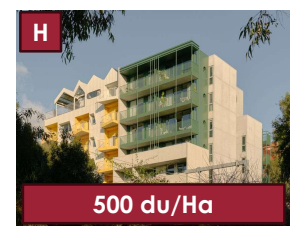
Density Activity



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Density Activity - Answers



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Summary & Key Take Aways

Pete Ahmad



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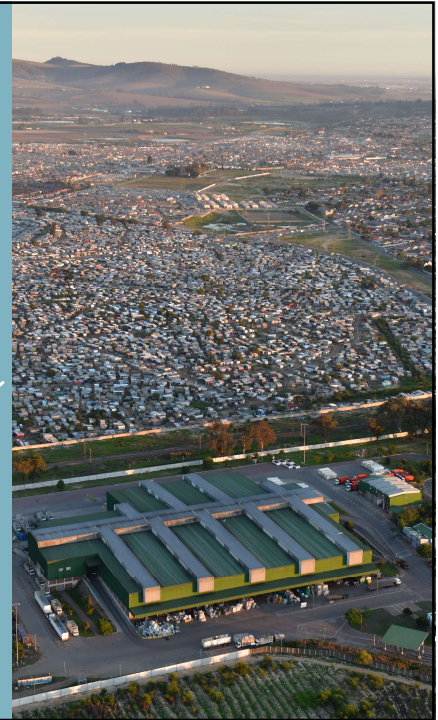
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Next Steps & Way Forward

Nigel Titus



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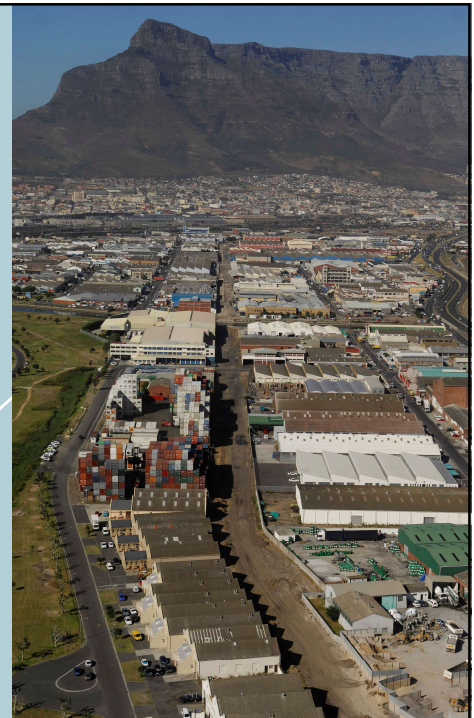
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Vote of Thanks & Closure

Bradley Burger



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