

September 2023

MID URBAN PLANNING FORUM –COMMUNITY-DRIVEN PLANNING INITIATIVE Kick-Off

The MID Urban Planning Committee will have the goal of advising the MID board on how we should best work with the City to optimise the urban landscape.

We have invited onboard professionals from the local built environment network - architects, town planners, urban designers, etc.

MEMBERS

- **Jacques Theron** (ex. UCT, established Urban Planner)
- **Jody Paterson** (ex. Muizenberg resident, urban planner, architect)
- **Nicolas Webb** (interested local, amateur designer, lawyer by training)
- **Kevin Rack** (local, ex. MLRA environment representative, events planner)
- **Simon Roberts** (MID Chair, interested local)
- **Stuart Thompson** (MLRA planning, local resident and architect)
- **Andre Rademeyer** (architect, working in the Muizenberg area)
- **Jesse Adonis** (MID Public Safety Director)

REFERENCE DOCUMENTS

In our research to date, we have looked at a number of documents.

1. Muizenberg Revitalisation Framework – CNdV - September 2004
2. A Study For The Redevelopment of Muizenberg – A. H. Hockly – UCT - 1968
3. Community-driven planning: Principles and Procedures from the City of Cape Town.
4. Southern District Plan Vol2 – Jan 2023 – CoCT

RELATED THEMES LEADING TO THIS REQUEST

The Muizenberg Beachfront upgrade (Phase 1) attracted great amounts of interest and criticism. While it was largely a coastal-drive activity, there is clearly a need and opportunity to further enhance the urban design of the beach front in future phases.

The Safe Space debacle – where no logical location has been able to be settled on – this has highlighted the absence of an over-arching spatial vision for Muizenberg.

The review of previous plans and proposals has highlighted the untapped potential in this beautiful node of the City. See Figure 1 as an example below.

Extract from the Southern District Plan:

Mowbray to Muizenberg Sub-District: Development Guidelines

Vision Statement:

'A highly developed and accessible development corridor,

- of vibrant, high-intensity, mixed-use urban centres of concentrated employment, living and social opportunities,*
- within a pedestrian-dominated, quality public places and spaces environment, and connected by high volume and frequency public transport, and*
- surrounded by distinctive higher density residential areas, offering a wide range of living options, within a system of linked quality open space,*

all of which makes this a leading area of choice for living and working in, and which leads spatial transformation of the city.'

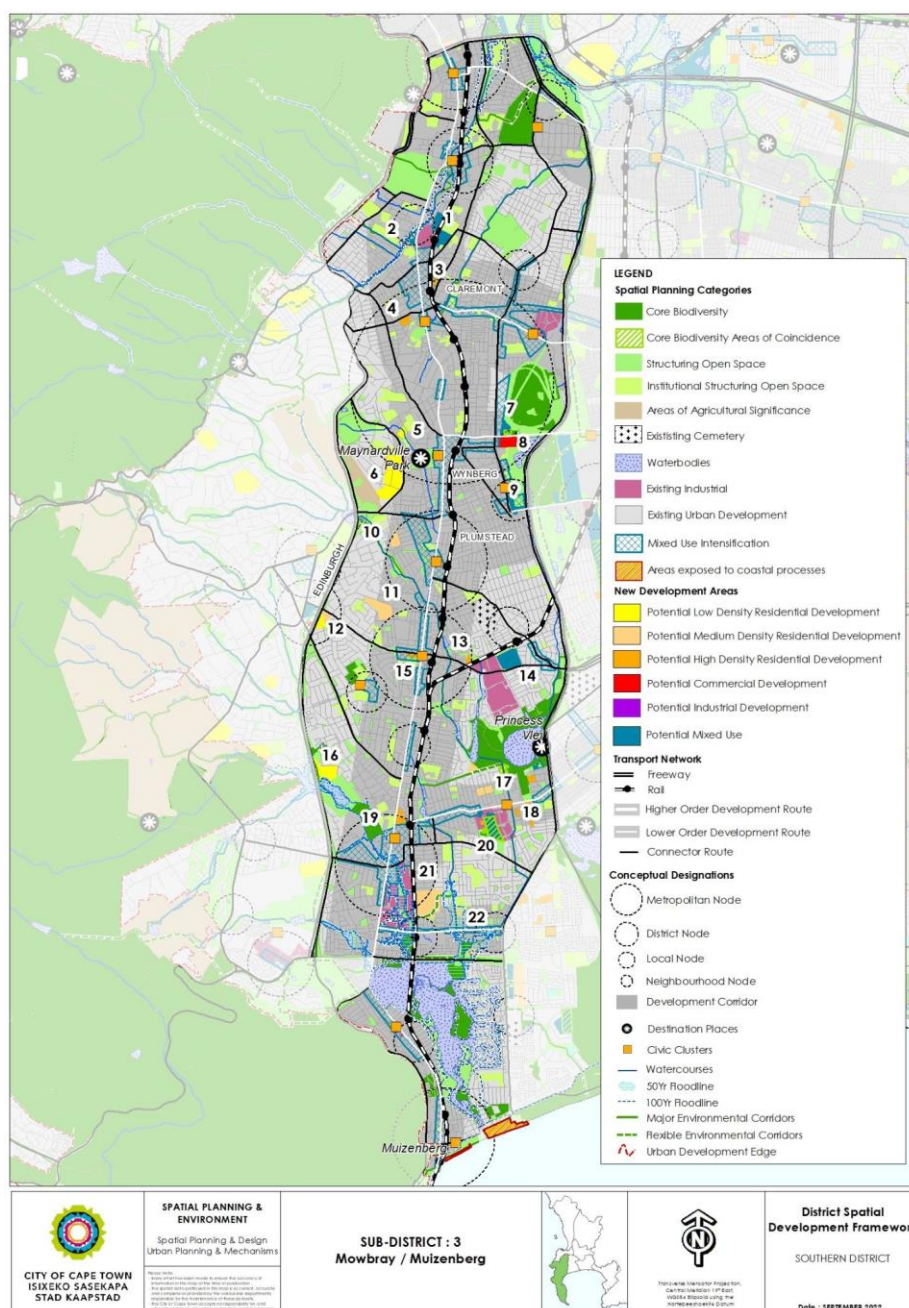


Figure 1: Southern District Plan: Sub-Precinct 3: Mowbray / Muizenberg (approved 2023)

STUDY AREA FOR FUTURE COMMUNITY-DRIVEN PLANNING INITIATIVE BY MID (OPTIONS)

Question: Where do we draw the lines around our planning and community engagement?

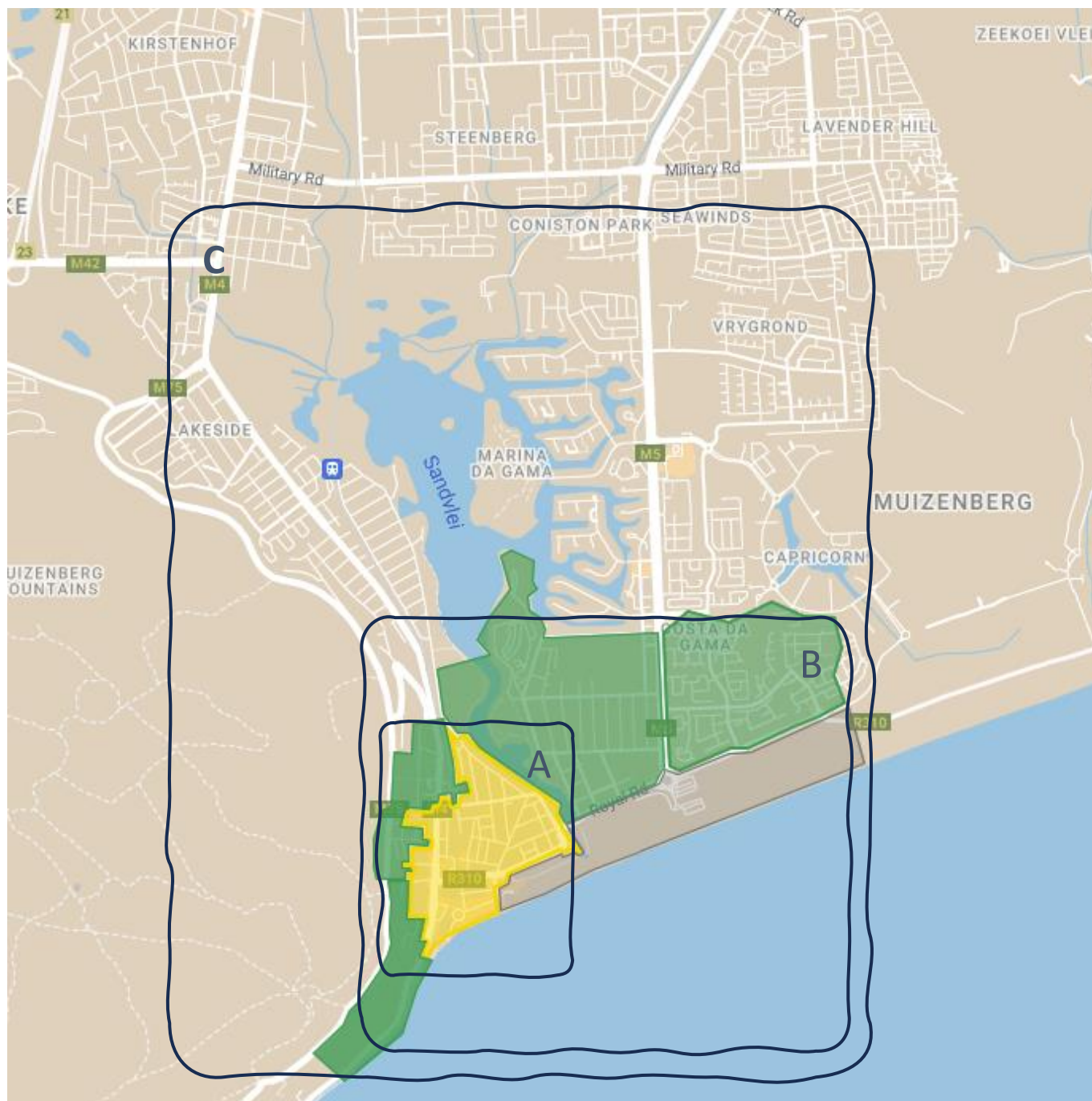


Figure 2: Study Area Options

Area	Note
A	Current MID boundaries - too small to be impactful?
B	Future MID boundaries. Larger, this is the envisioned area of the MID in 18 months' time. Does not take into account Vrygrond, Seawinds, etc.
C	Includes Vrygrond, and a much broader representation of people in the greater Muizenberg area. Encapsulates the natural assets more fully (Vlei, Beach, Mountain).

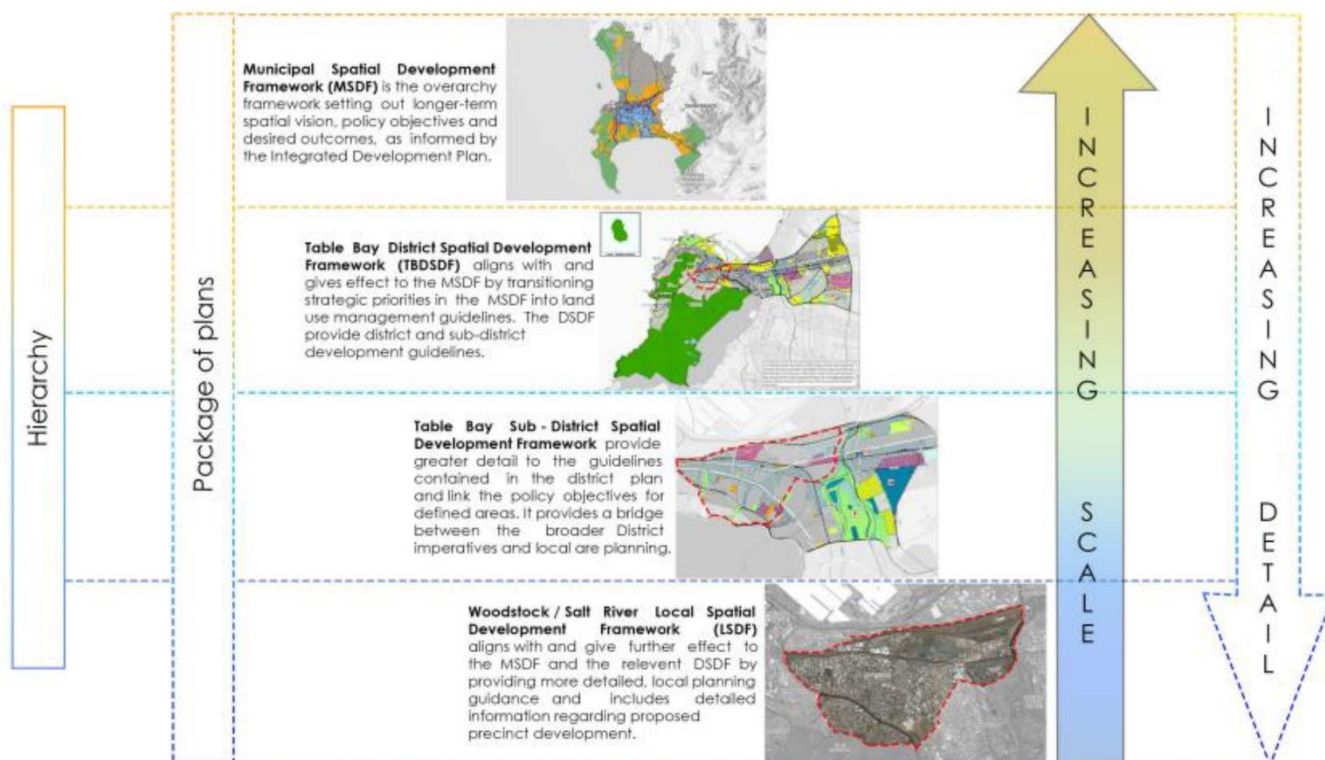


Figure 4: Hierarchy of spatial package of plans

Figure 3: Example of LSDF as part of a cascading set of policy plans.

PROVISIONAL LIST OF ISSUES IDENTIFIED

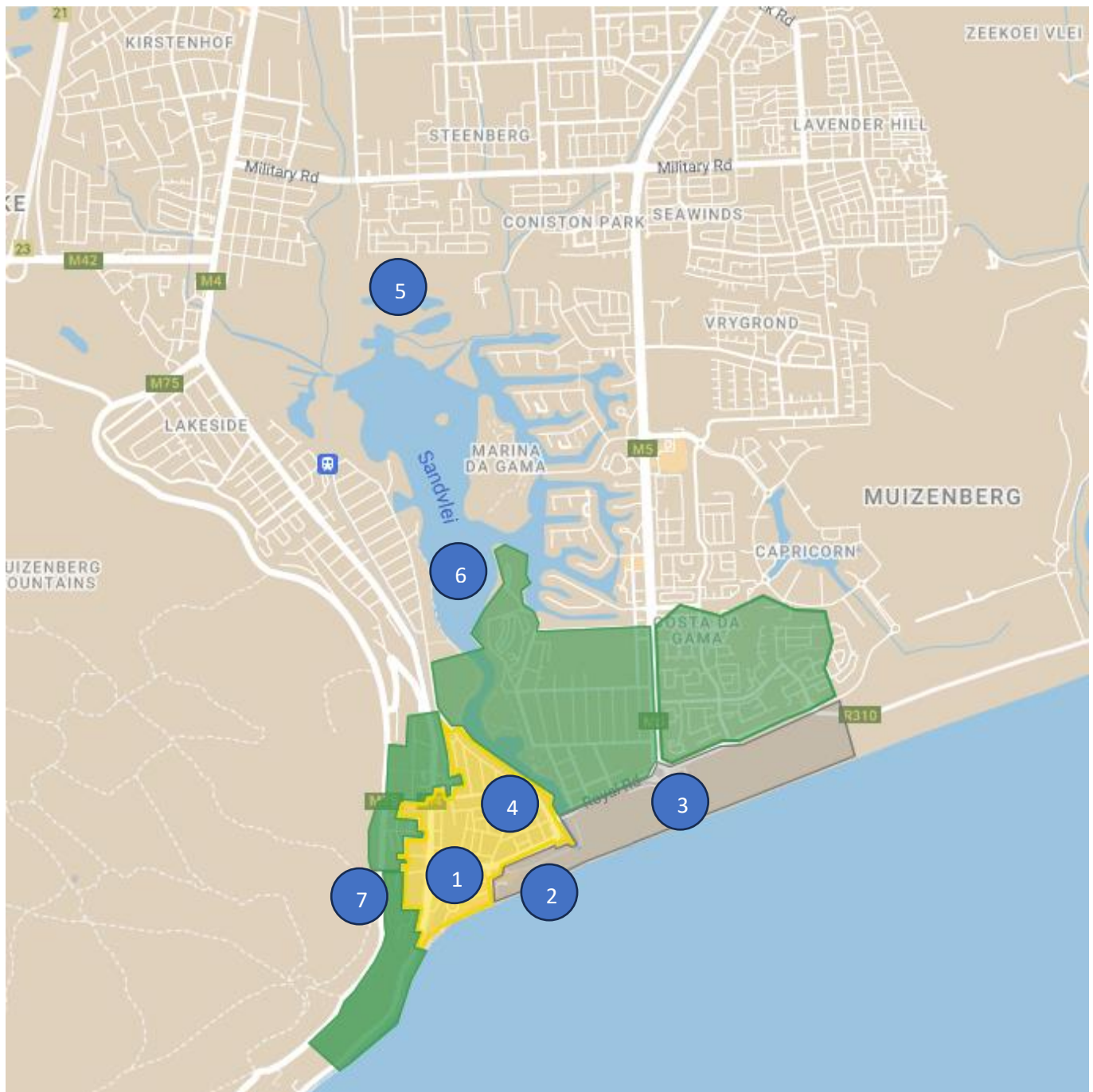


Figure 4: Local issues / challenges

1. **Traffic** is seen as a big issue affecting the quality of life in the core of Muizenberg
2. **Under-utilised beach front** – could be enhanced to attract more tourists.
3. Lack of safe **pedestrian access** for people commuting from Vrygrond to Muizenberg and those wishing to access the beachfront
4. A number of sites and buildings occupied by City of Cape Town in the area many of which are underutilised.
5. Potential for a **traffic “by-pass”** as contemplated in previous plans via the proposed Steenberg Road extension.
6. Under-utilised natural asset – **Zandvlei**.
7. **Boyes Drive Scenic route** is difficult to access, and does not encourage tourists to stop and enjoy Muizenberg.

Minutes of Meeting with Kier Hennesy – 13 September 2023

Muizenberg Park Bowling Club House (offices of Coastal Management)

Present

- Kier Hennesy (CoCT)
- Ashvind Beetul (CoCT)
- Mandy Marr (Ward 45)
- Latief Gafoor (Vrygrond Community Development Trust + Ward 45 Committee)
- MID Urban Planning Committee
 - Simon Roberts
 - Stuart Thompson
 - Andre Rademeyer
 - Jacques Theron
 - Jody Paterson
 - Nicolas Webb
 - Kevin Rack

Discussion

1. Introductions all around.
2. The committee explained the reason for wanting to avail of the Community-driven planning initiative mechanism. Simon explained that *“the MID 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**. That this potential of Muizenberg is realised, and that the beauty and diversity of the mountain, Vlei and sea are conserved and made safe and accessible for residents and visitors alike. Importantly, we don’t want to develop in a closed-minded way, but rather in an inclusive way that considers the lives of our less-resourced neighbours “across the M5” – many of whom are an integral part of the economy and community of the Muizenberg beachfront and village.”*
3. Kier gave a comprehensive overview of the role and purpose of the cascading set of policy plans including the MSDF, DSDF, LSDF’s and various forms of precinct scale planning and the role of the city vs communities in compiling these.

He explained that communities should ideally comment on the MSDF and DSDF’s which inform how and where budget is spent but that these plans are still relatively high level.

LSDF’s provide more detail at a local level but are only generally undertaken by the CoCT where specific areas have been identified as having high levels of need and / or where the CoCT sees the potential for leveraging opportunities. Communities can drive an LSDF or precinct scale planning process, but these processes can be complex and expensive and often don’t result in an approved plan.

There is merit however in communities planning for their area in a way that prepares them for inputting into the MSDF, DSDF and other state led planning exercises.

4. The committee was encouraged to familiarise themselves with the “Volume 3” of the District Plan (implementation leg).

5. It was agreed that the planning exercise should focus on all three scales shown in Figure 2. The widest / biggest area (see Figure 2: Area 'C') was good as it allowed large systems such as transportation and movements systems as well as environmental systems to be understood as well as communities such as Vrygrond, to be included in a planning process. The committee agreed however that they wouldn't get into the detailed precinct-level planning for Vrygrond for example. Rather, the initiative would consider the experience of the interchange of people between Vrygrond and Muizenberg. Detailed precinct planning would probably focus on the Area B shown in Figure 2.
6. Kevin suggested making pedestrian accessibility a predominant goal – all agreed.
7. All agreed that the MID was an acceptable entity to catalyse this process, and we will try get the widest possible representation from other civics.

Next steps

1. The committee will meet again to start listing out the opportunities and issues.
 2. We will research the existing plans from the City within the study area, and list these out.
 3. We will get high quality maps covering the study area for our next brainstorming meeting.
 4. We will approach Kier to setup another meeting once the committee have made progress with understanding the above and articulated the "problem statement."
- Note:** It was proposed that when the committee meet with Kier in the future, certain key officials from other CoCT departments be invited as and when required.