

Comments and Response Table

This document serves as part of Appendix F of the draft Basic Assessment Report.

It contains comments and responses from interested and affected parties with surnames **starting with A**.


Comments by interested and affected parties with surnames starting with A (pages 1 – 18)

Comment by	Date received	Comments/Concerns/Questions	Responses
<p>Abramowitz, Sasha reallysasha@gmail.com</p> <p>Via Email</p>	<p>15/09/2022</p>	<p>Please make this not just another parking lot. Specifically in reference to the current gravel parking near the train tracks: make it a public place such as a park where people can go to enjoy themselves. This will attract more people and drive up local business instead of a carpark which attracts no one.</p> <p>As someone who often surfs at Muizenberg and lives far away enough that I have to drive I understand all too well the perils of finding a parking there on a busy day. However, I think something that should go with this upgrade is an improvement to public transport and biking access into the beach. This will reduce the need for parking as people will be able to arrive by train or bus or bike. As someone who lives relatively far I would happily take a bus or the southern line if they had better access to the beach and were more reliable than they currently are.</p> <p>Warm regards Sasha - an urbanist and concerned surfer</p>	<p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront, the objective is to retain the status quo with a 5% deviation margin. The replacement of the existing parking areas is not feasible in the short to medium term, but alternative uses of the space are acknowledged. The space can also in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application. The current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term as indicated in the survey carried out as part of the Traffic Impact Assessment. The provision of paved parking area does not preclude the possibility of future alternatives if the overall transport system of the larger city has evolved toward a public transport centered system. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time.</p> <p>The proposal is primarily for refurbishment of coastal defence structures which have reached its design life and for improved pedestrian and universal access to the beach. 'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with and beautified with soft landscaping. Locally indigenous vegetation will be used to soften parking areas, buildings, and infrastructure. The playground/park will also be refurbished.</p> <p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p>
<p>Abrams, Lucille lucille861@gmail.com</p> <p>Via Website</p>	<p>26/08/2022</p>	<p>I am an informal trader and have a permit to trade on Surfers Corner. I want to know if the upgrade will affect my business and my ability to trade and earn an income.</p>	<p>Construction (disruption)</p> <p>Comment noted. The disruptions will be temporary during the current estimated construction duration of 24 months will be kept to a minimum, by constructing in stages as opposed to constructing over the whole site at one time. Public will still be able to access beachfront businesses and there will be alternative access points to the beach during the project construction. The surfing area will remain open (no work in surf zone area).</p> <p>Prior to commencement of construction as well as during construction, the appointed contractor shall be required to provide an approved environmental, health and safety and traffic accommodation plan to ensure safe access with minimized disruptions. The major construction work will preferably take place during the off-peak seasons is not expected to encroach the parking and shopfronts along Beach Road.</p> <p>See the Environmental Management Programme in Appendix H of the draft Basic Assessment Report for further details on construction phasing plan.</p>
<p>Abrams, Lucille Lucille861@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>I have a permit to trade on surfer's corner. I would like to know how the upgrade will affect my business in a sense of when construction and demolition is in progress. I am also a resident of Muizenberg and do believe more parking is required but we need to retain the natural beauty of the beach.</p>	

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			<p>Informal traders</p> <p>Once the project is completed informal traders will be able to operate as usual, disruption will be temporary during construction. Trading locations would be adjusted temporarily during construction duration and such locations may need to be shifted as the construction progresses.</p> <p>Parking</p> <p>The project aims to retain and enhance the existing character of the Muizenberg Beachfront as the formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with and beautified with soft landscaping using locally indigenous vegetation.</p>
<p>Ackermann, Marilize marilizeackermann@hotmail.com Via Email</p>	<p>05/09/2022</p>	<p>On the plans that are shown, it appears the proposed parking lot will claim a part of the beach and the walkway. Please can you clarify how the plan will impact on the beach - no section of beach should be claimed for cars to be parked. There is more than enough parking space a what is the reason for the project? I you need to upgrade the parking, you can simply work on the existing space. What are your plans around claiming the walk way, where people sit and walk, to use for cars instead? If this is indeed your plan you will have a negative impact on the atmosphere and public's enjoyment of the beach. Muizenberg needs support and has a number of areas in need of upgrade - mostly the people need social support, places to eat, shower, shelter - I feel that parking spaces for cars should not be the priority for the city - especially in a place where there is hardly any traffic, ample parking already available and when the project comes at expense of damage to the natural environment and people's access to the beach.</p> <p>Please clarify the boundaries of this plan and the purpose.</p>	<p>The proposed refurbishment of the Muizenberg beachfront is primarily for refurbishing coastal defence infrastructure (old wooden seawall and degraded stone steps) which are now old, degraded, and has reached its design-life with the new stepped revetment coastal protection but the proposal will also incorporate refurbishment of the promenade, recreational areas and formalisation of the existing gravel parking area. The proposed refurbishment will occur within existing footprint and the overall objective is to provide an improved pedestrian and universal access to the beach.</p> <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct. Should the public coastal infrastructure and services not be replaced with well-planned robust upgrade and new coastal defence structures, it could result in the complete loss of the public amenity and value gained over the years, risk to public health and safety, as well as inappropriate and/or high costs of emergency interventions.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront but to retain the status quo with a 5% deviation margin. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. Formalizing the parking area refers to surfacing parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and roadway) to prevent pedestrian-vehicle conflicts and provide pedestrian orientated area. A weekday and Saturday parking demand survey was carried out as part of the Traffic Impact Assessment. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p>

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<p>Adams, Susan sue.adams@global.co.za</p> <p>Via Website</p>	<p>21/09/2022</p>	<p>The designs you have put forward have too much concrete. We need greenery and space for people to relax and enjoy. Use the parking near Zandvlei estuary for parking and make this a greener space. And please preserve the old Muizenberg buildings. For e.g. the public toilet building is iconic and needs to be repurposed as something else. Not destroyed. keep Muilenberg's character.</p>	<p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade were changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use. However, to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment and promenade portion) concrete must be used to provide the required strength and durability for the coastal defence structure to sustain the expected wave overtopping during future storm events.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Heritage (ablution) The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building will be relocated just landward of central shower plaza close to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront.</p> <p>For formal heritage-related processes followed, please refer to the "Heritage Resources" Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p>

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<p>Adey, Shaen shaenadey@gmail.com</p> <p>Via Email</p>	<p>26/09/2022</p>	<p>Hi</p> <p>I would encourage</p> <ol style="list-style-type: none"> 1) Paving West side of gravel. 2) Use available funds for internal ablution upgrades & maintenance. 3) Create wheelchair access on either side of ablution block. 4) Refurbish the 1st set of beach huts on east side. 5) Use funds to Upgrade children's existing playground. 6) Make sure we don't loose beach. 7) not make use of excessive amounts of concrete, it will undermine the current character. <p>Kind regards Shaen Adey 0837775088</p>	<p>Paving west side of gravel</p> <p>The proposed refurbishment entails formalisation of the western gravel parking and the status quo regarding the overall number of parking bay will be maintained and the addition of services such as area lighting and surface storm water drainage. Formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>Ablutions</p> <p>The current ablution facilities will be relocated just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. The newly constructed ablution facilities will maintain the existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building.</p> <p>Create wheelchair access on either side of ablution block</p> <p>The entire promenade as well as ablution facilities will be universally accessible by wheelchair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>Refurbish the 1st set of beach huts on east side</p> <p>The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>Playground</p> <p>The playground has been designed to fit in to the Muizenberg Beachfront area. Special attention has been given to ensuring it incorporates aspects representative of the local coastline. As little metal as possible will be used for the heat and corrosion reasons. The existing buildings and new ablution building will provide wind shelter to the new playground. The design ensures there is a visual linkage between the playground and the beach so that parents can observe their children.</p> <p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use. The concrete must be used for the stepped revetment and promenade to provide required strength and durability for the coastal defence structure to sustain expected wave overtopping during future storm events. However, to mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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<p>Allavena, Alex Allavenaalex@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Please not more parking_ Use of train! On Bikes!! Super that you think of Ridebole Surface (Skate Park) but the proposed area is not suitable because the wind blows the sand there! Skate Park in front of railway line would be much better.</p>	<p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront, the objective is to retain the status quo with a 5% deviation margin. Formalizing the parking area refers to surfacing parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement areas (walkways and roadway) to prevent pedestrian-vehicle conflicts and provide pedestrian orientated area. The replacement of the existing parking areas is not feasible in the short to medium term, but alternatives uses of the space are acknowledged. The space can also in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application. The current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term as indicated in the survey carried out as part of the Traffic Impact Assessment. The provision of paved parking area does not preclude the possibility of future alternatives if the overall transport system of the larger city has evolved toward a public transport centered system. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time.</p> <p>Skatepark</p> <p>The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, however play area still forms part of the refurbishment.</p>
<p>Amato, David dave.amato@gmail.com</p> <p>Via Website</p>	<p>16/09/2022 ; 31/10/2022</p>	<p><i>First comment:</i> Please don't move the toilets, they have been there for almost 100 years and show no signs of decay structurally. Rather spend the money on upgrading the elevated promenade area which is the saddest part of the area</p>  <p><i>Second comment:</i> The current toilets are under the heritage department and would require a waiver for them to be removed.</p>	<p>First comment</p> <p>It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing abluion location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the abluion building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed abluion building will be located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the abluion facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along abluion building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at abluion building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the abluion building.</p> <p>Second comment</p>

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			<p>The section 34 application which refers to the demolition of structures older than 60 years is currently being undertaken by the City of Cape Town for the demolition of the ablution facility.</p>
<p>Angelis, Desi desi@sandveld.net</p>	<p>23/09/2022</p>	<p>Dear Infinity Environment, Tarryn,</p> <p>I hope this finds you all well and looking forward to a restful weekend.</p> <p>It has taken me ages to get to my keyboard as I kept hoping that I could begin with some positive comments, but try and I might, this is unfortunately not easily achieved.</p> <p>My comments engage with your problem statement which goes along the lines of: improve users' experience of the beachfront through needed repairs and extend current user-determined enjoyments. In my view, your proposed design requires a closer adherence to these objectives. So herewith:</p> <p>a) Scoping is inadequate: the beachfront from the cove past Surfers Corner to the estuary is the correct scope as it coheres conceptually to how the space is used. Hence your proposed design is bitty and critically, destroys users' experience. The eastern side of the beach can be opened up with cafes, surf shops in the spaces under the arches thus accommodating the larger numbers of people coming to Muizenberg, apparently one of your concerns but not immediately obvious.</p> <p>b) Gravel space which your plan has for parking: very poor idea both environmentally and socially. Replace and move the putt-putt to this space freeing up the existing putt-putt site for parking, build a skateboard park, bring in more informal traders (most Muizenbergers and its visitors cannot afford the cafes and the two existing traders fill an important gap), and green. This more social use would ensure safety from cars enabling pedestrians to enjoy a safe and engaging environment.</p> <p>c) The cove stays: its perfect for young children to explore tidal pools and scamper on the flat, safe rocks; and, it is utilised currently for religious purposes.</p> <p>d) Huts are a Muizenberg icon, leave them alone just where they are. It is said that the CCT spent R3 million refurbishing them earlier this year drawn from our rates base – what a waste of my payments to now have them dismembered. In addition, one set of four provides shelter from the south-easter for the childrens playground, and the other set shelters the Waves for Change team-building type activities. Besides, they are terrific for hire, photographed all the time by out-of-town visitors and tourists from further afield, and even make it in the movies.</p> <p>e) Ablution block stays where it is: it is safe, accessible and mostly well looked after. This is one of the items requiring repair and if Kalk Bay can keep the ocean off all those restaurants and social spaces between the railway line and the sea, it is most certainly affordable and doable here. Further, it blocks the south-easter so that the space in front of it along with the two structures on either side, makes a social node which is safe and pleasant and has a huge use value currently.</p>	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area</p> <p>Rationale and background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and</p>

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		<p>f) Seaside walkway is just the right size of 2m, your proposed 3m is obscene. Here again a repair is needed: use wood as its quite unnecessary to concrete significant chunks of the beach.</p> <p>g) Concreting the entire beach front is ugly, uneconomical, and most critically, your proposal claims to increase seating but which goes against all health considerations: nobody should sit on wet and damp cement, its incredibly bad for women in particular.</p> <p>h) Wooden slated-seats stay: these operate as something along the lines of "private in plain sight", its safe with nobody hitting on you or smoozing with annoying advances. They are discrete sitting spaces utilised by a range of persons: singles, intense friend-chats, families, bunches of youngsters.</p> <p>i) Shade structure at Surfers Corner is used mostly by surfing competition organisers: it stays. Other times, the shade is most welcome.</p> <p>j) If parking is your major concern, there is heaps of underutilised space in front of and the seaside bit of the Municipal building, that pagoda-wannabee. This is largely a dead space so great for parking if it is correctly designed – what is the purpose of all those wide pavements there? Certainly there is never the volume of feet utilising those expanses. Additional parking can be made available in the putt-putt site, as well as the two gravel patches on either side of the estuary.</p> <p>k) Lastly, please would you supply the budget for this project as well as how monies are allocated. Afterall you are spending our rates.</p> <p>There is an urban legend which says that design students are taken to Fish Hoek to see what they must NOT design. Did your designers miss that class outing? You should be taking your ideas closer to Kalk Bay and St James, both with parking problems and it seems that visitors there, and there are a ton on any day, are happy to walk a few meters to their destination.</p> <p>I attach some thoughts from an architect who has looked at your proposed design from both an historic and technical perspective. I hope it is useful for your re-design.</p> <p>Please confirm receipt, and strength and courage to your re-design. I look forward to such!</p> <p>Best wishes,</p> <p>Desi Angelis 18-year property resident in Cromer Rd.</p> <p><i>Attached document:</i></p> <p>Muizenberg:</p> <p>We, the community of citizens in Muizenberg and our supporters in the general area feel sadly ignored by the authorities whose proposal appears to be riding roughshod over our home. The proposed plan for the so-called renovation of the</p>	<p>buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>A draft Basic Assessment Report is available provided detailed information on the proposal, specialist inputs and assessment. All interested and registered I&APs are being notified of the availability of the report.</p> <p>Parking</p> <p>The focus of the project is not to solve the parking problem at the beachfront.</p> <p>Instead of trying to meet the growing parking demand, or removing parking in lieu of additional open space provision, the objective is to retain the status quo with a 5% deviation margin. To mitigate the parking shortfall, pedestrian linkages to nearby parking areas and public transport facilities will be established/enhanced and the routes highlighted.</p> <p>By rationalising the parking layouts, approximately the same number of parking bays could be retained on a reduced footprint. This frees up space for people: infrastructure retreat to ensure more dry beach and the linking of the Muizenberg's sandy and rocky beach as well as a widened promenade, generous seating steps and soft landscaping. Locally indignant vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>'Formalising' the parking area refers to surfacing the parking area, marking out parking bays, indicating one way circulation, demarcation of pedestrian and vehicle movement</p>

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		<p>seafront covers only the strip as far east as the existing pavilion; the portion further east having been, again, ignored by the policy makers.</p> <p>Currently the beach appears to be zoned: the stretch nearest the corner, Surfers' Corner, and stretching as far as the pavilion is intended for surfers and the stretch between the pavilion and the estuary mouth is the designated swimmers area (the life-savers watch tower is located in this stretch). This may be sensible in that surf boards can inflict unpleasant injuries.</p> <p>The beach huts</p> <p>Bright, vibrant and very photogenic, the Muizenberg beach huts have for many years been an Instagrammer's delight and the perfect backdrop and location for film and commercial shoots. There are forty-four brightly painted wooden beach huts at Muizenberg. These are the iconic Muizenberg bathing boxes (despite the existence of others at St.James and Kalk Bay) the gaily coloured structures epitomise to many people Muizenberg's glory days and it would be a sad day if they were to disappear. There are a mix of single- and double-booth huts, yielding 76 individual booths, most of which are in a state of serious disrepair.</p> <p>The colourful bathing huts hark back to the Victorian era when they were used as private changerooms by visitors to the beach, much as were the bathing boxes of the British beaches. The first of the boxes was constructed by G.S.Withinshaw in 1911 at a cost of £89-15-0 and at their height there are thought to have been over two hundred units in all - at Muizenberg, St. James, Dalebrook and Kalk Bay. The bathing box itself was a throw-back to the "bathing machine" of the 1800's - an enclosure on a cart-like structure that was wheeled down to the water's edge, allowing the ladies to directly and discreetly enter the water in their chin-to-ankle bathing wear.</p> <p>Originally the boxes were owned by the local councils to be rented out to residents and holidaymakers. The plan was that the councils would maintain and hire them out individually for private use on daily, weekly, monthly or even annual basis with the council being responsible for the upkeep. After WWII the decision was taken that that as part of the lease the lessors should be required to maintain their own boxes and to keep them secure. Unfortunately there were some lessors who did not see to the maintenance and soon many boxes fell into a state of disrepair. Thereafter, as the popularity of Muizenberg declined, so did the use of the bathing boxes and by the mid-1970's they were no longer profitable. There were claims of "safety risks" and "anti-social behaviour". A decision was made that all the private bathing box leases were to be terminated by the local councils and the maintenance of all boxes would be thereafter be taken up by the councils themselves. Over the next ten years a number of beach huts were appropriated by the local council at a fair valuation and many of the more ruinous boxes were removed and the good ones relocated on the beachfront. Needless to say that plan soon failed, the council failed to make the funds available and the maintenance efforts were diverted. Judging by the state of the boxes in 2000, the council had undertaken no maintenance for many years. Decay had set in. The dilapidated huts came to be the haunt of the criminals mugging the beachgoers, others were dens of drug use and prostitution.</p> <p>Many of the beach huts have, in recent years fallen into disrepair and the group nearest to the vlei outlet have become an eyesore and a positive blemish reminiscent of a post-apocalypse ghetto, turning visitors away from the eastern end of the beach. There are tales of muggings by miscreants hiding in those huts and the local law enforcement officers appear to be unwilling or incapable of</p>	<p>areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In order to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existing parking bays are surfaced with. The permeable clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas. All parking will remain free of charge.</p> <p>Alternative uses of this space are acknowledged, the current use of the area as convenient parking to the beachfront is well defined in parking counts and is required in the medium term. Paving of the area does not preclude possible future alternative uses of the area such as those proposed by commentators if the overall transport system of the larger city has evolved toward a public transport centred system. The space can in its proposed arrangement be used for markets and other gatherings or events like any other public space in the City given that the event permitting and request procedure is followed for such application.</p> <p>Furthermore, it is envisioned that the western portion of the larger Muizenberg beachfront precinct, this projects scope area, will remain to be used as is for the medium to long term. It is believed that if the long-term public transport opportunities improved to the point that use of personal cars, busses and taxis reduce to the extent that the proposed area of parking is not required by beach users, the parking area can be repurposed at such time. No fixed building infrastructure is constructed in the parking areas, which would prevent future repurposing of the area.</p> <p>A weekday and Saturday parking demand survey was carried out as part of the TIA. The survey indicated a parking occupancy level of more than 50% during the week. During the peak period on a Saturday, the parking survey indicated a parking occupancy level of more than 100%. The parking around the Beach Road roundabout and the informal gravel parking area are well-used and is over-utilized.</p> <p>As such, replacement of the existing parking areas is not feasible in the short to medium term. The existing eastern and western parking areas shall be formalised and optimised and the status quo regarding the overall number of parking bays will be maintained. The total number of parking bays in the precinct will remain very similar, although a few parking bays may be lost in one area and added in another.</p> <p>In accordance with Policy Statement 38, the measure implemented to systematically reduce private vehicle dependency in lieu of the use of promote public transport is retaining the parking status quo in the midst of oversubscription and increased parking demand. Retaining the parking status quo will also safeguard economic activity (Objective10.2A) along the beach as shops and restaurants rely on public parking for their patrons. It is unrealistic to think that the use of public transport will be a viable commute alternative to the beach for surfers who live beyond the catchment of the Southern Line, the GAB Muizenberg line and future MyCiti lines, not only because of coverage, but also the fleet's limitation to safely carry with abnormal luggage like surfboards. The need for parking at this Metropolitan Coastal Node will therefore remain for the foreseeable future. Should a reduction of parking be feasible in future, the paving could easily be lifted and re-used in the construction of paths while the land is transformed into a park or other. In the meantime, the parking area can double up as an event space for markets, shows, film viewings etc.</p>

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		<p>addressing the problem. Perhaps the solution would be to scrap those huts and use the materials to fix the group closer to the pavillion. Certainly that would open up that end of the beach, perhaps tempting groups to playing volley-ball or similar games on that stretch of sand.</p> <p>Rumours have it that in 2017 the city council proposed that all the beach huts be completely removed. There was a public outcry and their continued existence is owed entirely to the efforts of the Muizenberg Historical Conservation Society and other concerned residents who are justifiably proud of the remaining few well-maintained boxes. Unfortunately, petty crime, theft and vagrancy are issues that will always mushroom if the boxes are left to decay, so security and maintenance will always be required but, going forward: If given to be managed by a private contractor, the annual income potential could be over million rand - based on a daily fee of R 100.00 per box per day - or R 2,500 per month for long term lets (some R 3,000 per annum per booth). With that sort of income potential the private contractor could be made responsible for the initial repair and on-going upkeep of the boxes.</p> <p>Muizenberg would not be Muizenberg without them.</p> <p>-----</p> <p>An alternative proposal</p> <p>This alternative suggests that the scope be extended: If the scope of the current proposal which focuses narrowly on the western end of the beach, the 'Surfers Corner', and the parking area directly below the railway station were to be set aside, the allocated funds would allow for development all the way to the estuary mouth.</p> <p>If the easternmost group of beach huts were scrapped and the beach there opened up, there would be an increase of 40% in the length of sandy beach – space that could be given over to beach volley-ball or similar sports facilities. Access to that area could be gained from the existing parking lot between Beach Road and the estuary, and under the existing high-level promenade walkway. Furthermore the current proposal vaunted as 'extending the parking' increases the overall parking quota by less than 10%, from 107 spaces to 117 spaces! Increasing the scope of this alternative scheme all the way to the estuary outlet would provide a further 60 or 70 parking spaces, an increase of 70%.</p> <p>There are existing toilet facilities in one of the bays beneath the high-level walk and the clearing of some of the municipal storerooms under promenade would allow for some lettable shop/café units – which would benefit from the increased passing traffic.</p> <p>Currently the lawn area between the promenade walk and Beach Road is woefully under used despite being sheltered from the onshore winds and having an excellent playground for children.</p> <p>This alternative proposal would bring that area into use again.</p> <p>-----</p> <p>Concrete in a marine environment</p> <p>The two most significant agents of deterioration in concrete in a marine environment are the chemical attack on concrete by sea water and the corrosion of reinforcing steel with the resulting deterioration of the concrete by the resulting expansion of ferrous oxide. Concrete in the "splash zone" is particularly prone to corrosion due to the constant wet to dry cycles dictated by wave motion and the tidal cycle.</p>	<p>See the "Parking Areas" subheading along with Figures 2 and 5 under Section B (4.4) of the draft Basic Assessment Report for further details on parking. For further details on NMT related policy alignment, see Section E (4.2).</p> <p>Heritage (the Point)</p> <p>The heritage and sentimental value of the point masonry steps are acknowledged, however the current location and condition of the steps within the littoral active and inter-tidal zones, exposed to direct wave impact is not deemed a long-term sustainable location for a headland structure. The stone masonry steps have sustained serious undermining and washout of fill material, posing a public safety risk. In order construct a uniform, robust coastal defence structure, it is coastal engineering and sediment dynamics best practice to create smooth alignments along the coast, avoiding the construction of any headland type structures, which attract and focus wave energy and could disrupt sediment dynamics.</p> <p>Furthermore, from a landscape and urban design motivation, the proposed design creates greater pedestrian flow connecting the main beachfront promenade area with the St James walkway, and eliminates pedestrian and vehicle conflict in this area.</p> <p>Additionally, by removing the existing stone steps/point the proposed promenade and step alignment retreats several meters landward. This allows reinstatement and creation of more beach space here closer to what it historically was, connecting the two beach areas as it historically was before the corner steps were constructed in the 1900's as part of land reclamation exercise to create residential erven, currently known as the gravel parking area.</p> <p>Thus, the City acknowledges the sentiment, but regard the replacement of the corner/point steps as part of the operational requirement to provide well designed and robust coastal defence infrastructure as described and required in the General background information section. See the "Development Proposal" and Figure 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Beach huts</p> <p>The City acknowledges the character value of colourful beach huts at Muizenberg and intend to keep the same number (8) of huts within the beachfront.</p> <p>Due to the setback of the proposed coastal protection and promenade, the excavation and proposed promenade alignment interfaces with the location of the existing eight beach huts. At the time of refurbishment of the existing eight huts, the responsible persons were notified that the promenade will be set back as part of the project to where the beach huts are currently located and that this location is therefore only temporarily available for the position of the beach huts. They will be centrally located along the promenade where they will also act as a wind break to the central shower area. Their arrangement will follow the historical rhythm of small-small-large, as at St James. The beach huts will be accessible from the shower plaza and beach side in order to create an inviting environment on either side of them.</p> <p>See the "Colourful beach huts" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p>

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		<p>Sea water contains, among other things, magnesium, sulphate, chloride ions and dissolved carbon dioxide which act as agents of destruction for the hydration products of the portland cement component of concrete.¹</p> <p>This cocktail of elements also causes rust in metals, particularly in steel reinforcing where it is hidden from sight. The rust in steel reinforcing causes expansion of the re-bar surface area (up to 200%) resulting in a debonding at the concrete / steel interface, leading ultimately to bursting forces in the concrete content when the tensile strength of concrete is exceeded. The most obvious result of the bursting forces is the spalling of the concrete.</p> <p>Concrete when exposed to sea water is particularly vulnerable to chloride contamination as the water is able to penetrate to the embedded steel reinforcing via the microscopic gel-pore / capillary system. High chloride concentrations and a low pH of surrounding concrete work to promote corrosion cells causing the steel to rust resulting in spalling which will crack the concrete.</p> <p>-----</p> <p>Fall-absorbent surfacing</p> <p>Hard surfacing materials, such as asphalt or concrete, are considered unsuitable for use under and around playground equipment of any height even if covered with loose-fill shock-absorbing material. Falls onto any shock-absorbing surface are less likely to cause injury because the surface yields from impact.</p> <p>Hard surfaces with a loose overlayer of fall-absorbent are almost as liable to cause injury as hard surfaces but have the additional dangers of slippage and material migration.</p> <p>The most common shock-absorbing surfaces tend to be particles of a resilient material (chipped tyres are frequently used) in a matrix of elastic binder. These surfaces tend to break up under ultra-violet light and under vigorous cleaning and, being prone to disintegration, tend to have a short service life - thus requiring frequent replacement.</p> <p>-----</p> <p>Concrete surface finishes</p> <p>In-situ concrete surfaces can be given a number of finishes ranging from very smooth through wood-float and tamping to exposed aggregate finishes – all of which are abrasive. It would appear that in the Cape Peninsula the preference is for surfaces which the designers will call 'slip resistant'. The following are two local examples where concrete finishes have failed as a friendly walkway surface:</p> <p>The pavement above the Fish Hoek revetment – washed or 'sponge-finished'. This surface consists of small riverine stones in a concrete matrix which, before final setting has been washed down (probably with high-pressure water) to expose the stone granules and results in a surface that is both uncomfortable to walk on with bare feet and can leave a nasty graze.</p> <p>The St.James Walk paved surface appears to be tamped concrete - which is less uncomfortable to bare feet but which, if fallen on, can cause more damage than the washed or 'sponge-finished' surface.</p> <p>-----</p> <p>It has been said at the public presentation that replacing the existing timber revetments with 'like-for-like' timber would cost as much as the proposed</p>	<p>Heritage (ablution)</p> <p>It is the Coastal Management Branches responsibility to manage all hard coastal infrastructure and plan and develop effective long-term coastal infrastructure. The existing ablution location seaward of the coastal defence structure, located in the littoral active beach, where the buildings foundations are currently being undermined due to exposure to wave action and variable beach levels is deemed unsustainable from a coastal defence perspective. Attempting to protect the ablution building in its current location will result in loss of beach around the building and negatively affect sediment dynamics around the building.</p> <p>Following the public comments received, the proposed ablution building is located just landward of central shower plaza in close proximity to the existing, next to the beach within the high pedestrian traffic zone for ease of use and to improve access. There is special focus on universal access of the ablution facilities. The design shall maintain existing architectural style and include universal access toilet/family change rooms, and wheelchair accessible showers with bench for seat along ablution building. Showers will be kept in the central area as well as the shower at the pergola/event pavilion on western side of beachfront. Knee level taps for feet at ablution building are also included. See the "Development Proposal" and Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details on the ablution building.</p> <p>Note that the decorative elements of the ablution facility dates from the mid 80's and have no heritage value. The parts of the building that are older than 60 years are the walls and the hipped roof.</p> <p>For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>Wind shelter</p> <p>The comment regarding wind protection is noted, Muizenberg is an exposed location subject to harsh False Bay and dominant south easterly wind. Creating small wind sheltered areas are not effective as it creates local wind eddies where fine windblown sand circulates and eventually accumulates, creating an unpleasant seating location. Large enough wind shelters to avoid the above mentioned are not deemed feasible as such structures will obstruct views and create hiding spaces posing a public safety risk.</p> <p>The proposed eight beach huts at the central shower plaza will however serve as wind shelter for the plaza. Surface undulations in the play area will also provide a small amount of wind shelter in the play area. The existing buildings as well as proposed ablution will also provide some wind shelter.</p> <p>Concrete revetment</p> <p>Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped</p>

¹ Basically, calcium silicate hydrates, calcium hydroxide, calcium aluminate and sulphotoaluminate hydrates.

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		<p>concrete revetment. If this is correct (and it appears the cost of the timber option has been severely distorted in favour of the concrete proposal), the vast majority of Muizenberg residents and visitors would prefer the timber option. Falling against the timber may result in a bruise, falling against the concrete is liable to result in bruising, grazes and possible broken bones.</p> <p>-----</p> <p>Maintenance During the public presentation in the Muizenberg pavilion one of the presenters, a young lady representing the landscape consultant, was asked what the plans were for the maintenance of, in particular, the proposed lawn grass areas - the current stretch of grass to the east of the existing toilet block being held as an example where the lawn grass has failed – and the response was that the maintenance of the new scheme did not fall into the scope of the proposal. When pushed the young consultant admitted that 'being Muizenberg, the grassed area will all fail due to the lack of maintenance'.</p> <p>-----</p>	<p>revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p> <p>See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Pergola Due to the alignment and setback of the proposed coastal defence and promenade, the pergola structure close to the corner will be demolished and rebuilt a few meters landward to the current design and details, conserving the heritage design and aesthetic features.</p> <p>Heritage (general) For formal heritage-related processes followed, please see the "Heritage Resources " Theme under section B (6.) of the draft Basic Assessment Report.</p> <p>The design of all new buildings endeavours to incorporate the architectural language and library of the existing buildings in order to maintain the sense of place.</p> <p>Character (aesthetic) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters where merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> • Panoramic views and open space • Central beach huts / bathing boxes • Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns • Local artwork on walls • Use of sandstone and granite in steps • Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence</p>

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			<p>and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p> <p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> • Beach huts to be centrally located to serve as wind shelter for central shower plaza • Central plaza to remain central public node with showers. • Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. • Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) • Include mosaic artwork at ablution buildings, showers and seating walls. • Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials • Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. • Combination of natural lawn and artificial grass to be used where applicable. <p>The City believes the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>Refer to the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.)
<p>Angelis, Desi desi@sandveld.net Via Email</p>	<p>29/09/2022</p>	<p>Dear Tarryn</p> <p>Hope this finds you well.</p> <p>I'm forwarding this input to your proposed plan for Muizenberg as it is strongly relevant in terms of design. I know it's a bit late but would be grateful if you could include in my submission sent 23rd September and acknowledged from yourself on 27th September.</p> <p>With thanks</p> <p>Desi Angelis</p>	<p>Project mandate</p> <p>Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDP and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so

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		<p><i>Forwarded comments:</i></p> <p>The proposed scheme for the upgrade of Surfers' Corner at Muizenberg is distinctly brutalist, lots of exposed concrete surfaces with terraces stacked geometrically. Brutalism is an architectural style that emerged in the United Kingdom in the post-WWII period, especially among the reconstruction projects of the post-war recovery. Brutalist buildings are characterised by the use of bare building materials and stark structural elements and the reduction of decorative design. The style commonly makes use of exposed, unpainted concrete. Among the better known practitioners of the style were Le Corbusier, Mies van der Rohe, Louis Kahn and the Finnish architect Alvar Aalto.</p> <p>Brutalism has been polarising historically; specific buildings, as well as the movement as a whole, have drawn a range of criticism (often being described as "cold" or "soulless"); the popularity of the movement began to decline in the late 1970s, with some associating the style with urban decay and totalitarianism.</p> <p>One of the most plangent criticisms of the Brutalist style is that the argument is that the concrete finishes do not age well, particularly in damp, maritime climates. In that type of climate the concrete soon becomes streaked with water stains, stains from the steel reinforcing bars and sometimes with moss and lichens. Most people find the style unappealing due to its "cold" appearance, projecting an atmosphere of totalitarianism, as well as the association of the buildings with urban decay as the materials are "unfriendly" and the surfaces prone to vandalism by graffiti.</p> <p>Critics have stated that Brutalist structures represent an artefact of European philosophical totalitarianism, a "spiritual, intellectual, and moral deformity." They have called Brutalism "cold-hearted", "inhuman", "hideous" and "monstrous", pointing out that that concrete "does not age gracefully but instead stains, decays and crumbles".</p> <p>It would seem that the Muizenberg proposal is championing an outdated style in a thoughtless rush to replace a more traditional and much-loved environment with an out-dated and repulsive panache of the 1960's; something reminiscent of <i>Clockwork Orange</i>, something that has long since been proven to have failed to meet its utopian goals.</p>	<p>in terms of agreed operational protocols and/or Service Level Agreements (defined below)</p> <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area</p> <p>Rationale and background</p> <p>It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area

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			<ul style="list-style-type: none"> General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>A draft Basic Assessment Report is available provided detailed information on the proposal, specialist inputs and assessment. All interested and registered I&APs are being notified of the availability of the report.</p> <p>Character (aesthetics) The City acknowledges the characteristic value of the existing buildings and landscaping elements in the beachfront. The project endeavours to preserve the sense of place, heritage and aesthetics in the proposed design. The buildings indicated on public open day posters were merely "place holder" blocks indicating the approximate footprint of buildings and did not intend to communicate the proposed style of the proposed buildings. This may have caused unnecessary concern.</p> <p>The proposed coastal defence replacement and associated landscape refurbishment will be done in such a way to maintain the character of the place, using the existing architectural styles and landscape as reference.</p> <p>The character of the Muizenberg beachfront has been considered and the following key characteristic element consisting of but not limited to have been identified:</p> <ul style="list-style-type: none"> Panoramic views and open space Central beach huts / bathing boxes Existing buildings architectural style, which includes colour palette, plaster banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns Local artwork on walls Use of sandstone and granite in steps Local indigenous plants in planters, including local initiatives to plant and maintain <p>Regarding the reflection of coastal dynamics in the design, the stepped revetment is a direct response to the dynamic nature of the changing beach levels. The coastal defence and promenade is designed to withstand the harsh False Bay climatic and wave conditions. The layout of the steps and promenade in the corner area as well as playground has been rounded and softened to mirror and reference natural dune, wave run-up and tidal washup/debris lines. The steps allow for continuous beach access at any beach level. The stepped structure is also less reflective to wave energy.</p>

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			<p>A number of design changes have been implemented following public consultation. The following list provides a summary of the changes implemented to the landscaping, layout and artwork component of the project:</p> <ul style="list-style-type: none"> ○ Beach huts to be centrally located to serve as wind shelter for central shower plaza ○ Central plaza to remain central public node with showers. ○ Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. ○ Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) ○ Include mosaic artwork at ablution buildings, showers and seating walls. ○ Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials ○ Incorporate more planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. ○ Combination of natural lawn and artificial grass to be used where applicable. <p>The City believe the proposed preliminary design incorporates and reflects the character and heritage of the beachfront.</p> <p>See the following sections of the draft Basic Assessment Report for further details on the preservation of the Muizenberg Beachfront's sense of place:</p> <ul style="list-style-type: none"> - Subheading "Settlement" subheading under Section E (4.1) - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Concrete revetment Following public comment, areas landward of the 3m wide promenade was changed from concrete surfacing to paved areas using clay segmented pavers to align with existing character and material use.</p> <p>In order to sustain the harsh marine conditions and expected increase in wave energy in future and to provide long-term robust coastal defence infrastructure (the stepped revetment portion), concrete must be used to provide the required strength and durability for the coastal defence structure. In order to sustain the expected wave overtopping during future storm events the 3m wide promenade will also be concrete, but open spaces landward of the promenade will be surfaced with permeable segmented clay pavers, seating wall, planters with indigenous plants, play areas or lawns, similar to the existing landward spaces. The clay pavers perform well in the coastal environment and result in lower local temperatures as compared to asphalt and dark gravel parking areas.</p> <p>To mitigate the impact of introducing concrete, a sand coloured and exposed aggregate finish will be used as opposed to a typical grey concrete finish, providing a more natural earthy gravel look and feel, and tying into the exposed aggregate concrete used along the beachfront businesses and next to the station building.</p>

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			See the "Development Proposal" and Figure 2, 3, and 4 under Section B (4.4) of the draft Basic Assessment Report for further details.
<p>Arendse, Valerie chrisandvalfishing@gmail.com</p> <p>Via written comments at the Open House</p>	07/09/2022	<p>As a nettrekker we encountered endless problems</p> <ol style="list-style-type: none"> 1. Only entry to surfers' corner is via sunrise beach 2. When Dieger opens Sandvlei River mouth no way of crossing over . 3. Lienc ENT blocked by tractors and not allowed entry. 4. Civic back entry bot safe. <p>Request : As historical heritage launch for Yellow Tail Billboards was removed & never replaced.</p> <p>All we ask is to consider drop off paving at current walkway next to overhead canopy to launch boat+ Trailer Ramp Safety for children user friendly + emergency use. Will be appreciated.</p> <p>Thanks, Arendse Team.</p> <p>PTO: A design of suggested comment</p>	<p>Project mandate Please note that this project is being undertaken by the City of Cape Town's Coastal Management Branch, which is a branch of government with a defined mandate, as well as defined roles and responsibilities. The scope of the project is therefore required to fall in the ambit of this mandate, these roles and these responsibilities.</p> <p>Coastal Management: Spatial Area of Responsibility:</p> <ul style="list-style-type: none"> • The Coastal Management area of jurisdiction (mandate) is defined as the area seaward of the Coastal Edge as per the MSDF and including the near shore marine environment as well as all processes or activities that may impact on this space. Coastal Management has overall responsibility for this coastal environment. All line departments operating or providing services within the Coastal Environment do so in terms of agreed operational protocols and/or Service Level Agreements (defined below) <p>The Roles and Responsibilities of the Coastal Management function are a combination of:</p> <ul style="list-style-type: none"> • Coastal hard infrastructure assets and coastal land and ecosystem management • Coastal Planning, Upgrades and Development • Coastal Policy and Regulation • Coordination with the multiple line departments that have functional and service responsibilities in the coastal environment, • Coastal monitoring and Reporting <p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area</p> <p>Rationale and background It is important to note the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps that have passed their design-life and started to fail. It is proposed to replace the existing coastal defences with a new stepped revetment coastal defence in order to provide effective coastal protection and public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area. Completing the project now avoids ongoing expensive repair or unplanned emergency repair work. A cost benefit analysis has been completed as part of the socio-economic study component of the feasibility stage. It shows a significant benefit of completing the works as a once off project</p>

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			<p>based on a well-considered plan based on coastal studies and other supporting studies than to wait for it to collapse and replace it as an emergency intervention or piece-meal maintenance work.</p> <p>Public coastal infrastructure and services at Muizenberg are in decline as:</p> <ul style="list-style-type: none"> • Key infrastructure – such as the seawalls and revetments – are old, have passed their design life and are beginning to fail • Longstanding incomplete components of the precinct (such as gravel parking areas) are in further decline due to the high use by oversubscribed parking needs • A reduction in maintenance budgets over many years has seen a decline in the public space and resultant underdevelopment of recreation areas as well as the inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area • General housekeeping and sense of place is failing (vegetation missing or eroded, bathing boxes derelict) which places the economic and social value of the space at risk <p>Additionally, due to climate change and sea level rise, increased water levels and wave heights are expected at the coastal defence structures of the Muizenberg beachfront. Given the poor current state of the coastal defences, the existing coastal defence structure is not expected to withstand the expected wave impacts and related scour to the toe of the structure, which will lead to failure of the coastal defences and/or damage due to overtopping under higher water levels. Robust coastal infrastructure, informed by coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct.</p> <p>As such proposals as noted in the comment is beyond the scope of this project.</p>
<p>August, Rene reneaugust@gmail.com</p> <p>Via written comments at the Open House</p>	<p>07/09/2022</p>	<p>Cost and timeline need to be communicated more clearly. Is there a phased plan. What would need to be done and what is optional?</p> <ol style="list-style-type: none"> 1. The proposed "beach steps" is a great addition. It needs a ramp so that older people can get to it and have wheelchair access. 2. The proposal "lawn" area can be more biological diverse. A fynbos edge on the south sides can act as a wind breaker and add biodiversity. Kalk bay is a good example of how Milkwood's can add diversity and much needed shade- anyone who picnics can tell you about the value of a well-placed tree. 3. Lockers for swimmers to leave car keys + phones 4. Can storm water be re-purposed to flush toilets? Maintain water to water the plants? 5. Toilets for people who live outside, so the steps no longer get used as a toilet. 	<p>The Coastal management Branch acknowledges the wide variety of other developmental and resource needs throughout the city and supports a holistic resource distribution across the City in order to bring forth overall progression. Thus to deliver on the Coastal managements functional requirements, the primary objective of the project is the proactive replacement of old wooden seawall and degraded stone steps, which have passed their design-life and started to fail, with new a stepped revetment coastal protection in order to provide effective coastal protection, public coastal access, which will support the local socio-economic environment now and in future to remain growing. Secondary to the coastal protection is the extension of the project scope landward to comprise the upgrading of the hard and soft landscaping and buildings as well as the optimisation of the parking area.</p> <p>Timeline The current estimated construction duration is 24months. Disruptions will be kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. Public will still be able to access beachfront businesses and there will be alternative access points to the beach during the project construction. The surfing area will remain open (no work in surf zone area).</p> <p>Accessibility Muizenberg beachfront was identified in the Coastal Economic and Spatial Strategic Framework for Cape Town, 2017 (CESSF) as one of the most universally accessible beaches</p>

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			<p>offering a wide variety of recreational and social opportunities in Cape Town. The project aims to further improve and prioritise universal access over the entire project area, and includes a:</p> <ul style="list-style-type: none"> • 3m wide universally accessible promenade, • Universal beach access ramp in the central area of the beachfront that also allows the beach access mats to be rolled out on a daily basis. • Universal access ramp on western end of promenade from parking level. • Universal access to playground area. • The ablution facilities in the central area include universally accessible toilets, showers and changing facilities. • The project also incorporates easily accessible storage space for beach wheelchair and access equipment. • The Waves for Change building on the beachfront will be repurposed for NGO's providing assistance with universal beach access and adaptive surfing. • Additional wheelchair parking bays will be demarcated. • Drop and go embayment will be provided at the entrance circle to the beachfront. <p>The entire promenade as well as ablution facilities will be universally accessible by wheelchair. The project aims to further improve and prioritise universal access over the entire project area and for the facilities provided. The promenade will have wheelchair access from the eastern, central and western ends as well as all other access points.</p> <p>See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Soft landscaping Following public comment more planted areas are included. Trees are not climatically suited to these harsh conditions. Locally indigenous vegetation as well as lawn for recreational purposes will be planted instead. More planters for hardy indigenous vegetation suited to the harsh False Bay coastal environment will be incorporated into the design. Storm water run-off will be directed into planted areas for watering and infiltration and to include automatic irrigation when run-off not available. A combination of natural (indigenous) lawn and artificial grass will used where applicable.</p> <p>Maintenance of any planted areas and maintenance of any new infrastructure is of utmost importance to the project, hence only appropriate plant species (indigenous, climatically suited plants) will be incorporated in applicable locations.</p> <p>See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Lockers This suggestion could be made to the managing authority of the beach huts.</p>