

PUBLICLY OWNED PROPERTY IN MUIZENBERG

Report #1 in a series of Reports on Muizenberg

Compiled by the **Urban Design and Planning Committee** of

the **Muizenberg Improvement District** NPC,

in partnership with the **Muizenberg Lakeside Residents Association
(MLRA)**



1

**Publicly Owned
Property**



2

Pending city
projects



3

Pedestrian
movement
network



4

Parking and traffic
management



5

Public open &
defendable
spaces

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Main Report

1. Introduction

The Muizenberg Improvement District (MID) was established in 2001 and manages an area focussed on the beachfront and old Village. The boundary is however under consideration with a view to extending the current area to include the coastal strip towards St James Beach (1), the narrow strip between the Main Road and Boyes Drive (2) and larger areas to the east of Zandvlei, known as Marine Estate. (3)

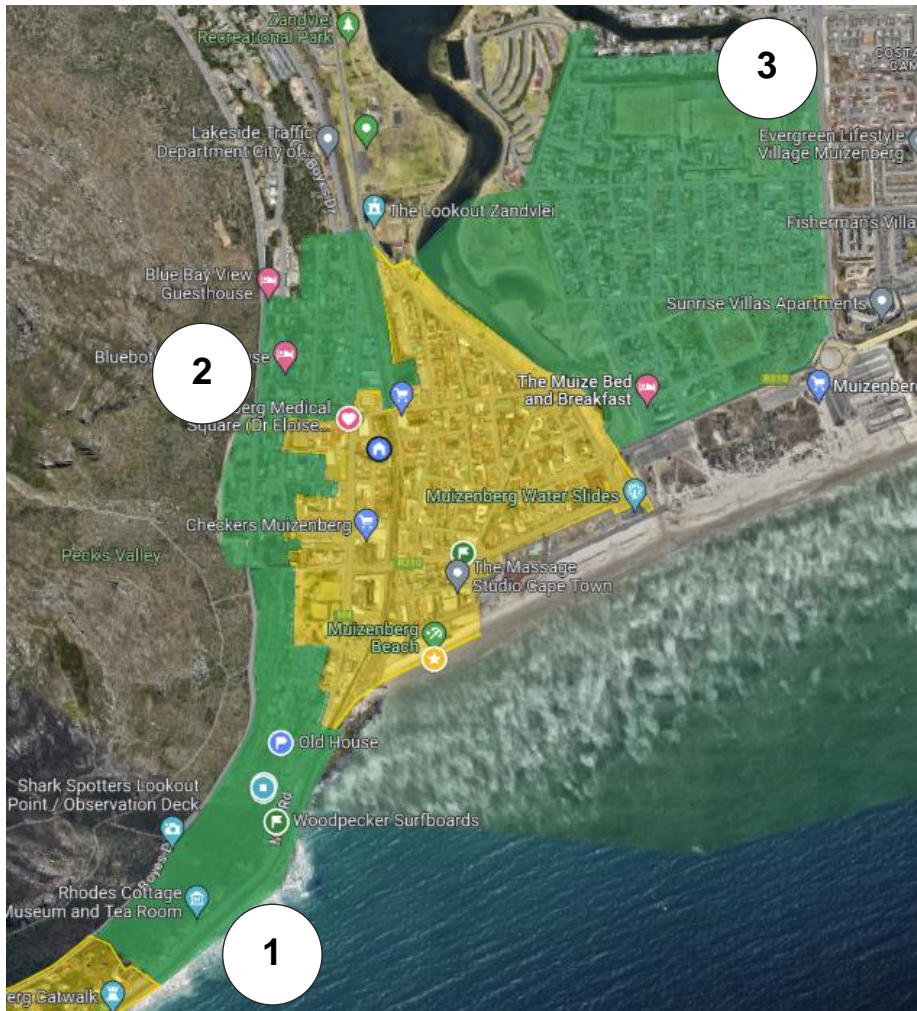


Figure 1: Current MID bounds and proposed expansion (above).

The MID and the Muizenberg Lakeside Residents association (MLRA) wants to see that Muizenberg will develop in a manner that ensures conservation of the neighbourhood “fabric”, whilst still facilitating new development and allowing Muizenberg to reach its full potential as a **destination place within the City**. It’s considered paramount to the character of the area that the beauty and diversity of the natural assets - mountain, vlei, and sea are conserved and made safe and accessible for residents and visitors alike. Importantly, the MID doesn’t want to develop in a closed-minded way, but rather in an inclusive way that considers the lives of our less-resourced neighbouring communities, many of whom are an integral part of the economy and community of the Muizenberg beachfront and village.

Muizenberg is identified not only as a **Destination Place** but as a **District Node** in the [Metropolitan Spatial Development Framework](#) (MSDF) and [District Spatial Development](#)

Framework (DSDF), where densification and intensification of land uses is supported. Densities as high as 250-650du/ha nett are recommended¹. Heritage would obviously affect these densities, but an intensification and mix of uses are essential for further establishing and maintaining a sustainable, walkable, vibrant, socially, and economically inclusive neighbourhood.

To this end, the MID have established an Urban Planning & Design Committee comprising professionals from the local built environment network - architects, town planners, and urban designers. These members reside or work in the area and are tasked with helping investigate aspects of the urban environment and conceptualising solutions and proposals as the basis for engaging key stakeholders such as the City of Cape Town (CoCT). The City holds the primary mandate for directing and managing local area growth and development. The MID have since initiated a process to work with the CoCT to undertake Community-Driven Planning Initiative² (CDPI), starting with investigations and mapping of key issues and opportunities. The study area for the CDPI is in fact much broader than shown in Figure 1, as it will go as far North as Military Road and include Vrygrond, Capricorn Park and Costa De Gama in the East – the area C shown in Figure 2

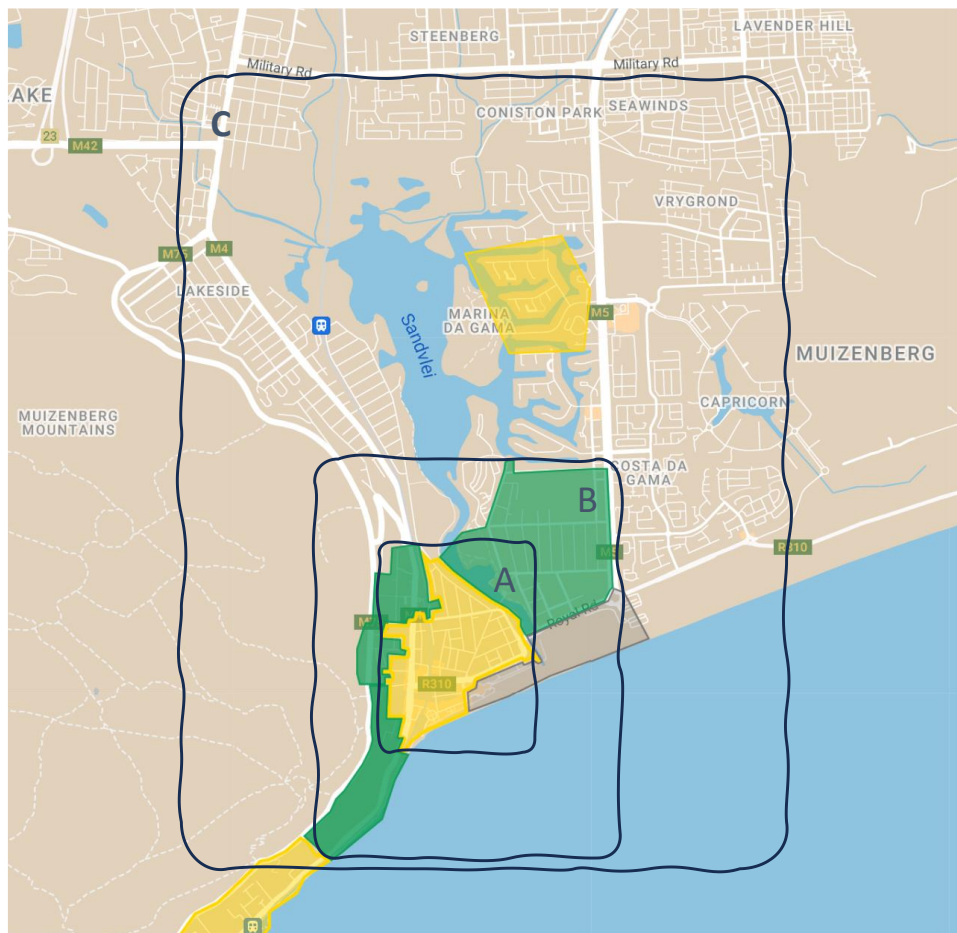


Figure 2: The full study area of the CDPI - showing area B as the focus area for this report.

¹ <https://resource.capetown.gov.za/documentcentre/Documents/Bylaws%20and%20policies/Densification%20Policy%20-%20approved%20on%2029%20February%202012.pdf>

² In terms of the CoCT's 2019 Community Driven Planning Policy (Principles and Procedures)

This report is the *first* of a series and will be followed by others focussed on amongst other things; pending city projects in the study area, pedestrian access and movement network, parking and traffic management, and public open spaces.

2. Purpose Of This Report

As the first step in the broader Community-Driven Planning Initiative, the committee has set out to highlight several buildings and properties that are not within the control of ratepayers in the area, but which impact on the area's ability to deliver in terms of its role as a district node, a key destination and a sustainable living environment.

These buildings and properties house a number of state user departments and offer essential public services and amenity value. Many are currently either underutilised, in a bad condition or of concern due to the negative impact they have on the performance of the urban environment. Their underutilisation, bad condition and sub-optimal performance also impacts on the value of the surrounding properties. This is of particular concern, as it has an impact on the potential of the MID to sustain itself.

The impact of these properties is both direct in terms of pulling down the look and feel of Muizenberg but also indirectly as none of these properties contribute to the top-up levy which is charged in accordance with the Special Rating Areas (SRA) By-Law.

A cursory assessment on just 3 specific properties shows that if these were commercially activated, almost 20% of the total MID monthly income could be covered by their SRA levies.

Estimated commercial value of R155 million, equating to R43,000 per month.

- Telkom Building on Main Road, estimated potential Commercial value of R20 million
- Strip Buildings on Atlantic Road, estimated potential Commercial value of R50 million
- Muizenberg Pavilion, estimated potential Commercial value of R80 million

3. Method And Structure of the Report

A desktop study was undertaken to identify those properties that are of concern. These were mapped and the primary concerns articulated at a high level. This exercise enabled the committee to identify some broader thematic issues. Where a concentration of properties was identified, these were grouped into focal areas for aggregate analysis.

Focal Area 1 was taken further as an example of what the next step could be in the process towards addressing some of the concerns.

The report concludes with a set of concrete, actionable requests that the City of Cape Town can proceed with to fulfil its objectives and developmental duties, both:

1. in accordance with the South African Constitution (Chapter 7 – sections 152 and 153)³.
2. in order to meet with the strategic intent of their *Immovable Asset Management Policy*⁴ which aligns with the "Strategic Focus Areas (SFA) embedded in the City's Integrated Development Plan.

³ <https://www.justice.gov.za/constitution/SACConstitution-web-eng-07.pdf>

⁴ [https://resource.capetown.gov.za/documentcentre/Documents/Bylaws%20and%20policies/Immovable%20Property%20Asset%20Management%20-%20\(Policy%20number%2045434\)%20approved%20on%2010%20December%202015.pdf](https://resource.capetown.gov.za/documentcentre/Documents/Bylaws%20and%20policies/Immovable%20Property%20Asset%20Management%20-%20(Policy%20number%2045434)%20approved%20on%2010%20December%202015.pdf)

Note that properties falling under the national government have been deliberately included in this report, as we require the City of Cape Town to assist in playing the role of facilitator between the local community and national government departments such as the Public Works Department (PWD).

4. Properties Of Concern

The following focuses on public-owned properties and buildings considered to be a) underutilised from a development perspective, b) underperforming from an urban perspective and their impact on the public realm and c) are in bad condition. These were mapped. See Figure 3 below. Table 1 identifies these properties of concern and provides a short description of their current role /use and the key issues. The table also includes remarks regarding plans for these properties, where these are known.



Figure 3: Areas / Properties of concern

The properties (and areas) of concern are identified in Table 1 below.

#	Name (Owner)	Current Use	Issues
1 a-d	"The Atlantic Road Strip" (CoCT)	The Strip consists of the CoCT's Law Enforcement, Clinic, and Library.	Wide north-facing kerbside is underutilised. Building condition is very poor, accessibility is poor. Further explored in Area 1 (next section).

#	Name (Owner)	Current Use	Issues
2	Muizenberg Pavilion (CoCT)	Muizenberg civic Centre. Various civic offices in outlying rooms. Main hall for rental.	Poorly maintained building, underutilised. Issue seems to be that the management thereof does not facilitate easy / proper rental and the financial sustainability is therefore an issue as can be seen by the lack of maintenance. Building serves little to no purpose in the overall beachfront precinct in terms of improving the pedestrian experience.
3	Promenade Recreation Area (CoCT)	Recreational facilities: Swimming pool, picnic area, Putt-putt and waterslides	Underutilised land. Many empty buildings under the raised promenade which present commercial opportunities. No safe pedestrian connection to the eastern side of Zandvlei mouth. Apparently, some tenants don't have long-term rental agreements in place, meaning no commercial security.
4	Telkom Exchange Building (Telkom)	Utilities	Completely wrong use of a prime location. "Gateway" into Muizenberg from the north. Bad corner interface for both vehicles and pedestrians. Opportunity to redevelop & improve the way in which the site serves the area.
5	Muizenberg Park & Old Bowling Club (CoCT)	Park is classified as a community park. Old bowling club, Occupied by Coastal Management CoCT	Open area associated to old bowling club building is underutilised. Refuse and fire risk from people camping on hillside. Public path to/from Boyes Drive can't be used due to security issues. Active & healthy partnership with local Friends Group, City of Cape Town, MID Business Portfolio and local community to drive the renewal project.
6	Cleansing & Traffic Departments "the Stables" (CoCT)	Cleansing Department (Solid Waste) & Traffic Department (Law Enforcement) from CoCT	The buildings are well cared for, but sites seem underutilized. Limited to no interface with the road, poor and unsafe pedestrian experience.
7	Naval College (PWD)	Partially vacant.	Very poor condition for a heritage building. Prime location serving no purpose to the surrounding community. Development opportunity.

#	Name (Owner)	Current Use	Issues
8	SAPS Muizenberg (PWD)	South African Police Service	Police station is run down and offers no surveillance over adjacent problem areas. Magistrates court is inappropriately located in a residential area. This increases the foot traffic or known or suspected criminals through a district node with intense residential and business activity.
9	Axminster Road Parking (CoCT)	Car wash, seasonal fruit sellers, parking	This is in a prime location but has poor beach access. Poorly signed and offers minimal utility to beach visitors. Fruit sellers and car wash offer limited surveillance over the parking area.
10	Zandvlei Caravan Park (CoCT)	Caravan and camping and picnicking	It is reported to be underutilized. This is a prime piece of land which could be re-purposed for greater public benefit and greater intensity use considering it's location in a district node.
11	Sunrise Circle Market and Surrounds (CoCT)	Regular Sunday Flea market and parking	Parking and access to the flea market is an issue – spilling over into frequent traffic jams. Security of parking area and immediate beach section is generally an issue. Income from flea market not coming back into the area. Development opportunity – retaining the function of the site but improving the experience.
12	Sunrise Beach Parking & Lifesaving Club (CoCT)	Lifesaving club, ablutions.	Isolated location resulting in safety concerns, poor condition building. No business activities in the immediate area resulting in reduced surveillance.
13	Bailey's Cottage (PWD)	This is an historical location on the St James Walk.	This is currently in a terrible state of dis-use, and poses a threat to visitors in that it harbours a criminal element. Underutilised prime location as this could serve a mixed-use purpose, and would work well with the "museum & heritage" precinct which it neighbours.
14	Falsebay Station and railway crossing (PRASA)	PRASA Train Stations	Stations, as well as surroundings and approaches are in a poor condition. Interfaces with Albertyn Road & Surfer's Circle are both very bad for pedestrians. The functioning of the railway is dependent on negotiations between the Province and

#	Name (Owner)	Current Use	Issues
15	Muizenberg Station and subway and pedestrian railway crossing (PRASA)		PRASA / TRANSNET, and the National Government.
16	Zandvlei Sports Facilities (CoCT)	Large open-space well used by locals for recreational purposes. Various small buildings. Sports facilities.	Sports facilities should be operating as a regional park. Buildings serve a limited purpose in the experience of the area. Overall pedestrian and recreational experience is disjointed. Cultural heritage value in that it serves a wide array of local people. Opportunity to improve.

Table 1: Properties of concern

5. Focus Area: The Atlantic Road “Strip”

The Strip, on Atlantic Road, (see Figure 4) consists of Law Enforcement, the Muizenberg Clinic and Library. This piece of Atlantic Road is the ‘Face of Muizenberg’, the memory most visitors have of passing through. The facilities are well, even heavily used, and serve the whole of larger Muizenberg.

These buildings need to be adapted to include more uses, living out towards the broad pavement. There also needs to be provision for a colonnaded edge, (for people especially visitors to the clinic with health conditions or impairments) to sit and wait under cover.



Figure 4: Focus Area 1, Atlantic Road

A table providing more detail, concerns and some preliminary opportunities associated to the publicly owned properties within focus area 1 follows in Table 2.

#	Name (Owner) & Erf	Current Use	Issues	Remark
1a	Law Enforcement Parking – previous Electricity Dept. Parking (CoCT)	Current space is used as a temporary construction site HQ. Prior	Non-heritage fencing surrounds it and it is full of weeds and left-over rubbish from the electricity department who used it prior.	Upgrade as part of gateway for pedestrians moving between Atlantic Rd / the Village to the Beachfront. The fencing is completely contrary to the heritage nature of this area and the

#	Name (Owner) & Erf	Current Use	Issues	Remark
	<i>Erf 87177 and Erf 87191</i>	to this it was empty		vacant land a risk in terms of local pedestrian safety
1b	Law Enforcement Building (CoCT) <i>Erf 87177</i>	Law Enforcement Offices, MID Offices	Building is poorly maintained, and doesn't serve the local pedestrian / nodal core of the area.	Opportunity to improve utilisation of the building, or at least the visual impact of its location and state.
1c	Muizenberg Clinic (CoCT) <i>Erf 87177</i>	Clinic	Located well on Atlantic Road, but with poor user access and interface.	Opportunity to improve utilisation of the building. Potentially lease it or redesign it along with other buildings in the complex
1d	Muizenberg Library (CoCT) <i>Erf 87177</i>	Library	Located well on Atlantic Road, but seems in need of expansion, especially for study area.	
2	Civic Centre. (CoCT) <i>Erf 87374</i>	Almost no active use of this space.	Underutilised facility but focal point of beachfront. Offers poor interface with Atlantic Road and beach. Disrupts pedestrian movement along beachfront	The MID is investigating ideas for redevelopment, repurposing which includes the reconsideration of its civic/public role.

Table 2: Preliminary opportunities in Atlantic Road

Please refer to Appendix A for photos of the properties in question.

6. Conclusion

In conclusion, there are a significant number of publicly owned properties of concern that are preventing the area from performing optimally.

The problems, challenges and concerns associated with the identified properties and buildings are varied, but some of the most notable are as follows:

- The poor condition of public buildings has an impact on the value of surrounding properties and the ability of the area to maintain its desirability from an investment perspective.
- Public properties that are badly maintained and underutilised often impact on accessibility for pedestrians as the adjacent public paths and roads become unsafe / uncomfortable to use.
- Where CoCT properties abut DPW or PRASA properties, there is often uncertainty with regards to responsibilities for cleaning, management etc. of the area, and as a result a hands-off approach is adopted.
- There appears to be a “double standards” approach in terms of the application of the Heritage Overlay Zone rules to council-properties as compared with private property owners and developers looking to add value through investment in this area. The heritage approval process is belaboured, necessarily at times, but we cannot have double standards.
- Where clusters of public facilities / buildings occur, these represent opportunities for (re)development. However, precinct planning is required for the potential of these precincts to be fully realised.

Addressing these issues and challenges will require a long process of further dialogue and engagement between the relevant stakeholders including the various state landowners, user departments, the MID, private sector investors, and the community. The issues are complex and require new relationships and partnerships for the conceptualisation of fresh solutions.

7. Actionable Next Steps

In view of the complexity and long-term nature of the type of projects alluded to in the Focus Area work, and acknowledging the urgency to address some of the specific issues raised in Table 1 and 2, the MID and MLRA request the following:

1. Release of the Sidmouth Road parking lot for use by informal traders and for parking for the beachfront and village areas. Commitment to release the plot for commercial purposes (use to aligned with the forthcoming LASDF).
2. Making available a location at the Lakeside Traffic Department for the Safe-Space as previously contemplated, to provide a service-centre location for U-Turn and/or other non-profits currently intermingling with residents and businesses in the heart of the Muizenberg village.
3. Support of the Urban Planning Committee and the proposed Community-Driven Planning Initiative as we move onto the development of a spatial vision for the wider Muizenberg area.
4. Deliberate effort to work with the MID and MLRA, as civic representatives to tenant any vacant properties through legitimate council processes.
5. Support in lobbying PRASA and Heritage Western Cape to see Muizenberg Station restored and fully utilised.

8. What Good Looks Like

In this section, we have taken a sample of locations that we believe to be excellent examples of how spaces can be activated and utilised. Whilst we don't want to ignore the problems, we want to be forward-focused.

Biscuit Mill

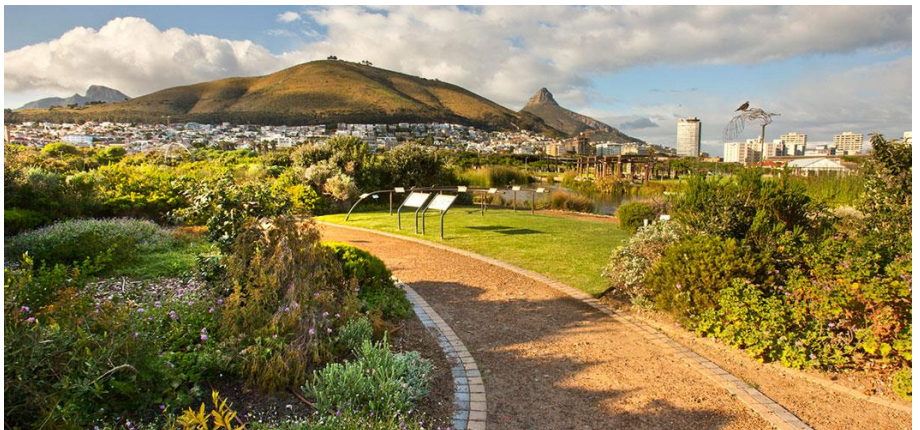
www.theoldbiscuitmill.co.za



Kalk Bay Main Road



Green Point Park.



Workshop 17
www.workshop17.co.za



Maboneng District Market, JHB



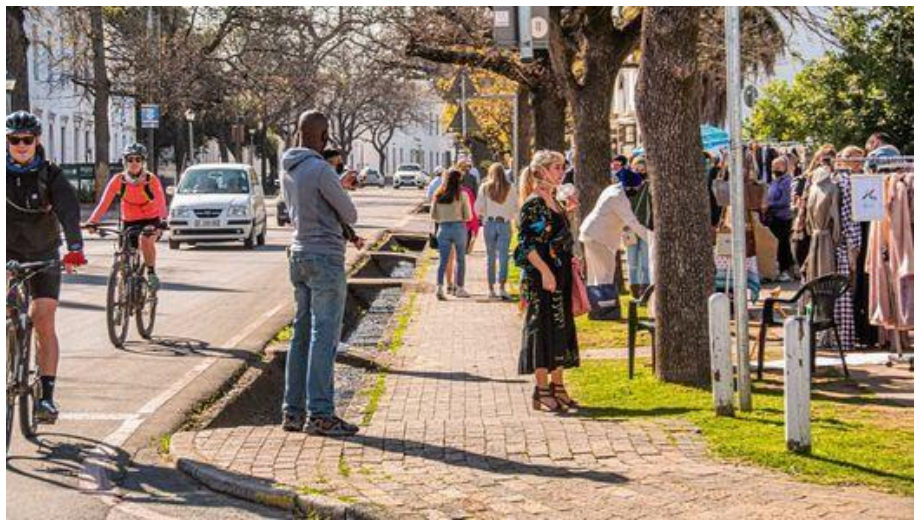
Pepper Street, Long Street
(heritage façade examples).



St. Georges Mall, Food-lovers market / Green Market Square.



Dorp Street Market Stellenbosch



Oranjezicht City Farm Market



Table 3: Samples of activated locations in Cape Town

Appendix A – Photos of Key Properties

Sidmouth Road Parking





Law Enforcement Building – Atlantic Road





Main Road Traffic & Cleaning Depot – Main Road



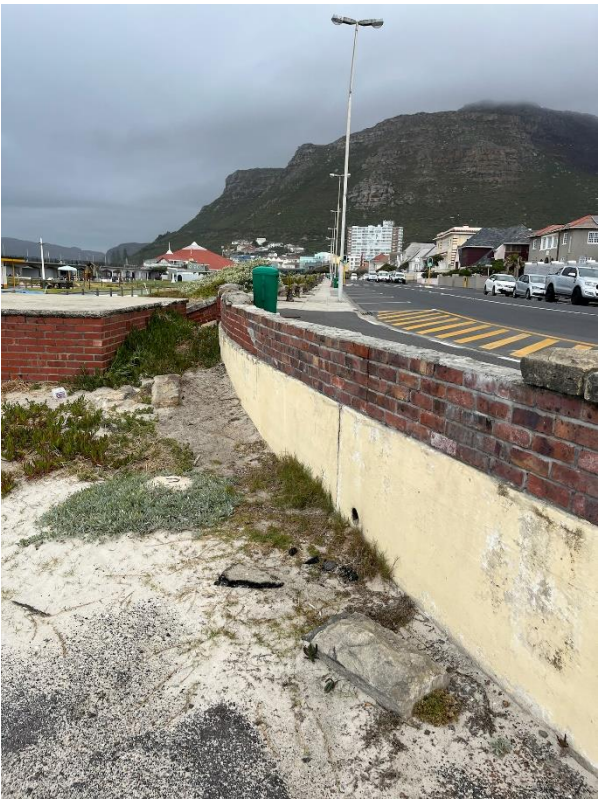
Civic Centre – Cnr. Atlantic & Beach



Sunken Gardens & Promenade – Beach Road









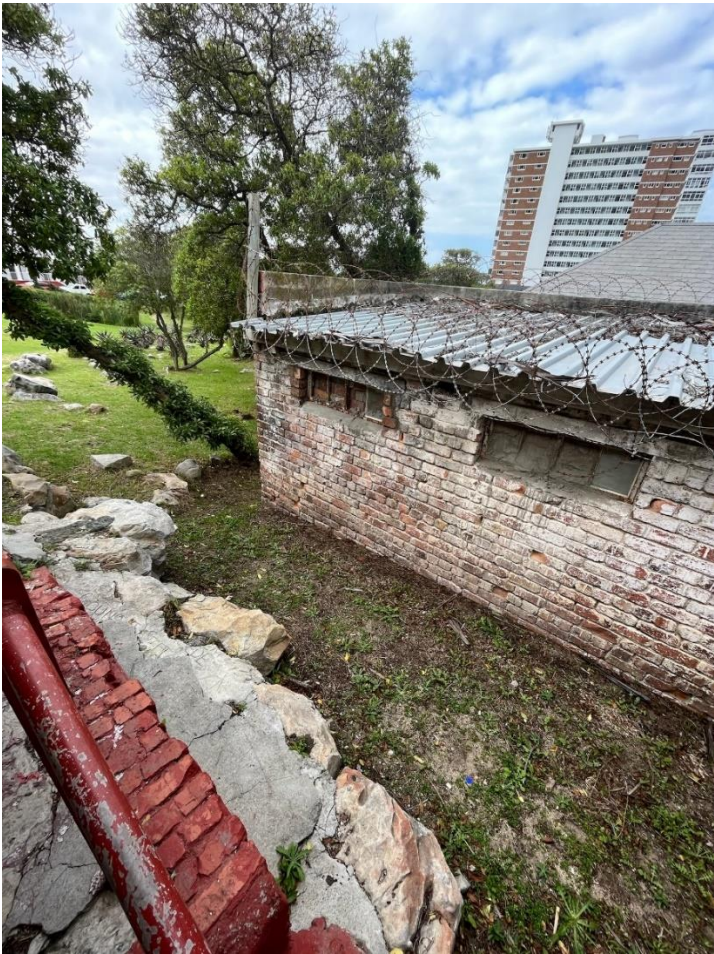
Sunrise Circle Parking & Lifesaving Club







Muizenberg Park & Bowling Greens



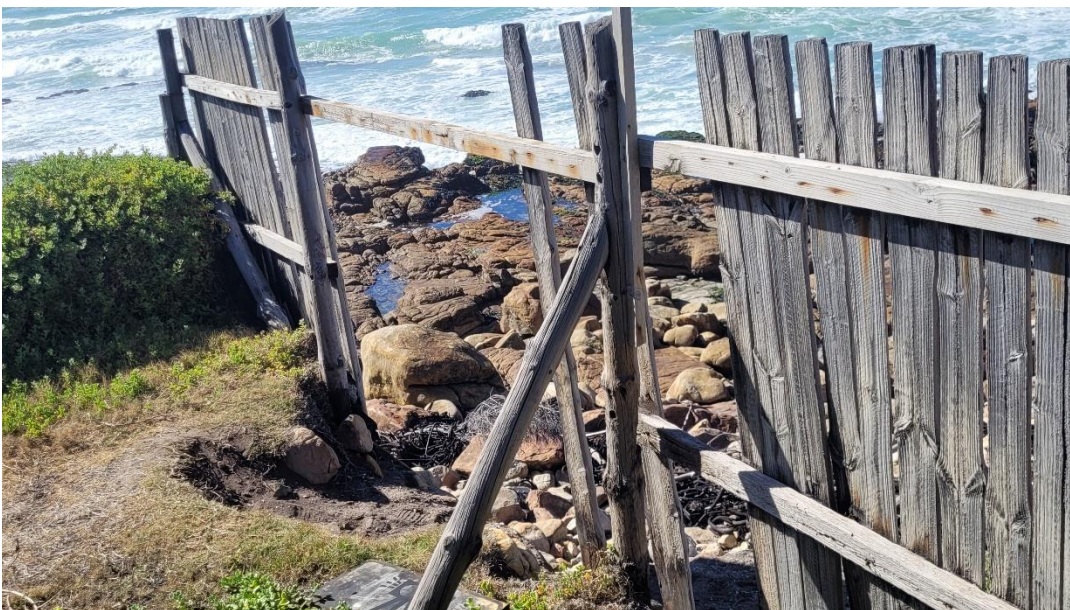
Muizenberg SAPS



Telkom Exchange Property – Albertyn Road



Baileys Cottage





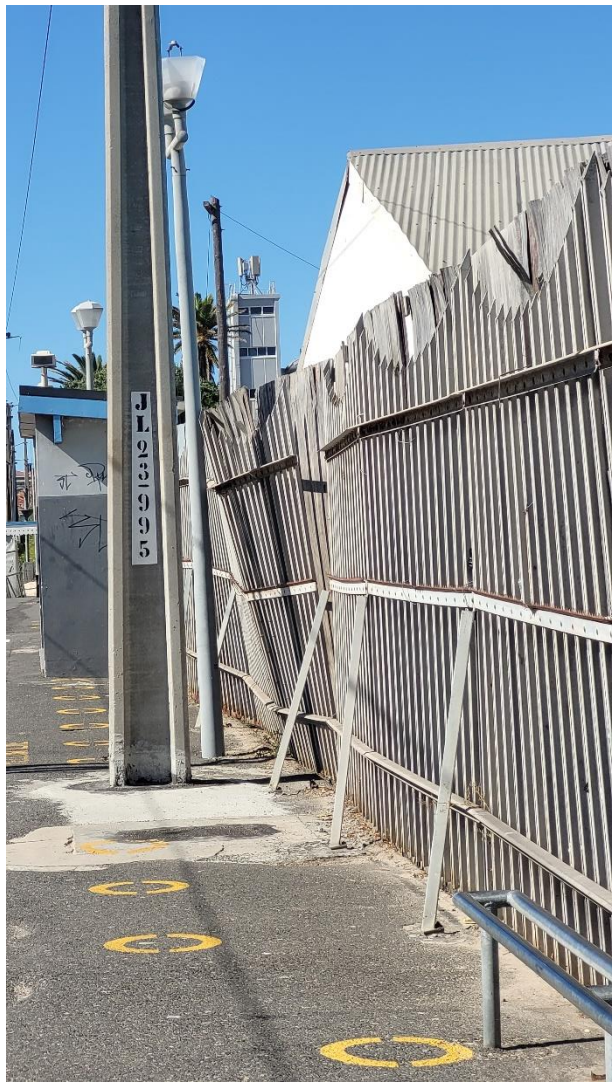
Muizenberg Station

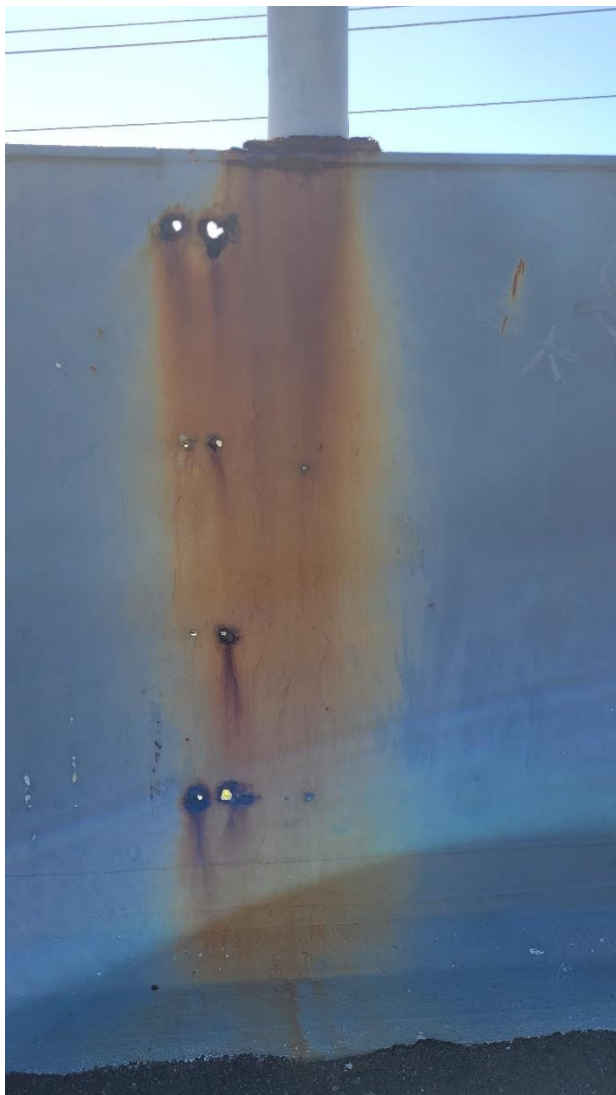


False Bay Station









Zandvlei Caravan Park



Zandvlei Sportsclub





Axminster Road Parking



Appendix B - Introducing the Committee Members

The Urban Planning & Design Committee is comprised of professionals from the local built environment network - architects, town planners, urban designers and enthusiastic locals from other professions. These members reside or work in the area, and, are tasked with helping investigate aspects of the urban environment and conceptualising solutions and proposals as the basis for engaging key stakeholders such as the City of Cape Town.



Simon Roberts is the chairperson of the Muizenberg Improvement District, he is a resident of Muizenberg and works as a software consultant and business architect. He holds a degree in Electro-Mechanical Engineering from UCT. He's passionate about taking an active role in the definition of the future of Muizenberg and is excited to see good urban design and architecture being a part of that journey. He loves maps and drawing pictures, and he currently chairs the committee.



Jacques Theron is a resident of Lakeside. He spent most of his career in practice as architect and urban designer. He worked, amongst other larger scale projects, on the Tygerberg Spatial Development Framework, the Beachfront Block: Muizenberg Conservation and Urban Design Baseline Study and Guidelines, and the Steenberg Social Housing complex. He is the lead Urban Designer on the team.



Jody Patterson is a former resident of Kalkbay and current resident of Muizenberg. She works in private practice as part of a team of architects, urban designers and town planners working on a range of projects for the private and public sector. She has practised as an urban planner within this integrated team of professionals for 22 years, gaining experience in amongst other things, heritage and environmental management, transport planning, non-motorised transport planning and design, housing, sustainable urban drainage systems, public open space and precinct design, spatial planning and land use planning.



Stuart Thompson is a member of the Muizenberg Lakeside Residents Association (MLRA) EXCO since 2009, he runs an architectural practice based in Palmer Road, Muizenberg. Stuart is passionate about heritage buildings and holds a Masters in Sustainable Development from the University of Stellenbosch. Stuart is a Muizenberg resident since 2003, practicing Architecture in the area for the last 20 years. He raised a family in Muizenberg where Stuart established his architectural studio in Muizenberg village in 2016.



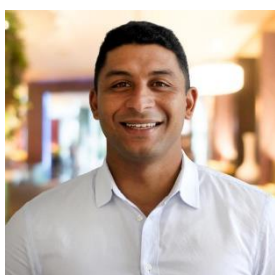
Rezeen Daniels is a long-term resident of Muizenberg who serves on the Muizenberg Lakeside Residents Association EXCO, as well as Western Province Surfing EXCO. He holds a degree in Public Administration from the University of the Western Cape, and currently undergoes a PGD in the same field. Rezeen holds the position of Clinical Data Manager for medical research at the Desmond Tutu Health Foundation.



Martina Gluckman is an enthusiastic resident and property owner in Muizenberg since 2002. She is passionate about sustainability and heritage in communities and economic developments. Her professional expertise in the green industry and her degree in fine arts (BA Stellenbosch) give her a practical and aesthetic understanding of the future in the built environment. Her extensive travels in different cultures with various cityscapes allow her to think creatively and comparatively about a vision for a coherent community in Muizenberg.



Nicholas Webb developed a passion for enhancing his community through urban planning after a Cape Town consultancy internship. Formerly a lawyer with a keen eye for detail, he now works as a digital product manager. Nick is set on helping Muizenberg reach its full potential.



Jesse Adonis is the MID Public Safety Director. Jesse lives, works, chills and surfs Muizenberg. He aims alongside our community to build and maintain a safe and responsive space that allows our residents and visitors the ability to enjoy Muizenberg all year round. Jesse serves on both the MID board and the MLRA EXCO.



André Rademeyer is an architect working on a number of projects in Muizenberg. He has 30 years' experience practicing as an architect and has run Andre Rademeyer Architects since 2002. He has worked in Cape Town, Los Angeles, and London. André is passionate about Heritage Architecture, Sustainable Design and the Intersection between Architecture and Urban Space.

Get Involved. If you are a Muizenberg or Lakeside Resident or Property Owner who wants to be a part of this process and can contribute in some way, please be touch: chair@mid.org.za