

A STUDY FOR THE REDEVELOPMENT OF MUIZENBERG

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Thesis 1968

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from which Maps and Schedules have been compiled.

1.0	PREAMBLE	1.1	Objective	(4)
		1.2	Definition of Study Area	(5)

1.1 OBJECTIVE

From being "South Africa's Premier Holiday Resort", Muizenberg today presents a picture of a depressed resort suburb. This Thesis will study the physical, social and economic characteristics of the area and by relating them to present and likely future patterns of social activity, identify the problems that beset the area and gauge Muizenberg's future as a holiday resort.

The Thesis will then put forward proposals for the relief of these problems and present a redevelopment plan within the general framework of which detailed physical form could be planned.

1.2 DEFINITION
OF STUDY
AREA

The area to be studied is bounded on the South and West by the natural physical boundaries of False Bay and Muizenberg Mountain respectively. Prince George Drive forms the Eastern boundary and Military Road the Northern boundary.

Prince George Drive may perhaps seem a somewhat arbitrary boundary but at present the land to the West of Prince George Drive is either developed or in process of development whereas to the East, although townships have been approved, development is of little significance in so far as it affects existing Muizenberg or any planning proposals for its future.

Military Road forms the boundary for the White Group Area to its South; to the North are Non-white residential townships and industrial areas.

From the sea to Military Road on the North side represents a reasonably cohesive area surrounding Sandvlei and dominated by it.



study area

2.0	ANALYSIS	2.1	Non Physical	2.11	History of Development	(8)
				2.12	Changing Recreational Patterns	(11)
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2.1 NON-PHYSICAL

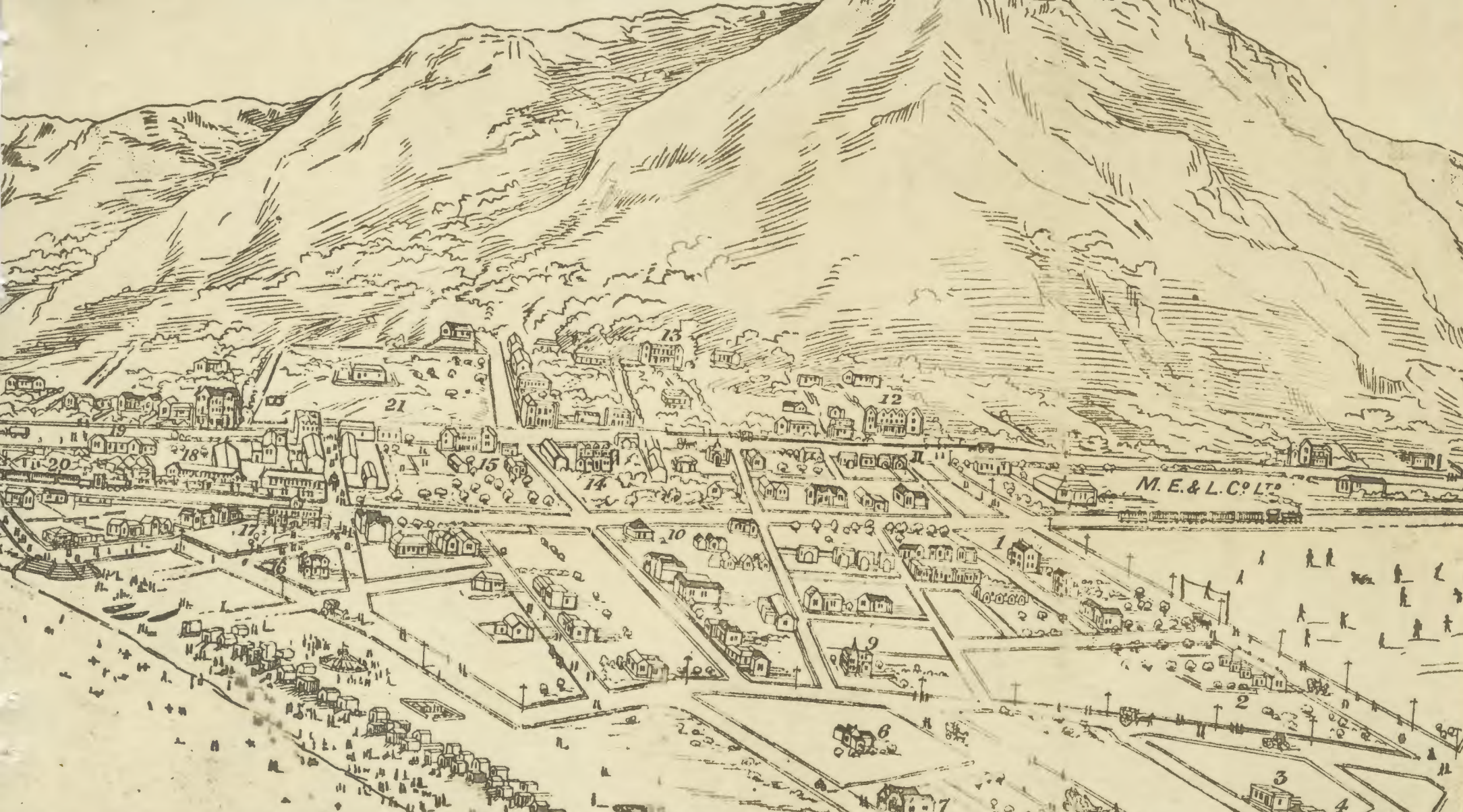
The existing physical form of Muizenberg is largely the result of non-physical factors such as the influence of its historical development and the influence of social attitudes to recreational behaviour.

2.11 HISTORY OF DEVELOPMENT

At the turn of the Century Muizenberg was described in travel brochures as "the Lido of South Africa" and "the shore with the finest bathing beach in the world"⁽¹⁾ but 40 years before, the waves broke on a desolate beach; the view of the ocean was uninterrupted by buildings; the mountain was uncluttered with houses and whaling boats operated offshore. Plots could be bought for a deposit of R10-00.⁽²⁾

Earlier, in 1795, at the time of the British Occupation of the Cape, the British Fleet under General Craig landed at Simonstown. Before the British could get to Cape Town, however, they had to force the pass at Muizenberg where the Dutch had a signal station and a small fortified line. Four British ships anchored off Muizenberg and fired broadsides into the Dutch positions above what are today the bowling greens adjoining the Main Road. The defences were abandoned and after spiking the guns, the Dutch fell back to Sandvlei and then to Retreat.

Development in Muizenberg accelerated in the early 1900's when the cross fertilizing influence of holidays, rail travel and prosperity



Residence of T. Anderson, Esq., M.L.A.
 Caporn's Cottages.
 Residence of A. McGregor, Esq.
 Residence of Sir Pieter Faure, M.L.C.
 Residence of Sir John Dushman.
 Residence of E. Hutchins, Esq.,
 (Conservator of Forests).
 Residence of Herbert Baker, Esq.,
 F.R.I.B.A.

8. Residence of H. E. Freemantle, Esq.
 9. Residence of Mrs. Alexander.
 10. Residence of Mr. Hirst.
 11. Residence of Mrs. Silberbauer.
 12. Muizenberg Sanitarium.
 13. Bay View Hotel.
 14. Scowen's Hotel.
 15. Grand Hotel.
 16. Residence of P. Marais.

17. Alexandra Hotel.
 18. Muizenberg Hotel.
 19. Municipal Offices and Public Library.
 20. Railway Station.
 21. Imperial Property (War Office).
 22. Public School.
 23. Proposed Hard Road (passed by
 Municipal Council).
 24. Muizenberg Lake.

MUIZENBERG
1908

brought the masses to the sea. The small enclaves of seaside cottages and houses developed into a handsome and dynamic seaside town. Since the end of World War II, contemporary recreational habits, motor transport and increases in the standard of living have ruined a promising prospect - it has turned the coastal area of Muizenberg into a compromise between resort and residential suburbia.

The decline of Muizenberg has been attributed to various factors one of which is the railway station. When Cecil Rhodes went for strolls along Muizenberg beach to catch a breath of the bracing tonic air he did so because he liked the quietness and isolation of the resort which was eight miles away from the nearest railway station at Wynberg.

The only hotel was Farmer Peck's Inn (until recently the Grand Hotel). Again and again Rhodes came to the hotel which advertised "lekker kos, as much as you please, excellent beds, without any fleas". One year after Rhodes discovered the seaside village in 1881 the railway caught up with the place. The hotels which sprang up charged high tariffs and ensured for themselves a respectable clientele.

The resort sprang up without any plans or foundations and a wooden beach pavilion was erected in 1910. Grubby grill houses flanked pleasant looking three storey hotels. With the lapse of years the salubrious

salt air ate into the window frames of the houses and hotels, and the front of genteel respectability corroded.

The existing pavilion which replaced the outmoded wooden structure was completed in 1929 and was proudly advertised on the cover of a publicity booklet of that same year entitled the "Riviera of the South".⁽³⁾

By the 1930's Muizenberg was a residential suburb of high amenity 25 minutes by express steam train to Cape Town. A special express was provided to enable office workers to go home for lunch and be back at office by 2.30 p.m.!

But the beach reclamation scheme of the 1920's further destroyed what was left of Muizenberg's scenic attractions, so much so, that the resort whose reputation was firmly established in the early 20's slowly but surely began to decline in the mid-thirties.

2.12 CHANGING RECREATIONAL PATTERNS

In the 19th Century the pattern of holiday-taking and the development of resorts was determined by the fact that means of travel were restricted for the bulk of the population to the Railways. Ownership of a car was a rare luxury. Even today this pattern - the traditional

week or fortnight by the sea - and the design of resorts centered as they are around the promenade, main street and railway station as at Muizenberg, reflect the habits and requirements of the last century. But the fact that most families now own a car has radically altered the situation. Anybody can go anywhere without having to depend upon the railways, and this has affected the location of other leisure resorts at the expense of Muizenberg.

Increased mobility of the population in our time has extended the area in which recreational activities can be practised and is tending to produce the recreational region rather than the recreational centre like the traditional holiday resort as epitomised by Muizenberg in the early part of this Century.

The "mobile", rather than the "static" holiday, means that the resort as we know it, has ceased to become a viable self-contained unit to meet these trends.

The important difference between present recreational trends and the recreational revolution of the 19th Century is the increased demand for hobbies and for 'participating' as opposed to 'passive' activities. Hobbies are becoming commercialised. In the past, sporting activities such as camping, boating and riding were available only to a relatively

select few; sports and hobbies were regulated by organisations exclusive and non-commercial in character. This enthusiasm for active pursuits is being carried over into holidays and the popularity of camping and caravanning holidays appears to be growing fast. Demand for these holidays has long since outstripped the capacity of the old established voluntary organisations so that provision of camping and caravanning facilities has become a substantial industry.

The same is true of water sports. Consequently, the existing and potential effect of the Sandvlei area to the development of Muizenberg as a whole as a recreational area is considerable.

The conclusions in the report "Outdoor Recreation for America"⁽⁴⁾ published in 1962, could well be true for us - that active use of leisure goes up with income; that growing mobility is putting heavy pressure on recreation resources never used before; that widespread education not only releases more youngsters on holiday but changes their attitudes towards leisure; that the better educated are more active; that older people are remarkably keen on the less vigorous activities such as walking, driving, sightseeing and fishing. The working population is increasing much less fast than the young and the old whom they support. Many workers still choose to take overtime pay or even a second job instead of evening or week-end leisure, but already

the flood gates have opened and the surge of leisure time is already putting enormous pressure on available facilities.

More than 750,000 families - seventynine per cent of all households in South Africa - have had one or more holidays in the last three years. However, only 17 per cent stayed in licensed hotels during their last holiday in South Africa. This has been shown by a survey of holiday habits and preferences undertaken by Market Research Africa. (5)

Basing its calculations on a nation-wide sample of 2,000 families the organisation found that 752,000 households each averaged one holiday every 13 months. Of families canvassed in the survey, 73 per cent spent their last holiday in South Africa; three per cent went overseas and three per cent visited other parts of Africa.

Nineteen per cent said Durban was their favourite holiday centre and 14 per cent preferred Cape Town. These areas were followed by East London 4.1 per cent, George/Wilderness 3.9 per cent and the Kruger National Park 3.5 per cent. Sad news for the hotel industry is that 63 per cent of the vacationers who spent their last holiday in South Africa, stayed either with relatives and friends or in rented houses, cottages and flats, while 12 per cent camped or lived in caravans. A mere five per cent stayed in private hotels and boarding houses, three per cent spent their holiday in unspecified accommodation, and the

remaining 17 per cent stayed in licensed hotels. Eightyfive per cent of South Africans holidaying within the country travelled by car on their last holiday. Twelve per cent travelled by train and nearly 2½ per cent by air. A negligible proportion travelled by bus and by sea.

2.13 THE EFFECT ON MUIZENBERG

"Muizenberg, the Queen of watering places - there is no town in the whole of South Africa with a brighter future. Muizenberg grips you. Its beach is a field of silver and the blue of its waves is the brightest most joyous blue imaginable. They dance in the sunlight increasingly luring one on to the depths and then they fondle and splash you gayly, vivaciously. Theirs is the abandon of a young girl overflowing with the joy of life".

1913 Publicity Brochure. (6)

Today Muizenberg, termed "the Brighton of South Africa"⁽⁷⁾ at the turn of the Century, is a faded relic of its glorious past as a holiday resort. With coloured lights and rusting balustrades, fully booked boarding houses with salt encrusted windows and peeling paint, Muizenberg is overcrowded at peak periods and desolate out of season.

Muizenberg, founded in the era of the 'static' holiday now finds itself

unable to provide the variety of contrasting environments necessary to the mobile holidaymaker of differing tastes and incomes searching for both quietude and crowds, landscape and architecture, indoor and outdoor recreation.

Seaside towns are fundamentally different from say manufacturing towns in that they are selling themselves. Their buildings, their seafronts, their promenades and beaches together make the commodity they are marketing. Indifference or neglect eventually ruins their stock in trade, and this is what has happened to Muizenberg as a seaside resort, where too much reliance has been placed on the useful life of the facilities provided.

Muizenberg leaves the visitor to fight out his holiday with the wind, outdated facilities and the Landlady.

What is being sold to the visitor is the destination. A comprehensive planning approach to Muizenberg could wield the greatest influence on the character of this destination, which has already suffered sadly at the hands of isolated and unco-ordinated developments. These have not safeguarded the amenity and little attention has been paid to the character of Muizenberg in an era of changing recreational tastes and preferences.

The seaside's predominant emotion is nostalgia. Holidays by the sea have been closely linked with family and particularly with children. The beach and sea is their special dreamland, hence the seaside's strong conservatism, the perpetuation of Victorian recreational standards and the desire for things to be exactly as they were on the last visit. It is a conflict between this nostalgia and the more sophisticated pleasures which make for the design problem. At Muizenberg with its magnificent beach and powerful relation to the mountain, a very delicate path must be trodden between updating recreational facilities for 20th Century living and preserving the natural amenities which are really valuable and which could enhance its individuality. All efforts for mass "tidying up" should be preceded by a long hard look.

2.2

PHYSICAL

This section will analyse and illustrate the existing land-use distributions and activities as influenced by physical, social and economic factors. Firstly however Muizenberg's context in the Metropolitan and Regional development is evaluated. Its role in the likely future development of the region is discussed under 2.3.

2.21

METRO AND REGIONAL RELATIONSHIP

Refer Map No. 1. Broadly, the Metropolitan development of Cape Town has been accentuated along three "arms" originating from the central city area - development in a Westerly direction along the Sea Point "arm", in an Easterly direction towards Bellville, and Southwards towards False Bay. Muizenberg is situated 16 miles from Central Cape Town and is the first coastal suburb on the Southern Peninsula "arm". To the North of Muizenberg in the Plumstead, Diep River and Retreat areas, considerable residential development is taking place in areas previously thinly populated and used extensively for agricultural activities. Muizenberg is strategically positioned between these areas now under development and the False Bay narrow coastal residential strip following the shore towards Simonstown.

The Study area of Muizenberg falls totally within Ward 17 of the Municipality of Cape Town - the total ward extending from Clovelly in the South to Plumstead and includes the Non-white and White areas



diagrammatic plan



MUIZENBERG

REGIONAL GROWTH 1968

FALSE BAY



1 : 250000

MAP NO.
1

of Heathfield and Diep River. Today the total area is represented by two Councillors out of 34, one of whom is a Non-white.

With a view to integrating and promoting the development of the Peninsula False Bay coast, the Ward XVII Ratepayers and Civic Development Association, supported by their Member of Parliament have for many years been agitating for the establishment of a new Municipality taking in the Simonstown end of the Cape Town Municipality. To quote from the Raberg Report⁽⁸⁾ - "The proposal to investigate the possibility of the establishment of this new municipality emanates from the dissatisfaction of a number of inhabitants of that area who feel, inter alia,

- a) that the interests of the area are being neglected and subordinated to the interests of other areas;
- b) that the Cape Town Municipal machine is such a vast machine which requires the attention of councillors in a full time capacity that difficulty is experienced in persuading persons other than those who are retired or assisted by associates in their own business undertakings to stand for election as councillors;
- c) the dilatoriness of the city council in arriving at decisions because of the complexity of procedures;
- d) the policy of the city council in embarking upon costly and massive undertakings which is imposing heavy financial burdens upon sections of the community who are not

- directly benefitting by those undertakings;
- e) the representations and efforts of only three councillors* representing such a large ward in a council of 45 members have proved fruitless;
 - f) the lack of local interest and civic pride resulting from neglect of civic development in that area".

While these criticisms would appear to be superficially valid, Muizenberg's decline is dependant on regional resource allocation. It is unlikely that the proposals by the local interested parties⁽⁹⁾ for enforcement of health, licencing, beach, traffic and building regulations would prove of significant long term benefit to Muizenberg.

This Thesis does not intend to enter the debate as to whether an autonomous municipality for the area could be viable and prove to be the cure for the area's ills. It is proposed to present principles for change and development which would be the concern of whatever form of government is best able to effectively carry out the proposals.

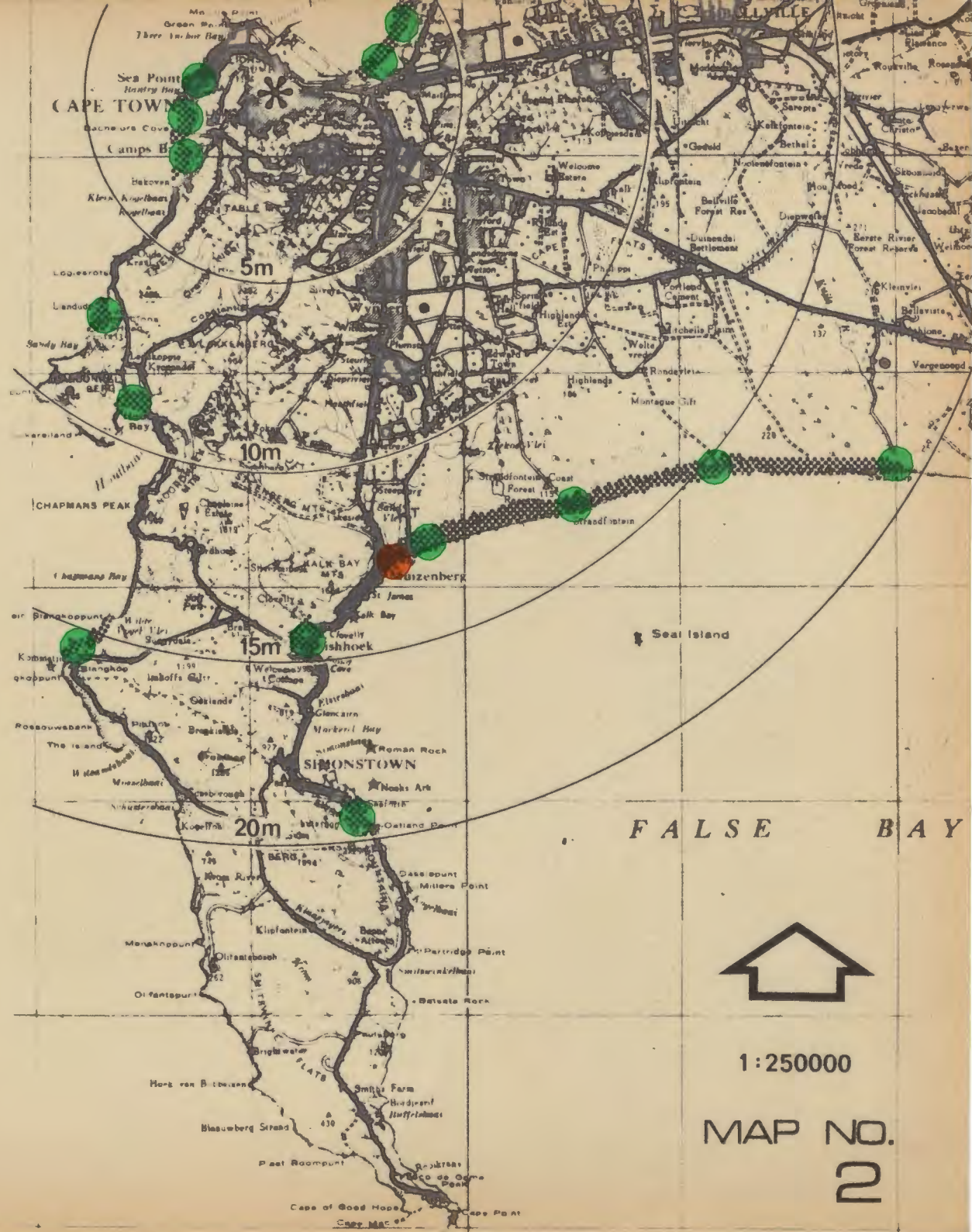
Due to the confused issues at present being debated; the conflicting purposes of various ratepayer's associations and councillors; isolated and unco-ordinated development by the City Council; and the dissatis-

* As from 1966 representation of Wards within the Cape Town Metropolitan area was limited to two councillors.

faction and disagreements with existing conditions and development proposals,⁽¹⁰⁾ it would seem to be appropriate to first form a rational development goal of benefit to local, Metropolitan, and Regional interests. The urgency of a comprehensive plan for Muizenberg is commonly recognised and it is intended to first propose a viable plan with general suggestions for its economic implementation, rather than to firstly prejudge the scale of municipal administration and then assess what scale of redevelopment is within its competence.

Muizenberg was initially established as a seaside resort. The railways in the past were the dependant factor upon which the future of many resorts depended, but the mobility of the holiday-maker increasing year by year due to the motor car, tended to break away from the established pattern of resort location set by the railways. The attraction of accessibility is losing ground to the prospect of being immediately adjacent to other tourist attractions and for this reason, the development and accessibility of the coast line should not be seen as an isolated Muizenberg problem but as a regional problem with integrated proposals for preservation or development.

The free weekend, the bigger pay packet, and the mobility of cars have created massive demand for activities of all kinds on a regional scale. If the people of one town cannot support a gliding club, the people of



MUIZENBERG

COASTAL RECREATION



1:250000

MAP NO.
2

a region can - and will be ready to travel remarkable distances to do so. This mobility apart from throwing pressure on the whole countryside can threaten existing recreational locations which have less appeal when compared with newly developed ones providing improved facilities.

In Muizenberg's location must be identified its comparative advantage and provision made for its development along particular lines not only for its own economic wellbeing but for the wellbeing of the region as a whole. Refer Map No. 2.

Muizenberg's brief 2 month season from December to February is identified with school holidays and the times of most favourable weather for visitors. Muizenberg's unpredictable weather is a drawback to its tourist popularity and consequent possible lengthening of the season - a fact which is rubbed in by the popularity of the Sea Point/Clifton area where although the sea water is some 9° colder, (refer Schedule 2) protection from wind and the availability of late afternoon sun is guaranteed. Muizenberg has been attempting to rival the attraction of better weather at competing regional coastal resorts by artificial means. The effect of this will be studied under 3.3.

As the coastline is a fixed limited resource which must serve a continually expanding and developing hinterland, its future is of national

concern. Those areas of the coast already developed must be fully utilized for their particular resource and in relation to other competing or complimentary coastal strips. It is for this reason that the redevelopment of Muizenberg from its existing position as a decaying resort is of national and regional importance.

In assessing Muizenberg's regional significance and in order to plan effectively for its future and the future of other recreational areas, much more detailed knowledge is essential, not only of the types of activity which are popular but of peoples reasons for choosing them. It is possible through research to isolate the separate types of activity; to predict their rate of growth and to indicate their influence on the environment and their economic value. When this is done it is possible to choose and attract the type of activity for which a particular area within the region is most suited.

2.22 TOPOGRAPHY AND CLIMATE

2.221 Refer Map No. 3. The Topography of Muizenberg has since its earliest establishment proved to be its Jekyll and Hyde resource. The narrow access between sea and mountain proved to be a strategic military position in the past - today it contributes to concentrated traffic congestion. (Schedule 7). The perfect bathing beach - safe, flat and gently shelving and at which there has never been a drowning fatality,



a.m. p.m.

oct



nov



dec



jan



feb



mar



relative wind velocities a pavilion 1963-64.

NORTH



winter sunrise 7:55

summer sunrise 5:36

MUIZENBERG

CLIMATE : TOPOGRAPHY

1: 12500

MAP NO.

3

is a South-facing coastline fronting the prevailing Southerly winds.

The railway line runs between two distinct forms of topography - on the West side, the mountain slopes of sandstone orientated in an arc from South East to North East, and to the East of the railway, level sand stretching across the Cape Flats. While the lower slopes provide some opportunity for the growth of vegetation, the level sand areas behind the sea are poorly treed and vegetation is of scrub variety due to the poor quality of the ground, the wind and the salt air.

The topography has not only influenced the patterns of communications in the past but can make costly the introduction of future communication routes.

The close proximity and steepness of the Muizenberg mountain to the existing central area of Muizenberg which hugs the railway, results in the most developed parts and a considerable length of beach losing at the equinox up to two hours of sunlight per day due to the mountain shadow. This premature loss of sun added to the South East onshore wind which increases during the afternoon, leads to early termination of the recreational day and adds to the depressing aspect - particularly during the winter months. The desire to get longer hours of sunshine and the incentive for possible North orientation towards the inland waterway in preference for a windy southfacing seaview has

	HIGHEST	LOWEST	MEAN	NO. OF WET DAYS
KIRSTENBOSCH	93	35	52	112
PLUMSTEAD	59	20	33	87
OBSERVATORY	33	16	24	97
CAPE TOWN	27	16	22	107
SEA POINT	25	21	23	94
CAPE POINT	28	8	13	87
Muizenberg	22	15	13	70

Annual rainfall in inches

	CAPE POINT	Muizenberg	STRAND	GORDONS BAY
SEPT-NOV	5	6	14	19
DEC-FEB	5	2	17	11
MARCH-MAY	9	6	13	19
JUNE-AUGUST	10	7	18	34

% Daytime calm

sparked off development in the Marine Estate area and to the North. Approximately 1/3 of the Study area is occupied by Sandvlei and the open space surrounding it. The vlei has been dredged and freed of reeds providing an expanse of inland water of consistent shallow depth ranging between 4'-6" and 6'-0". This inland waterway is ideal for boating and sailing, and much of its surrounding banks have been reclaimed, grassed, and treed. The North and North East areas of Sandvlei are still marshy and reclamation work in these areas is in hand. Muizenberg is the only suburb in the Peninsula to have three magnificent complimentary natural resources of mountain, sea and lake and these topographical resources must be fully utilized in any development plan for the area.

2.222 Schedule 1 shows that the rainfall for Muizenberg is well below the rainfall for other residential areas on the Southern suburbs "arm" and marginally less than Sea Point and Cape Point.

Schedule 2 indicates the difference in water temperature between Muizenberg (Indian Ocean) and Sea Point (Atlantic Ocean). At Muizenberg temperatures are between 2° and 14° warmer and during the summer months from October to March an average of 10°F warmer. Sea temperatures at Muizenberg are coldest in May which is the month for the warmest Sea Point temperatures.

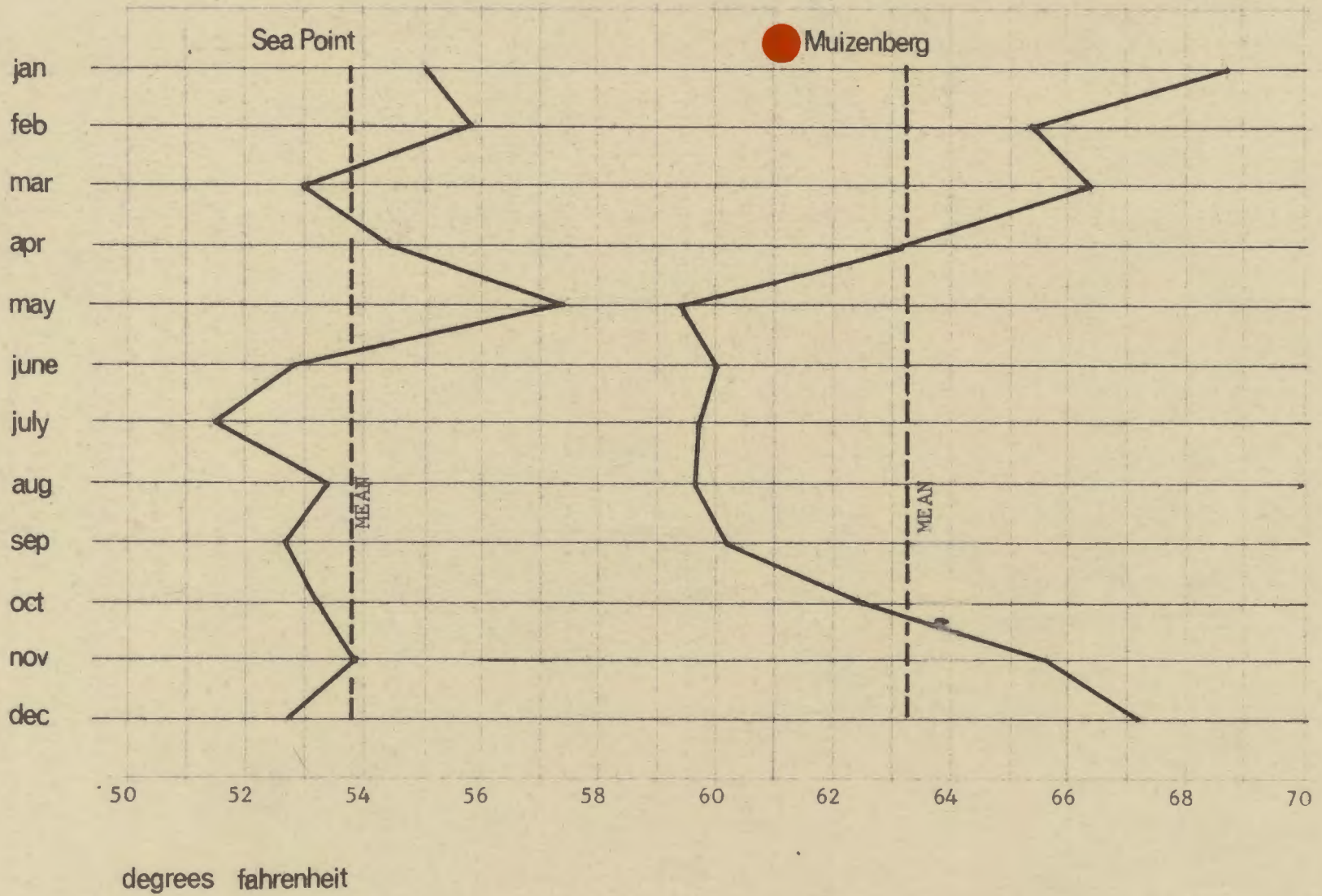
But the benefits of a low summer rainfall and warm sea water are offset by the wind in summer. Map No.3 indicates relative wind velocities from which it is apparent that increasing afternoon off-sea winds are most severe at the height of the "season". Schedule I reflects the advantage that the Strand and Gordons Bay with similar aspect have over Muizenberg with regard to wind frequency.

Generally, the climate of Muizenberg rates most favourably with other Metropolitan residential suburbs but mainly because of the prevailing Southern winds competing coastal locations may be said to have a more favourable climate for general seaside use.

2.23 LAND-USE

Map No.4 illustrates the extent of built-up development in the Study area. Generally, development has clustered around the established transport axis from Cape Town to Simonstown i.e. following the Main Road and Railway Line and is oriented towards the railway stations. The area East of Sandvlei is largely undeveloped.

Estate Agents advise that compared with Fish Hoek, within the Muizenberg area there is little property dealing. Within the central area



MEAN MONTHLY SEA TEMP.

SCHEDULE



refer 2-2311
 2-2312
 2-2313
 school

A
 B
 C



MUIZENBERG

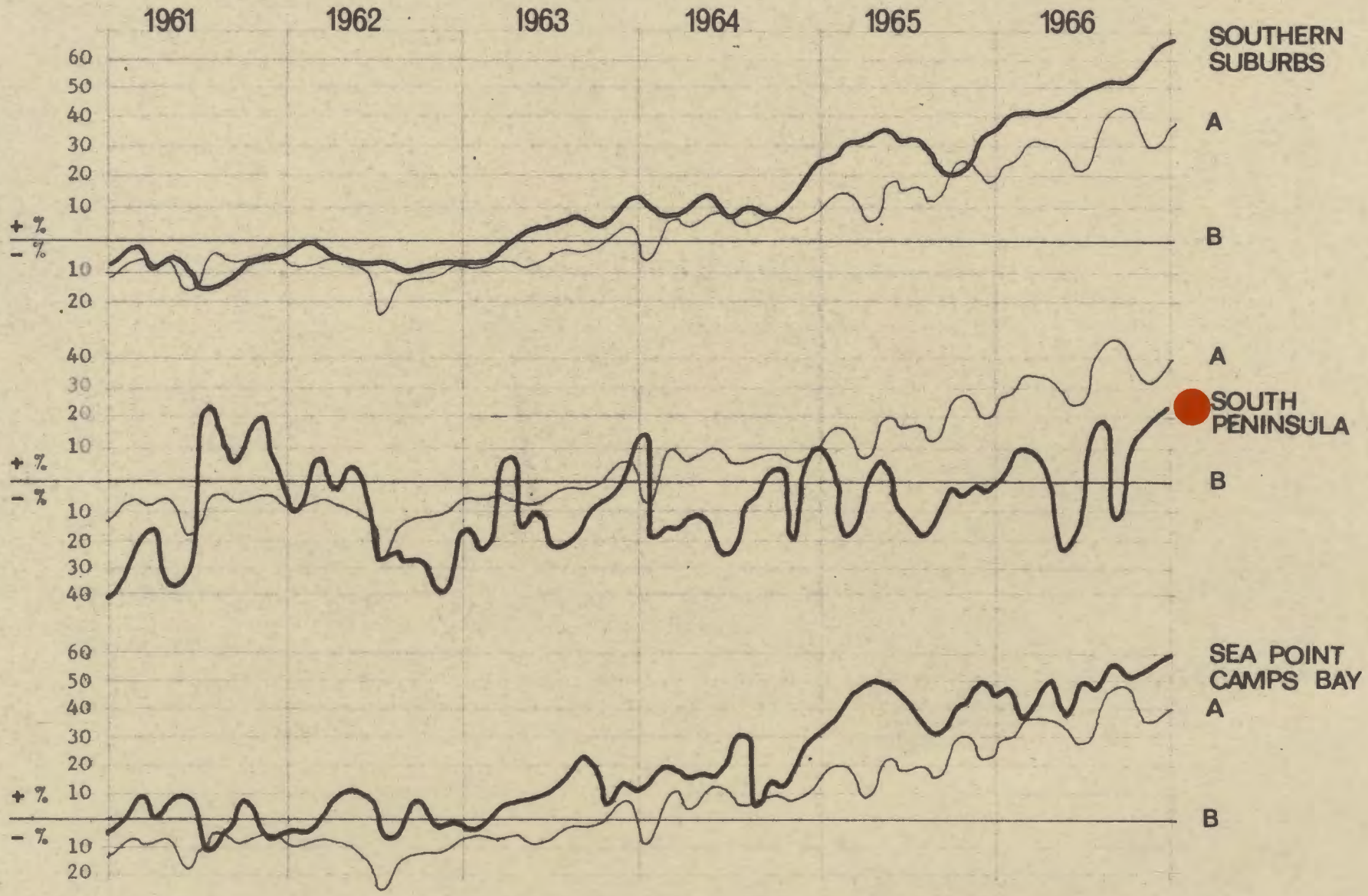
RESIDENTIAL LAND USE

1: 12500

MAP NO.

4





A : average variation
 B : municipal valuation

the Estate Agency business is kept alive by year round negotiations for house rentals during the 'season'. Developed properties tend to change hands at a figure marginally above Municipal Valuation (refer Schedule 3) and in many instances the sale represents the land value only as the building is immediately demolished and the site remains vacant awaiting development.

The existing physical land-use pattern will be studied under the following categories. Residential (2.231, Commercial (2.232), Recreational (2.233) and Transportation (2.234). Schools being complimentary to Residential land-use are discussed under 2.2314.

2.231 Residential Land-use

Refer Map No. 4. Turnover of housing stock is low and property owners can be identified as belonging to two broad categories - firstly those who occupy their own premises and consider Muizenberg a residential suburb of high amenity, and secondly those owners who are largely absentee landowners who are holding on to poorly maintained properties with a view to making a speculative coup.

The peak seasonal demand has its effect on the general housing stock. There is no competition among landlords for the accommodation they offer. Some houses in a poor state of repair are leased at R18-00

per month for most of the year and at R100-00 per month or part thereof from December to February. During these months Rent Control requirements can be safely evaded due to the high demand for accommodation. Houses of high standard above the Main Road or near the beachfront can fetch R350-00 per month during the season.

Permanent residents enjoy the beauty of or from the mountain; the sea; boating; the convenient commuter linkages with central Cape Town; the close availability of different types of recreational activities along the False Bay coast; and the healthy climate.

There are three distinctive areas of residential development which are indicated on Map No. 4 and marked A B C respectively. Firstly, that area West of the Main Road on the mountain slopes (2.2311), secondly, the area oriented to and immediately adjacent to Sandvlei (2.2312) and thirdly, the area between, which constitutes the older part of Muizenberg (2.2313).

- 2.2311 Between Boyes Drive and the Main Road on the lower slopes of the mountain are located single dwellings which generally are well maintained, of high value and are permanently occupied by upper and upper-middle class families. Some of the very large houses nearer the Main Road and South of the station were built in the early nineteen hundreds at a time when Muizenberg was experiencing boom conditions brought

about by wealthy Johannesburg tycoons who required an expensive holiday home at the sea for their families and friends. As the mountain slopes afford magnificent views of the bay, coastline and Southern Peninsula through the year, land prices are high and the area is virtually fully developed but for large parcels of land owned by the City Council. Refer Map No. 5.

- 2.2312 The residential area bounded by Prince George Drive to the East and Sandvlei on the West has been slow to develop. The area was originally subdivided and available for development in the early nineteen hundreds as Muizenberg Estates. Marine Estates as it is now known is developing fast following the establishment of the Sandvlei marina. However the unimaginative township layout on the flat site, the smallness of the plots (approximately 6,000 sq.ft.) and the difficulty in getting vegetation to grow do little to make this a residential area of much amenity. Similar developments are planned to the North and across Prince George Drive and subdivision layouts have been approved but the Municipality have not been able to yet provide services to these areas.
- 2.2313 The largest and most depressing residential area of Muizenberg (excluding some areas of Royal Road to Beach Road) extend from Sandvlei towards the sea and in an East/West direction from the Sandvlei outlet to the

Main Road. Being some 8 acres in extent it represents an area of mixed and incompatible land uses. In ill-lit clammy streets, pockets of run-down commercial development are scattered among boarding houses, hotels, cottages and tenement houses.

In the early years of the century big houses were built in this area by mining magnates from Johannesburg - there was rivalry among business competitors to, if possible, build so as to block the view of the sea from others. Development proceeded unchecked and in an uncontrolled form along the coast towards St. James and down the beach front from the central area. Apart from those large houses on the seafront able to maintain their high values by being in demand for permanent residential use, most of the old housing stock is now used in a boarding or rooming-house capacity.

The sites are small and the buildings, some being rent controlled are in a poor state of repair and owned largely by absentee landlords who anticipating better days meanwhile lease them to families of low income.

Muizenberg suffers at the hands of a social problem brought about by the South African Navy take-over of Simonstown. The residential development of De Gama Park outside Simonstown consists of single dwellings only - no flats available at lower rentals are built. Fish

Hoek is a developed and not inexpensive residential suburb and consequently naval staff usually of low income and with young families move into absentee landlord houses in Muizenberg. Families share houses and overcrowding results. The poor social conditions lead to misuse of public facilities, the apparent non-enforcement of health regulations by the authorities, and a general erosion of the environment. Come the 'season' and these families either move out of the area or crowd still more into existing premises in order to be able to sublet their premises to prospective holiday visitors.

There is little land available in the central area. Plots are small and landowners not being able to get high rents have no incentive to improve or maintain their properties. As a consequence high prices are asked to offset the loss through the years of financial return on investment. There is general feeling that conditions are so bad that they cannot last and that redevelopment is bound to come someday.

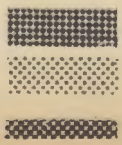
As the central area contains almost all the hotels and boarding houses, (refer Map No. 6) it experiences the full impact of the annual flood of holidaymakers and day trippers.

Holidaymakers prefer to take their holidays or recreation among others similarly inclined and not among a large proportion of permanent inhabitants bent on their daily chores.

Divisional Council of the Cape



Provincial Administration
Cape Town Municipality
S. A. Railways



MUIZENBERG

LAND OWNERSHIP

1 : 12500

MAP NO. 5



Similarly holidaymakers require services and facilities some of which are totally incompatible with the needs of a permanent population. This is the paradox in the present situation at Muizenberg where many local residents mistakenly believe that the total environment will be improved by cajoling the City Council into providing tourist amenities. (11)
This matter is discussed in greater detail under 3.3.

2.2314 Map No. 4 indicates the location of schools in the area. Muizenberg is at present badly served in regard to schools. The Chairman of the Ratepayers Association estimates that 60% of permanent residential pupils commute to school out of the area. The existing High School for 350 pupils being situated on the slopes of the mountain is not readily accessible to the bulk of residential development and its playing fields are some $\frac{3}{4}$ mile distant on the West bank of Sandvlei. This school is to be replaced by a new school for 500 pupils in Geneva Road. This relocation could do much to stimulate residential development in the area east of Sandvlei. The Primary School for 600 pupils located on the Main Road is also without adequate playground and utilizes the Sandvlei recreational facilities.

2.232 Commercial Land-use

2.2321 Map No. 6 illustrates the existing commercial Land-use. The earliest commercial enterprise at Muizenberg was that of Farmer Peck's Inn established in 1828 located at the corner of what today is the Main

Road and Atlantic Road. Today the commercial area has built up around this traditional nucleus but has become a ribbon form of development on the East side of the Main Road with links extending down Atlantic and York Roads towards the sea and the holidaymakers. Crowded shopping areas register success but this is not the case in Muizenberg where the commercial development is disappated along unrelated street frontages 80% of which have open space or non-commercial activities on the opposite side. Shopping continuity is further interrupted by Municipal offices, banks, boarding houses, garages, etc.

The commercial area is located where traffic congestion is at its worst during the season and most of it is too near the sea in that it is not surrounded by residents from whom it can get support. The half mile (10 minute) walking radius from the centre of the commercial area includes little residential development but mostly mountainside and sea-shore.

The standard of shop fades quickly as the commercial ribbon branches off the main traffic routes - those in Main Road, Atlantic Road, York Road and Palmer Road in that order reflecting a decreasing standard. On the Main Road, clinging to respectability and oriented to passing traffic are the banks, post office, building society agencies, etc.



MUIZENBERG

COMMERCIAL LAND USE

1:12500 MAP NO.

6

hotel



Located on the North side of Atlantic Road are convenience shops, catering for daily household needs. Opposite these shops are municipal offices which do little to generate shopping activity.

In York Road are smaller clothing shops and shops relying to a large extent on holidaymakers' support through the sales of beach equipment etc. In Palmer Road are a number of run-down convenience shops reflecting the general poverty of the immediate surroundings.

It is significant that no Departmental Chain Store has established itself in Muizenberg. This is due to the topographical features of mountain and sea restricting the potential market area; the spread-eagled commercial area with its lack of 'centre'; and to the lack of permanent residential population around this commercial area. Residents prefer to obtain durable goods outside the area - in Wynberg or the City where there is a wider choice.

The developing residential areas around Sandvlei and Marine Estates are poorly served with the location of only a few inadequate convenience kiosk/shops on Lakeside Main Road and Prince George Drive respectively. Residents in these areas are eccentrically located to the main shopping area and if having to use a car, will likely travel to Fish Hoek or Wynberg which offer an intense shopping environment of wider choice.

Due to this expenditure outside the area and social conditions that exist in parts of Muizenberg (2.2313) summonses for debt are not uncommon and many small shops and businesses have had to close in the last ten years.

At the junction of the two principle motor transportation routes - the Main Road and Atlantic Road - a nineteen storey development project is proposed. It will contain a fully enclosed shopping centre including Department Store with parking for 400 cars and with 16 floors of flats above, will introduce permanent residents who will assist in making the commercial activities viable. Returning down Atlantic Road as far as the railway it will in effect also attempt to establish shopping continuity between the Main Road and Atlantic Road commercial areas. This development, together with the existing shops will provide the facilities of a complete local centre and will firmly establish the core of Muizenberg commercial activities. As motor through-traffic will in time by-pass Muizenberg (2.234) the proposed development is not seen as a Regional Shopping Centre. The developers intend to make it a centre of such high standard amenity that shoppers from surrounding suburbs will be attracted by its uniqueness. As the same entrepreneur intends to concentrate flat development immediately accessible to this commercial centre, the project could well prove viable in the long term when the resident population increases.

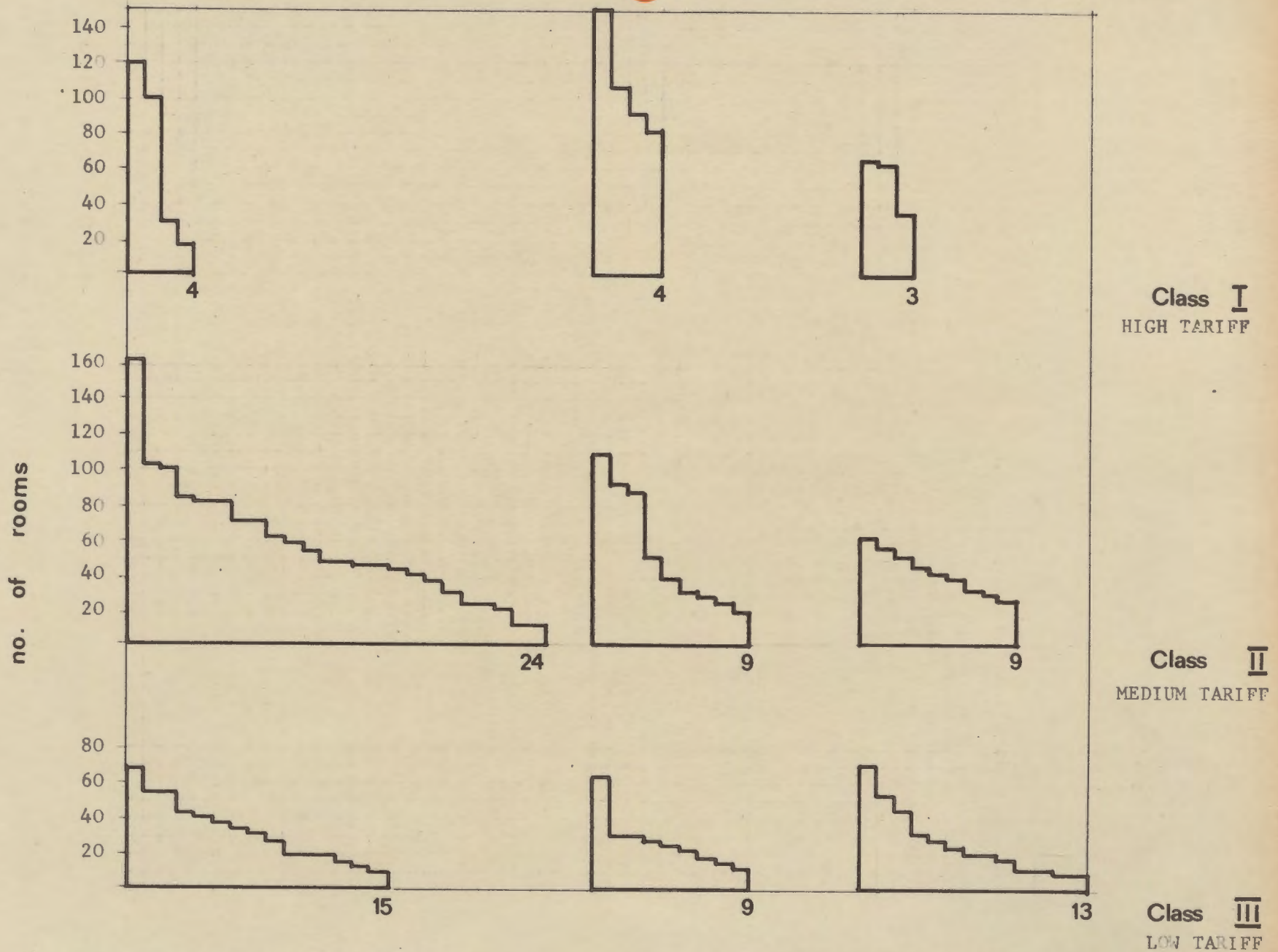
2.2322 Map No. 6 shows the location of existing hotels. Up to the time of the Second World War, Muizenberg was one of the few South African seaside resorts with a well-run and well supported hotel and boarding house industry. Overseas travel was expensive and available to relatively few, and seaside holidays dependant on motorcar accessibility were of secondary importance to those resorts accessible to a middle class content to travel by train.

With the end of the War came more stringent financial regulations and overseas travel became further restricted. This immediate post-war period resulted in boom conditions for Muizenberg hotels which due to Building Control were not able to be improved or extended and were fully booked in the season regardless of the hotel standards provided. Due to lack of regional competition Muizenberg enjoyed a 5 months season from November to March. These conditions encouraged anybody who owned a large house to become a boarding house landlord, and Johannesburg speculators bought unpromising properties with a view to cashing in on the tourist accommodation demand. This has encouraged the establishment of boarding houses and second rate hotels which have been easily established in large old fashioned Victorian houses and help to cope with approximately 7,000 annual visitors who stay for an average period of 2-3 weeks.

Seapoint - Camps Bay

Muizenberg

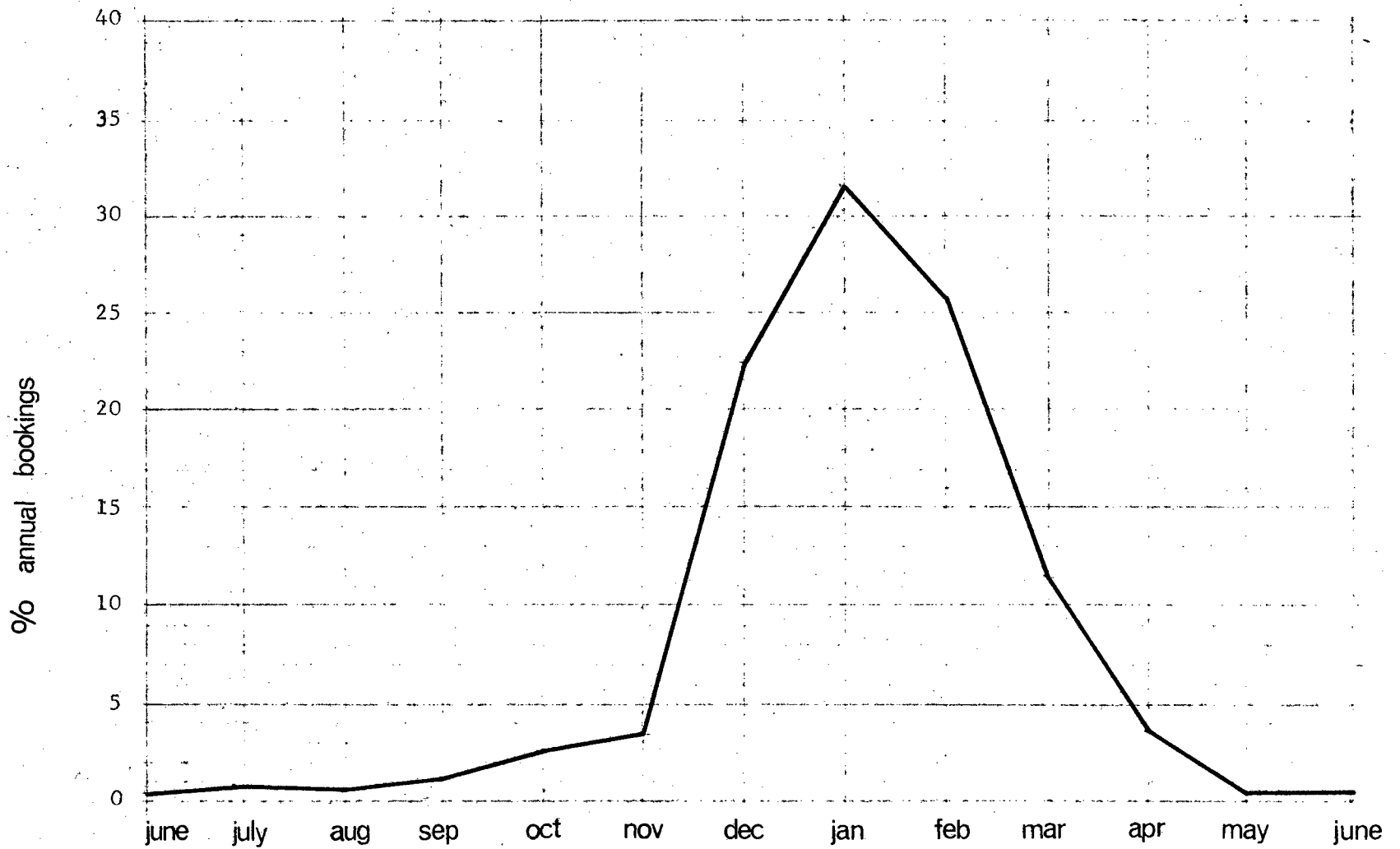
St. James - Simonstown



COASTAL HOTELS

SCHEDULE

4



CLASS 1 HOTEL BOOKINGS
1967-68

SCHEDULE
5

From Schedule 4 it can be seen that there are approximately the same number of hotels along the Sea Point/Camps Bay ⁺ 2 mile coast as there are along the False Bay Peninsula 7 mile coast from Muizenberg to Simonstown. 47% of these False Bay hotels are located in Muizenberg where the majority of Class II and Class III hotels are residential hotels.

Today in competition with other seaside resorts, Muizenberg can only offer a 2 to 3 month season to a motor-car orientated society independent of public transport routes. Refer Schedule 5. From the middle of December to the end of February the Balmoral Hotel receives 80% of its annual clientele - from May to the end of September 0.8% of its annual clientele are accommodated.

The 'season' is determined by the length of the school holidays in the Transvaal and Rhodesia from where approximately 65% of all visitors come. ⁽¹²⁾ Local residents consider March and April to be excellent holiday months as the wind tends to be less during these months (refer Map No. 3) but Muizenberg is then principally visited by day trippers. To compensate for winter inactivity and having to cope with large staff fluctuations, the hotels charge high rates for the short season.

The relatively high charges of Muizenberg hotels is shown on Schedule 4 which lists hotel charges in three classes. Four of the largest hotels which are most susceptible to seasonal fluctuation fall within Class I charges. 18% of Muizenberg hotels as against 9% of Sea Point/Camps Bay hotels fall within Class I. In each respective class, the visual appearance and character of the hotel is appreciably lower in Muizenberg than in the Sea Point/Camps Bay area. Class III hotels in Muizenberg rely on permanent residents to keep open and some hotels provide cheap out-of-season accommodation only, with residents having to provide their own meals.

Many Muizenberg hotels - particularly those away from the beachfront consist of converted adjoining buildings. This annexe type of structure enables whole 'wings' to be closed down during the winter months. Vacant buildings add to the general depressed residential atmosphere.

It will be seen from Map No.6 how centralised most hotels are and how they have developed in the oldest part of Muizenberg which today is the most depressed area.

No new hotel as such has been built within the last 15 years. The buildings are generally outmoded and do not easily lend themselves to alteration to comply with recently introduced Hotel Board rating requirements. In any event the existing seasonal pattern does not encourage

hotel owners to compete for star rating and in a South African industry in the stage of regenerated competition for facilities, Muizenberg cannot afford to compete.

2.233 Recreational Land-use.

Map No. 7 showing open space indicates the dominance of the existing built-up areas by the natural topographical recreational areas - the mountain, sea and vlei. Development has grown up between these features and particularly in the older parts of Muizenberg unplanned development has congested the available land and accessibility. Most developed areas are immediately accessible to at least one of the large-scale topographical amenities and there should be little need for the introduction of small-scale open spaces which would only fragment development. This would appear to be the danger of Marine Estate and the proposed development to the North which, spread at a uniform density over the countryside and to comply with existing Townships Ordinance requirements, does not distinguish between the availability of a large-scale or small-scale recreational open space.

Map No. 8 indicates the provision for recreation in the area. Muizenberg is well located with a view to utilizing the recreational resources of other areas. The alternative bathing, fishing and boating facilities of the False Bay coastline are immediately available.



MUIZENBERG

PUBLIC OPEN SPACE

1: 12500

MAP NO.

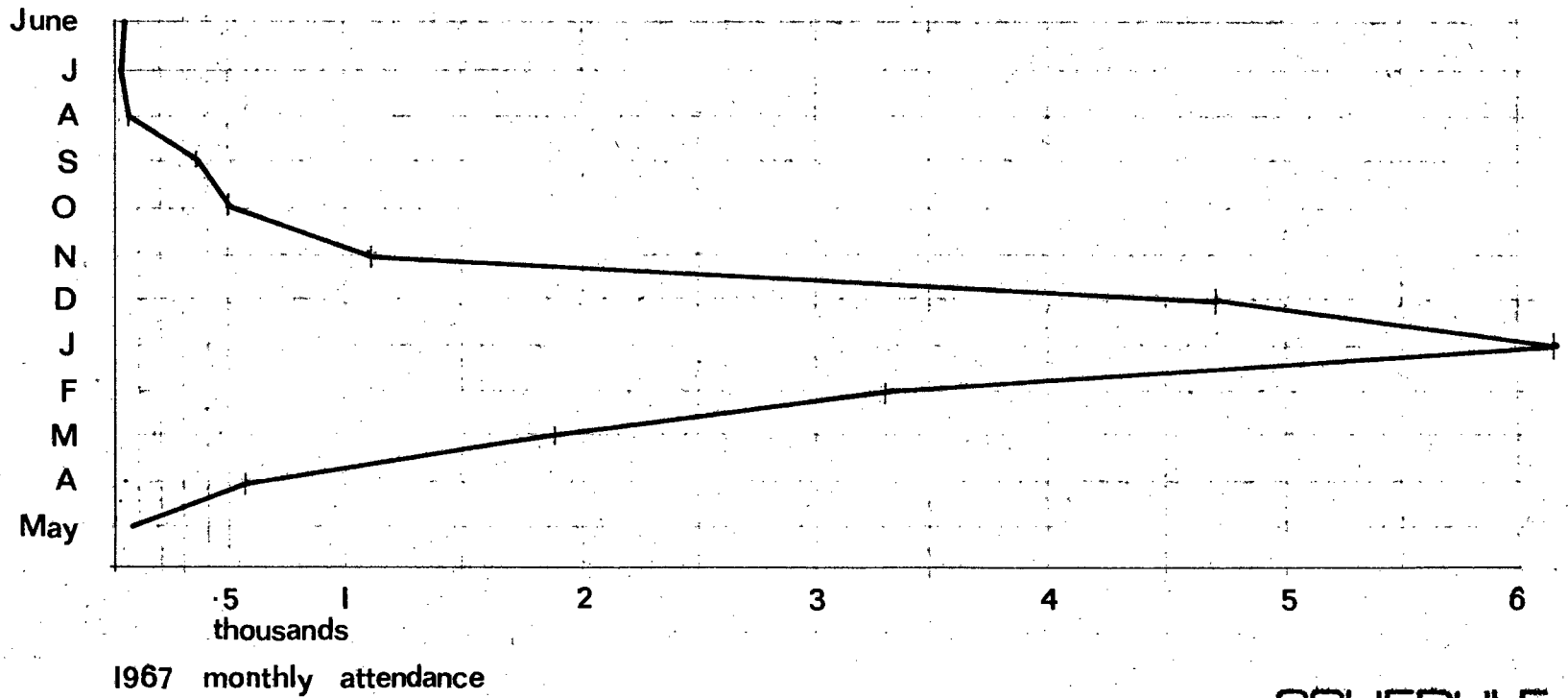
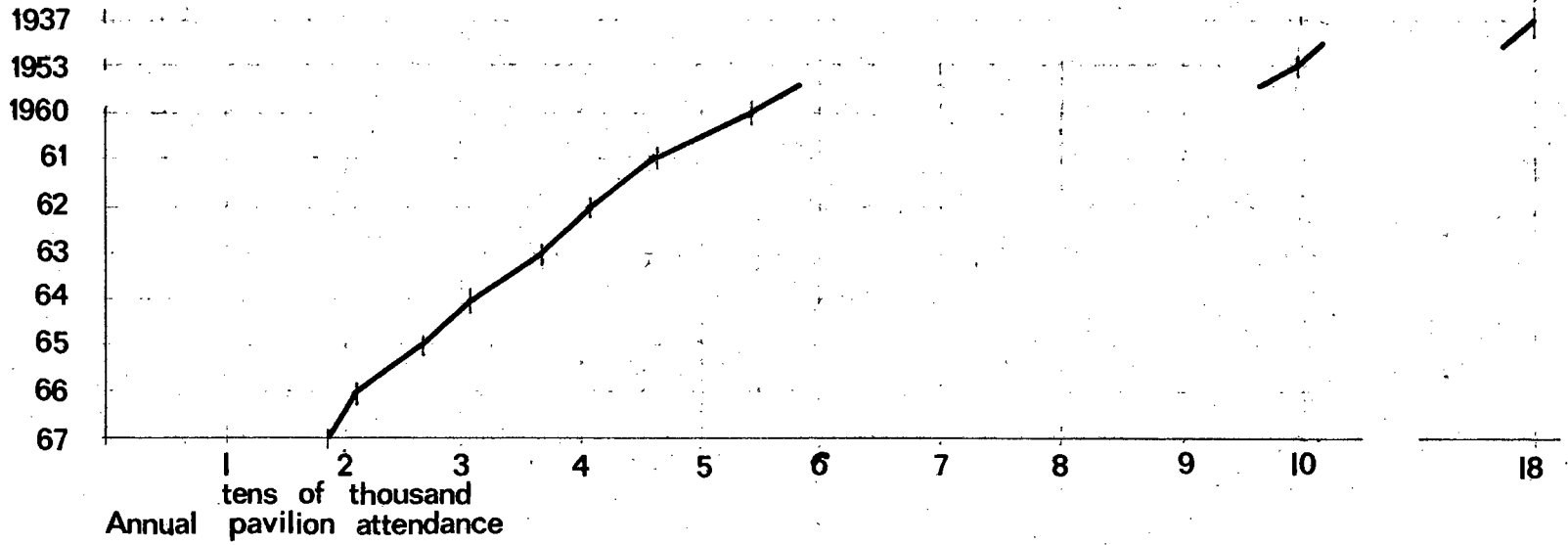
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Two Golf Clubs and general sporting facilities are within 10 minutes driving time and with the extension of the freeway system to Muizenberg and beyond, the area will have improved linkages with the city and the region as a whole. Although tidal pools are scattered at intervals down the coast, for serious swimmers the nearest swimming pool is at Newlands.

Muizenberg, originally developed as a recreational centre totally orientated to the sea, today contains a more varied system of recreational land usages. These are identified as the beach (2.2331), the mountainside (3.2332), Sandvlei (2.2333), together with the amusement amenities (2.2334) attendant on these areas and distributed within the total area.

2.2331 Twenty miles of continuous False Bay beach terminates at Muizenberg where the best of the 20 mile strip can be found. The beach is gently shelving and completely safe.

Built on the finest part of the beach is the pavilion, a 50' high outdated structure providing sordid and under-utilized facilities. The Pavilion is used by a badminton club in winter and an occasional wedding reception is held.



MUIZENBERG PAVILION ATTENDANCE

SCHEDULE
6

Even in the height of the season only 80% of the available 500 changing cubicles and lockers are used. This building is soon to be demolished but is to be replaced with an extended promenade, open air theatre, changing rooms, tearoom and additional bathing boxes. It is surprising that the City Council propose further expenditure on facilities of waning popularity at the expense of the beach.

Schedule 6 indicates the decline in use of the Pavilion by swimmers. On a Saturday in 1929, 20,000 visitors attended the Pavilion and 9,000 persons were served in its restaurant. In 1967 it was utilized to the extent of 10% of its 1935 volume and in 1967/68 76% usage took place between the months of December and February.

The City Council appears to concern itself principally with the provision of facilities and amenities for trippers and visitors who at a steadily decreasing rate visit Muizenberg for 2½ months of the year. In an attempt to provide seasonal amenities to attract visitors, what has been provided has generally been of the variety hall and Punch and Judy type - the cheaper slap-stick form of entertainment which have attracted more and more undesirable White and Non-white day-to-day visitors and trippers. 'Bop' floors and coloured lighting and other cheap forms of amusements have done nothing to combat the deterioration of living standards in the area; have not benefitted

local business in the long term; have not lengthened the 'season'; and have only further encouraged the lower class type of visitor who keeps the refuse collectors in employment. That a miniature railway, a motorboat lake and putt-putt carefully screened from the wind by the new promenade should collectively be positioned in front of the most valuable properties preventing a view of the sea and in occupation of potentially the most valuable ground is a major contributory factor to the degraded atmosphere of the beachfront.

In recent years the popularity of surf-riding has brought surfers irrespective of the time of the year to Muizenberg 'corner' where wave conditions are most favourable for surfing. This sport, being one of the few year-round attractions of the area, has resulted in as many as 500-600 active participants over a week-end. Together with spectator potential this asset should be fully utilized.

Along the rocky coastline from Muizenberg Southwards towards St. James, conditions for anglers are good.

2.2332 Muizenberg mountain climbs steeply above the town to a height of 1663 feet. The plateau behind is becoming increasingly accessible as the Divisional Council complete the Silvermine scenic drive. As a recreational area the mountainside will therefore be increasingly utilized for family outdoor relaxation.



MUIZENBERG

RECREATION

1 : 12500

MAP NO. 8

The Eastern slopes are popular with mountaineers and the Spelaeological Association have from Muizenberg to Kalk Bay classified and described over 80 caves - the largest some 1,200 feet and the deepest having a vertical shaft of 60 feet. (13)

Boyes Drive is an impressive drive and walk. Its value will be still further enhanced when the proposed double carriageway higher up the mountain is completed and through-traffic passing totally outside the developed area of Muizenberg will return Boyes Drive to exclusive scenic status.

2.2333 In 1912 the City Council resolved in the Municipal Reunification Reports to dredge and convert the waters of Sandvlei into a permanent stretch of water to be used for aquatic purposes. (14) Eventually in the 1960's this intention came to fruition and Sandvlei, apart from providing a regional inland sailing centre, has stimulated residential development in that area.

Its popularity lies in the increasing demand for watersport recreational activities and its uncommercialized informal character. Sandvlei although seasonal to a degree like any Cape outdoor amenity, has year-round utility.

Located there is a Yacht Club, a hire boat centre, bowling greens and sportsfields. The caravan park is unfortunately located immediately adjoining the residential area. Further work is in progress at the Northern and Eastern end of Sandvlei where dredging and reclamation work is in hand with a view to stabilizing the banks and expanding the amenity.

2.2334 There are few permanent indoor entertainment amenities at Muizenberg. This is a reflection of the reliance of the area on natural outdoor amenity; the small permanent population to support such an amenity; and the greater attraction of competing amenities outside the area.

One cinema is unaccountably located on the beachfront and receives minimal maintenance due to its poor support out of season and to the type of clientele who frequent it.

A bowling alley opened in the late 1940's floundered after a few years of novelty support. Now the Masque Theatre, as a converted building its efficiency as a theatre is limited and it is not in demand by theatrical companies other than that of the enthusiastic amateur variety.

The Pavilion which together with the promenade was built at a cost of R400,000 was described in 1929 as "South Africa's Premier Seaside

Amusement Palace" claiming to be "the gayest spot South of the Equator".⁽¹⁵⁾
The hall is capable of seating 1000 persons but today is virtually unused.

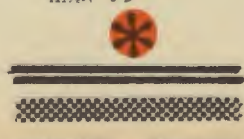
2.234 Transportation Land-use

Map No. 9 indicates the main transportation network serving the Muizenberg area. The establishment of Muizenberg as a resort led to the extension of transport routes from Wynberg to the coast. The railway line was extended in 1882 and what was originally a military access road to False Bay was improved to provide vehicular access to and from the coast. The railway line being closely associated with the Main Road and both being largely dependent on the topography, have now become transport routes carrying predominantly through-traffic.

Schedule 7 illustrates the 1956 weekend recreational traffic pattern. From 8.00 a.m. there is a constant build-up of traffic and the biggest influx of cars takes place between 10.30 a.m. and 11.00 a.m. From 4.30 p.m. there is a rapid withdrawal of vehicles from Muizenberg. The high volume after 6.00 p.m. would consist mainly of through-traffic returning from other False Bay coastal locations. With assumed increased volumes since 1956 it is likely that today the peak periods are less sharply defined as motorists travel earlier or later in an effort to avoid traffic congestion.



railway station
 railway
 primary roads



MUIZENBERG

TRANSPORTATION

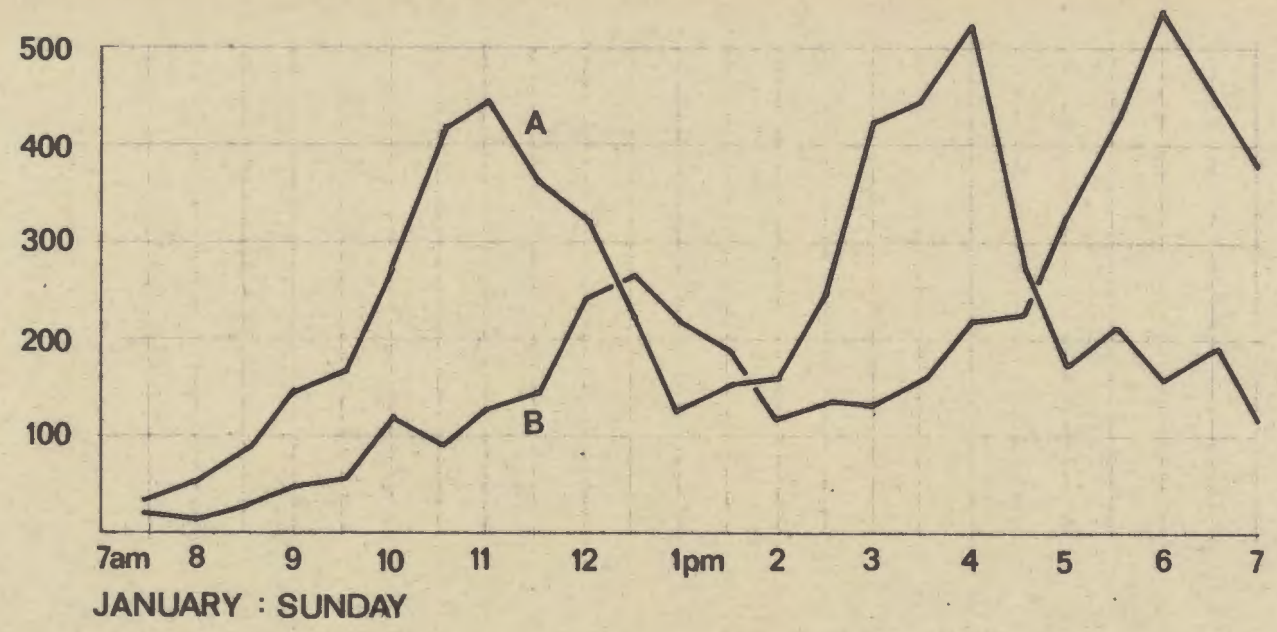
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MAP NO.

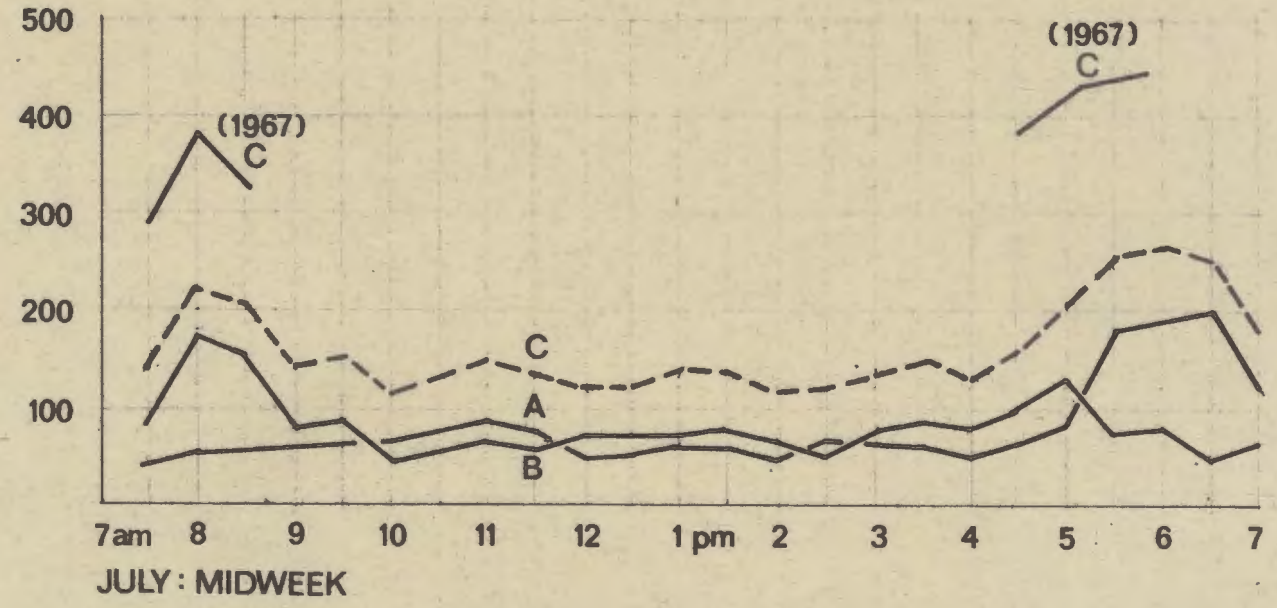
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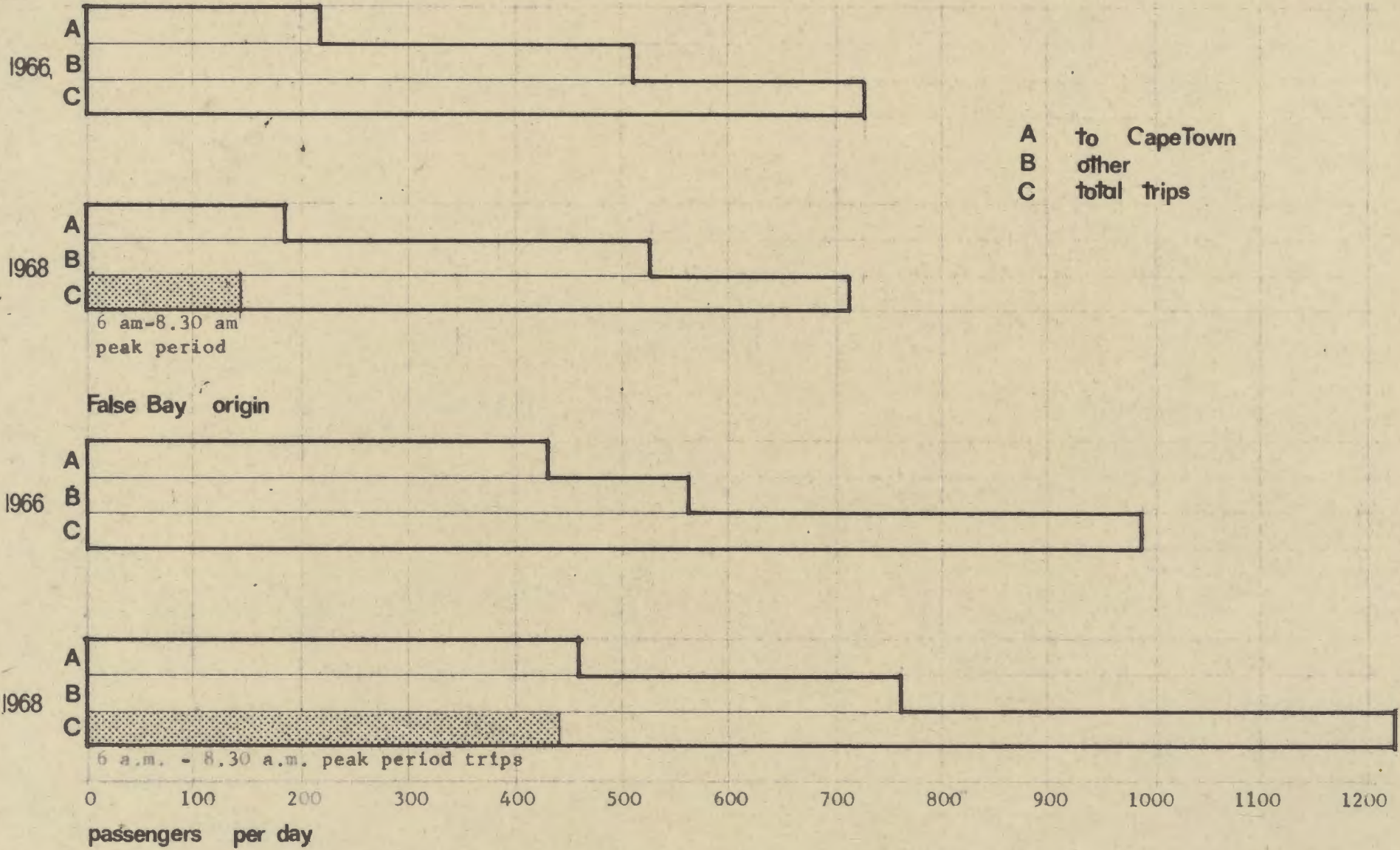
from cape town A
 to B
 total C



no. of vehicles per 1/2 hour



Muizenberg origin



Schedule 7 also illustrates mid-week winter traffic movement and as such would virtually exclude recreational movement. It is evident that in 1956 holiday traffic peak hour volumes were more than double the peak hour volumes of commuter traffic.

Schedule 8 indicates that from all trips originating at Muizenberg station, only 18% take place at the peak period between 6.00 a.m. and 8.30 a.m. For all stations between Cape Town/Simonstown and Cape Town/Bellville, between 48% and 60% of all train journeys take place at the peak periods. This reinforces the 'fieldwork' observation that existing working residents of Muizenberg are not as C.B.D. oriented as even Fish Hoek (53% trips in peak period) and that many working residents are employed at Wynberg and other intermediate locations. In addition the absolute number of train journeys is dropping, suggesting an increase in commuter car travel. With the development in the Sandvlei area, commuter travel from the adjacent False Bay station is increasing and exceeds the trips originating from Muizenberg.

Today Muizenberg underutilizes the transport facilities when these facilities are compared with the importance of their location. This will be improved when the proposed double carriageway above Boyes Drive and the proposed Northerly link with De Waal Drive will take out of the area most of the through traffic. This will have the effect of firstly releasing the areas internal road system for more efficient

local use and secondly providing access to the recreational areas without congesting the infra-structure.

At present the confused land uses and entangled resident/holidaymaker facilities make for most inefficient roads and parking facilities.

One of the purposes of roads is to provide access to an amenity. If in providing access the amenity is destroyed, capital and opportunity have been permanently wasted. Large areas of tarmac occupy most of the Muizenberg beachfront - vacant tarmac for 9 months of the year, and for the other three months providing access for many who strain the resorts capacity when in fact East of Sunrise Beach awaits 18 miles of coastline available to this mobile population.

Central Muizenberg is divided into "superblocks" due to roads that are either too wide or too narrow. Atlantic Road being geared for through traffic and as the primary link with the Main Road, cuts through the central area separating two distinct precincts each of which contains a number of narrow one-way streets.

No hierarchy of transit, access, or service roads can be identified and nowhere is the pedestrian able to reach the amenity of sea, mountain or vlei without having to negotiate traffic.

2.24 POPULATION

2.241 General

The Study area falls within the White Group Area, and its beaches have been declared by the Government for the use of the White population only. Immediately to the North of Military Road are Non-White townships.

In 1967 the Cape Provincial Administration population projections for the Metropolitan region suggested that the Coloured group would expand from a present population of 720,000 to 2,600,000 at a 3.6% per annum growth rate, whereas the White group would expand from an existing population of 415,000 to 696,000 at a 1.4% per annum growth rate. The resultant pressures for land and recreational facilities for the Coloured group will be considerable and from these figures it could be inferred that land at present allocated for White use could prove quite adequate - particularly if densities are increased.

Taking into consideration the likely growth pattern of the Cape Town Metropolitan area as suggested in 2.3, Muizenberg as a residential suburb is seen as one of the 'sub-centres' most likely to be developed at increasing densities for White use.

2.242 Existing Population Structure

Census figures for 1951 and 1960 only are available. Over this period the total growth rate was some 11.1% - compared with the other Southern

suburbs - a low rate of increase. Increased development is taking place along the whole chain of the Southern suburbs as densities increase in existing suburbs where little open land is available, and development is spreading across vacant land particularly in the Diep River and Fish Hoek areas. Muizenberg is seen as a link in this chain and since 1960 the accelerated rate of residential development will have resulted in an increase in the population growth rate.

		N-white	Whites	Total	% Change	Gross Density per acre
Muizenberg	1951 Census	582	3799	4381		
& Lakeside	1960 "	602	4338	4930	+11	4.9
	1968 Estm.	520	5178	5698	+15.5	5.6
Observatory	1951-1960				+21	
Rondebosch/	"				+80	
Newlands	"				+24	
Claremont	"				+58	
Kenilworth	"				+10	
Wynberg	"				+50	
Diep River	"				-7	
Kalk Bay/	"				+25	
St. James	"					
Fish Hoek	"					

Source : Town Planning Department - Cape Provincial Administration.

The estimated 1968 figures have been obtained by estimating the growth and decline in White and Non-white housing stock and estimating the increased density due to social conditions in some parts of central Muizenberg. These figures give an approximate 15% growth rate (or 1.8% per annum) which appears to be reasonable.

Under 2.231 (refer Map No. 4) three main residential areas were identified and these very broadly reflect the social stratification of the Muizenberg population. Those with higher incomes live West of the Main Road on the mountain slopes. In those areas surrounding Sandvlei houses are being built and occupied by middle income residents (estimated incomes from R2500 to R3000 per annum). In the central area, excluding holiday migrants, the permanent residential population are generally of low income (refer 2.2313).

2.243 Future Population Trends

Under present town planning regulations Muizenberg has a potential gross density (allowing for additional open space required by schools, roads and service buildings) of 27.1 p.p.a. (existing gross density 4.9) - approximately the same density as Rondebosch. The present development density reflects approximately 20% of its potential development under the present town planning scheme. In these terms the importance of formulating at this stage standards for rational integrated development of the area can be appreciated as the area is at present

zoned to take a population of 26,000. Assuming the City Council have formulated their Town Planning Proposals to cope with anticipated ultimate growth at 27.1 p.p.a., the question is raised as to whether present development proposals are formulated with due regard for the ultimate potential population.

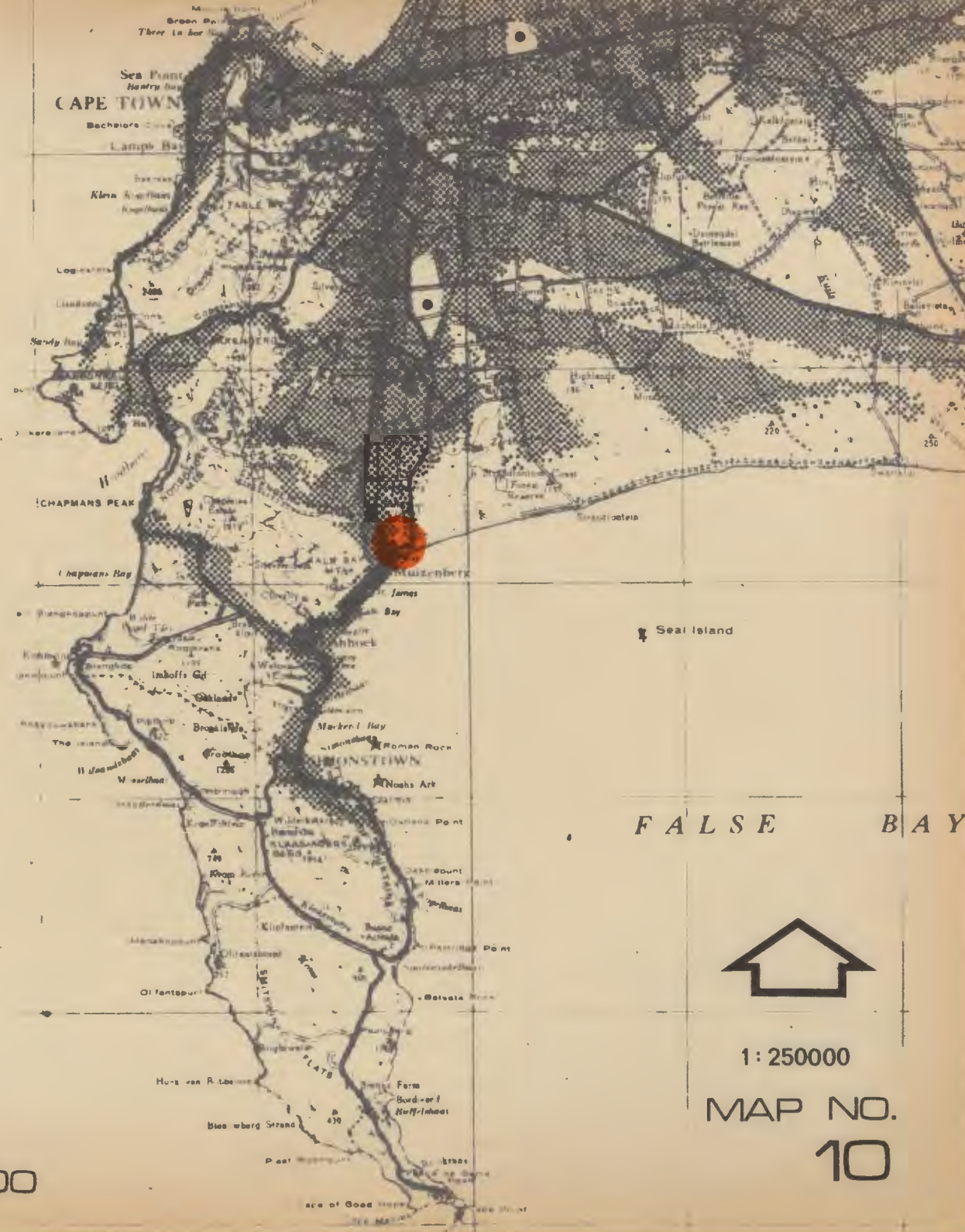
The Coloured population within the Study area has declined slightly over recent years due to the removal of some families from the declared White Group Area. With the immediately adjacent Non-white township; daily migratory movement is likely to increase as the total population increases and service facilities and commercial development offer Non-white employment opportunities.

2.244 Holiday Migration

The False Bay Publicity Association advise that at the height of the season the daily population of Muizenberg can increase to approximately 27,000 (5,000 residents, 2,000 resident visitors and 20,000 day trippers). In the 1940's there was accommodation for 4,000 visitors and over the season a total of 12,000 visitors could stay in Muizenberg for an average 2-3 week holiday. Today this figure has halved as the uneconomic short season has closed hotels and boarding houses. So the pattern now established is one of slow permanent population increase, considerable fall off of resident visitors and slow fall off of day trippers.



diagrammatic plan



FALSE BAY



1:250000

MAP NO.
10

MUIZENBERG

REGIONAL GROWTH 2000

2.3 FUTURE METRO
AND REGIONAL
RELATIONSHIP

At the University of Cape Town in 1967 students undertook a study of the existing Metropolitan structure and investigated the likely and most desirable future regional structure within which development should be encouraged and promoted. This section covers the authors conclusions on the subject.

It was found that the future structure of the region will have to be constructed on a simultaneous reassessment of the whole of the transport system in relation to the city and surrounding regions, and a redistribution of the major traffic generating uses as far as this is thought feasible. High density residential development, industrial areas and existing and new commercial nucleations will be closely related to public transport facilities and distributed over the region in an attempt to implement an internal decentralisation policy and enhance local character.

The right balance between accessibility and environment must be attempted and a high quality of environment is the goal in both the living and working areas, as well as in the city, and all planning policies must be seen as a means of achieving this goal.

Refer Maps Nos. 1 and 10. The existing radial pattern of major lines of communication and urban area lends itself to controlled linear

development with nuclear concentrations as a means of ordered regional expansion. Increased efficiency of these development "arms" by relating high density development to rail and road facilities offers the best opportunity to exploit the advantages of this radial form and in particular the passenger carrying potential of public transport. Each "arm" will consist of a series of nodes of relatively high density development extending from the city along main rail routes which provide rapid public transport services throughout the region. Between the "arms" of urban development wedges of open land must be preserved for the purposes of recreation and topographical relief.

The key to a Metro plan for the year 2000 could be an efficient transport system - a coordinating transport system consisting of all suitable forms of transport is essential as no single element of transport is capable of supplying satisfactorily the metropolitan area's needs. Various forms of passenger transport function best at different densities of person/trips, and therefore movement between areas of different densities may best be served by a combination of public and private transport with a change of mode at an appropriate point. The private car is most suited to personal transport in areas of low density. In densely developed areas it is either physically impossible to cater for all movements by car or prohibitively expensive to do so in a civilised manner. In these areas public transport has the most important part to play and must move large numbers of passengers during

rush hours. And to do so economically these rapid services must run through high trip-generating areas. The new Cape Town Station has been designed to cater for trains of 50% increased length to those being used at present and the existing railway is already acting as the spine around which residential densities are increasing. By attracting the majority of trips onto rapid rail services, the road network is left to accommodate essential traffic plus a relatively low level of other traffic.

The proposed transport system would not only afford relief from existing traffic problems but also create a new pattern of locational values for industry within the city.

Wastefully low densities of some of the outer residential areas could be increased overall, partly by high scale new development at high densities and partly through higher density infilling. Within this range, densities should vary in relation to such factors as transport facilities, large scale recreational space and employment areas. Pockets of high density in key locations such as the facilities of major open spaces and along the "arms" of rapid passenger transport, should be encouraged. Existing low density in certain areas should be retained in order to preserve existing character and high residential amenity. Such variations in density and in character, are vital for the best possible living environment with maximum variety of choice.

A satisfactory relationship must be achieved between population employment and housing - the relationship achieved numerically and spatially to produce an efficient and satisfying pattern of development.

Commercial centres are seen as focal points in the city structure, forming suburban concentrations for shopping, social, cultural and local employment facilities. They would in some respects resemble minor town centres being large enough to attract all but the most specialised shops, and would incorporate high density residential development, offices and light industrial uses and entertainment facilities. Their location would relate strongly to the transport system and would encourage a more balanced distribution of the major traffic generating land uses.

3.0	THE PROBLEM	3.1	General	(75)
		3.2	Residential	(75)
		3.3	The Seafront and Recreation	(77)
		3.4	Transportation	(82)

3.1

GENERAL

Already discussed has been the effect on Muizenberg of changing recreational patterns (2.12), its loss in status as a competing recreational centre in the face of the development of other regional and national resorts (2.21); the effect of the brief 'season' (2.2322) and the social, economic and physical reasoning leading to the decline of the area. It is now proposed to identify the problems in the existing physical form of the structural components; to identify what factors have lead to their failure and from this analysis to develop principles and standards for inclusion in the proposed redevelopment plan. From the land use analysis (2.23) it was apparent that having the most deliterious effect on the area were the problems associated with the residential land-use (temporary and permanent), the seafront and recreation, and transportation. These factors will now be discussed.

3.2

RESIDENTIAL

The residential population of Muizenberg can be divided into two categories - the permanent residents and the temporary residents or visitors. These categories are at present mixed virtually throughout the area but to a lesser extent in the areas surrounding Sandvlei. This results in a diffusion of permanent residents over a wide area, a diffusion of commercial requirements to serve and be supported by the permanent residents,

and cyclical seasonal changes in personal interaction. Permanent residents need to feel a sense of permanence, a sense of identity with a permanent physical form and a sense of permanence with social contact and interaction. The low density middle class development and the close proximity of the 'Ghetto' area to the commercial centre has led to a fragmentation of the centre into permanent or temporary uses. Some of the commercial activities are too close to the sea resulting in a concentration of all the resources of Muizenberg towards the sea-front. This is placing too much reliance on the weather and in attempting to pick up holidaymaker trade the commercial area is further divorced from permanent residents. The commercial area due to its linear pattern has not encouraged development in depth.

All holiday and recreational centres on the coast suffer from intense seasonality of trade - provisions of accommodation, entertainment, food distribution etc., all having to be geared to cope with the demand at its peak. It means therefore that these services offered are running at an uneconomic rate for most of the year, or alternatively are running at a rate which is unable to cope with peak demand.

While Muizenberg in summertime may open its arms to the sea, in winter it should prefer to turn its back to it and avail itself of North sun and light wherever possible. In addition, to afford protection from

summer South winds, the space standards of present regulations do not reflect any rational means of providing a compact centre with little open space within, that could function more happily.

3.3 THE SEAFRONT AND RECREATION

The nature of the seafront is influenced by any changes which take place within the town itself. Since the area is bounded on one side by the sea, this is the dominant visual feature. But its influence is more subtle than the fact of its overpowering physical presence. The sea is a magnet, a special attraction which affects the balance of the suburb. In no other form of urban development is there a line at which physical development stops so abruptly and with so much drama. The sea too starts a sequence common to most seafronts - the sea, the beach, the promenade, the road and its line of hotels and boarding houses behind. Visually the sea is a powerful force and because the sea is dominant, seafront building is most successful where it is closely packed and states its presence emphatically. In this way the drama of the junction between sea and land is exploited. But the seafront buildings at Muizenberg are hardly able to view the sea across areas of tarmac, rows of bathing boxes and an elevated promenade.

At Muizenberg the promenade presents great engineering problems which have certainly not been solved. The structure interferes with the

natural movement of sea and sand and to avoid either the washing away of foundations or the excessive heaping of sand below the promenade, an artificial 'groin' of bathing boxes has been constructed. These cheap structures being situated so near the sea get engulfed in sand, require constant maintenance and cause steep shelving of the beach.

Existing development proposals for Muizenberg rely very heavily on its tourist potential. The viability of this potential has been discussed under 2.12 and 2.13. No amount of replacement or rebuilding of its outdated recreational structures will restore Muizenberg to its previous status as "South Africa's Premier Holiday Resort".

Discomfort, the Victorians believed was good for the soul as well as the body. Our own attitude to the seaside is fundamentally different. Health is seen as a by-product of enjoyment, a natural result of hedonism. Where the Victorian holiday was leisurely, limited mainly to walking and watching, ours consists of bursts of activity between restless journeys from one place to another. The concept of a promenade in fact looks like becoming a windbreak for car parking and sun bathing only and the extent to which it today satisfies a primarily Victorian demand is questionable - a fact that should have been well considered before the existing promenade was built in 1965. That the City Council should now intend to extend the promenade by a further 480 feet, Eastwards, and extend it Westwards as far as the station would appear

a completely arbitrary decision without any thought as to a total goal.

On a public holiday as many as 20,000 visitors a day go to Muizenberg. This number is four times its permanent population. This great fluctuation means that the physical conditions if satisfactory for one use are not so for another. Empty promenades are depressing, empty car parks are more so. The seafront is unique in that as the most important part of Muizenberg it is out of use for most of the year. *

The seafront is a sales area. But because of its seasonal use and somewhat uncertain future, investment is kept as low as possible. Therefore, the seafront has acquired a clutter of cheap buildings. These are of a temporary nature and take the form of kiosks and ticket distribution centres. Untidy lettering and notices, rusting metal work and peeling paint are characteristic and add to the squalor of the seafront scene.

The presence of the sea is the dominating attraction of any coastal resort development and whereas the early fishing village type development looked inland and formed an introspective and protective character, resort development reverses this prospect to embrace the seafront.

The seafront essentially lineal in character has become the focus of attraction and importance. The public authority has tended to encourage this trend of giving the greatest civic importance to the promenade and pavilion area and in Muizenberg the ratepayers have even suggested that the existing pavilion would provide a suitable town hall in the event of the area becoming a separate municipality. Such action should be avoided as it would result in incompatible mixing of leisure and administrative activities.

At the height of the season, Muizenberg cannot cope with the influx of visitors but apart from the holidaymakers who stay in the area, the day-trippers are of little benefit. Nobody but the icecream vendor benefits and the area as a whole suffers due to the strain on service facilities and the influx of cars. The attraction is the natural beach - (not the go-carting, the snake-park, Putt-Putt and the Hot-Dog Stand - all of which are also weather dependant) and to the beach visitors will come anyway.

To ignore the genius of a place and think only of the money that can be made by exploitation is neither civilised nor has it proved good planning. [The deliberate destruction of the natural amenity in favour of concrete walls, carparks and the cluttered paraphernalia of shelters, kiosks and bathing huts has eroded the total environment to one of neglected vulgarity.]

Predetermined views of the dignity and purity of buildings must be set aside. The seaside is for the people and people are generally more interested in buckets and spades, plastic beach balls and iced lollies than the architectural or planning esoteric theories. Successful seaside design is often the antithesis of good taste. Yet between the purist view which could kill the seaside and the debased forms of mass mediocrity which destroys the amenity and discourages permanent settlement must lie an approach to the problems which can cater for visitors without it being to the economic disadvantage of the whole.

As stated under 2.12, statistics on holiday accommodation in South Africa show that the popularity of the holiday camp and the caravan is increasing at a greater rate than any other sort. Sandvlei caravan park should not be despised as such. It meets a real demand for cheap holidays where in exchange for mass control, most inconveniences are overcome. Much of the criticism of caravan parks and mass camps stems from a reluctance to accept the fact that holidays are now the right of people from all sections of the society. The caravan is cheap and offers more independence in exchange for less relief from the tiresome routines of working life - the caravan undermines the attraction of solid seaside building - the era of the Grand Hotel is over and that all impermanence and mobility is on. The positioning and layout of the tents, caravans and the assortment of temporary

structures is most important and if this is not skillfully carried out the effect of this on the Sandvlei amenity and other land uses could be disastrous. Already what should be the highest property values in the Row in Marine Estates have in one area dropped considerably due to the mislocation of a caravan park. Such juxtaposition of permanent and impermanent forms of living could not be more incompatible.

3.4 TRANSPORTATION

Refer Map No. 11. Since water forms one boundary of the seafront the land communications take up the standard pattern of the road running parallel to the coast, separated from it by the Promenade. This road is the main thoroughfare from the Main Road to Sunrise Beach and the constant stream of traffic carried by this road has a detrimental effect on the amenity of the front. It cuts through what should be the unity of the shore and the physical development behind.

The seafront road can no longer fulfil its dual role as both a through-road and a parking place for visitors cars. The first is in any case an undesirable use, and the second is still necessary to give visitors access to the beach. Where off-street parking may be the solution in some cases, at the seaside people wish to drive to as near the beach as possible due to either the fact that equipment has to be carried or that they may feel unsuitably dressed when away from the beach itself.



MUIZENBERG

RECREATIONAL THROUGH-TRAFFIC

1:12500

MAP NO. 11

The majority of day visitors visit Muizenberg for the opportunity of bathing in the sea and not to visit the town itself. Sunrise Beach as a recreational beach for the day visitor, easily accessible by car without passing through the built-up area and with adequate parking facilities, performs the dual function in giving the visitor what he wants without frustration while relieving the central beach area of congestion.

To avoid this congestion it would appear logical to place the main distribution point of road traffic outside the developed area from which traffic may diverge to destinations beyond Muizenberg.

Whilst the domination of the railway at its influential peak was great, the invasion of Muizenberg by the motor car cannot be matched, the problem not being so much created by the permanent population as that of the visitor, especially at weekends and at the height of the season. The natural orientation of the car is towards the coast. The temporary resident requires parking facilities close to his lodging and to use his car to visit the surrounding countryside and coast, but the day visitor rarely visits the resort as an end in itself, their final destination being the beach, but because of the road pattern they are channelled into the resort before distributing themselves along the coast towards Fish Hoek. This factor creates tremendous congestion on the Main Road.

Car parking tends to be located along the seafront and promanade due firstly to the use of the beach and secondly because it is the place where the stranger can most confidently locate himself in relation to the resort. But the present planning proposals for Muizenberg perpetuates the existing 'solution' to high volumes of traffic at isolated times of the year - large areas of hot tarmac. To allow peak period demands to dictate a plan for Muizenberg increases the dichotomy between summer and winter use and will accelerate still further the existing pattern of decline.

The transport system is not geared for leisure or efficiency, and the existing intermixed land use traffic-generating activities make for an unco-ordinated scatter of boulevards, parking areas, service roads, arterial roads and alleyways.

The status of the railway which contributed so much to the development of Muizenberg at the turn of the century has changed. No longer do the majority of visitors arrive by train which stopped at a station immediately accessible to the beach and hotels. Today the suburban railway is predominantly a commuter service from the centre of the city. Being under-developed from a residential point of view, Muizenberg under-utilizes this service which occupies such an important land use location and handles principally through traffic.

The railway acts as a distinct barrier between compatible development - a factor which apart from a few inefficient 'boom' and open crossings is emphasized by only one effective vehicular subway - which has limited headroom.

4.0	RECOMMENDATION	4.1	General	(88)
		4.2	Transportation	(90)
		4.3	Recreation	(94)
		4.4	Central Muizenberg	(97)
		4.5	Implementation	(99)

Having analysed the existing physical, social and economic characteristics of the Study Area (2.0) and related these characteristics to changing recreational standards and behaviour, it has been possible to diagnose (3.0) faults in the existing physical structure of Muizenberg. This section will propose principles for inclusion in a redevelopment plan.

The waning attraction of Muizenberg as a 'resort' has been discussed in 2.13 and the deleterious effect on the environment of attempts to perpetuate the resort image has been discussed in 3.3. The proposals for redevelopment submitted in this Thesis accept the changes in recreational behaviour and in no way attempt to resuscitate Muizenberg to its previous status as primarily a recreational resort for visitors.

The redevelopment proposals are submitted in the light of the suggested future structure of the total region as discussed in 2.3. Muizenberg's location on the Southern Peninsula "arm", being related to high standard topographical amenities and to future efficient transport linkages with Central Cape Town, is seen as a potential node of relatively high permanent residential density. Lakeside is seen as a secondary node but also one likely to develop due to its convenient location to mountain, lake and transport services. Refer Map No. 12 illustrating the general distribution of land uses.



low density development
 high
 commercial centre



MUIZENBERG

PROPOSED LAND USE

1 : 12500

MAP NO
 12


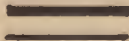


The component transportation and recreational activities within this plan will be studied under 4.2 and 4.3 respectively. In addition the general framework for redevelopment of central Muizenberg will be discussed under 4.4. The scope of this Thesis will not include recommendations for detailed structure but under 4.5 is submitted a programme for effectuation.

4.2 TRANSPORTATION

In the formation of a redevelopment plan the primary objective has been to identify and separate regional from local recreational and transportation land uses. The recreational amenities of mountain, sea and lake can serve both regional and local needs but must do so separately in order to avoid the erosion of residential environment as illustrated in Map No. 11.

Map No. 13 illustrates the proposal for regional and local traffic distribution in the Muizenberg area. Access to and from the False Bay coast beyond Muizenberg is diverted North of Sandvlei and West of Boyes Drive on the proposed freeway system. High speed linkages to the North are available to the North West (Van der Stel Freeway) and the North East (Kromboom Parkway). The freeway running from Westlake in an Easterly direction is visualised as extending towards the Strand with primary road takeoff points serving at intervals the False Bay beach.



- freeway 
- primary road 
- rail 
- transit 
- pedestrian access
- rail station

MUIZENBERG
 TRANSPORT HIERARCHY

1 : 12500

MAP NO.
13



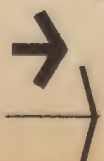
Prince George Drive is seen as the first in a series of such primary roads giving direct access to the coast for regional recreation. The same road is seen as providing access for regional recreation at Sandvlei. Regional recreational facilities should be relocated at the North of Sandvlei to avoid penetration of local residential area by transit traffic. The primary road system is left to efficiently serve the residentially developed areas and to provide convenient linkages with other nodes of development to the North and South.

It is proposed that the primary road linking Marine Estates with 'central' Muizenberg should be relocated from Atlantic Road to Royal Road, extending to a bridge over the railway line. This relocation will have the effect of removing the bulk of the most depressed 'Ghetto' area (2.2313) and will provide the axis from which service roads will feed into the commercial and high density residential core.

With the peripheral location of the freeway the existing railway line is retained in its central position to act as a rapid transit link for commuter travel to the central city. From Lakeside Southwards to Simonstown, the close proximity of railway and primary road form a transport spine around which development can cluster.



regional
local



MUIZENBERG

RECREATIONAL ACCESS

1 : 12500

MAP NO.

14

4.3 RECREATION

Refer Map No. 14. As outlined in 4.2 the proposed transportation hierarchy will distinguish between regional and local access to recreational resources. Regional recreation at Sandvlei must be established at the North end to provide local residential areas with their own recreational amenity. This shift of emphasis from the South to the North end of Sandvlei is seen as a primary requisite to encourage residential development at the South end. Further dredging of the Sandriver could be undertaken with a view to a possible ultimate establishment of a system of regional waterways linking through to Rondevlei and Zeekoevlei.

The existing developed banks of Sandvlei are to be made available for local residential use. This will attract additional residential development in Marine Estates and the open space could support the increased residential density around the commercial and transportation nodes.

Centrally located level ground is at a premium in Muizenberg and on the Western Bank of Sandvlei could be located additional sports fields to serve schools located on the periphery of the residential development. The existing playing fields would form a suitable nucleus for more intense recreational development as they are well placed to serve the three residential areas of Lakeside, central Muizenberg and Marine Estates. At this point could be established convenient access to the

primary road (Main Road) system without interference with residential development and included in the sporting facilities could be a competition swimming pool to serve the neighbouring suburbs. This sub-regional sports centre could be linked by a pedestrian subway below the primary road and railway to a parking area located on the Council land at present occupied by disused stables.

It is proposed that the West end of the beach should be primarily available for the use of the permanent residential population and the physical structure described in 4.4 has this end in view.

It is proposed that West of the Sandvlei outlet, all existing artificial entertainments and tourist structures should be demolished and the beach be restored as far as possible to its natural form. It is suggested that this reversion of the beach back to its original state will act as the lure for the re-establishment of permanent residential development just as it did at the end of the 19th Century.

The seasonal demands of visitors and trippers must be sub-ordinated to the demands of a permanent residential population who at high density can provide a stable market area for commercial activity.



sports centre
9

school

school

5

6




*

4

2 Muizenberg

convention
hotel 10

Muizenberg

- commercial centre 
- high density 
- redevelopment nucleus 

REFER 4, 5 FOR
NUMBER CODE

MUIZENBERG

CENTRAL AREA

1 : 6250

MAP NO.
15



The existing commercial areas related to the transport system are seen as the focal points for redevelopment as they will form concentrations for shopping, residential, social and cultural facilities.

It is proposed that commercial activity be centralised in Atlantic Road which relinquishes its status as a primary road and the existing commercial development in this area should be used as the growth-point for further concentrated commercial and residential land use. The properties owned by the City Council on the South side of Atlantic Road should be made available to private enterprise to permit the development of a continuous shopping precinct extending in an East/West direction protected from South winds. The proposed development project at the corner of the Main Road and Atlantic Road could be regarded as the growth point from which commercial and high density residential redevelopment could be encouraged to extend Eastwards, the whole being accessible from peripheral service roads and parking areas fed by the primary roads.

Consideration should be given to a pedestrian network enabling residents to move to and from recreational and commercial facilities without interference from traffic.

The detailed structure of the high density residential area (within say 5 minutes walking distance of the commercial centre) should afford

the opportunity for the design and construction of buildings running in an East/West direction. This will make it possible for the introduction of duplex-type flats which could be part sea-facing and part North-facing.

It is recommended that the area East of the Railway Station at present occupied by boarding houses and Beach Road be reserved for the establishment of a 'convention-type' hotel capable of year-round support due to the facilities provided and due to its unique position presenting an impressive Eastern aspect of the beach and sea. In this position the hotel would also provide a good viewpoint from which year-round surfing could be observed.

It is proposed that the vacant land adjoining the seafront at present occupied during the 'season' by car parking, should be available for development extending forwards to the seafront which should be designed to cater for pedestrians.

4.5 IMPLEMENTATION From the analysis (2.0) and diagnosis (3.0) of the problems besetting Muizenberg, the need for redevelopment incorporating the recommendations of 4.0 has been established. It has become apparent that the long-term objective of a Redevelopment Plan should be to encourage and establish permanent residential development. To achieve this objective the necessary primary actions are listed under Stage 1 below which lead to Stage 2 resulting in the consolidation of Muizenberg as a regional node of high residential amenity.

STAGE 1

RECOMMENDATION	OBJECTIVE	PROCEDURE
1. Peak period through-traffic expulsion.	Direct linkages to coast South of Muizenberg. Avoidance of traffic congestion.	Freeway construction.
2. Restoration of beach to natural state, and extension of residential area towards sea.	Removal of tripper activities and facilities. Attraction of permanent residents. High value beachfront property. Increased market area for commercial development.	Council to demolish Pavilion, promenade etc. Sell beachfront areas and Zone R4.
3. Withdrawal of day trippers from central area.	Avoidance of peak demands and improved amenity for residents.	Development of beach East of Sunrise beach.
4. Concentration of commercial development in Atlantic Road.	Establishment of high standard sub-regional shopping precinct. Avoidance of dispersed commercial areas and mixed land uses.	Council sell South side property with establishment of pedestrian mall surrounded by B2 Zone.
5. Establishment of Royal Road extension as primary access.	Freedom of beachfront from through-traffic, Demolition of 'ghetto'.	City Council to expropriate land.
6. Consolidation of small blocks and establishment of road hierarchy.	Relation of efficient physical structure to aspect, prospect, and accessibility.	Within scope of detailed Redevelopment Plan for central area.

STAGE 2

<u>RECOMMENDATION</u>	<u>OBJECTIVE</u>	<u>PROCEDURE</u>
7. Establishment of permanent residential population at increased density.	Establishment of node, in accordance with future regional proposals. Year-round utilization of natural resources of area. Improvement of character of Suburb.	R4 zoning of central area. Sale of land occupied by bowling greens. All recreation moved to periphery.
8. Development of Sandvlei North for regional recreation.	Sandvlei South for use of permanent residents and consequent attraction for residential development.	Council establishment of recreational access and facilities. Investigate possible waterway linkage through to Rondevlei etc.
9. Establishment of sports centre.	Satisfy need for sub-regional sports amenity. Availability of sports fields and facilities for local schools.	Council to develop and lease to sporting clubs resulting from increased population.
10. Establishment of Convention Hotel.	Utilization of unique site for business/visitors. Restoration of prestige to area.	Council expropriate existing property and sell to private enterprise.

5.0	APPENDIX	5.1	References	5.11	Text References	(102)
				5.12	Map References	(103)
				5.13	Schedule References	(104)
		5.2	Bibliography			(105)

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- Map No. 8 - RECREATION
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Map No. 3318 Cape Town. topo. cadastral series.
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