

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 B – E**.

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Comments by interested and affected parties with surnames starting with B (pages 1 – 24)

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| <p>Bannister, Alison albannister@worldonline.co.za o.za</p> <p>Via written comments at the Open House</p> | 07/09/2022 | <ol style="list-style-type: none"> 1. Moving the historic ablution block, although understandable, is a loss of architectural heritage. 2. Moving the ablution block parallel to the railway line to the W. of the site totally unacceptable: <ul style="list-style-type: none"> • Too far for children/ old people to get to. • Not a safe place for people to go- across parking lot+ road. 1. Moving ablutions back from existing site parallel the access park is nonsensical- it blocks the view of the beach/surf from all the restaurants and coffee shops- it destroys the very reason people go there. 2. In my mind the ideal solution is : <ul style="list-style-type: none"> • Convert the existing smaller historic buildings (occupied by NGO's) to toilets/showers + keep existing courtyard. • Or preferably put the new ablutions where the proposed pool is i.e., west of the new huts- close to the beach. Easy access , not in line of site of shops. Another position would be on seaside of the big traffic circle on the east side of the development. | <p>Ablution 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. The design shall maintain existing architectural style.</p> <p>Note that the decorative elements of the ablution facility date 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>Bardsley, Michael mike@onairmedia.tv</p> <p>Via website</p> | 29/08/2022 | Requested to be added as an IAP. | You have been registered as an interested and affected party. |
| <p>Barnard, Marius marius.barnard@bophelo-tours.com</p> <p>Via Email</p> | 04/09/2022 | <p>Dear Tarryn Solomon,</p> <p>Please make the whole area " Wheel Chair" accessible and consider also to make it user friendly for all types of disabilities.</p> <p>If you need assistance contact me.</p> <p>Regards</p> <p>M. Barnard +27 76 322 9958</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 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> |

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| | | | See the "Development Proposal" subheading along with all associated figures under Section B (4.4) of the draft Basic Assessment Report for further details. |
| Barry, Frank frankbarry55@gmail.com Via website | 20/09/2022 | <p>The proposed development is not in keeping with the ambiance of Muizenberg. By all means resurface the gravel carpark but the creation of concrete wedges leading down to the beach is impractical, unsuited to the area and will soon be vandalised and graffiti covered. The hard landscaping takes no account of the windswept nature of the area ie sand will need to be swept from the damp or baking hot concrete on a daily basis.</p> <p>The top priority of Muizenberg residents is the constant mugging and criminality occurring in the area between the vlei mouth and up to and beyond Sunrise Circle. This state of affairs would be drastically improved by a development of that area which catered to skateboarders, windsurfers, swimmers and other groups. This would ease the parking crisis and if undertaken as a public/private initiative could create informal restaurants etc and jobs. The beachfront would be greatly increased in size and attractions and be more able to cope with large influxes of visitors over the festive season.</p> <p>Thank you for your consideration, Frank Barry Muizenberg resident for over 25 years.</p> | <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. This will maintain the ambiance.</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> <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>Security Current security patrols will continue and will be increased if required.</p> <p>Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p>Anything outside of the project site boundary (appendix A1 of the draft BAR) is beyond the scope of this project.</p> |
| Barskiy, Ava Avabarskiy2@gmail.com Via website | 29/08/2022 | Make it a paid parking on beach worker or staff gets a card to enter free. | All parking will remain free of charge. |
| Bdus, Oriole orioleb@gmail.com Via written comments at the Open House | | <p>Concerns about the environmental impact by increasing the area of concrete and brick. I feel that the same value or improvement will be made by just paving the parking and doing repairs. It also doesn't seem like it will add much value to the pedestrians. The big parking area is also mainly used for people sitting in their cars and the cater for that.</p> <p>I think that there could be more Innovative solutions for the parking area, that have less impact on the environment and bring more value to people.</p> | <p>Concrete revetment Small-scale repairs to the revetment have been done in the past, but none have, or will, be sustainable in the long term. 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</p> |

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| | | | <p>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>Parking The focus of the project is not to simply pave the parking at the beachfront and is rather the new, stepped concrete revetment.</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. The area will be improved to make it more pedestrian-friendly.</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 indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</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>Bender, Israel lbender@mweb.co.za Arlington Body Corporate Via Website</p> | <p>05/09/2022</p> | <p>We are deeply dismayed that the improvements proposed do not extend to the putt putt area and muizenbergs most popular family Beach.. And respectfully request your reconsideration for inclusion</p> | <p>Project mandate 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>Anything outside of the site boundary in appendix A1 of the draft BAR is beyond the scope of this project.</p> |
| <p>Billing, Peter peterbushstipub@gmail.com</p> | <p>07/09/2022</p> | <p>Plan B</p> | <p>Opinion noted.</p> |

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| Via written comments at the Open House | | | |
| <p>Billings, Natalie nataliebillingsarch@gmail.com</p> <p>Private resident</p> <p>Via Email</p> | 26/09/2022 | <p>Hi Tarryn</p> <p>Please find below and attached, my comments on the proposed beachfront upgrades: I have submitted it on your webpage, but am not sure it went through, so am sending an email as well.</p> <p>As a local resident and frequent user of Muizenberg Beach, I would like to place on record my comments as follows:</p> <p>1. I object to the proposed position of the hard surface skate park, which will be very noisy and inappropriately located in front of the beach front apartment blocks. It could be a wonderful intervention for youngsters, and I suggest an alternate position be identified, such as adjacent to the putt-putt course where the loud noise may not be considered problematic.</p> <p>2. I object to the demolition of the ablution block in its current position: That building creates shelter for beach users. On very windy days (and there are many) that building provides welcome refuge (on all sides) for beach users, and most importantly serves to create a wind free zone for the showers. Surely that communal outdoor shower space has heritage status? If you knock it down and reconstruct new facilities on the street edge as proposed, you will negatively narrow the perceived street environment and expose the shower area to the sea wind, which would be very unfortunate.</p> <p>3. I am concerned at the proposed pulling back of the stone steps on the station end of the beach. The proposal indicates that the beach will be opened up consistently all along the length of the beach with the same concrete stepped detail. However, the nature of the beach is currently quite different in that corner: the projection with high shear walls serves to create shelter, both to the rock pools, as well as the beach side. Can you ensure that by slicing that projection away, that the microhabitat of the rock pools will not be adversely affected? The magical giant seastar fish are attracted to those rock pools but may not find the conditions suitable when that whole edge is more exposed.</p> <p>4. The proposal of a massive uniformly concrete revetment appears brutalistic and I would encourage thought be given to varying the detail, learning from the materiality of the current infrastructure: the old and worn stone component of the western walls bring character and visual beauty with historic reference, which would be sad to lose. The wooden promenade edge provides a soft support to lean against.</p> <p>5. I would caution against undulating the seated edge line of the grassed areas, supposedly for the sake of appearing playful and creative (?). The ocean is the focal point, and everyone wants to look directly out to the ocean. The design should take that into account.</p> | <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Ablution 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. The design shall maintain existing architectural style.</p> <p>Note that the decorative elements of the ablution facility date 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 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>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>The Point 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>The beach will be restored to what it historically was, rockpools and all. The microhabitats (including starfish) are not expected to be affected.</p> <p>Concrete revetment</p> |

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| | | <p>6. Playground material: Some wonderful ideas shown. Please be cautious when specifying the materials for those play elements, metal play equipment gets too hot for children to touch.</p> <p>7. Parking area: I agree with your proposal to place an activity building in this area as you have proposed in one of the scenarios. Street lighting and pavement finish should be carefully considered. Many people walk barefoot in this area and the floor finish should be specified so as not to overheat. Upgrade/maintenance to the structures on the Prasa boundary line should be motivated.</p> <p>8. Locker provision: Please can you include provision for a public locker system with good oversight from the ablution block attendees perhaps?</p> <p>9. Provision of safe bicycle lock up would be very welcome.</p> <p>Thank you and wishing you all the best of inspired design of this sensitive and popular public space..</p> <p>Warm regards</p> <p>Natalie Billings Marina da Gama resident 083 448 5656</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> <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>Characteristic (aesthetic) The City acknowledges the characteristic value of the landscaping elements in the beachfront. The project endeavours to preserve the sense of place and aesthetics in the proposed design.</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>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 |

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| | | | <ul style="list-style-type: none"> ○ 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>Playground 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>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> <p>Parking The parking area will be paved with clay pavers to match the existing clay-paved parkign facility. It will be adequately lit.</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>Lockers Lockers could be suggested to the managing authority of the beach hut.</p> <p>Bicycle lockup Following public comment, bicycle racks will be included in applicable positions spread over beachfront.</p> |
| Billings, Peter peterbushpub@gmail.com Via Website | 10/09/2022 | Someone said that they saw that a skate park was also suggested in front of THE Empire Building. We did not see that in Plan A or Plan B. Please be aware that there will be extremely strong objections to that as the noise for the tenants would be unbearable. A Skate park would be great but please not close to a residential building. Perhaps near the Putt Putt? Thanking You Peter and Petronella Billings | <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> |
| Billings, Peter peterbushpub@gmail.com Via Email | 08/09/2022 | My wife and I own an apartment in the front at The Empire and would like to see plan B implemented as it would open up the beach visibly for the surfers/swimmers/walkers etc. The large circle is wasted space and can be used by erecting kiosks (In the same mode as the bathing boxes) that can have shutters when closed and rented out for souvenirs/food stalls, arts and crafts etc. thereby raising an income for the municipality Peter And Petronella Billings E210 The Empire | Comment noted, but this is beyond the scope of this project, |

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| <p>Birkett, Giovanna gigibirkett@gmail.com</p> <p>Via Website</p> | <p>26/09/2022</p> | <p>In the scoping period of this proposed development, it is vital that a full EIA is conducted to ensure that the changes to the beachfront area do not have any unexpected consequences. It is well known that small changes in the coastal zone can cause unexpected, larger impacts to the area, such as by changing the structure of the sand which could affect the waves at Muizenberg or by altering the runoff of water from land. Given the popularity of Muizenberg amongst surfers of all levels, and the accessibility of the beach to many people, it is important that the proposed development does not alter the beach at all, as it could destroy this surf spot.</p> <p>Personally, and as an Oceanography Masters Student at the University of Cape Town, I am against the proposed development, as it has the potential to have unexpected consequences for the surrounding oceans, such as alterations of the surfing spot as well as waste runoff and pollution during the construction phase. I think the beachfront area in Muizenberg is loved by many in its current condition, and developments should rather be focused on other issues such as improving the water quality in Sandvlei.</p> | <p>A full EIA is not required for this project as no listed activities in Listing Notice 2 (as per the EIA regulations) are triggered. We are therefore undergoing the Basic Assessment process.</p> <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> |
| <p>Blaauw, Andrea driekie@gmail.com</p> | <p>23/09/2022</p> | <p>Good day,</p> <p>Thank you for the opportunity to comment.</p> <p>Please don't go ahead with this. It looks so barren and sterile, totally unfriendly. It's much too car-focused. We need spaces that are more people-focused (shade and benches) and environmentally friendly (indigenous plants), with increased emphasis on public transport accessibility.</p> <p>Kind regards, Andrea Blaauw</p> | <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. This will maintain the ambiance.</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> <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>Parking It must be remembered that the main purpose of the project is not the parking facility. 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.</p> |

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| | | | <p>Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</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 be 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>Benches The project wishes to use the opportunity to retain and improve the recreational and amenity facilities along Muizenberg beachfront to ensure it remains a popular recreational and tourism destination over the long term, and therefore incorporated works to improve the landside public open/recreation spaces in its project scope. Work includes 3m wide universally accessible promenade and better connection and movement to the existing St James/Muizenberg walkway as well as increased seating opportunities, new playground equipment, lawns and indigenous planted areas with irrigation.</p> <p>It is proposed to implement a stepped revetment for this purpose as it serves as coastal protection, but also provides easy beach access and seating along its length.</p> |
| Blaauw, Daniel daniel@muistays.com Via Website | 27/08/2022 | Requested to be added as an IAP. | You have been registered as an interested and affected party. |
| Blake, Dylan dylan@umvoto.com Umvoto Africa Via Website | 06/09/2022 | I work in Muizenberg along Beach Road and utilise the Muizenberg beachfront for various reasons. As a geologist with a coastal and marine geology background I am also personally interested in the development of the new sea wall. | You have been registered as an interested and affected party. |
| Blignaut, Mike mike.blignaut@gmail.com Via Email | 03/09/2022; 06/09/2022 | <p>Hi Tarryn, I'd like to register as an interested and affected party (I&AP)</p> <p>I'm the current chairman of WP Longboard Surfing, and most of our members are regular or local Muizenberg surfers.</p> <p>(So I'm also happy to facilitate any info you'd need from the surfing community)</p> <p>One thought off the cuff - the old clock tower has stopped working years ago, and it could be very beneficial for surfers in the water to be able to see the time</p> | <p>You have been registered as an interested and affected party by submitting this comment.</p> <p>Clock The new ablution facility will not be visible from the ocean as it will be set back, landward of the coastal defence structure to a sustainable location. It is recommended that PRASA be approached to refurbish the clock on the station building, particularly since the building has formal heritage protection at a provincial level and the refurbishing of an existing clock is more sensible than the construction of a new duplicate clock in the same precinct.</p> |

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| | | <p>(most don't wear waterproof watches) - Could the new toilet facilities perhaps include some sort of large clock visible from the ocean? (We could maybe find sponsors to assist with this - if they can add brand logo to the clock)</p> <p>Thanks Mike</p> | |
| <p>Bloy, Cindy-Lee cindyleebloy@gmail.com</p> <p>Via Email</p> | <p>23/09/2022</p> | <p>Dear Tarryn Solomon of Infinity Environmental and the City of Cape Town,</p> <p>This submission is a response to the call for public comment on the proposed upgrade of the Muizenberg beachfront.</p> <p>I recognise and appreciate the efforts made by the City of Cape Town to restore our growing losing public coastal infrastructure such as the Muizenberg beachfront to protect from sea rise, however, the proposal in its current plans falls short in a lot of areas.</p> <p>I do not support replacing the existing gravel parking area with paving bricks.</p> <p>My comments and suggestions are as follows:</p> <ul style="list-style-type: none"> - The mini skate park should be designed and installed by local skate park experts. <ul style="list-style-type: none"> - Jamie O'Brien from Woodies Ramps (http://woodiesramps.com) - Marc Baker from Metri Tech Skatepark (https://www.metritechskateparks.com) - Concerns about the paving with bricks. It would be better to use a smooth, coloured concrete, so that it can be used when empty. Although reducing the car park and replacing with a skate park or some form of trading area/stalls would be better. - There is a planned upgrade of the kids play area, on a similar area on the opposite side, it would be nice to use that as an artistic skate area with markings on it (smooth concrete/asphalt or that low impact stuff the kids areas have). - More olympic certified, street skate elements throughout the whole area upgrade. Please contact the organisations mentioned above, for assistance. - I also support the ideas and comments made by Young Urbanists South Africa (https://docs.google.com/document/d/1naRDX0tJHAs7hd8-IUTUWicNcCEqGLfqlzZbvylUQX4/edit) <p>I hope these comment and suggestions are helpful and the community is happy.</p> <p>Warm regards Cindy-Lee</p> | <p>Please see the Young Urbanists submission on this document to see the City's response to it.</p> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Parking '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. 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.</p> <p>Playground 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>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> |
| <p>Bonnema, Anton anton@sland.co.za</p> <p>Via Email</p> | <p>07/10/2022</p> | <p>Good morning</p> <p>It appears I had the incorrect email address for my feedback. Please confirm if you will include this in the participation.</p> | <p>Current conditions, have been listed and documented in the draft BAR, see page 25-27. Please see section B 4.4 Figure 1 of the BAR for pictures of the failing infrastructure.</p> |

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| | Forwarded email: 26/09/2022 | <p>Best regards, Anton</p> <p><i>Forwarded email:</i></p> <p>Dear Sir</p> <p>Thank you for the opportunity for us to make our comments/ objections with regards the proposed upgrade. As for the public participation, I would like to commend everyone for keeping such cool heads as the locals clearly don't like their status-quo messed with! I took a walk down to the beach this morning to let my mind wonder and hope for a little inspiration from your proposals. I ended up having a very meaningful interaction with two homeless gentlemen on the topic and came away with a lot more wisdom than I bargained for! Anyway, what follows are my comments.</p> <p>Reasons for the upgrade.</p> <ol style="list-style-type: none"> 1. Formalize parking with comfortable surfaces to walk on- Sounds positive, perhaps the parking at the slides should also be upgraded. 2. Moving the ablutions off the beach due to crumbling foundations- Would it be possible to have some pictures illustrating the problem? 3. Revetment which is failing. Would it be possible to have further insight as to what the problem is exactly. Apparently it becomes obvious when sand is excavated from the front of it. Do you have any pictures which illustrate the problem? <p>Comments on the plan</p> <ol style="list-style-type: none"> 1. Parking--suggest some natural vegetation to soften the area. 2. Concrete Steps- without a clear demarcation between sand and walkway a bulldozer may damage the concrete steps which would be partially obscured by the beach as they do their clean-up. 3. Cement production ranks high on carbon emissions, all materials are heated to over 1,000 °C during the manufacturing process contributing to a greater problem. 4. Sea Level rise at current projections will be 30cm in 50 years. In a few years storm surges may become a serious risk to businesses on the beachfront. We do not see anything specific in the proposal to combat it's effects. Although it may be an insurmountable challenge, should the city not have had a greater strategy against the threat of sea level rise? 5. Disruption to beachgoers and businesses will not be insignificant with this plan. Although a phased approach can work, not much thought has gone into how heavy duty trucks are going to get access to the area without completely disrupting the beach activities. An ice-cream wielding barefoot ten year old will be no match with these as they share the same narrow avenues down to the beach front. 6. Little wind shelter planned for 7. Skateboarding, according to those in the know, is not practical in sandy areas as the sand has a detrimental effect on the rubber wheels and bearings. One can simply allow them to use the raised promenade, or a skatepark sheltered by the promenade which is otherwise dead | <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> <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>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Parking 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 indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</p> <p>Wind shelter 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</p> |

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| | | <p>space. There are certainly some interesting things to spend money on in that area.</p> <p>Conclusion I am inclined to think that we should be exploring a more gentle approach to the immediate challenges and concurrently a broader attack on the long terms risks. In the meantime if you could supply us with more information as stipulated in my 'reason for the upgrade above' it will be more helpful in formulating an opinion.</p> <p>Best regards, Anton</p> | <p>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>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Construction disruption The disruptions will be temporary in nature and kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. It is current estimated that construction will last 26 months. The 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 although construction work 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>Bonnema, Jeanne jeanne@jeannebonnema.co.za Via Email</p> | <p>22/09/2022</p> | <p>Dear Infinity Env</p> <p>Herewith my feedback regarding your proposal for the beach development:</p> <ol style="list-style-type: none"> 1. My greatest concern about this development is that it is being motivated by Coastal Management's need to improve the coastal protection structures that are rotting on the beach made of wood. Unfortunately this is not a holistic approach to the beach and town of Muizenberg as a whole. 2. It appears that the development design is not in clear understanding of what the residents of Muizenberg value about their beach, and what they wish to have improved upon. 3. The development looks at the part of Muizenberg beach front that is currently in the best state and most recently developed and does not take into consideration at all that money should be spent on upgrading the other part of the beach closer to the vlei mouth. 4. I moved to Muizenberg 22 years ago. At that point there was no development at the beach. A Saturday afternoon would see no one using the beach other than a few lone surfers. The development of the beachfront as it is now, made it the desirable beachfront it is now. The same kind of development for the bettering of Muizenberg pavilion and boardwalk area will see an upturn in that area. | <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 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 |

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| | | <p>5. The upgrading that is proposed will be an economic standstill for the existing business as the whole beachfront is upturned by massive construction work that may take several months perhaps longer than a year to complete.</p> <p>6. The proposed structure is too modern and too harsh with too much concrete.</p> <p>7. The moving of the toilet structure between two existing buildings will take away from the views of the restaurants, create a wind tunnel and remove the existing square that is currently created by the positions of the buildings.</p> <p>8. Proposing a skate park next to the beach is not viable as sand will ruin skateboard wheels. It will be a white elephant.</p> <p>9. The proposal removes existing walkway next to the beach. This is an important part of Muizenberg beach as many people walk there daily.</p> <p>10. In my opinion the city should look at Muizenberg in its historical context. At one point there were many beautiful buildings that have all been demolished. The city will do well at looking at looking at the historical images of Muizenberg and how they can be used to revive that old feel. It could be a monument not unlike Pilgrim's Rest where the visitor is taken back in time. I urge you to research the old style look of Muizenberg, that has in most aspects been retained especially on the beachfront, and to keep new development in line with that. The concrete proposals you have made, are in direct clash (just like the current pavilion).</p> <p>11. There is too much cement and concrete structures, and not enough use of greenery. At this time, the beach has many lawns, and replacing these with concrete will be ugly and impractical.</p> <p>12. I urge you to keep the wooden structures as they are now, and to rather consider upgrading the boardwalk and pavilion area to something that Muizenberg can be proud of. No skateboards, bicycles, roller skates or scooters are allowed on the boardwalk making it an unused white elephant. The lawns display signs reading no ball sports allowed. Upgrades should be used on making this the new skatepark and sporting area of Muizenberg and not take away from the beach development that we currently have and which works for us.</p> <p>Yours faithfully</p> <p>Jeanne Bonnema Muizenberg</p> | <p>inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area</p> <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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Community consultation</p> <p>As part of the feasibility and preliminary design stages the City of Cape Town: Coastal Management Branch initiated the stakeholder engagement process which included the following:</p> <ul style="list-style-type: none"> ○ The City appointed Urban-Econ Development Economists as part of the feasibility stage to assess the potential impact of the proposed upgrades of infrastructure along the Muizenberg beachfront in comparison to a do-nothing approach. The study generated primary data from 170 survey respondents with beach users (A list of possible Subcouncil 19 provided a list of I&AP's, which included local residents, tourists, community organisations, formal businesses and informal businesses). The study area's spatial dimensions were considered, including the beachfront's sea level rise risk, tourism sector interactions and property sector characteristics. The study concludes by indicating support for the proposed upgrade on the basis of its potential socio-economic impacts. ○ On 23 March 2022, the Coastal Management Branch presented at the public Subcouncil 19 meeting to outline the upgrade of Muizenberg Beachfront. SubCouncil supported the associated outcomes and timeframes for completion. On 22 August 2022 a project progress update was also given at the public Subcouncil 19 meeting. ○ The coastal management Branch presented and discussed the project with the various NGO's currently operating from the existing buildings on the beachfront as part of the feasibility and preliminary design stages. ○ The various relevant City line departs were consulted during the design process to provide insights and requirements. The feasibility design report was circulated for comment to all applicable departments. |

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| | | | <p>In preparation for the statutory Environmental Impact Assessment (Basic Assessment) process, a pre-application public engagement process was undertaken. Details of the engagement process is documented in the Section F and Appendix F of the draft Basic Assessment Report.</p> <p>Furthermore, the current public participation being undertaken as part of the draft Basic Assessment Report, will be incorporated and updated in the final Basic Assessment Report.</p> <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> <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>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. 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 |

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| | | | <p>banding, pergola structures and columns, hipped roofs and gables, obelisk showers with gargoyles, clay pavers and patterns</p> <ul style="list-style-type: none"> • 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> <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>Ablution and heritage 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</p> |

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| | | | <p>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>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</p> <p>Construction disruption The disruptions will be temporary in nature and kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. It is current estimated that construction will last 26 months. The 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 although construction work 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>Bora, Aasia querns@hotmail.com Via Email</p> | <p>16/09/2022</p> | <p>Please please can we have safer cycling facilities all round: bike parking and storage, and most of all, proper, wider, demarcated cycle lanes so young and old, families and groups can enjoy active travel right up to the beach front. A million ways better for human and planetary health.</p> <p>With thanks ,</p> | <p>Bicycles Following public comment, bicycle racks will be included in applicable positions spread over beachfront.</p> <p>Although a class 4 Cycling route is planned for Atlantic Road, implementation of bicycle lanes to the site is however beyond the scope of this project.</p> |

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| | | Aasiya Bora | |
| Boulle, Teresa Amava Oluntu info@amava.org Via Website | 26/08/2022 | We appreciate the huge effort of the Beach Coop to clean and educate people around ocean and waste issues. We also appreciate the effort and activities of sport and health groups. Their effort and activities should be highlighted and strengthened for the way forward. Amava Oluntu is engaged in community mapping and could support with the facilitation of mapping environmental concerns, if needed. Thank you for the opportunity to engage. | Comment noted. |
| Brassell, Shane Shane@physiokids.co.za Via Website | 02/09/2022 | Hi I have a few comments and questions. Firstly, I'm not sure how it is environmentally beneficial to take away the rocky beach which is home to many organisms with a concrete promenade? People want to come to the beach to sit on the beach. Not sit on a concrete promenade. By all means make the car park official and do what needs to be done to re landslide protection. But do so in a way that keeps as much of the natural beach as possible and doesn't take away from it. Also, you say you want to make the promenade and the beach universally accessible, but your models show no ramps leading off the promenade onto the beach. No wheelchair or pram access to the beach in sight. None of the stairs have railings for people who need such support. You want to put shock absorbing flooring for the playground. Is the natural beach sand that is already there not cheaper and just as effective and more eco friendly? You say you want irrigation for the grass patches. Who looks after the grass in the long term? Mows it? Weeds it? Fertilizes it? Composts it? The natural soil there is sand. So it would need a lot of added compost on a yearly basis to be maintained and looking as good as in your pictures. Who will do this? With what money? If the wooden houses can't be maintained who would maintain grass which is a much more time consuming, costly and ongoing project. Its going to end up looking how it looks now, with or without the irrigation. If it need irrigation I'm assuming it's not indigenous. How does this impact the environmental assessment? Is any of this upgrade going towards revamping the train station? Or making the train station more universally accessible? The train station is not wheelchair or pram friendly. Will the civic centre be revamped? It needs a lot of TLC. I look forward to hearing your responses | The beach area around the Point will be restored to its natural state. Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard. 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 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: <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. The entire promenade as well as ablution facilities will be universally accessible by wheel chair. The project aims to further improve and prioritise universal access over the entire |

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| | | | <p>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>Playground 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>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</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>Train station This is beyond the scope of this project.</p> <p>Civic centre This is beyond the scope of this project.</p> |
| <p>Breier, Mignonne mignonne.breier@gmail.com</p> <p>Via Website</p> | <p>21/09/2022</p> | <p>I would like to support the "Call to start over again" (attached) that has been written by Catherine Kell, Karl von Holdt and Judy Favish.</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> | <p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p> |

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| <p>Bristow, Vincent vbristow53@gmail.com</p> <p>Via Email</p> | <p>24/09/2022</p> | <p>As Infinity correctly states, the area under review is one of the most utilised and diverse in Cape Town. I would go a step further, and say that it is possibly the most utilised on the entire False Bay coast. (I am not sure what is meant by diverse, Diverse in what way?)</p> <p>I am opposed to the proposal for the following reasons;</p> <p>1) The seawall The wooden revetments have been there for many years, and have proved to be up to the task. It would be a relatively simple project to replace the vertical support poles, and perhaps embed biden cloth behind the horizontal poles. Also, wood is a natural and aesthetically pleasing material, as opposed to concrete. The structure is fit for purpose.</p> <p>2) Ablution facilities It might be worth considering extending its footprint, and fixing up the interior. The current building's sound. If, as has been stated by the consultants, the foundations on the sea side need reinforcing, that is an easy exercise. Far easier, and cheaper, than knocking it down, and building a new one. It also fits in architecturally with the area.</p> <p>3) The proposed walkway To remove the current paved walkway with a stepped concrete structure seems to me to be the type of thing engineers in the old communist East Germany might have conjured up. It makes no sense, aesthetically or from a practical point. It would be ugly in the extreme, to begin with. And practically, it would be dangerous. The steps will lead to people tripping, falling, twisting ankles and worse. One of the consultants that I spoke to about this, was under the impression that dogs were not allowed to walk there. This is not correct. Dogs on leads are more than welcome. Which begs the question; how much research was done, before the non sensical design was created. Did the team actually spend time there, on a busy weekend ? The current seating works well, although a few more benches would be a good idea.</p> <p>Wave Action The proposal will, in all likelihood, change the wave action, where it hits against the concrete on the St. James end. Instead of bouncing back, the water will rush along the face of the concrete, knocking down children and the elderly. It will possibly scour out the sand, undermining the foundation of the structure. I discussed this with one of the consultants at the Open Day. Despite being a marine engineer, this seems to have taken him by surprise.</p> <p>Parking Possibly the most contentious issue. There is agreement that this is an extremely well patronised section of Surfer's Corner. Instead of it being a parking area, I propose that it is turned into a park. To be included; Trees A grassed area</p> | <p>Ablutions Following the public comments received, the proposed ablution building is located landward of the 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.</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> <p>The ablution facility needs to be reconstructed out of the littoral active zone where its foundations are currently being undermined by wave action.</p> <p>Concrete revetment Small-scale repairs have been done to the current wooden revetment, but nothing has, or will be, sustainable in the long-term.</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. This will maintain the ambiance.</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> <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>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> |

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| | | <p>Fynbos gardens A herb garden Picnic tables and chairs A skateboard facility A jungle gym A water feature Art in the park statues I am sure there are many other ideas that could be added.</p> <p>There are two areas that lend themselves to be used for parking; a) There are two raised 'flower beds in front of the Pavilion that serve no purpose. I think the area is around 190 m x 36 m. b) The grassed area in front of the N.S.R.I. container, which is hardly used. This is around 190 m x 36 m. These two areas combined will create far more parking than the current areas and ease the congestion currently experienced.</p> <p>The reality is that the pavilion should be removed, but probably won't.</p> <p>Let's move cars away from the recreation area, not to it. It once again raises the question, as to how much thought and research went into the proposed design. One needs to spend time there, walking around, talking to the visitors, and getting a feel for the place. Before sitting down in front of a computer.</p> <p>Aesthetics The entire proposal takes no account of the aesthetics of the area. It currently has the feel of a coastal holiday resort, which is as it should be. Don't fix what is not broken. Please Google Dusseldorf Germany 1990 vs 2019 Hopefully, this entire exercise is not an engineering job creation project, and the consultation process a mere box ticking exercise.</p> <p>Vincent Bristow 21 Windemere rd., Muizenberg 084 679 2236</p> | <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Parking 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 indigenous 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 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>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 where 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> |

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| | | | <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> <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.) |
| Browne, Taryn taryn.elliott@gmail.com | 02/09/2022 | I object to the demolition of the existing toilet blocks, fountain, and two buildings (shark spotters and waves for change). These building form part of the heart, heritage and look of Muizenberg. I do not object to them being | <p>Heritage and demolitions</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</p> |

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| Via Website | | improved. But to their demolition. Perhaps they could be incorporated into the proposed walk way and car park. The upgraded car park will be nice, but isn't a necessity. I'd rather see more money spent on upgrading the land side recreation facilities and beach huts. | <p>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>All new buildings will be built in the same architectural style as the current buildings, thereby conserving their aesthetics.</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>Brak, Tali tali@argdesign.co.za</p> <p>Via written comments at the Open House</p> | 07/09/2022 | <p>A. Need a ramp for the treknet fisheries and emergency vehicles +NSRI- Ramp needs to be straight not curved dangerous for the boats. This is a heritage function- re trekneters, boats and nets, way of fishing is a heritage festive of Muizenberg. Next to current shark spotters.</p> <p>B. The wall against the railway line is very harsh , perhaps you could introduce kiosk against the wall to make it more pedestrian friendly</p> <p>C. There is no indication of lighting. Safety +security is key, and the area should be well lit at night if the aim is to create a promenade.</p> <p>D. Careful attention needs to be paid to the vegetation proposed. Where possible grass should be replaced with fynbos/dune vegetation. It's not used much as a picnic spot due to the wind.</p> <p>E. Canopies -sub protection /shade is missing in this plan .The pedestrians should be the priority not the cars.</p> <p>F. What study has been completed to assess the impact on the wave action that will occur as a result of the removal of the triangular edge of the current parking lot?</p> | <p>Boat ramp Comment acknowledged but is beyond the scope of the project.</p> <p>Lighting Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</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>Railway line wall</p> |

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| | | | <p>There is nothing precluding this as a future endeavour.</p> <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> |
| <p>Bulgan, Edon V. Eldon@documentmedia.co.za</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <ul style="list-style-type: none"> • Prefer option B | <p>Noted.</p> |
| <p>Bulgen, Yvonne bulgenyvonne@gmail.com</p> <p>Via Email</p> | <p>19/09/2022</p> | <p>Hi! Re:Muizenberg Beachfront Upgrades</p> <p>Hopefully the many millions that will be spent will not deter from the faded charm that is Muizenberg . The existing toilet blocks-what a pity..</p> <p>Anyway, the main reason to contact you is that before the first Public participation process finishes, I wonder has anyone considered the environmental and health hazards caused by the many homeless people living under bushes, shitting in the Muizenberg Park (below SAPS)?</p> <p>A quick solution would be for CCC to finally decide to find a building which the Haven will manage. With Law Enforcement moving out of their existing premises (under Promenade), this could be an option as would a small area in the soon to be empty Electricity offices.</p> <p>I know this is not your problem, but you could be my search engine to help me find "someone" in the CCC labyrinth who may help.</p> <p>Many years ago, when I was on the residents committee and Patricia de Lille was mayor, we had found a premise which would have worked but she ignored our (all NGO'S) pleas.</p> <p>A concerned resident, Yvonne Bulgen (0609264596)</p> | <p>Character ("charm") 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. 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</p> |

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| | | | <p>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> <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>Allocation of Resources</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 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 |

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| | | | <p>Coastal Environment do so 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>Burnett, Steven securistore@burnettza@gmail.com Via Website</p> | <p>29/08/2022</p> | <p>The BID briefly mentions "formalising eastern and western parking areas". I support maximising the area in the western section/opposite railway platform for more vehicles to park. Traffic backs up at the pavilion circle, attention needs to be paid to ease the congestion here.</p> <p>I do NOT support any paid form of access if that is what is meant by "formalising". There is no mention of any cycling infrastructure. Secure locking facilities/racks are required here to allow local residents to ride to the beachfront more rather than driving.</p> <p>There is a constant outflow of water from the Muizenberg stream, this should be used to supplement any irrigation requirements.</p> | <p>Parking '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. 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>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>Butler, V vmbutler@telkomsa.net Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Option A for toilets yes. Think new concept lovely.</p> | <p>Comment noted.</p> |

Comments by interest and affected parties with surnames starting with C (pages 25 – 55)

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| <p>Calitz, Willemien calitz.willemien@gmail.com</p> <p>ICLEI</p> <p>Via Website</p> | <p>21/09/2022</p> | <p>I think the most important thing here is sustainability.</p> <p>This includes making the development climate-resilient, accessible and just.</p> <p>I think a lot of people are making Sea Point their reference point - which to this day is experiencing protests and associated lawsuits. I think Muizenberg should transform into a safe space but an inclusive space. The worry with seeing images of the Wavescape development is that it changes the cultural experience of Muizenberg - and I think people might be experiencing the promenade and other developments as an extension of that.</p> <p>In that sense, I appreciate the opportunity to comment. Ideally this development would be done in a way where housing prices and cost of living does not shoot up more than it already has to make it as exclusive as Sea Point has become (Sea Point was historically more accessible to lower income folks). I think upgrading that dilapidated hotel is a great idea, but could you please consider what type of upgrades you want to make - again, the association of Wavescape is wealth and exclusivity - that is not the culture of Muizenberg.</p> <p>Although the promenade and other upgrades are a separate issue, people are becoming aware of all the developments at the same time and because they're hesitant of Wavescape and perhaps even the promenade because of Sea Point's situation, they might not be looking at the rest of the upgrades in an objective way.</p> <p>While the parking space is currently not ideal, it does offer that feeling of informality and accessibility. Will the new parking lot be free?</p> <p>I think a nice thing could be to develop a "swimmers/surfers" walkway that allows surfers and swimmers to pass through easily if they park further away.</p> <p>I also think that any parking lot will have to consider bringing in nature-based solutions - whether it's plants to stop flooding or just indigenous plants in general for cooling the area and creating that Muizenberg character. I suggest a specialist looks at how this can be done - for future climate change and other impacts, plants and trees are a must, and the space needs a lot more of it. I'm not talking grass and lawns, but specifically trees - some trees like fever trees with thorns can even be used as a safety measure around the train station. Other trees like fig trees can block wind in the parking lot area.</p> <p>The cultural of Muizenberg is very orientated toward integration of nature and people, and I think this development should make that the core of its focus. It means that the upgrades can be done with sustainability in mind and will pay off in the long-term when other coastal areas will need to redevelop anyway because of the impacts of climate change (perhaps not yet storm surges or sea level rise in Muizenberg, but definitely the urban heat island effect which will be aggravated by mostly using concrete). Perhaps looking at sponge cities of China could be a good starting point.</p> | <p>The aim of the project is to be sustainable and the project achieves this with its climate-resilient designs.</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 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 wheel chair. 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>Parking Parking will remain free of charge.</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 be 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> |

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| | | <p>I also feel like people would be happy to cycle more around Muizenberg but there is no safe storage for bicycles. If there is an innovative approach to that we can reduce a lot of cars and emissions around the beach area. Generally, safety is a concern - but we don't want to push for that at the cost of turning our wild nature into gravel</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>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. 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> <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 |

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| | | | <p>not available.</p> <ul style="list-style-type: none"> o 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>Bicycles Bicycle parking will be well distributed across the site and located conveniently.</p> |
| <p>Cameron, Alan cameron.an@gmail.com</p> <p>Places Plus</p> <p>Via Website</p> | <p>20/09/2022</p> | <p>Hi there,</p> <p>The plan mentions encouraging more passive surveillance - more informal traders / food trucks will assist with passive surveillance during peak and off-peak times. Please can more spaces for them be allocated to the plan. Informal doesn't mean junky, good management of traders keep appearances up and convenient snacks etc accessible to beach goers.</p> <p>The plan mentions 'formalising' parking areas (ie. paving gravel area). This space was originally a green open space. With likely endemic fynbos growing on it. They became informal parking areas over the years due to lack of enforcement. We should not allow parking on green open spaces, degraded or otherwise. And we should certainly not be paving over them.</p> <p>There is not enough focus given to how people access the beachfront. In particular from adjacent parking areas. I suggest all adjacent parking areas be included into the plan. The parking area above the railway line relies on a dodgy rail crossing. By including this parking area into the plan and creating better pedestrian links you will make it easy for surfers and others to use this nearby but (currently) inaccessible / inconvenient parking area.</p> <p>By reducing the traffic that the parking adjacent to the beach is expected to carry the area can be better utilised as a world-class public open space. Think of a beach-side Green Point Park / Sea Point Prom / even Eden on the Bay. Do not let maintenance concerns discourage the decision makers in this process. There are significant property owners in the area who would certainly enter into an MOU with the City to assist with maintenance etc. There are smart people available who can develop systems to keep these spaces pristine. It could add to property values and public enjoyment of the place.</p> | <p>Informal traders 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; such locations may need to be shifted as the construction progresses.</p> <p>Parking 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>'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. 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>The gravel parking area has not been a "green open space" for many years and there is little to no change of rehabilitation.</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</p> |

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| | | | <p>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>Cameron, Ian iancam@iafrica.com</p> <p>Via Website</p> | <p>10/09/2022</p> | <p>Firstly I would like to say I am in favour of upgrading the Muizenberg beachfront. Of the 2 proposals put forward , Option "B" is the option that I favour as it is less invasive and would stand up to the stormy weather that occurs in this region. i.e. Waves and swells crashing over the steps onto the built up area. Other comments regarding the proposals are :1 if all sharp edges on the steps could be rounded. 2: The steps to be build such that they are not in a straight line but with curves . (Nature does not have straight lines) I would appreciate if my comments could be taken into account when the final design is drawn up. (Cameron)</p> <p>Firstly I would like to say that I am in favour of upgrading the Muizenberg beachfront. Of the 2 options presented I am in favour of Option "B" as it is less invasive and would stand up to the stormy weather experienced in this area. Other comments regarding Option "B" :</p> <p>1: If all the sharp edges of the steps could be rounded as sharp edges would be harmful and dangerous to young and old persons using the steps.</p> <p>2: The steps could be set in such a way that they are not in a straight line, but curve in and out , more inline with the natural curves of the beach .</p> <p>I appreciate the opportunity to raise my comments and trust that they will be considered.</p> | <p>Comments noted.</p> <p>Concrete revetment 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>Following public comment, the design of the steps has changed from sharp edges to rounded edges.</p> |
| <p>Carelse, Erin erin.carelse@acm.co.za</p> <p>Via Email</p> | <p>25/08/2022</p> | <p>I would like to include a write up in our next issue on the Muizenberg beachfront upgrades, and was hoping to get clarity on a few points please. My deadline is Monday at 10am.</p> <p>What exactly is meant by "formalising" the parking? Will that mean people have to pay for parking?</p> <p>What is meant by "ablution facility"? Does it mean public toilets or are there change rooms and showers there too? and why is it necessary to demolish the existing "ablution facility"?</p> <p>What will the "stepped revetment coastal protection structure" be made of and what will it look like and what environmental impact will it have?</p> <p>Is it at all possible for us to get an artist's impression? If possible could you give a bit more detail on how exactly the playground and recreational areas be "upgraded"?</p> | <p>Parking '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. 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>Ablution It is necessary to abolish the current ablution facility as it is in the littoral active zone and its foundations are being undermined by wave action. These are just the public toilets, not the change rooms and showers.</p> <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> |

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| | | | <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> <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>Artist's Impression Please refer to the preliminary landscape design drawings for the proposed locations. Latest 3D renders of proposed design are attached in the dBAR.</p> |
| <p>Carneson, Ruth ruth.island@gmail.com</p> <p>Via Email</p> | <p>26/09/2022</p> | <p>Good day</p> <p>Please see my attached comments for the proposed upgrades for Muizenberg beach.</p> <p>Thank you</p> <p>Kind regards, Ruth Carneson</p> <p><i>Attached document:</i></p> <p>25 September 2022 Ruth Carneson 3 Hastings Rd Muizenberg</p> <p>Comments on proposed upgrade to Muizenberg Beach Front I live in Muizenberg and walk along the beach front almost daily. I have been coming to Muizenberg beach since the 1950's. It is a place I love dearly both for it's outstanding natural beauty and it's unique character.</p> <p>On Wednesday 7 September I attended the question and answer session at the civic centre which I found useful. But I have come away with a number of concerns. I noticed on the day that residents felt they were being presented with a 'final option' and that 'stakeholder buy-in' to the process was somewhat tokenistic and expressed concern at the 'patchwork' approach to</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. 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 |

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| | | <p>development proposals, rather than a holistic, systems thinking approach to upgrading Muizenberg as a whole. Whilst it is acknowledged that resourcing is limited and thus the entire town cannot be upgraded at once (resulting in the need for phasing development), it would be useful for the authorities to articulate a wider vision for Muizenberg going forward.</p> <p>Historical/heritage aspects The proposed upgrade did not seem to take into account the unique character of Muizenberg beach front. The plans for the walkway looked aesthetically unappealing, they are very hard edged and would detract from what at the moment is unique and works well. Particularly with the colourful wooden benches that reflect the wooden beach huts and the soft natural look of the bricks.</p> <p>I am also very disturbed that it is proposed that the ablution block will be demolished. It is a unique heritage building and forms a unit with 2 other buildings with the showers in the centre and provides a valuable windbreak. It would be a great shame for the distinct character of this area to be lost with a pre-fabricated building acting as a replacement.</p> <p>There is also a need for an ablution block in that location as it is very central.</p> <p>I understand the reasons for wanting to demolish the building is that it is built on sand. But it has stood the test of time and has been there for many years. I am sure a better solution could be found than demolishing the existing building.</p> <p>It has also been proposed that the wall at the end with steps would be demolished. This would be a great shame as it forms a valuable windbreak.</p> <p>I strongly propose that a proper heritage assessment needs to be done in consultation with local people before any of the unique features of Muizenberg beach front are demolished.</p> <p>Windbreaks Muizenberg is very windy and as such it is important to provide windbreaks. The existing ablution block provides a wind break as well as the old wall at the end of Surfers corner. When there were more of the wooden beach hut they also provided a windbreak. The proposed upgrade does not appear to have taken the need for windbreaks into account.</p> <p>Reasons for the upgrade Climate Emergency It was understood from discussions with members of the project team that rising sea levels and a poor existing sea defence network are the primary drivers behind this engineering project. Ultimately, this means it is a development borne out of necessity to mitigate and future proof the town, its people and its businesses against the climate emergency. The messaging of this critical issue was notably absent from the consultation event and it would be prudent to ensure that in future this message is coherent. Many locals actively understand the issues and dangers that climate change presents to the future and a such are amenable to protecting it.</p> <p>Engineering</p> | <ul style="list-style-type: none"> Local indigenous plants in planters, including local initiatives to plant and maintain <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>Ablution The ablution facility will be located in the central plaza. It needs to be relocated because it is currently in the littoral active zone and its foundations are being undermined by wave action. It will rebuilt in its current architectural style.</p> <p>Wind shelter 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>Sea level rise</p> |

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| | | <p>The engineering response to the coastal erosion and sea level rise is at present functional but it fails to address the site specific context and ultimately does not illicit a contextual design.</p> <p>Soft landscaping A notable design feature that was absent from the initial concept drawings was any significant soft landscaping. Although such matters can be refined and added at later stages, integrating green infrastructure into the concept design is paramount if developments are to assimilate into their context- particularly given the history of surfers corner being located in the beautiful False Bay. It is clear that the current green grassed areas has failed- presumably due to the wind, relative lack of rain and sand. There are however more hardy coastal plants and shrubs that thrive in such environments, so this project can be an opportunity to upgrade the existing green infrastructure and also install some more.</p> <p>Accessibility (including disability access) It was noted that accessibility (for those who cannot necessarily/easily walk down steps) was to be located near the civic centre. However, this means any persons requiring such access to the beach would need to take the path indicated in blue below [if parking at the far end where disability access was indicated]. This appears to have the effect of making the beach less accessible for people with needs. Parents with pushchairs, disabled wheelchair users and frail members of the public would have a disproportionately long journey to get to the beach. Having some access at the south-west end as indicated in red below would circumnavigate this issue and provide fair and equitable access for all.</p> <p>Upgraded parking space This looked very smart. But two suggestions – an additional ablution block could work there but not as a replacement for the one on the beach front.</p> <p>Adequate lighting is needed for safety and security at night when people come to use the local restaurants.</p> <p>Disruption My other main concern is the disruption to local businesses and for beach users. For a period of a minimum of two years but most likely longer the beach front will be turned into a construction sight. This will severely impact the businesses in the area who are only recently beginning to recover from the Covid lockdown. It will also impact beach users.</p> <p>What thought has been given to this? And what guarantees?</p> <p>Public meeting There is a need for people to have their voices heard as a community. A properly publicized public meeting needs to be held where residents and beach users can voice their opinions and concerns and ask questions of a panel representing Cape Town City Council before any proposed changes are made.</p> | <p>The project cannot fully mitigate the impact of climate change with the proposed alignment in the long term as it is a large scale global problem, however the design is such that the revetment units can be reused and moved back when if required in future. Sea level rise is a driving factor behind this proposed development, and it has been taken into account in all design stages of the project. See subheadings “Scour protection” and “Coastal protection” under Section G (3.5) for further details on the contribution of the specialist coastal modelling studies on the coastal protection infrastructure design.</p> <p>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Sort 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>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 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. |

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| | | | <ul style="list-style-type: none"> • 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>Lighting Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p>Construction (disruption) The disruptions will be temporary in nature and kept to a minimum by constructing in stages as opposed to constructing over the whole site at one time. It is current estimated that construction will last 26 months. The 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 although construction work 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>Cartwright, John johnc@vanilla.co.za</p> <p>Via Email</p> | <p>08/09/2022</p> | <p>Dear Anathi</p> <p>I would like to thank your project team members for the presentation of your company's proposal in Muizenberg yesterday, and for their availability for discussion.</p> <p>I wrote some brief comments on the form provided, but I would like to follow up more fully on one element in the plan which I believe deserves serious reconsideration - that is, the proposed erasure of the headland with stone steps at the far West end of the beach.</p> | <p>Heritage (the Point) 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> |

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| | | <p>What does not appear to have been recognised (indeed, I'd taken it for granted myself until yesterday, when I realised that its existence is threatened) is that this local landmark is very much used and appreciated as providing a unique and sweeping viewpoint - along the beachfront, across the surf and along the coast towards Kalk Bay. It's a favourite lookout spot for people to lean against the brick wall or the railings (or, in wild weather, to sit in their cars as close to the railings as they can get) and chat and look at the view, especially when - as is often the case - there is a surfing competition on the go.</p> <p>By comparison, the proposed extended terrace/path would be - with all due respect to your team's professionalism - a sadly bland alternative. The headland is an irreplaceable public asset.</p> <p>This is also a matter of heritage. Far from the city centre, facing south and harassed by the southeaster, Muizenberg will never be chic à la Camps Bay, but it has a unique sense of place, deriving from its unusually close juxtaposition of mountain, village and sea, the 'natural' and the built environments, the rough and the elegant. The artificially constructed headland and steps represent an important element in that history, image and aesthetic, and are an integral part of the beachfront seen as a whole.</p> <p>Will you kindly forward these comments to the members of the design team? Thank you. I am of course available for any further discussion</p> <p>John Cartwright 082 874 4320</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>Cartwright, John johnc@vanilla.co.za</p> <p>Via Email</p> | <p>27/09/2022</p> | <p>To whom it may concern</p> <p>I have previously sent comments on the proposed reshaping of the beachfront (addressed to Anathi Skweyiya, on 9 September). I have since then thought further and had conversations with a number of residents and visitors and wish to withdraw my earlier comments. I have come to the conclusion that the proposed plan is both unnecessary and undesirable and, if carried through, would amount to unjustifiable expenditure of public funds.</p> <p>I strongly support the clear and succinct comments sent to you by Janice Parry-Davies (copied below). I have lived in Muizenberg for the last 26 years, and have been active in civic affairs, including membership of the executive committees of the Muizenberg Improvement District and the Muizenberg Community Watch.</p> <p>John Cartwright 082 874 4320</p> <p>TO WHOM IT MAY CONCERN</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 |

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| | | <p>I have lived at the complex of 24 Beach Rd, Muizenberg since 2005 across the road from the beach. My family uses the Beach Front daily.</p> <p>I attended your Open Day and have reflected on the proposals.</p> <p>It is my family's clear perspective that the ONLY proposals that are relevant would be:</p> <ol style="list-style-type: none"> 1. Pave the large, gravelled parking area on the west side of the Beach Front 2. Create 2 wheelchair ramps on either side of the existing Ablution Block - there are currently 2 sets of steps on each side - I have limited mobility and find the Beach Front accessible apart from these. 3. Use the funds available for <ul style="list-style-type: none"> • any upgrades needed to the existing Ablution Block • refurbishments to the first set of Beach Cabins on the East side of the Pavilion • any other infrastructural upgrades needed 4. No other work needed <p>I trust this will be considered with the other submissions.</p> <p>Sincerely</p> <p>Janice Parry-Davies</p> <p>082 398 5171</p> <p>24 Beach Rd, Muizenberg</p> | <p>inefficient use of space. This reduction in maintenance has been exacerbated by the increasing pressure of the very high public use of the area</p> <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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Accessibility</p> <p>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 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 wheel chair. 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>Ablution upgrades</p> |

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| <p>Cartwright, John Johnc@kamika.co.za</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Do not remove the artificial headland with the stone steps- it's very much part of the history and character of the Beach Front. Ablution block to be in the centre, next to the railway line. If there is guarantee that the grass section will be properly watered and maintained, rather use artificial stuff as in Fish Hoek.</p> | <p>It is not feasible to upgrade the current ablution facility as it is in the littoral active zone and its foundations are being undermined by wave action. It needs to be demolished and rebuilt further back out of the way of the waves.</p> <p>Heritage (the Point) 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 to 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>Ablution The ablution facility will be located in the central plaza, as it was deemed, after public comment, that the proposed location by the railway line was too far away.</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 be 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> |

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| | | | See the "Soft Landscaping" subheading along with Figure 8 under Section B (4.4) of the draft Basic Assessment Report for further details. |
| <p>Cassel, Lyntun lyntun@aspirit.co.za</p> <p>Via written comments at the Open House</p> | 07/09/2022 | <ol style="list-style-type: none"> 1. Parking considerations during build phase: Consider vacant parking area on Sidmouth Road as overflow. 2. Prefer option A with central ablution. | <p>Parking (plan) 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. '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. 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>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.</p> <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the 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.</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> |
| <p>Chalton, Ivor ive.chalton@gmail.com</p> <p>Via Website</p> | 20/09/2022 | <p>Whilst I support the upgrading of public spaces, I feel that:</p> <ol style="list-style-type: none"> 1) The existing car parks in the area are more than sufficient, and we don't need more cars in an already very crowded and populous beach 2) A big slab of concrete could not be uglier, less environmentally harsh, and quite frankly ugly. If this is going to be forced through, please ensure that there is at least space for some vegetation in your concrete abomination | <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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| | | | <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>Parking 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 indigenous 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 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 are 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</p> |

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| | | | <p>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> <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>Chisholm, Lea lea.chisholm@yahoo.co.za</p> <p>Via Website</p> | <p>21/09/2022</p> | <p>I appreciate the City's attention to this space, especially towards creating a universally accessible space. I appreciate the addition of the ramps and 3x extra disabled parking bays.</p> <p>What I definitely do not like is the formalisation of the gravel car park. I do not believe that this should be a car park at all. I do want to see that space become something, but DEFINITELY not a car park. My reasons being:</p> <ol style="list-style-type: none"> 1. There is already so much traffic congestion surrounding the beach front car parks. Traffic gets backed up all the way from the Checkers traffic lights! Adding more parking infrastructure just encourages more congestion. It's an unsustainable solution to Cape Town's traffic/transport crisis. I live perpendicular to the main road by the cross over to the beach and I sometimes get caught in this traffic trying to leave my house. 2. This congestion creates dangerous spaces for pedestrians, especially children and the elderly, who both frequent the space 3. The private car is an exclusive vehicle. We should not be encouraging its use. 4. More cars = more greenhouse gases. We should not be incentivising cars. 5. TOO MUCH CONCRETE. It looks terrible. <p>Therefore, I do not believe the construction of an additional car park is in line with Cape Town's IDP: "inclusive, safe, sustainable, efficient and resilient"</p> <p>Instead of a car park, we could:</p> <ol style="list-style-type: none"> 1. Maximize on existing car parks in the area. There is so much parking already. Just a few 100m up the road, by the water slides and Muizenberg Sunday | <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 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</p> |

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| | | <p>market. Of course, there is also the parking over the railway by the striped horse, and the underutilised parking by the bridge [on the beach side], with a street linking this car park to the beach directly.</p> <p>2. Incentivise using other modes of transport. This area is frequented by cyclists. Create safer roads for them. Link the M5 to the beach via cycling lanes. Rather than formalising a car park, formalise the bus stop, and plan for the integration of MyCiti, even if its connection to Muizenberg will only happen in 10 years. We need to plan for the future! [and cars are not the future, they are the past]. Plan for the increased use of the train station. The forecourt in front of the train is underwhelming. It is not holding activity at all. It's just an empty piece of concrete adjacent to a car park. It needs beauty - a sense of arrival. Perhaps the design can cater for informal vendors in this space, to create some activity [and therefore safety]. Informal vendors do exist here - give them some thought. There needs to be a better connection between the train station and the beach.</p> <p>3. Provide the 3x additional parking bays in the existing parking bays in the existing beach front parking. This parking should be reserved for those who need it most.</p> <p>4. Instead of just concrete, add some landscaping. I see you have noted the beautiful coastal vegetation by the north-eastern side of the parking. Maybe integrate that into the walkways according to desire lines. There is too much concrete on the "3m" wide walkway. In some parts [on the north-eastern entrance to the beach, adjacent to the first traffic circle upon entering surfer's corner, adjacent to the existing coastal vegetation] it looks like 6m wide concrete walkways! Too much concrete. It will look far too big and hard. Perhaps its too early in the design stage and you have not integrated this yet. I see you are consulting with landscape architects. Play with the interface between soft and hard finishes.</p> <p>Other comments:</p> <p>1. I prefer design A - keeping the shark spotters and Waves for Change in the existing buildings. They need a central connection to the sea, physically and psychologically - they are both very important organisations on this beach front. Design B makes them look like an afterthought, tucked behind the parking lot. The new bathrooms look very large - why do they have to be so large? Surely not. The current ablutions look far smaller. The new ablutions are blocking so much connection between the retail and the sea [don't get me wrong, I believe they should be located here, centrally, for safety reasons and accessibility reasons - just not so big]. Their design also does not seem to fit in with heritage aesthetics of the surrounding buildings [perhaps this is again just because the design is in its early stages]</p> <p>2. The existing "lawns" are not used much, except for dogs to poo on. I think its because in summer the grass dies and becomes hard on one's feet. Perhaps this can be upgraded to coastal vegetation to offset the built environment with natural environment. I see in the section, it already reflects this, but not in the plans. The grass is unattractive, difficult to maintain [because it's not indigenous] and underutilised as it exists right now</p> | <p>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 are 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> <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>New ablutions</p> <p>Following the public comments received, the proposed ablution building is located landward of the 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.</p> |

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| | | <p>3. please don't make the playground bright blue. After a couple of years it will look terrible.</p> <p>4. I LOVE the rideable surfaces! Skateboards and BMX bikes are used a lot in this area. I appreciate them being noticed and their needs acknowledged. 5. Please note, the text on the last page of both proposals is illegible Thank you for the smooth feedback process</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> <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Playground 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>See the "Playground" subheading along with Figure 6 under Section B (4.4) of the draft Basic Assessment Report for further details on the design of the playground.</p> |
| <p>Church, Sydney sydneychurch01@gmail.com Via Website</p> | <p>07/09/2022</p> | <p>As a resident in muizenberg, I am against the proposed increase in parking space, which will impede on the beach space at muizenberg beach. For one, we should prioritise other things in the budget such as public transport access to muizenberg, or cycling lanes, and not the number of cars that can park on the sea front. The increase in cars will ruin the cultural feel of the seafront and also have a negative impact on the environment, with more car waste pollution going into the ocean, and more concrete covering a natural environment which I upon interrogation you may find will affect the future ability of the sea front to adapt to rising sea levels. On a personal level, I am also a regular walker on the muizenberg beach front, and I am concerned that this concrete will impede my access to walk along the beach front on the sand, particularly at high tide. From the image it appears that this will be the case, with the concrete extending right over the sand and at some parts into the sea. As a surfer I'm also concerned as to how this will affect the sand banks and the waves.</p> <p>I wonder how the prioritisation of increased parking even came to be on the agenda for the 'improvement' of muizenberg beach, when myself and many</p> | <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</p> |

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| | | <p>other community members would not have categorised this as a priority or an improvement. What is it that is being achieved with this? Is it accessibility? If so I don't think that this is the way. Only the most privileged people have cars and increasing access via public transport would be more valuable. This plan should not go ahead without considering the environmental (present and future) impact of this decision (particularly given rising sea levels) and as well as the social effects it will have on a community which utilises the sand beach front on a regular basis.</p> | <p>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>Ocean dynamics As per the PRDW Specialist Coastal Modelling reports, the proposed replacement of the existing wooden revetment with a concrete stepped revetment as coastal protection is not expected to influence the sediment dynamics, offshore sandbanks and surfing conditions differently than the existing coastal protection structures. The project design considers climate change and sea level rise in the design of the coastal protection.</p> <p>See Section G (3.5) for a summary of the specialist coastal modelling studies. Additionally, the full reports can be found in Appendix G.</p> <p>Please note that during construction, temporary berms will likely be constructed seaward of the existing sea wall to serve as temporary coastal protection, any effect on the nearshore hydrodynamics caused during the construction is limited to the construction duration and to the area of work. Work will be executed in a sequence and thus only portions of the beach will be affected at a time and not the entire beachfront at once. Any effects are thus temporary of nature.</p> <p>Parking 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 indigenous 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 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</p> |

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| | | | <p>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 are 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 (Objective 10.2A) 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> <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>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour</p> |

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| | | | protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard. |
| Clampett, Jeremy +27 83 280 0228 Via WhatsApp | 22/09/ 2022 | With regard to the proposals at Muizenberg, I would like to add my name to those in support of the 'Call to start over again' which are week thought out objections. Kind regards. Jeremy Clampett. | Please see page 1 for response to: COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER |
| Cleghorn, Thomas Thomas.cleghorn@gmail.com Via Website | 22/09/2022 | Requested to be registered as an IAP. | You have been registered as an interested and affected party. |
| Cleminshaw, Martin cleminshaw@gmail.com Via Email | 04/09/2022 | Please register me as an interested and affaected party, thanks Martin Cleminshaw | You have been registered as an interested and affected party. |
| Cleminshaw, Martin cleminshaw@gmail.com Via Website | 31/08/2022 | Good Day, Please include in your work the design of flood mitigation to the east of the proposed works. 1. the area east down to strandfontein will need to be protected from flood due to climate change 2. the coastal road up until strandfontein already floods at springtide , a plan will be needed for that thanks for your good work | Strandfontein Strandfontein is an active capital project. |
| Cohen, Geoff geoff@dydx.digital Via Email | 20/09/2022 | Please could you give me further information on what the future plans are for the Muizenberg upgrade - are there any detailed sketches or rough plans on the table that can be further evaluated? | 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 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. Public coastal infrastructure and services at Muizenberg are in decline as: <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 |

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| | | | <ul style="list-style-type: none"> • 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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Please see the draft BAR for pictures and sketches.</p> |
| <p>Collins, Heather Heather.collins@openmail.co.za</p> <p>Via Website</p> | <p>21/09/2022</p> | <p>I support the "Call to start over again"</p> <p><i>Attached document:</i></p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER AGAIN</p> <p>Catherine Kell (Kalk Bay resident), with Karl von Holdt (Muizenberg resident) and Judy Favish (Muizenberg resident)</p> | <p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBERG BEACHFRONT: A CALL TO START OVER</p> |
| <p>Concor, Devon devonconcar@gmail.com</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>More foliage and shade is needed in the large parking area planned to be formalized.</p> | <p>Parking (plan) Locally indigenous vegetation will be used to soften parking areas, buildings and infrastructure.</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.</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 be used where applicable.</p> |

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| | | | <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>Conradie, Willem Stefaan cnrwil004@myuct.ac.za</p> <p>Via Website</p> | <p>22/09/2022</p> | <p>The maintenance and upgrading of public amenities in Muizenberg is welcome, particularly the planned universally accessible promenade and improvements to access to the St James coastal walkway. However, the apparent otherwise near-exclusive focus on automotive traffic, at the cost of public transit, pedestrians and other vulnerable road users is disappointing. The plan suggests a lack of interest in the well-being and safety of the less fortunate members of the public and a lack of concern regarding sustainability, biodiversity and equity. It is perhaps unsurprising, however, given that only engineers and no urban planners or ecologists appear to have been involved in the plan. This is concerning as it would appear to reflect a lack of innovative urban design thinking within the City, which is critical both in relation to reducing Cape Town's climate and environmental footprint and addressing the extreme inequality that characterises the City. Each such project is an opportunity to think inclusively and sustainably and that is particularly the case here, with the iconic Muizenberg railway station right next to the area.</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 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>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> |

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| | | | <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 indigenous 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 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 are 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 (Objective 10.2A) 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,</p> |

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| | | | <p>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> <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>The City of Cape Town Coastal Management, together with the appointed professional team, including the Environmental Assessment Practitioners, have provided inputs into the proposal where relevant.</p> |
| <p>Conway, Damian damianjconway@gmail.com</p> <p>Via Website</p> | 28/08/2022 | Requested to be added as an IAP. | You have been registered as an interested and affected party. |
| <p>Corbett, Peter pjcorbett15@gmail.com</p> <p>Via Email</p> | 26/09/2022 | <p>The MID Board are meeting tomorrow and would like to make an input. Will you accept this slightly late submission?</p> <p>Many</p> <p>Peter Corbett Chair Muizenberg Improvement District</p> | The commenting period closes for the initial public engagement. However, an opportunity to once again comment on the Basic Assessment Report will be made available and you will be notified accordingly. |
| <p>Craemer, Adam adam.craemer@hotmail.com</p> <p>Via Email</p> | 08/09/2022 | <p>Hi,</p> <p>Could I get some more information on this upgrade please? I'm after the proposed plans.</p> <p>Thanks in advance.</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 |

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| | | | <ul style="list-style-type: none"> • 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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Please see the draft Basic Assessment Report for specific details on the project.</p> |
| <p>Crosby, Charles charles.crosby@capecf.d.co.za</p> <p>Via Website</p> | <p>26/09/2022</p> | <p>My principle concern with the planned upgrade to the Muizenberg beach front is that it perpetuates the use of prime sea-front areas for parking cars. I understand that it is the stated objective of the city to promote non-motorised transport. That policy is not compatible with dedicating such valuable public land to the mundane purpose of parking private cars. Developments in many different parts of the world have shown that removing the parked cars and making the area available for various public purposes (open-air restaurant seating, pop-up food stalls and shops, markets, picnic areas, bicycle parking, green areas, etc.) provides benefits to a far greater number of people and small businesses. People will still find alternative ways such as train, bus, taxi, ride-sharing or bicycles to get to pleasant areas if the parking is removed. Since these are exactly the forms of transport that the city would like to promote, it is unthinkable to undermine them by simply providing so much private parking.</p> | <p>Parking 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 indigenous 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 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</p> |

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| | | | <p>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 are 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 (Objective 10.2A) 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> <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>Crossely, Sandra sandycrossley@gmail.com</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Muizenberg is 250-300 yrs. old. It has old and diverse architecture and is a quaint historical village.</p> <p>The proposed beach front upgrade is too modern, shows no character, shows no sensitivity to history and shows no integrity regarding old world charm. I would like to see something more in keeping with Muizenberg, not another glitzy Camps Bay!</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</p> |

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| | | | <p>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 • 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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Character (aesthetics)</p> <p>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> |

| Comment by | Date received | Comments/Concerns/Questions | Responses |
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| | | | <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> <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>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> |

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| | | | <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>Croswell, Darren darren@GDProps.co.za</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Option B -Ablution block there is prime for vandalism on new paved parking is there no way to incorporate greenery seems very concrete. Perhaps a flower bed along the wall and on curbs e.g., where the light grey triangle is shown.</p> | <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the 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.</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> <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>Cummings, Rushda rushda.cummings@capetown.gov.za</p> <p>Via Website</p> | <p>25/08/2022</p> | <p>I wish to request further information on what exactly will be done. It is restrictive to expect the community to attend an open day where project information will be provided. Project information should be made available when the public participation period is open. This provides for only a few comments and is very discriminatory.</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 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 |

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| | | | <ul style="list-style-type: none"> • 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>All background information and project motivation document (i.e. Project Charter and Project Scoping documents) were presented to subcouncil, who support the proposed project. Following completion of the feasibility stage, the outcome was presented to Subcouncil 19 and the technical report circulated to all relevant line departments for comment.</p> <p>Please see the draft Basic Assessment Report for details on the project. A 30-day comment period will follow the publication of the draft BAR.</p> |
| <p>Czech, Sasha Sashaczch7@gmail.com</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>The rich heritage of Muizenberg's built fabric should be protected and celebrated rather than watered down and covered up by bland concrete slabs.</p> <p>Muizenberg needs context- specific design that reflects its rich history and eclectic built fabric. This can be achieved through better material choices. Plain concrete is wrong material choice for this context. The existing design could be improved significantly if it simply adds in some local sandstone and incorporates / re-uses the stone that will become available when the existing historical steps are demolished.</p> <p>The proposed concrete revetment is bland, characterless and will ruin Muizenberg's surfers' corner soulful, life filled eclectic atmosphere that we (and many tourists) know we love.</p> <p>In addition, please hire a heritage practitioner to design the new toilets.</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 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>Character (aesthetics)</p> |

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| | | | <p>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> <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. |

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| | | | <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>Ablutions The new ablution facility will be built in the same architectural design as the current ablution facility.</p> |
| <p>Czeeh, Anthea Kgcza1@gmail.com</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Steps proposed at surfer's corner: The concrete steps to the sea lock have +stenle. I suggest adding stonewall , a ken lo the current surfer's corner. Also, any rock there is exposed in the construction be used as features in the step wale.(e.g. like Jagers walk in fish Hoek). Perhaps leave some of the current surfer corner voek as a "memento".</p> | <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> <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> |

Comments by interest and affected parties with surnames starting with D (pages 56 – 87)

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| <p>da Cruz, Cassandra cassandra.dacruz@gmail.com</p> <p>Via Email</p> | 03/09/2022 | <p>To whom it may concern,</p> <p>I hope this email finds you well.</p> <p>As a Capetonian and frequent Muizenberg visitor, I would please like to voice my concern that the planned project gives prime development space to a parking lot. This seems like an inappropriate usage of that area, given the amazing potential to use it for a recreational or business space. This is a great example of the city putting motorists before community or economic benefit.</p> <p>I would like to see this plan ditch the parking lot in lieu of a space that can be used by hundreds of beach goers, not just a few dozen car owners who will leave their cars to stand there for 99% of the time they are visiting the area. We know Muizenberg is frequently visited by many residents from surrounding areas that travel in by bus, taxi or train, not by car. This plan prioritises a privileged few.</p> <p>Best wishes Cassandra da Cruz BSc Engineering (Chemical) UCT za.linkedin.com/in/cassandradacruz +27 79 899 6192</p> | <p>Parking</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 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 and no new areas will be used for parking.</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>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>Dade, Glendyr gdade@glendyrdadeproperties.co.za</p> | 30/09/2022 | <p>Dear Peter</p> <p>I have finally read your email to the end and completely understand the sentiments expressed - it is very true that many people living and working in the area have no idea what 'we' as Muizenberger had to live through and what you</p> | <p>Character (aesthetic)</p> <p>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</p> |

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| <p>Peter Wright p1148w@gmail.com</p> <p>Via Email</p> | | <p>and other residents in the village contributed to in the upliftment and revitalisation of Muizenberg for which we thank you.</p> <p>Warm regards</p> <p>Glendyr</p> <p><i>Forwarded emails:</i></p> <p>Hi Peter,</p> <p>Thank you for your detailed email and efforts, the service provider that is collecting all information is Tarryn Solomon, please forward your suggestions to her on comments@infinityenv.co.za or call her on 021 - 834 1602 079.</p> <p>Regards Izabel Sherry on behalf of Cllr Aimee Kuhl</p> <p>Ward Assistant to Councillor Aimee Kuhl</p> <p>Dear Sir/Madam,</p> <p>Writing as a Muizenberg businessman, with a retail shop of 51+ year's standing, as well as the owner of five prominent commercial properties around the town, I feel that I am probably more qualified than most to comment on the proposed beachfront upgrade.</p> <p>In short, I am not happy with it:</p> <p>I am on record, as interviewed by the Daily Maverick, that my feelings towards the current proposal is that it is a shoddy attempt by the Council to put out a "whatevah" kind of development, with no regard to the character of this special place. There is nothing about it that tunes into the fact that the 'berg is a Special Heritage area.</p> <p>It was never the Council that pulled Muizenberg out of its horrendous, crime-ridden decades-long slump. It was myself, together with a small band of concerned property-owners, who kept the faith and, with courageous investments in the suburb and plenty of hard work, managed to turn it around. I cannot imagine that investors, such as Faircape, would have even contemplated Muizenberg as an investment opportunity, without the many years of groundwork put in by us property-owners who decided to make a difference.</p> <p>It is a great aggravation to me that Council, generally, seems to work contrary to improving the area. Far too many Council-owned properties, which were designed for community use, have been "abused" as Council offices. The obvious ones being the Traffic Department, the Park, the Burger Strandhuis, both</p> | <p>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> <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> |

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| | | <p>bowling clubs and their worst of all being the Pavilion, which should be readily-available to the community for use. It is ill-maintained; the letting, as experienced by myself and several friends, was a circus of incompetency; the restaurant and kiosk could/should be profitably let to experienced and able tenants, to run a coffee/light meals type of business upstairs and a refreshment kiosk below. Instead, they appear still to be Council offices, with no particular reason why they even need to be situated there. This is long after The Slump, which might have rendered them unlettable at that time. Muizenberg Beachfront is more often busy than not nowadays. It is not as tho' having management of some form in these premises even contributes to the complex being kept in tip-top condition. What happens in the "Community Hall" is either nothing, or a closely-guarded secret. Even such basic amenities as public toilets are run according to convenient hours of opening for Council staff, rather than when they are actually most-needed by the public.</p> <p>With all this in mind, when I look at the beachfront proposal, I do not relate to it at all. Not because I am a "grumpy old white man", as suggested in a comment made (by someone, who probably neither knows me, not what I have contributed to the place, which he may now love to visit because of its "character") in reference to a CapeTalk discussion on the subject, but simply that the proposal says "NOTHING". It is totally without history, totally without personality, and totally NOT "Muizenberg". Muizenberg is not just another beachside suburb. It had a Battle, which changed the course of history in South Africa. It was such a popular resort, that the second Pavilion was one of the most expensive beachside pavilions IN THE WORLD. Do the folks working on the project even know that Muizenberg was rated, by National Geographic, as "One of the World's Great Surf Towns"? To me, the proposal's acknowledgment and commitment to this history seems limited to "Jaaaa well, we'll keep a bathing box or two and do a replica ablution block somewhere else". Deep stuff...must have taken some real thinking outside of the box, that's all I can say!</p> <p>Bearing in mind that most of those working on the project appear to be too young to even relate to the decades-in-the-brewing "vibe" of the place, with whom did they consult? Not any of the people who contributed to the renaissance of the town, as far as I have ever heard.</p> <p>I think the project needs to go back to the drawing board, with input from the local Historical Conservation Society, as well as several business people and property-owners, who have persevered, over many years, and made Muizenberg work again. Surely, we must know more about what is needed, is desirable for the area, and will work in Muizenberg than someone simply with a town-planning qualification?</p> <p>We are not wanting to force a pre-determined path, but would like the money, time and effort spent on this project to result in an "upgrade" to be proud of.</p> <p>Yours faithfully,</p> <p>PETER WRIGHT</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>Heritage 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>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 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</p> |

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| | | | coastal modelling and other site investigations, is required to ensure the beachfront is maintained and physically supported to preserve the precinct. |
| <p>Dade, Glendyr Talbot gdade@gdprops.co.za</p> <p>Via Website</p> | | <p>We as a community would like to be sure that our local beach which is used by families from far and wide as well as international visitors is protected for the generations to come and not turned into a concreted space as we do not want to lose the essence of what has created the wonderful community of Muizenberg and all it has to offer, which of course includes the wonderful iconic beachfront as in surfers corner.</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 • 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>Beach reclamation</p> <p>There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the</p> |

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| | | | beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard. |
| <p>Daniels, Nicole nicole.daniels@uct.ac.za</p> <p>Via Email</p> | 26/09/2022 | <p>Hi there, The proposed upgrade does not make allowances for or grow people's access to or use of existing public transport.</p> <ol style="list-style-type: none"> 1. Connect the upgrade to an upgrade of the Muizenberg train station, with better access from the trains to the beach. Make this safer - better lighting, better policing, and better signposting of pedestrian access from main road under the tunnel to the beach. At present the tunnel under the train line is under utilised as is the parking that is already there. 2. Make a dedicated bicycle parking area to encourage more people to cycle to the beach 3. Less emphasis on more concrete. In the pictures all I see is a concrete jungle. Where are the trees, the areas for folks to sit under trees for shade and eat their picnics out of the sand and the wind. More public spaces to sit and enjoy the view, to watch the ocean and hang out also increased the safety of the area and makes it more hospitable. 4. Utilise better the existing car parks - for example at the water slides, and ensure that the walkways extend all the way till there so that people can park there and easily walk along a well kept pedestrian walkway. At present its the safety issue and the fact that there isnt a beach front walkway that connects surfers corner with this parking by the vlie atht prevents folks from using it. 5. At present there is a syndicate stealing cars at Muizenberg beach. Will the upgrade sort this out? I dont think so! There needs to be better policing and better public areas where folks can congregate with benches and grass and flowers and trees so that there are more eyes on and around the already existing parking lot. 6. WARNING - when the Glen Cairne parking lot was paved and an ablution block built (without public consultation) two third of the parking bays that folks used were LOST. Paving the existing informal parking REDUCED rather than increased the amount of parking bays. It also further hindered the flow of traffic rather than improved it. This is important because traffic flow has been hindered at the entrance to muizenberg beach by an island that blocks traffic by being overly prescriptive. We see this too often where more concrete is poured into our public spaces. We need to be strategic about what money is spent and for what purpose - is it to improve the flow and movement of people and cars or to further constrict movements and prescribe people and cars movements? For example a circle instead of an island would have allowed for better flow - making free turns for cars turning left instead of building up concrete on corners that pedestrians don't even use. 7. More openness and accessibility is good 8. More car parks are good, but not at the expense of better designs that improve what is already there, enhance the flow and movement of people - not further restrict. Take care to improve the beauty and peoples enjoyment of their natural heritage by planting trees, more park benches, walkways, bicycle tracks, skateboard parks and gyms that lend themselves to use of people from all different walks of life. Better capitalise on existing spaces and improve public access in the public | <p>Security Current security patrols will continue and will be increased if required.</p> <p>Area lighting is included and will be provided for the play area, central shower plaza, western and eastern parking areas as well as along the promenade. The beachfront will be lit to a minimum of a B1 classification of lighting.</p> <p>The Station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and it's heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <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> <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</p> |

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| | | <p>transport and renewable forms of energy are prioritised in the green spaces we want built.</p> <p>Thanks Nicole</p> | <p>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>Parking 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 indigenous 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 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> |

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| | | | <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 are 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> <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>Davies, Geoff Geoff.davies@safcei.org.za Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Please don't do away with the present steps at the west and near the railway station. And do we really need that large circle that takes up a lot of room. Maybe make it the chatting area. An example: Also, the Kalk Bay parking opposite the church has a good parking area with milkwood's. Plant Milkwood's! The present circles garden areas does not work. The garden does not work so plant milkwood's! (I repeat!)</p> | <p>The Point 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</p> |

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| | | | <p>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>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>Davies, J Parry Janicepd1@gmail.com</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <ol style="list-style-type: none"> 1. Do not push back the parking in front of the railway lines . 2. Just pave the existing gravel parking -we are short of parking. 3. Keep the Gazebo. 4. Beach Huts fine in 2 clusters 5. Ablution block can be demolished if the 2 existing waves for change & Shark spotters are used for ablutions = plan B . 6. No new ablution blocks to be constructed behind these. 7. Problem- where to locate waves for change & Shark Spotters effectively. | <p>Parking 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 indignous 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 areas (walkways and road way) and the addition of services such as area lighting and surface storm water drainage. In oder to retain and enhance the character of the Muizenberg Beachfront these formalised parking areas will be surfaced with the same material that existitng 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> |

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| | | | <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 are 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> <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>New ablutions Following the public comments received, the proposed ablution building is located landward of the central shower plaza in close proximity to the existing, next to the beach</p> |

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| | | | <p>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.</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> <p>NGO buildings The value of the NGO's in the beachfront is acknowledged and valued. The existing NGO buildings remain, Shark Spotters will keep operating from its current location. The City seeks to improve universal beach access and therefore the proposed design however intends to repurpose the existing Waves for Change buildings to facilitate universal beach and surfing access and related NGO's. The building will be used to enable the large, cumbersome beach access mats to be stored at the top of the proposed beach access ramp for easy daily use as well as storage of beach access wheel chairs and other adaptive surfing equipment. The building will also serve as an operational base for related NGO's. A new building to facilitate the operations of Waves for change will be constructed around the central circle area providing similar facilities close to easy drop-off facilities and NMT routes. This has been discussed with and agreed on with the Waves for Change. The existing NGO function and additional NGO services will continue to play an important role in the community and are supported by the City.</p> <p>The new building will also follow and suit the existing architectural language of the existing buildings.</p> <p>See the "Buildings" subheading along with Figure 2 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> |
| <p>Davies, Rate kate@safcei.org.za</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <ul style="list-style-type: none"> • Thank you for the opportunity of voicing the proposal. My biggest concern is the sterile nature of the wooden parking lot-There is a lot of wooded space within parking lot. What about stone planting boxes, with coastal fynbos and aloes (see parking lot in Kalk Bay opposite Holy Trinity Church. There is also too much road. • What about turning old station signal box into a coffee shop with a small precinct around it in the parking lot. This will draw some focus away from densely used area in main Beach Front. • The circle is currently wooded space. Plant local flora there. All the parking is so hot and sterile. | <p>Parking '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. 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> |

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| | | | <p>The station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and its heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce and vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 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>Davies, Thandi thandi.davies@gmail.com</p> <p>University of Cape Town</p> <p>Via Website</p> | <p>23/09/2022</p> | <p>I prefer Option B.</p> <p>However, I would like to object strongly to the replacement of the current tar parking lot (8) with concrete. We are in a time of environmental crisis and rising temperatures, and so 1) removing current acceptable tar and 2) replacing with concrete which absorbs heat and is environmentally destructive to create, seems absurd in this time and age. Surely the COCT can create a far more environmentally friendly surface that includes trees and grasses, and bricks (which are more sustainable), would make more sense?</p> <p>In addition, the space could be used for public transport and bicycles, to encourage greener forms of transport, and have areas for sitting and meeting rather than simply a huge car park. The access to surfers' corner is already hugely congested, so adding further parking bays right at the end of the corner makes absolutely no sense and will only increase congestion and encourage MORE cars rather than fewer cars.</p> <p>Thank you for providing the opportunity to comment.</p> | <p>Comment noted.</p> <p>Parking 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 indigenous 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 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</p> |

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| | | | <p>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 are 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>Davis, Stephen sjdavismail@gmail.com</p> <p>Via Website</p> | <p>19/09/2022</p> | <p>Greetings,</p> <p>I acknowledge the City's efforts and commitment to upgrading an area that I not only make frequent use of myself, but also as a resident of Muizenberg, supporter of the local businesses, and a practitioner (and former adviser to the City) working on sustainable urban development.</p> <p>I appreciate the need for ensuring the structural integrity of the beachfront and associated infrastructure, and I also believe that the proposal can be executed in a manner that is more in line with the City's own Climate Change Strategy (and Action Plan) (2021), Integrated Transport Management Plan, Cycling Strategy and its efforts and policies to promote non-motorised transport. In this regard I feel that this recent article in the Daily Maverick (https://www.dailymaverick.co.za/opinionista/2022-09-19-upgrade-of-muizenberg-corner-beachfront-a-once-in-a-generation-opportunity-to-create-a-great-public-space/https://www.dailymaverick.co.za/opinionista/2022-09-19-upgrade-of-muizenberg-corner-beachfront-a-once-in-a-generation-opportunity-to-create-a-great-public-space/a) articulates a much more sensible approach to the upgrade and would strongly suggest that the advice therein is taken into account. I understand that dealing with the City's transport challenges is no simple task, but the type of infrastructure we develop now can and will set the tone for a future that much more public transport and non-motorised transport-oriented than the business-as-usual approach. Create more of a destination (than a parking lot) through the upgrade, and then work closely with your very competent colleagues in Transport Planning to generate a long-term access solution to Muizenberg and other recreational areas that is dependent on anything but private motor vehicles</p> <p>Please be bold and do things differently - respect the people, not the privileged few who have access to private motor vehicles.</p> <p>Thanks Stephen</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>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>Policy <u>NMT</u> The Southern Suburbs District Plan classifies Muizenberg Beach as a Coastal Destination Place and highlights that a key concern is to retain public access to the beachfront. Since Muizenberg Beach is of metropolitan significance, it should be accessible to those living throughout the Metropolitan Area. The beach is accessed by non-motorised transport (cycling, skateboards, scooters, running, walking and paddling), public transport (railway, the Golden Arrow Bus service as well as taxis) and the private car. Although it is outside the scope of this project to improve the NMT and public transport system to the site, the project aims to consider the implications of the existing networks</p> |

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| | | | <p>and potential future enhancements as well as improving NMT movement through the site and access to public transport facilities from the site.</p> <p>The project responds to the NMT strategy's policy statements in the following way:</p> <ul style="list-style-type: none"> ○ People are granted reasonable access to the beach ○ The safety of NMT users is prioritised by reducing conflict with vehicles and giving preference to cyclists and pedestrians ○ NMT users' needs are prioritised over that of the motorists by retaining all NMT routes at grade and requiring vehicles to ramp up to cross NMT routes ○ Muizenberg is Cape Town's flagship universal access beach and as such every attempt is made in the design to ensure that all walkways are universally accessible. ○ The accessibility of the beach is improved from a pedestrian and cyclist perspective by ensuring direct links to other NMT routes as well as continuous access to the beach along the promenade. <p>The parking area (along the railway line) to be resurfaced will be designed as such that it doubles as a public space for the use of events such as night markets.</p> <p><u>IDP</u></p> <p>In accordance with IDP objective 10.2.A the project will ensure public access to Muizenberg Beach for residents across the City by</p> <ul style="list-style-type: none"> • creating safe and generous links for users from the beach to the train station and bus stop and between the bus stop and train station (IDP Objective 12.1.A); • ensuring that the promenade links with NMT facilities around the site, including the proposed class 4 NMT facility along Atlantic Road, the York Road connection to the mountain, the connection with the elevated promenade and the Coastal Walkway to St James; • retaining the status quo with regard to parking. <p>In accordance with IDP Objective 13.1 NMT links will include traffic calming measures, lighting and be universally accessible. By improving access to public transport and improved linkages to NMT facilities, the project aims to encourage beachgoers to use alternative modes of transport when commuting to the beach in order for the existing parking bays to meet the growing parking demand. In line with SDP Policy Statement 20, NMT will be prioritised in this project by ensuring that pedestrian walkways are continuous and where they cross vehicular circulation areas or parking areas, the pedestrian walkway remain at the same level and vehicles are required to ramp up and down. Paving is used to accentuate the walkway, particularly where it interacts with vehicles.</p> <p>By replacing the failing revetment along the beach with a stepped revetment, which will improve resilience to the impact of climate change, the project responds to IDP Objective 10 (and more specifically Objective 10.2) to 'restore and improve priority coastal infrastructure'.</p> <p><u>CIPT 2032</u></p> <p>According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> |

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| | | | <p><u>Train</u> The Southern Line will not be returning to full efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p><u>Parking</u> 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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| | | | See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies. |
| <p>Dayton, Sean seandayton@gmail.com Via Email</p> | 27/09/2022 | <p>Dear Tarryn Solomon of Infinity Environmental</p> <p>Please see attached my comments. This mail was sitting in my outbox due to my wifi going down yesterday before it sent. Apologies!!</p> <p>Kind regards Sean Dayton 0844444552</p> <p><i>Attached comments:</i></p> <p>26 September 2022</p> <p>Dear Design Team,</p> <p>PROPOSED MUIZENBERG UPGRADE Thank you for giving me the opportunity to comment. I visit Muizenberg at least once a month and am thankful for the opportunity to comment. I hope that these comments are useful and relevant to the process currently being carried out.</p> <p>1. HIGH LEVEL DESIGN CONSIDERATIONS</p> <p>1.1. Cluster a lot of activities together in one or two focal points and put these close to the main entrances/access points so that these areas will be busy and vibrant most times of the day and late into the evening. This makes it safer for those arriving, waiting for a lift, to meet someone etc.</p> <p>1.2. Don't tame the entire site. Keep a big portion it as wild as possible (think Hermanus cliff walk) in keeping with the characteristics of the site as an edge between urban/built-up and natural environments. This can be done by retaining some of the gravel driveways and parking areas) and by planting indigenous coastal plants (again, think parking lots along Hermanus cliff walk). Don't try and formalise too much. Sea Point Promenade has done this well with areas of grass, rocks, bushes and trees that create variation while walking through.</p> <p>2. SEATING / SURFACES</p> <p>2.1. There must be plenty of places to sit. Ledges and low walls make great places to sit, especially when deep enough to have people sitting on</p> | <p>Project mandate 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>Anything outside of the site boundary in Appendix A1 of the draft BAR is beyond the scope of this project.</p> <p>Benches The project wishes to use the opportunity to retain and improve the recreational and amenity facilities along Muizenberg beachfront to ensure it remains a popular recreational and tourism destination over the long term, and therefore incorporated works to improve the landside public open/recreation spaces in its project scope. Work includes 3m wide universally accessible promenade and better connection and movement to the existing St James/Muizenberg walkway as well as increased seating opportunities, new playground equipment, lawns and indigenous planted areas with irrigation.</p> <p>It is proposed to implement a stepped revetment for this purpose as it serves as coastal protection, but also provides easy beach access and seating along its length.</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. This may have caused unnecessary concern.</p> |

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| | | <p>both sides (so that two people can fit with their backs to each other). Ledges/walls also serve as make-shift tables for eating, surfaces to look in one's bag, etc.</p> <p>2.2. There should also please be sitting arrangements that cater for groups of more than 2. People need to be able to sit close enough to each other and roughly facing one another.</p> <p>2.3. If using benches, make the backrest act as a ledge of sorts for people to stand behind and put their belongings (or cups of coffee) out on, to stretch on, etc.</p> <p>2.4. There should especially be lots of places to sit around the upgraded play facilities.</p> <p>2.5. Please could you try include space for movable chairs (for example put out by a café or food vendor). Movable chairs give people unlimited sitting options, people can arrange them to face in exactly the right direction or precisely the distance away from the next person.</p> <p>3. SENSE OF PLACE / HERITAGE</p> <p>3.1. There should be a handful of easy-to-describe, clearly identifiable landmarks as meeting spots. Statues, sculpturers, flag poles or fountains function well as these. These should be situated close to key access points/entrances from neighbouring roads and pathways, drop-offs/pick-up points. Again, there should be places for people to sit in different numbers while waiting to meet or catch a lift home.</p> <p>3.2. Create an opportunity for people to learn and enhance the existing sense of place. Make it clear where we are – it must not feel like just any beach, but must be a celebration of this particular corner of the world. What is Surfer's Corner, where did it get that name? Information boards like those in Greenpoint and in the city centre are great for these.</p> <p>3.3. The old stone steps could also be retained and incorporated into the design in a clever way. This speaks to the area's heritage and sense of place.</p> <p>4. ARRIVING/LEAVING AND ACCESS</p> <p>4.1. Spend a lot of time designing the e-hailing and private car drop-off/pick-up zone. There should also be infrastructure to lock up bicycles.</p> <p>4.2. Remember to focus on other types of transport, not just private cars needing parking. Most households in Cape Town don't have access to a car and there should be a considerable number of visitors arriving by taxi, bus, train, on foot, on bicycle (even on e-scooters!)</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> <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> <p>- Subheading "Settlement" subheading under Section E (4.1)</p> |

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| | | <p>4.3. Please put a lot of effort creating ease of access between the railway station and the site – make it as easy as possible for people to get to and from the site through the train station. One should be able to get off a train and immediately be clear about how to most quickly access the site.</p> <p>5. MANAGEMENT</p> <p>5.1. If possible, draw up a simple management guideline to guide the ongoing of the various elements that make up the space. For example, one might want to have street performers on busy weekends, say, but these might best be restricted to the busy main entrances/collection/drop off points. A stakeholders' committee might be set up to curate the types of performers. If there is to be some informal trading (which can really enhance a space if done well), this would also need to be carefully managed. Public braai facilities (so in need in the City) are another idea and something which works in other places but needs some management.</p> <p>Kind regards, Sean Dayton</p> <p>0844444552 Seandayton@gmail.com</p> | <ul style="list-style-type: none"> - Subheading "City of Cape Town Integrated Coastal Management Policy" under Section E (4.2) - Subheading "Historical and Cultural Aspects" under Section G (7.) <p>Policy alignment – CIPT 2032 <u>CIPT 2032</u> According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u> The Southern Line will not be returning to fill efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> <p><u>Cycling</u> The CIP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</p> |

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| <p>de Roos, Paul Paul.deroos@seeff.com</p> <p>Via written comments at the Open House</p> | 07/09/2022 | <p>It is fantastic for the resident's property values and will add to the value. I believe that the ongoing upgrades to the area and continued maintenance of said upgrades is important.</p> | <p>Comments noted.</p> |
| <p>de Villiers, Louis louisviljee@gmail.com</p> <p>Via Website</p> | 04/09/2022 | <p>I look forward to receiving more information following the Open Day on 7 September.</p> <p>At this stage, I record my deepest concern at the concept the City appears to be promoting.</p> <p>Surfers' Corner and Muizenberg beach is a well-loved and well-used Cape Town amenity. It is easily accessible by road and serviced by the immediately adjacent railway station, making it very easily accessible to the broadest section of society. It is also an area with a long heritage and buildings which form part of such heritage.</p> <p>The Climate Emergency is seen and felt ever more severely all around the world and indications are that South Africa may be more immediately and severely affected by rising temperatures and sea level rise. In recognition of these realities, further hard structure development in dynamic coastal areas is utterly inadvisable.</p> <p>Especially at Christmas and New Year, Muizenberg beach is visited by very large numbers of people from all parts of Cape Town. The principles underpinning any proposed development of the area should therefore be to consider the short and medium term impacts of climate change and sea level rise on the area (informed by scientific studies), to retain the natural amenity as far as possible, improve access to the widest- and largest number of people, integrating the public transport facilities and keeping the largest area for people to enjoy the natural amenity. This I look forward to receiving more information following the Open Day on 7 September.</p> <p>At this stage, I record my deepest concern at the concept the City appears to be promoting. Surfers' Corner and Muizenberg beach is a well-loved and well-used Cape Town amenity. It is easily accessible by road and serviced by the immediately adjacent railway station, making it very easily accessible to the broadest section of society. It is also an area with a long heritage and buildings which form part of such heritage.</p> <p>The Climate Emergency is seen and felt ever more severely all around the world and indications are that South Africa may be more immediately and severely affected by rising temperatures and sea level rise. In recognition of these realities, further hard structure development in dynamic coastal areas is utterly inadvisable. Especially at Christmas and New Year, Muizenberg beach is visited by very large numbers of people from all parts of Cape Town. The principles underpinning any proposed development of the area should therefore be to consider the short and medium term impacts of climate change and sea level rise on the area (informed by scientific studies), to retain the natural amenity as far as possible, improve access to the widest- and largest number of people, integrating the public transport facilities and keeping the largest area for people to enjoy the natural amenity. This implies not developing hard structures and not</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 • 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>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 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</p> |

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| | | <p>further impacting on the area by additional traffic and parking which should rather be moved back from the sea front.</p> <p>The proposed development does not appear to celebrate and secure the heritage of place and built structures, fails to improve and integrate access and different modes of transport and fails to provide better opportunities for utilisation of the beach and sea.</p> <p>Following receipt of further information, I reserve my rights to comment further in further detail.</p> | <p>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>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>Policy alignment – CIPT 2032 <u>CIPT 2032</u> According to the City's Integrated Public Transport Network 2032, Muizenberg Beach will continue to be serviced directly by the Southern Railway Line only (in addition to the taxis and GAB that are not accounted for in this plan). In line with Spatial Strategy 3 and Policy Statement 35 in the IDP, the project will improve NMT linkages through the site, to public transport, in order to facilitate affordable access to the beach for those within the transport catchment area. Bicycle storage facilities will also be provided close to the bus stop and railway station.</p> <p><u>Train</u> The Southern Line will not be returning to fill efficiency overnight. The passenger rail is not a local government responsibility, however the City will "continue advocating for better services and the devolution of rail functions to ensure a quality, reliable rail service for Cape Town".</p> <p><u>Taxi</u> According to the 2014 and 2019 STATS SA General Household Survey, there is a reduction in the usage of trains as a mode of transport due to the commuter rail service decline, with people commuting with taxis approximately 4 times more than trains. Even if the reliability of the railway service is improved, the percentage people commuting to Muizenberg Beach with the train is unlikely to change dramatically as the Southern line does not service the majority of Cape Town's neighbourhoods and therefore does not offer a feasible transport alternative for the majority of Capetonians to the beach. The project recognizes the dominance of minibus taxis as mode of public transport, as per IDP Objective 12.1.C. The minibus taxis will continue to use the bus embayment to drop off commuters as well as the Main Road parallel parking bays, as they are currently doing. The parking bays within and around the site will also remain available should taxis park and wait for commuters.</p> |

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| | | | <p><u>Cycling</u> The CITP's vision for cycling is that "Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike." To this effect, and in line with the Cycling Strategy's key focus areas the proposal provides people with the opportunity to cycle along the beach by widening the promenade; improves the safety of cyclists by reducing conflict with vehicles and giving preference to cyclists and pedestrian and providing cycling infrastructure. Bicycle parking will be well distributed across the site and located conveniently. Note that a class 4 Cycling route is planned for Atlantic Road, although implementation of bicycle lanes to the site is however beyond the scope of this project.</p> <p>See Section E (4.1 – 4.4, 10) of the draft Basic Assessment Report for a detailed description of how the Muizenberg Beachfront Refurbishment fits in with the applicable frameworks and policies.</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 where 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> <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> |

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| | | | <ul style="list-style-type: none"> o Beach huts to be centrally located to serve as wind shelter for central shower plaza o Central plaza to remain central public node with showers. o Use segmented paver surface landward of 3m concrete promenade instead of concrete surface. Include creative pattern design to reflect the surrounding landscape features. o Incorporate decorative segmented paver patterns in focal paving areas (central node, station forecourt, pergola area and eastern end open space) o Include mosaic artwork at ablution buildings, showers and seating walls. o Play area to be area context specific and also include normal play equipment like swing and slide as well as natural materials o 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. o 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>Dederick, Jane janedederick@gmail.com</p> <p>Via Email</p> | <p>26/09/2022</p> | <p>I am a Muizenberg resident and grew up in Cape Town with Muizenberg as my childhood playground. I object strongly to the plans as presented at the Open Day exhibition on September 7 for the following reasons.</p> <p>1. The proposed concrete revetement with steps destroys the opportunity for adults and children to experience an organic, continuous relationship between beach and land, for example being able to walk barefoot along the shore and then step up on to grass and sand. Concrete is a very misplaced choice of material given the current environmental concerns as it is impermeable and inflexible. It is also questionable for how long this expensive imposition of concrete will last given the wave action and intense human use of the beach; it seems the current wood/brick revetement is much more sustainable and restoring it will also save hugely on costs! Visually the proposed design looks as if the steps to the Artscape theatre, for example, have been plonked down on the beach, destroying the visual and physical experience of being in a natural environment. It seems irrational to create an an invasive and ugly concrete structure like this to replace the current low-impact revetement. I suggest you renovate the current walkway and retain the wooden supports or replace the brick walkway with raised wooden decking which would be more low-impact and environmentally sensitive. The imposition of an inflexible, concrete structure could also affect wave patterns and tidal action in unpredictable ways and ultimately affect the use of the iconic and internationally famous Surfers Corner.</p> | <p>Concrete revetement</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 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> |

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| | | <p>2. Destruction of the ablution block. This is an historic and beautiful building and it is a key player in creating the unique character of Muizenberg today, while also evoking the beach's long history in the city. Surely a way can be found to protect its foundations from rising sea levels or it could be moved back from the sea as has been done with buildings in the UK (for example Belle Tout lighthouse in Sussex)? By all means create a new larger ablution facility elsewhere but please keep this building as an iconic and irreplaceable feature of the Muizenberg landscape.</p> <p>3. Parking lot. Horrors! 'Formalising' the current gravel parking lot can only increase the traffic to the area and the problems that come with it - noise and air pollution. It also seems from the proposed design that this car park will be more visible/audible from the beach and will further destroy the sense of being in a natural environment. At present when you walk towards the old steps at the end of Surfers Corner, you walk under an overhang of rock which means you do not see the cars parked above or hear them or even smell them! Please do not cover this large area in yet more concrete, thus further destroying the natural environment of this corner of Muizenberg beach. You could construct a parking space out of a more permeable material which plants could grow through and where water could be allowed to drain naturally thus preventing run-off. Or you could re-landscape the current gravel parking space and plant indigenous vegetation as barriers or markers. This would be much more low-impact and in keeping with the natural environment. In my opinion, you should close off the road and pedestrianise the entire area in front of the restaurants. This would create user-friendly outside spaces for the cafes; the parking area could be made into a beautiful park like the Green Point park, which could be used by families to picnic and stroll in; instead of the road cutting the area in two as it now does, the whole area could become a lovely sheltered space for people to relax in. The city would have to make a plan for parking but could create a space beyond this area, for example, on the other side of the putt-putt course, and perhaps provide a shuttle bus. Parking spaces further along would also encourage people to use more of the beach towards Sunrise Circle and beyond and would open up more user-friendly beach space which could also discourage crime further along the shore. Instead of putting money into creating more parking spaces here, the city could rather invest in providing a MyCiti bus service to Muizenberg to reduce the use of cars to the area.</p> <p>Conclusion: Muizenberg is one of the few natural environments we have left in Cape Town that is relatively easy to access for all to enjoy. The proposed new design seems to set out to make the beach precinct a faceless, characterless, unnatural environment favouring motorists, not the people who use the beach regularly - the surfers and the walkers. The use of concrete and the determination to create 'straight lines' is contra-indicated both to the sense of place and its history and to the growing awareness of the importance of protecting natural habitats for wildlife and creating designs that enhance and sustain local eco-systems. Also significant is the importance of natural spaces for sustaining our mental and emotional health. Muizenberg is used as a space where people relax, surf, walk, gaze at the sea, play in the waves, and picnic. The proposed design does not speak to these human-scale uses of the beach and is not eco-friendly. It does not respect and enhance the features that give Muizenberg its special character - the historic ablution block; the quaint communal outdoor showers; the curve of beach around Surfers' Corner; the colourful huts, recently</p> | <p>Ablution demolition 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>Parking 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 indigenous 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 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> |

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| | | <p>renovated and a symbol of Cape Town on tourist literature; the meandering start of the coastal walk.</p> <p>Please go back to the drawing board; invite local architects to compete for the most creative, imaginative and ecologically sound design. Present at least three different options in a forum where the need for changes is properly explained and presented and where the needs of local residents and users of the Muizenberg beach space are shared and considered in a way which will mean that they are ultimately reflected in the design. The 'open day' was structured in such a way that individuals spoke to the various representatives about the plans and voiced their responses/objections individually and there was no forum for proper discussion/debate between local residents and the city and among interested parties. I do hope the city will re-think this proposal in a manner that befits its role as a guardian of sustainability, well-being and heritage and a protector of our fast-disappearing natural landscapes.</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 are 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> <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>Character (aesthetics)</p> |

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| | | | <p>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. 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> <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. |

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| | | | <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.) |
| Dederick, Jane Janedederick@gmail.com Via Website | 27/09/2022 | I have submitted a detailed comment in a separate email but would also like to fully endorse the submission from Catherine Kell and others entitled A Call To Start Over. | <p>Please see page 1 for response to:</p> <p>COMMENT ON PROPOSED UPGRADE FOR MUIZENBEG BEACHFRONT: A CALL TO START OVER</p> |
| Delbridge, Clive clive@profmark.co.za Via Website | 04/09/2022 | Request to be added as an IAP. | You have been registered as an interested and affected party. |
| Delbridge, Clive clive@profmark.co.za Via Website | 21/09/2022 | <p>I support the attached call to revisit this redevelopment .also see this really good article from daily maverick which i have attached for your reference.</p> <p><i>See attached article in Appendix.</i></p> | Comment noted. |
| Dollie, Na-iem Dollienaiem@gmail.com Via written comments at the Open House | 07/09/2022 | The upgrade should include the beach along the Promenade. Keep the Huts. | <p>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> <p>Beach huts 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> |

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| | | | 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>Du Harmoau, Paul</p> <p>Via written comments at the Open House</p> | 07/09/2022 | No- I do not like proposed change. | <p>Commented noted.</p> <p>However, 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>Dugmore, Helen hjdugmore@gmail.com</p> <p>Via Email</p> | 26/09/2022 | <p>Dear Infinity Environmental/City of Cape Town,</p> <p>Please find attached a comment on the proposed Muizenberg Beachfront Upgrade.</p> <p>Kind regards, Helen Dugmore</p> <p><i>Attached document:</i></p> <p>Helen Dugmore 5 Arthur Road Muizenberg, Cape Town 7945 0647945299</p> <p>26 September 2022</p> <p>Dear Ms. Solomon,</p> <p>Comment on Muizenberg Beachfront Upgrades</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 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> |

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| | | <p>Please find herewith my comments as a concerned member of the public on the proposed Muizenberg Beachfront Upgrade. I declare that I have no direct business, financial, personal or other interest in the application.</p> <p>Firstly, I would like to note that the level of detail provided in the current design documents is inadequate for the public to gain a sufficient understanding of the proposal. The following comments are in response to the information available to the public at this stage, but further detail is necessary going forward.</p> <ol style="list-style-type: none"> 1) I am concerned about the climate and environmental impacts of the excessive hardscaping proposed in both design options. <ul style="list-style-type: none"> • The “urban heat island” is a known scientific process in which dark hardscaped surfaces, such as concrete and asphalt, absorb solar radiation and increase temperatures at a localised and global scale. The swathes of concrete and asphalt surfaces proposed in both the revetment and the formalised parking will exacerbate this effect, both contributing to climate change and causing discomfort to users from elevated localised air and surface temperatures. • The proposed revetment must serve the dual purpose of coastal defence and recreation (walking, sitting, etc.). The concrete revetment in both design options is unsuitable for the latter purpose: the heat and “hardness” of the surface will be unpleasant to sit on or walk on barefoot (a likely use at a beachfront). The concrete must be broken up by planted landscaping to make it comfortable for recreational use. • The scale of the concrete revetment is also hostile to recreational users. The example images of “concrete terraced steps, ramps, seat walls” on page two of the design options go some way toward solving that problem, but these must be made evident on the plans and be thoughtfully integrated into other design components (e.g. walkways across the broader site, “soft” landscaping as noted above). 2) I am concerned that the proposed planted landscaping (lawns) is not appropriate to the environmental conditions at the beachfront. <ul style="list-style-type: none"> • A large part of the planted landscaping specified on both design options is “lawns.” It is well documented in the scientific literature that most grasses are not well-suited to saline coastal environments. It is also apparent from the existing lawn planting at the beachfront that lawn grows poorly in that environment. The proposed lawns are likely to appear scrappy within months of initial planting, and therefore cannot reasonably be called an “upgrade” to the existing beachfront. • Most grasses used in lawns are also known to require an excessive amount of irrigation. This is unacceptable in a city that experiences extreme drought. 3) I am concerned that the proposal has not adequately considered alternative options for coastal defence in the context of predicted sea level rise. | <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>Parking 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 indigenous 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 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</p> |

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| | | <ul style="list-style-type: none"> It is not evident that the current proposal has taken into account future scenarios for sea level rise, or accounted for those challenges in its design. A concrete revetment appears in both design options. There is no evidence that alternative forms of shoreline armouring such as "living shoreline armouring" have been considered, which may be more successful coastal defence strategies, and less harmful to shoreline species and geomorphological processes. <p>4) I am concerned that the proposal has inadequate provision of protection for users from wind and sun exposure.</p> <ul style="list-style-type: none"> Cape Town already experiences hot and windy summers, and with climate change, extreme temperatures are predicted to increase in both degree and frequency. Both design options are almost entirely lacking in provision for wind and sun protection for beachfront users. Trees are natural elements providing both shade and windbreaks are completely absent from the available designs. The removal of the current ablution block is likely to alter wind patterns across the central, high-use area of the beachfront. The current ablution block acts as a wind barrier for the showers behind. This requires further investigation in the impact assessment. <p>5) I am concerned that no heritage impact assessment has been performed.</p> <ul style="list-style-type: none"> The proposed site abuts two declared Heritage Protection Overlays (HPOs): the Atlantic/Beach Road HPOZ and the Muizenberg St James Kalk Bay HPOZ. The Muizenberg Train Station, neighbouring the proposed "formalised parking lot" on the west, is a National Heritage Site (Grade I heritage resource). The impact on these heritage resources has not been considered in the proposal. The ablutions block is likely older than 60 years and will require an application to Heritage Western Cape for demolition in terms of the National Heritage Resources Act (NHRA). As an alternative to demolition, moving the existing ablution block to another part of the site should be considered in order to preserve this heritage element (currently the centre of the beachfront area). A heritage practitioner should be engaged to review the proposal. This practitioner should advise on appropriate design decisions in respect of surrounding heritage resources, and on preserving social and cultural values of the site. <p>6) I am concerned that the limited area of the proposed project and the emphasis on paid parking exacerbates problems associated with economic exclusivity in a public space.</p> <ul style="list-style-type: none"> The bulk of the budget for this project appears to be aimed at rebuilding an extensive paid parking area, right alongside the Muizenberg Train Station. The project area boundary stops at the train station, failing to integrate public transit users into the scheme. There are also no plans mentioned for integration to | <p>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 are 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> <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 (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>Wind shelter 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</p> |

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| | | <p>other public transit nodes (e.g. a bus stop) or provision for other means of transport (e.g. bicycle racks).</p> <ul style="list-style-type: none"> • Privileging the use of both City budgets and City land for owners of cars is unacceptable in a city where only 50% of residents own a car, and especially on a site where most users were previously excluded by the Group Areas Act. • Furthermore, it goes against the City's commitments to developing public transport networks and combatting climate change to spend on developing automobile infrastructure. There are already several other parking lots in the area, so there is no need to dedicate so much space at the beachfront to cars. <p>I will be watching the development of the project with interest, and look forward to further opportunities to comment once more detailed design proposals are made available.</p> <p>Regards, Helen Dugmore</p> | <p>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>Durell, Lisa lisa@lisadurell.co.za</p> <p>Via Email</p> | <p>05/09/2022</p> | <p>We have a property in Muizenberg. Please could you register me as an interested and affected party and ensure that I have online access to the information presented.</p> <p>Why is it necessary to have a huge parking area without any vegetation? The dominance of the vehicle in this proposal is disappointing.</p> | <p>You have been registered as an interested and affected party.</p> <p>Parking 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 indigenous 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 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</p> |

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| | | | <p>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 are 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> <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>During, Helen helen@helenduring.co.za</p> <p>Via Website</p> | <p>03/09/2022</p> | <p>You cannot be serious!!!!!! This is the creation of a hard landscape that is completely at odds with its environment. In addition, the beach is crowded enough over summer and your plan encroaches right onto the beach?? This is where kids play, dig sandcastles, dogs run and people lie and suntan. It is the most unfriendly design, using materials at odds with the sand, sea and waves and makes a soft and gentle environment into one that is hard and unfriendly. Who ON EARTH came up with this?</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 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,</p> |

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| | | | <p>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>Beach reclamation There will be no reclamation of beach area to make new parking or promenade area. All proposed project components are placed on the existing alignments or landward of the existing infrastructure. In the corner area, the degraded stone steps are removed and the alignment of the proposed stepped revetment and promenade is retreated several meters landward in this area, creating more beach area. The coastal defense foundation and scour protection is seaward of the existing wooden revetment alignment, but is buried under the beach and will remain buried under future scour depths. The existing scour protection is also seaward of the wooden revetment and also buried under the beach, but is exposed in some locations, vulnerable to damage and is a public safety hazard.</p> |

Comments by interested and affected parties with surnames starting with E (pages 88 – 91)

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| <p>Eastnam, Tracy 0795942765</p> <p>Via written comments at the Open House</p> | <p>07/09/2022</p> | <p>Suggestions:</p> <ol style="list-style-type: none"> 1. Please make sure there are water taps at the knee level to wash feet. A "full body shower" wastes water if you just want to wash your hands and feet. 2. Please allow ramps for disabled wheelchairs & "beach wheelchairs" 3. Provide a large skateboard park perhaps beyond the Putt-putt area. 4. Provide a bike bike-park area perhaps beyond the Putt-putt area towards Sunrise beach. 5. Provide more toilets + changing area/cubicles. 6. Plant trees on the Islands around the parking lot to make environments more green 7. Provide wind breakers for picnickers 8. Provide safe passage cross the railway line via a walkway (the Tunnel is not safe). 9. Provide recycling receptacles for different types of rubbish i.e. plastic, glass, mixed. 10. Provide place for buskers to play music. | <p>New ablutions Following the public comments received, the proposed ablution building is located landward of the 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.</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> <p>Skatepark The City has decided that the installation of a skate park at the Muizenberg Beachfront is not currently feasible, thus it has been removed from this project</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>Wind shelter 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>Informal traders</p> |

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| | | | <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; such locations may need to be shifted as the construction progresses.</p> <p>The station The train station and associated rail infrastructure is owned by PRASA and falls outside of the City's jurisdiction. Any upgrades within the rail reserve must therefore be undertaken by PRASA and is outside the scope of this project. This recommendation is supported particularly because of the station building's contribution to the character of the Muizenberg Beachfront and its heritage significance. In response, the Muizenberg Beachfront upgrade project will retain views to the station building and not introduce vertical elements that will compete with the architect. Moreover, the project proposes to upgrade the station forecourt and pick up on the station paving in order to improve the setting of the building.</p> <p>See the "The Station" subheading along with Figure 5 under Section B (4.4) of the draft Basic Assessment Report for further details.</p> <p>Views The proposed point corner area will remain open to the public to use and will be more accessible and open for pedestrians to use and recreate on. Widened area in the steps in this area can be used by fisherman that used to stand on the corner, and will therefore be able to keep using it to fish from. The fisherman will need to park their cars in the parking area as other users. A limited number of directly sea facing parking bays will be provided for such purposes, but will not be specifically allocated as currently the situation, these bays are first come first served.</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 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</p> |

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| | | | <p>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>Edwards, Cynthia cynthedw@gmail.com</p> <p>Via Website</p> | <p>22/09/2022</p> | <p>I read a very interesting article from the Daily Maverick regarding the beachfront upgrade, and I have to say I agree largely with what they've said. It's a positive step from here and incorporates more soft spaces, and better use of existing satellite parking areas in the area. Congestion is already a huge issue and adding more formalised parking will only increase this. We need to think about the area as a whole, and please don't just put a parking lot right on the beach, we have an opportunity to do something really forward thinking here! Let's be innovative!</p> <p>https://www.dailymaverick.co.za/opinionista/2022-09-19-upgrade-of-muizenberg-corner-beachfront-a-once-in-a-generation-opportunity-to-create-a-great-public-space/</p> | <p>Parking 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 indigenous 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 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 are not feasible in the short to medium</p> |

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| | | | <p>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> <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> |